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# GT PORSCHE

The world's premier *Porsche* magazine

Autumn 2018

Issue 205

£5.99

148 PAGE BUMPER BUYING SPECIAL

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landing your dream  
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# Ignition



**Simon Jackson**  
Editor [@retro\\_jackson](#)

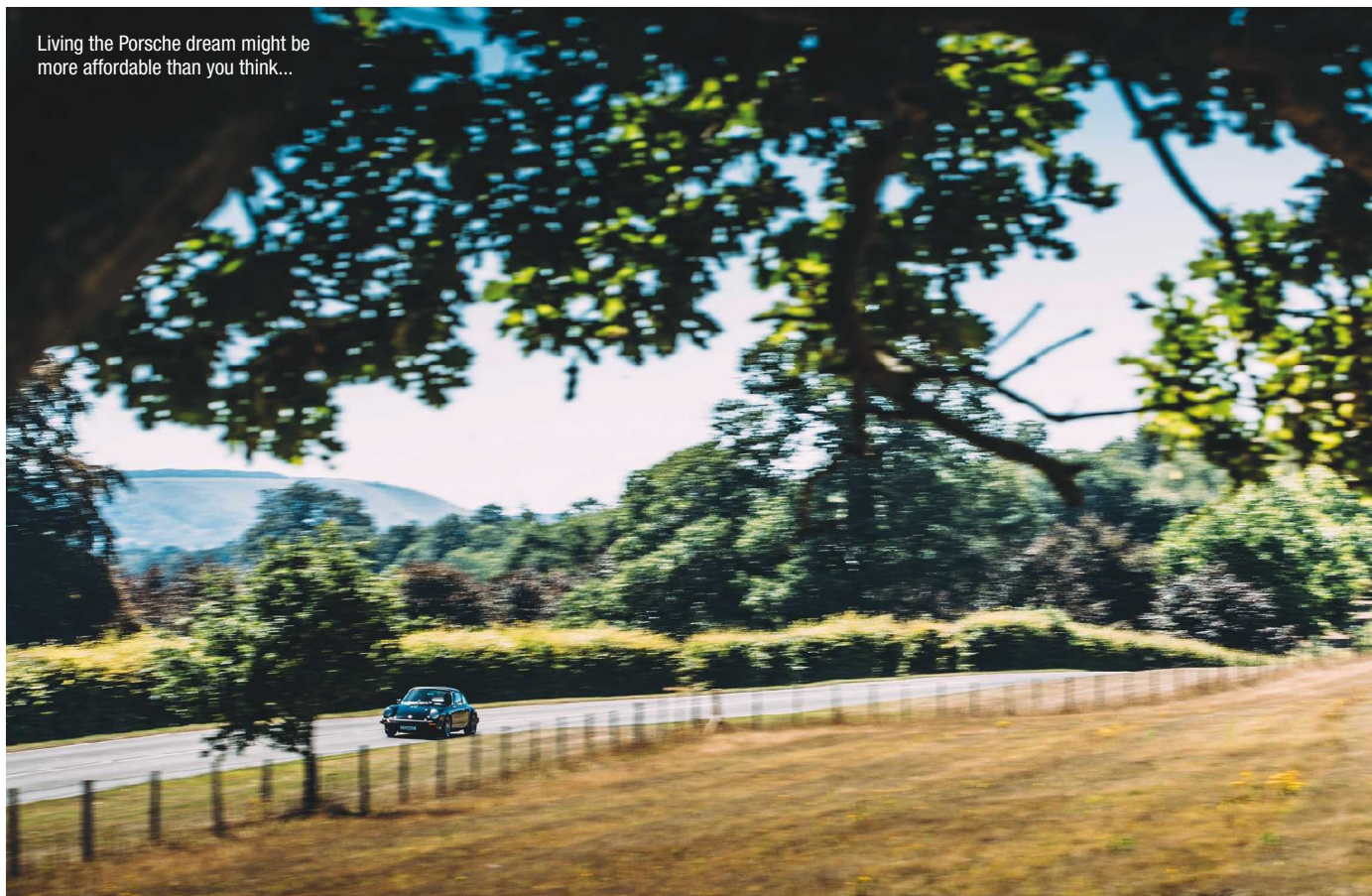
Purchasing a Porsche is a big decision. For those looking to get behind the wheel of their first model there are a wealth of considerations, budget obviously being one, but even if the financial aspect is not your primary concern there are plenty of decisions to be made before you can grab the keys to your chosen chariot. This bumper Autumn issue is partly dedicated to those looking to take their first step onto the Porsche ownership ladder, but it is also relevant to existing Porsche drivers considering their next move too. We look at the various Porsche vehicles currently available at a range of price points (p22), but in time honoured *GT Porsche* style we also drive a selection of vehicles to get a real world feel for them in order to offer our unbiased opinion on each.

For those looking at purchasing their first Porsche, our feature on the entry-level 2.7-litre 987 Boxster and Cayman will prove interesting I'm sure (p46), either side of that we look at buying a bargain basement transaxle car in the form

of the 924 – p82, and at the other extreme a brand new 718 Cayman – less than £400 per month on PCP – p70. In addition, those looking either to buy their first Porsche or who are considering stepping up to a 911 from elsewhere in the range, should read our thoughts on the 996 Carrera 4 – the most affordable 911 around, p54. We've also a first hand account of taking the plunge into air-cooled 911 ownership with today's most affordable option – the 911 SC, p62.

Elsewhere in this issue we pay a visit to Porsche Classic HQ in Stuttgart, the visit provided a full understating of how this arm of Porsche plays a vital part in keeping so many of the cars we love on the road, p105. We also get under the skin of the 3.2 Carrera with our 'Ultimate Guide', and meet dp Motorsport's latest creation – a 911 Speedster. With our usual look at the current Porsche market place, technical guides and real world running reports on our varied fleet of Porsche vehicles, there's something for every true Porsche person contained within these pages. Enjoy the issue.

Living the Porsche dream might be more affordable than you think...



## Contributors



**Malcolm Griffiths**  
[@Malcy70s](#)

Photographer Malcolm has been shooting professionally for over 25 years. He began his career in motorsport and has shot everything from F1 to fashion...

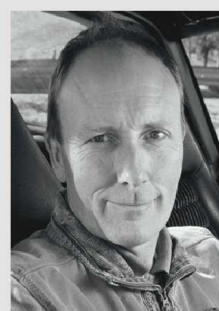
**This month:** Malc points his lenses at a pair of 987s – a 2.7 Boxster and Cayman, and a 911 SC as we examine potential first Porsche purchases...



**Dino Zamparelli**  
[@DinoZamparelli](#)

Single seater ace turned Carrera Cup GB driver, Dino is enjoying his fourth season racing Porsches...

**This month:** Dino heads towards the end of his racing season in contention for the Carrera Cup GB title – read his thoughts in his regular column.



**Philip Raby**  
[@RabyPorsche](#)

Specialist Porsche dealer and consultant, Philip has been driving, and writing about Porsches for more than 20 years...

**This month:** Many consider the 996 Carrera as the perfect entry into 911 ownership. Philip gives us the inside track on the first water-cooled 911...





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# PORSCHE CLASSIC REVEALS 'PROJECT GOLD'

Porsche Classic has built a brand new air-cooled 911 using genuine parts. The special 993 Turbo will be auctioned at the end of October with proceeds going to the Ferry Porsche Foundation...



Twenty years after series production of the air-cooled 911 ended, Porsche Classic has built a brand new car using an original bodyshell and genuine parts. The 993 Turbo will be auctioned at the end of October with proceeds going to the Ferry Porsche Foundation, a non-profit organisation only established this year to mark 70 years of Porsche sports cars.

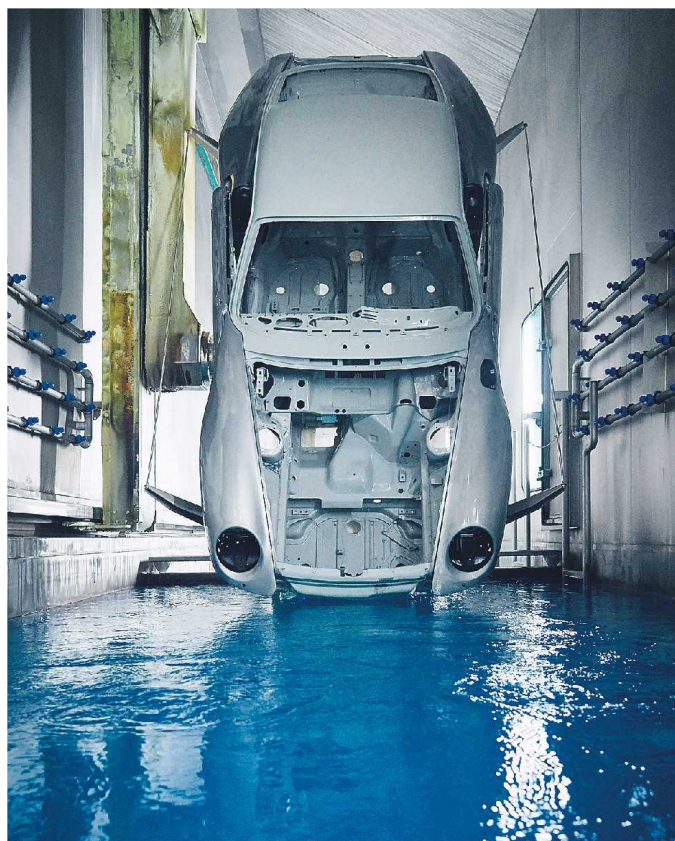
But, why did Porsche choose a 993 of all the 911s it might have selected as a basis for the project? Now a sought-after collector's car, the 993 was a historically important Porsche, and not just because it was the last of the air-cooled 911s. The first 911 to feature an aluminium chassis, affording it exceptional agility, the 993 was also the first 911 to have its Turbo variant powered by a twin-turbo engine.

Visually it made the switch from round to poly ellipsoidal headlights, and the 993 was the first car of any to feature hollow-spoke aluminum wheels, further innovation came from its all-wheel drive system. Only

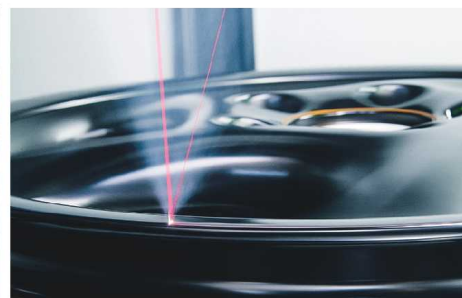
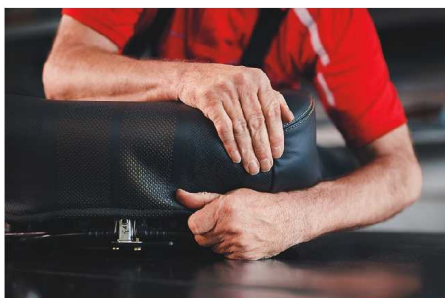
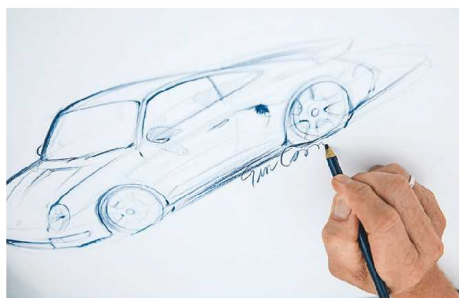
345 examples of the range-topping 993 Turbo S (450hp) cars were built in period.

Porsche Classic came up with the idea of constructing a completely new vehicle based on an existing 993 bodyshell, the idea was to showcase the firm's tradition and innovation. Construction of the unique vehicle took approximately one and a half years, the team were able to rely on a selection of more than 6,500 genuine parts offered for the 993 by Porsche Classic. In total Porsche's Classic division currently stocks a staggering 52,000 parts for a wide range of vehicles, these can be sourced via Porsche Classic Partners and Porsche Centers around the world to repair and restore classic Porsche cars.

The process of creating the new car started first with its bodyshell, it has a hand-stamped chassis number which follows the last series-production 993 which rolled off the production line in 1998. The shell was put through the same corrosion protection and painting







process applied to contemporary series production Porsche vehicles. The car was then assembled and tuned by Porsche Classic specialists at the Porsche restoration workshop in Stuttgart. A brand new 3.6-litre twin-turbo flat-six engine developing 450hp was installed. The 'new' 993's manual transmission setup and all-wheel drive system were also sourced from the Porsche Classic range of genuine parts.

The exterior and interior elements were arrived at in conjunction with the experts at Porsche Exclusive

Manufaktur, they were responsible for creating the 2018 991 Turbo S Exclusive Series (limited to 500 examples worldwide) which Project Gold's Golden Yellow Metallic paintwork references. To match its black wheels with Golden Yellow design accents, the seats and interior trim were finished in black with Golden Yellow details. Designers at Style Porsche worked on the colours and interior details of the car. In addition the bodysell features the characteristic side air intakes of the 993 Turbo S, these were also

available as an option for the regular 911 Turbo in 1998.

"Project Gold showcases the comprehensive skill of Porsche Classic in fascinating fashion," said Detlev von Platen, Member of the Executive Board responsible for Sales and Marketing at Porsche. "This project clearly demonstrates our strategic approach. Although we are starting a new chapter in our sports car history with the Porsche Taycan, the story of how the company evolved is no less significant. On the contrary, this Golden Yellow

993 demonstrates how incredibly passionate we are about the tradition of our brand."

The car will have made its world premiere at Rennsport Reunion at Laguna Seca by the time you read this, it is being auctioned by RM Sotheby's at the Porsche Experience Center in Atlanta on October 27th with proceeds going to the Ferry Porsche Foundation. However, bidders might want to keep in mind that Project Gold is not road legal, rather it has been created strictly for use on private tracks.







# FESTIVAL OF PORSCHES

Porsche Club GB's recent Festival of  
Porsche at Brands Hatch was  
a roaring success...



Photography: Heritage Parts Centre



The Festival of Porsche returned to Brands Hatch in early September for the first time in four years. The special event included racing, rolling demonstrations and static vehicle displays. Timed to coincide with the 70th anniversary of Porsche sports cars, admission was open not only to club members but also the general public – both flocked in droves to the Kent circuit which was blessed with glorious weather for the event.

Hundreds of Porsche vehicles filed through the gates of Brands Hatch to form static displays covering all generations of Porsche models, alongside the Porsche Club GB's huge marquee and display came strong support from Porsche GB. Official merchandise stands, displays, hospitality and hot rides both on track and off-road were available through Porsche's official presence.

On track several key historical cars made appearances and took to the circuit for demonstration runs. Perhaps the most high profile of all were runs by the 919 Hybrid Evo – the unrestricted version of Porsche's LMP1 prototype sports car which has broken various records this year. Works driver Nick Tandy took to the track to demonstrate the fearsome car's performance, although it was not setup for (or aiming for) a track record lap, Tandy's times were within a tenths of the all-time lap record around the Brands Hatch Indy circuit.

"I'm just glad I got to drive it," said an enthused Tandy. "I managed 192mph on the straight – I just missed out on 200mph."

Further on-track action came from the headline racing series, the Porsche Club Championship with Pirelli, starring a wide range

of the manufacturer's race-prepared cars across a number of classes. In this, the championship deciding round, Mark Sumpter of independent Porsche specialist Paragon Porsche clinched the driver's title in his beautifully prepared 996. Also racing was the Porsche Classic Restoracing Competition, the series has seen Porsche Centres across the UK restore and race prepare a collection of 986 Boxster S cars before racing them in a dedicated three round championship held at Brands Hatch and Silverstone. Each car was prepared in a distinctive livery reminiscent of classic Porsche race cars, such as the 917 Pink Pig, psychedelic 917 'Hippie' car, and the famous Porsche / Martini livery.

More than 35 significant Porsche race cars were on display within

the main paddock and pit area at the circuit, some were hand-picked Porsche Museum cars, others were privately owned examples. Added to the famous metal on hand were a bunch of famous Porsche faces in addition to Nick Tandy, drivers Derek Bell, Richard Attwood, and 17-year-old Porsche GB 2018 / 2019 Junior Dan Harper took to the track. On top of all these a wealth of independent Porsche specialist traders from these very pages were also in attendance including RPM Technik, Paragon Porsche and Design 911.

At the end of the weekend all Porsche Club GB display cars parked inside the venue were welcomed onto the circuit for a number of parade laps, creating a special moment for many in attendance and generating plenty of great photo opportunities.



[www.porscheclubgb.com](http://www.porscheclubgb.com)





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PORSCHE 911 997 TURBO 3.6 TIP  
(56-2006) Basalt black with black leather  
50,000 Miles..... £52,000



PORSCHE 911 997 TURBO 3.6 TIP  
(57 - 2007) Silver with black leather  
63,000 Miles .....£49,000



PORSCHE 911 997 "2S" 3.8 GEN2 PDK  
(59-2009) Basalt black with black leather  
41,000 Miles .....£47,000



PORSCHE 911 997 "2S" 3.8 GEN2 PDK  
(59-2009) Basalt black with red leather  
33,000 Miles.....£46,000



PORSCHE 911 997 "2S" 3.8 GEN2 PDK  
(09-2009) Meteor grey with black leather  
50,000 Miles.....£44,000



PORSCHE 911 997 "C2" 3.6 GEN2 PDK  
(60 - 2010) Basalt black with black leather  
44,000 Miles ..... £38,000



PORSCHE 911 997 "2S" 3.8 GEN2 PDK  
(58 - 2008) Silver with black leather  
75,000 Miles ..... £35,000



PORSCHE 911 997 "2S" 3.8  
(58 - 2008) Basalt black with black leather  
75,000 Miles.....£35,000



PORSCHE 911 997 "2S" 3.8  
(08- 2008) Meteor grey with black leather  
49,000 Miles.....£36,000



PORSCHE 911 997 "4S" 3.8 TIP  
(58 - 2008) Silver with black leather  
46,000 Miles.....£36,000



PORSCHE 911 997 "4S" 3.8  
(06-2006) Basalt black with black leather  
56,000 Miles.....£34,000



PORSCHE 911 997 "2S" 3.8  
(07 - 2007) GT Silver with stone grey leather  
56,000 Miles.....£33,000



PORSCHE 911 997 "2S" 3.8  
(07 - 2007) Basalt black with stone grey leather  
56,000 Miles.....£33,000



PORSCHE 911 (997) "2S" 3.8 TIP  
(57 - 2007) Meteor grey with black leather  
65,000 Miles .....£33,000



PORSCHE 911 997 "2S" TIP  
(07 - 2007) Meteor grey with black leather  
60,000 Miles.....£33,000



PORSCHE 911 997 "2S" 3.8  
(07 - 2007) GT Silver with black leather  
62,000 Miles.....£33,000



PORSCHE 911 997 "2S" 3.8  
(07 - 2007) Basalt black with black leather  
48,000 Miles.....£33,000



PORSCHE 911 997 "2S" 3.8  
(57-2008) Silver with black leather  
59,000 Miles.....£33,000



PORSCHE 911 997 "2S" 3.8 TIP  
(57-2007) Silver with black leather  
53,000 Miles.....£33,000



PORSCHE 911 997 "4S" 3.8 TIP  
(56-2006) Silver with ocean blue leather  
51,000 Miles.....£31,000



PORSCHE 911 997 "4S" 3.8  
(06-2006) Basalt black with black leather  
65,000 Miles.....£31,000



PORSCHE 911 997 "4S" CAB TIP  
(56-2006) Silver with black leather  
66,000 Miles .....£30,000



PORSCHE 911 997 "2S" 3.8 TIP CAB  
(07-2007) Basalt black with black leather  
62,000 Miles.....£30,000



PORSCHE 911 (997) "2S" 3.8  
(06-2006) Silver with black leather  
67,000 Miles .....£30,000



PORSCHE 911 997 "2S" 3.8 TIP  
(56 - 2006) Silver with ocean blue leather  
57,000 Miles .....£28,000



PORSCHE 911 996 TURBO 3.6 TIP  
(53-2003) Silver with black leather  
51,000 Miles .....£40,000



PORSCHE CAYENNE "GTS" 4.8 TIP  
(63 - 2013) Basalt black with black alcantara leather  
31,000 Miles.....£42,000



PORSCHE 911 997 "2S" 3.8  
(58-2008) Basalt black with black leather  
61,000 Miles.....£19,000

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# CHRIS **BOYS** JOINS **RPM TECHNIK**

Highly respected air-cooled Porsche technician, Chris Boys, has joined RPM Technik's Special Projects Division...



[www.rpmtechnik.co.uk](http://www.rpmtechnik.co.uk)

Leading Porsche specialist, RPM Technik, has announced the appointment of respected Porsche industry Technician Chris Boys. Boys will work as part of the independent Porsche specialist's Special Projects Division. The new recruit comes to the Hertfordshire specialist off the back of a 34 year stint with JZ Machtech (JZM), there Boys made his name as a leading expert in air-cooled 911s – from long bonnet models to 993s. The move reunites RPM Technik's Technical Director, Ollie Preston, with his

Porsche mentor, Preston's Porsche apprenticeship was undertaken via the tutorage of Boys.

"I'm so happy to be making the move, having seen what RPM Technik have been achieving in recent years. Ollie (Preston) used to be my apprentice and we have always kept in touch over the years," said Boys. "RPM Technik has some exciting things going on and a huge reputation within the industry, when the opportunity arose it was hard to turn down."

Ollie Preston commented; "Chris

is a genius when it comes Porsche, especially air-cooled models so it's great to have him onboard. Without him there may not even have been RPM Technik in the first place. His passion, skill and attention to detail were something that I really benefited from as a young technician. I have been able to take these values into what we do here, so it seems fitting he now joins us."

Chris Boys started in the motor trade aged 11 working at a friend's garage. A fifteen-year career working on different automotive marques

gave him a great platform and understanding of the industry before he started specialising in Porsches. Today Boys prides himself not only on his Porsche expertise, but also on being able to pass his knowledge on through training professional Porsche Technicians. Fully trained on Bosch Fuel injection systems, especially K-Jet and Motronic, as well Porsche electronic systems, the appointment of Boys further strengthens the growing reputation of RPM Technik's specialised restoration and tuning activities.



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Porsche 912 1965 Coupe  
Manual Gearbox, LHD, Champagne  
Yellow with Black interior.



Porsche 912 1967 Coupe  
Manual Gearbox, LHD, Bahama  
Yellow with Black interior.



Porsche 912 1966 Coupe  
Manual Gearbox, LHD, Signal Red  
with Black interior.



Porsche 965 Turbo 3.3L Coupe  
Manual Gearbox, LHD, Metallic  
Black with Matador Red leather  
interior.



Porsche 964 M491 Carrera 4  
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## PODIUM FOR PORSCHE AT SILVERSTONE

**WEC**

SILVERSTONE



Porsche finished on the podium at Silverstone, but the result could have been better still...

Round three of the FIA World Sports Car Championship (WEC) at Silverstone treated more than 60,000 British spectators to a gripping battle. An incident at the start of the race saw the front-runners amongst the 34-strong field caught up in an incident, the No92 911 RSR shared by Kevin Estre and Michael Christensen navigated its way through neatly to lead the GTE-Pro class. However during its second stint while Christensen was at the wheel, the 911 experienced tyre problems and it fell back to P6. A good pit stop strategy saw the pair perform an effective recovery, working their way back up to the front, at times even holding the category lead but ultimately finishing P3 in GTE-Pro.

The No91 RSR driven by Richard Lietz and Gianmaria Bruni initially scored a second place finish in category, however they were subsequently disqualified from the race after an irregularity in the car's ride height was detected during post-race scrutineering. Pascal Zurlinden, Director GT Factory Motorsport, commented: "Unfortunately we were informed after the race that an irregularity was detected in the ride height. That threw our number 91 car out of

the classification and advanced the number 92 car to third place. We're still leading the manufacturers' and drivers' classifications. Now we need to focus on the next tasks."

Kevin Estre said: "Our race started well and I moved into first place after the start and built up a comfortable lead. Unfortunately, Michael was hampered by tyre problems during his stint. We had to call him in earlier than planned and change our strategy. This enabled the Ferrari to overtake us in the pits. At the end, our tyres weren't fresh enough to attack again. Still, I'm satisfied with our result."

Four additional 911 RSRs tackled the GTE-Am class at Silverstone. Victory went to Dempsey Proton Racing (right) with Porsche Young Professional Matt Campbell, Christian Ried and Porsche Junior Julien Andlauer at the wheel. Despite a difficult race at Silverstone, Porsche continues to lead the manufacturers' championship in the GTE-Pro class, as well as the drivers' classification of both the GTE-Pro and GTE-Am classes in the WEC – with Estre and Christensen heading the drivers' standings.

Round four of the WEC takes place at Fuji in Japan.





IMSA

ELKHART LAKE / VIRGINIA



# DISAPPOINTMENT AT ELKHART LAKE & VIRGINIA

Porsche's 2018 IMSA campaign continues to deliver a mixed bag of results as the season heads towards its conclusion...

Round eight of the IMSA SportsCar Championship took place at Elkhart Lake. Qualifying didn't exactly go to plan for Porsche with its 911 RSRs lining-up in fourth and eighth places. However, in what is becoming the story of the season, Briton Nick Tandy put in a storming drive early into the race to move the No911 machine he shares with Patrick Pilet from eighth on the grid into the lead of the GTLM field.

In the sister No912 RSR, Earl Bamber and Laurens Vanthoor started from fourth on the grid but fell back to eighth place. A number of caution periods didn't stop the driver pairing working their way up through the GTLM ranks, but they ultimately missed out on a podium finish.

The No911 Porsche stayed at the front of the pack until one hour before the finish. After a close battle with a pursuing competitor, the No911 RSR was handed a drive-through penalty, meaning that at the end of the two-hour 40-minute race, Tandy crossed the finish line in fifth one place behind the sister No912

911. In the GTD class, Porsche works driver Patrick Long and Porsche Selected Driver Christina Nielsen from Denmark celebrated their first win together in the 911 GT3 R.

Pascal Zurlinden, Director GT Factory Motorsport said: "That was a tough race for the team. We knew that the track characteristics with its long straights would make it difficult for us here. We really struggled in the qualifying, but we made up for this in the race with a perfect strategy and optimal pit stops for our No911 car. But then we were handed a drive-through penalty and we went backwards from that point on. In two weeks we'll be in Virginia, where we'll attack again."

Nick Tandy said: "In terms of strategy we were very well sorted. And everything else worked perfectly. I was just a little surprised by the penalty from the race director. Of course you have to accept such a drive-through penalty, which is what we did, but it meant we had to bury our dreams of a top podium finish."

Patrick Pilet started round nine

of the IMSA WeatherTech SportsCar Championship from the front row in the No911 911 RSR at Virginia International Raceway. Pilet soon handed over to team mate Nick Tandy where the No911 entry found itself leading the race. However, a technical defect caused by damage to the car's drivetrain just an hour into the race put an early end to the No911 RSR's challenge – Tandy was forced to park the car at the side of the track.

Things were not going well on the other side of the Porsche garage either. After an incident on the first lap, the No912 911 RSR driven by Earl Bamber and Laurens Vanthoor received a drive-through penalty. The pair doggedly worked their way forward from the back of the field during the race's two-hour and 40-minute duration, at times looking good for a podium finish. However, after 88 laps the No912 911 ultimately crossed the finish line in fifth place.

Nick Tandy commented: "Obviously we're very disappointed

that we couldn't score any points. We could have actually won, because the team implemented a terrific strategy that propelled us to the front. While I was in the lead I suddenly noticed that something was wrong and I lost power. And that was the end."

Laurens Vanthoor said: "Everything was okay at the start of my stint. Earl, however, was nudged in the first lap and I'm sure that's what caused the damage. After driving for a while, the diffuser played up more and more. That was disastrous, of course, because the downforce at the rear axle got increasingly less. In the end the car was virtually undriveable and I'm pleased that we actually made it to the finish."

The result at Virginia means Porsche occupies third in the manufacturers' championship standings in what has proved to be another tricky season of RSR racing to date. The tenth and penultimate round of the 2018 IMSA SportsCar Championship takes place at the famous Laguna Seca circuit in central California.





## PORSCHE SUPERCUP

SPA / MONZA



# THREE-WAY TITLE FIGHT DEVELOPS

Following its traditional summer break, the Porsche Mobil 1 Supercup returned with three drivers fighting to claim the 2018 driver's championship...

Round seven of the Porsche Mobil 1 Supercup took place at the iconic Spa-Francorchamps circuit, for once in the notoriously wet Ardennes region the race took place in dry and sunny conditions. Porsche Junior Thomas Preining started the race from pole position, making a decent getaway to maintain his lead into the first corner. Over the course of the race, the 20-year-old continued to extend his lead over the rest of the field to finish the eleven lap race with a 4.1-second advantage – the victory marks his third win of the 2018 season.

Behind Preining it was Larry ten Voorde who started third behind Porsche Junior Julien Andlauer, on the opening lap ten Voorde made a successful move on Andlauer for second spot where he stayed until the chequered flag fell to claim his best result of the season so far.

"I immediately put Julien Andlauer under pressure, which was precisely my plan. I'm particularly thrilled to bring home a podium result from a revered racetrack like Spa," he said.

Zaid Ashkanani came home third 3.4 seconds behind ten Voorde, it's the 24-year-old driver's first podium of the season. "I love this racetrack, and this makes third place very special for me," he said. "The important thing was that I succeeded in fending off Julien Andlauer in the ninth lap."

Mattia Drudi started from eighth, moving through the field to take fifth place before pulling off a move on Andlauer on the final lap to finish in fourth place. Andlauer had to settle for fifth place. Briton Nick Yelloly came home in sixth place with championship leader Michael Ammermüller finishing an uncharacteristically low seventh.



In the guest 911 GT3 Cup car Formula E racer Felix Rosenqvist made his Supercup debut. Rosenqvist qualified an impressive tenth on the grid, a position he defended to the flag. "I'm pleased with the result. Of course I would have preferred to finish further up the field, but I would've had to take more risks. But I didn't want to endanger anyone's chance of earning championship points with some risky manoeuvre. All in all it was an action-packed weekend," said Rosenqvist.

Following the race Ammermüller still headed the championship but his points lead had reduced to just two points from Yelloly. Preining now sat third with 85 points.

As the Porsche Mobil 1 Supercup heads towards its conclusion – a doubleheader in Mexico – Italy's Autodromo Nazionale Monza hosted round eight of the championship.

From the front row Porsche Junior Thomas Preining made a move on pole sitter Michael Ammermüller in the run down to the first corner, overtaking Ammermüller on the outside to get ahead. On the sixth and seventh laps, Ammermüller mounted a serious comeback but Preining fended off his advances to maintain his lead.

In the final laps, Preining managed to put some space between himself and Ammermüller, taking the chequered flag after 14 laps some 1.7 seconds ahead. "It's special to start from pole position at Monza. You take up the race from the outside line and have to immediately cover the inside line. Later I managed to defend myself from Drudi and that cost me time. With an eye on the championship, second place is good, but I could have won today," said Ammermüller.





Behind the battling title contenders up front, Mattia Drudi started from third on the grid, at times putting Ammermüller under pressure but to no avail, coming home to clinch his fourth podium result of the season. "To race in front of Italian fans is a fantastic feeling. After I caught Ammermüller I made a minor error unfortunately. Ultimately I didn't want to jeopardise my third place through to a risky manoeuvre," said the 20-year-old.

Briton Nick Yelloly, who sits second to Ammermüller in the overall points standings, made up one position from his grid slot to finish fourth ahead of Dylan Pereira in fifth. Sixth place went to Jaap van Lagen with Florian Latorre in seventh – the best placed rookie. Porsche Junior Julien Andlauer started from 30th position and pulled off a series of overtaking manoeuvres to finish in a staggering eighth place. "I knew it would be a marathon for me, so it was important to handle the tyres carefully. I think I got the most out of my starting position," said Andlauer.

Following the Monza race comes the Porsche Mobil 1 Supercup season finale in Mexico, there a doubleheader meeting will decide the 2018 championship. Three drivers travel to Mexico City with a chance of taking title glory following rounds nine and ten – Ammermüller, Yelloly and Preining – a total tally of 40 points are up for grabs.

Ammermüller currently leads the driver's championship with 119 points, Yelloly has 114 points and Preining 105 points – all have a mathematical chance of being crowned champion at the Autódromo Hermanos Rodríguez.



## HARPER THRILLS AT KNOCKHILL

*GT Porsche contributor, Dino Zamparelli, maintained his lead of the Carrera Cup GB championship while Dan Harper wowed the crowds in Scotland...*

Knockhill in Scotland is known for producing two things: great racing and wet weather – it managed both during Rounds 11 and 12 of the 2018 Porsche Carrera Cup GB championship. It was 17-year-old Porsche GB 2018 / 2019 Junior Dan Harper who started on pole position for Race One, having lit up the timing screens during free practice on Friday and qualifying on Saturday (both of which took place in dry conditions), but Harper's task of taking a lights-to-flag victory was made difficult come Sunday when typically Scottish weather closed-in.

The entire field got away evenly from the grid on grooved wet weather tyres, Harper heading Lewis Plato and *GT Porsche* contributor Dino Zamparelli into Duffus Dip. Early into the race the leading pair caught a back marker and Plato used it to his advantage, mounting a run on Harper to snatch the overall lead. Almost immediately the Safety Car came out to enable

the recovery of two stricken cars from different gravel traps. At the restart Plato and Harper pulled a gap on Zamparelli in P3, but the Junior soon executed a trademark move to retake the race lead from Plato – the pair ran side by side all the way from Clark's into the final corner, Harper edging ahead. Plato soon made an error going off at the hairpin, this promoted Zamparelli to P2 and his title rival Tio Ellinas to P3. Harper crossed the line to claim the second victory of his Porsche racing career ahead of Zamparelli and Ellinas.

For the reverse grid race – the second of the day's races – the top four finishers from Race One were reversed to form the grid for Race Two, this promoted Rookie George Gamble to pole position. Further wet weather saw the race start under Safety Car conditions, with racing getting underway on lap four. Gamble led Ellinas and Zamparelli at the front, however it was Harper

who once again wowed spectators first with a move on Zamparelli for P3, then on second placed driver Ellinas. On the final lap with Harper directly behind him, Ellinas ran wide out of Duffus Dip, Harper drew alongside him just as he rejoined the track through Leslie's, the Junior making a clean pass for second place at Scotsman corner. Out front as the others fought, Gamble grew his lead to more than seven seconds, taking the chequered flag to claim the third victory of his Carrera Cup GB career.

With four races remaining of the 2018 season, Zamparelli maintains his lead of the championship by top five points to Ellinas. The next round takes place at Silverstone, a venue where Zamparelli traditionally goes well. However in this wholly unpredictable season with reverse grid races mixing things up nicely, Zamparelli and Ellinas will have their work cut-out to fend off the advancing pack.







## PORSCHE TESTS CAYMAN GT4 RALLY CAR



Porsche has been busy 'real world' testing a rally version of the Cayman GT4 Clubsport...

Porsche has tested a rally prepared Cayman GT4 Clubsport. The 'concept study' is based heavily on the near-production GT circuit race car with which we are already familiar, if produced the car would be eligible for the FIA R-GT category of racing. The special GT4 ran as a course car at the ADAC Rallye Deutschland in August – running ahead of the competing field.

Porsche used the Rallye Deutschland as an evaluation test in real conditions to establish whether or not the rally project

will progress. If there is a future for such a car then vehicles would be made available to customers in due course. Driving the test vehicle at Rallye Deutschland was Porsche works driver Romain Dumas, the 24 Hours of Le Mans winner has contested rallies around the world with his own team, he has also won at Pikes Peak. Dumas was involved in the test programme for the Cayman GT4 Clubsport concept rally car alongside factory drivers Richard Lietz and Timo Bernhard, like Dumas they are also seasoned rally drivers.

The Cayman GT4 Clubsport has been actively campaigned at clubsport motorsport level worldwide since 2016, it is powered by the same 385hp 3.8-litre flat-six engine found in the 981 GT4 road car, the mid-engined vehicle features a PDK transmission. For rallying purposes, full underbody protection was fitted to the test car and an energy-absorbing foam element, as used in WRC cars, was mounted inside the doors.

"We're looking forward to seeing how the rally world responds

to our FIA R-GT concept study," commented Dr. Frank-Steffen Walliser, Vice President Motorsport and GT Cars. "I would like to invite every interested driver and team principal to take a close look at our rally concept car. Based on the feedback and the interest from potential customers, we will then decide by the end of the year whether we'll develop in the mid-term a competition car for near-standard rallying based on a future Porsche model."

If it counts, we love it!

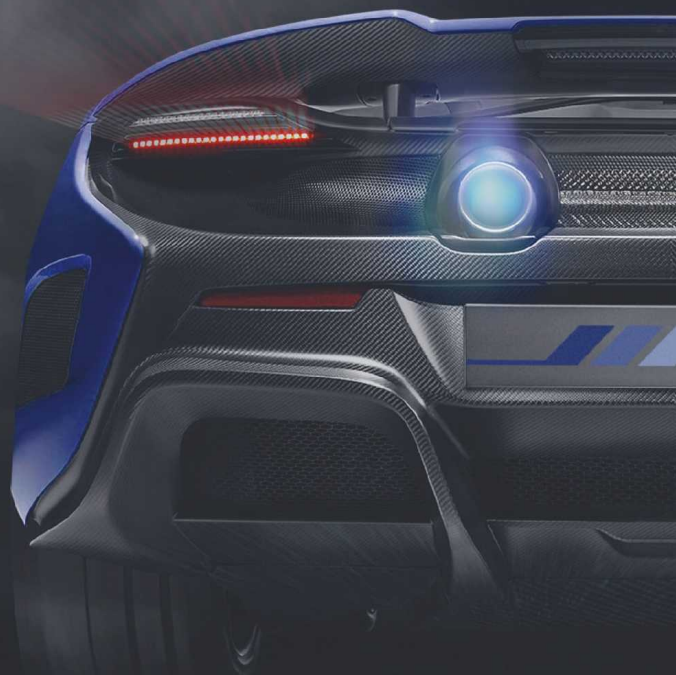






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RS6 V10 » 680+BHP (+DE-LIMIT)  
2017 R8 V10 » 650BHP (+DE-LIMIT)  
R8 V10 » 592+BHP (+DE-LIMIT)  
RS4/RS5 » 488+ BHP (+DE-LIMIT)  
RS3/TTRS » 420+ BHP (+DE-LIMIT)  
RS3/TTRS (NEW) » 480+ BHP (+DE-LIMIT)  
S3 / GOLF R » 375+ BHP (+DE-LIMIT)  
3.0TDI (ALL MODELS) » 315+ BHP  
3.0 BI-TDI (ALL MODELS) » 380+ BHP  
Q7/A8 4.2 TDI » 400+ BHP

#### BMW

M2 » 435BHP (+DE-LIMIT)  
M3/M4 » 540+BHP (+DE-LIMIT)  
M5/M6 » 730+BHP (+DE-LIMIT)  
X5M/X6M » 730+BHP (+DE-LIMIT)  
X5M50D/X6M50D » 450BHP  
M135i/M235i » 410+BHP  
i8 » 415BHP  
120i/220i/320i/420i » 275+BHP  
116D/216D/316D » 160BHP  
118D/218D/318D » 225BHP  
120D/220D/320D/420D » 240BHP  
328i/428i » 295BHP  
335i/435i » 410+BHP  
330D/430D/530D/730D » 360BHP  
335D/435D/535D » 395+BHP  
550i/650i » 555+BHP (+DE-LIMIT)  
640D/740D » 395BHP (+DE-LIMIT)  
X530D/X630D » 360BHP  
X540D/X640D » 395BHP

#### MERCEDES-BENZ

A45/CLA45 AMG » 420+BHP  
AMG GT/GTS » 560BHP (+DE-LIMIT)  
C43/E43/GLC43 AMG » 455BHP  
C63/63S 4.0T AMG » 620+BHP  
C63 6.3 AMG » 530+BHP  
500 4.7 BITURBO (ALL MODELS) » 498+BHP  
63 AMG 5.5 BITURBO (ALL MODELS) » 700+BHP  
55 AMG KOMPRESSOR » 600+BHP  
(+DE-LIMIT & SUSPENSION LOWERING)  
S65 » 780BHP (+DE-LIMIT)  
SL65 AMG » 690BHP (+DE-LIMIT)  
SL65 BLACK » 720BHP (+DE-LIMIT)  
SLK 55 AMG » 420BHP  
200 CDI (ALL MODELS) » 173BHP  
220 CDI (ALL MODELS) » 230BHP  
250 CDI (ALL MODELS) » 260BHP  
C300 HYBRID » 285BHP  
C300E » 350BHP  
C400/E400 » 400BHP  
350 CDI (ALL MODELS) » 315BHP  
420/450 CDI (ALL MODELS) » 358BHP

#### ALL 2017 RANGE ROVERS AVAILABLE

RR 50SC/SVO/SVR STAGE1 » 600+BHP  
RR 50SC/SVO/SVR STAGE2 » 650+BHP  
2.0/2.2 DIESEL (ALL MODELS) » 220+BHP  
RR 4.4 TDV8 » 395 BHP  
RR TDV6 3.0D » 305+ BHP  
RR SDV6 3.0D » 350+BHP  
DEFENDER 2.2 » 180BHP

#### PORSCHE

996 TURBO/GT2 » 600+ BHP  
997 TURBO 3.6 » 625+ BHP  
997 GT2 RS » 670+ BHP  
997 TURBO/S 3.8 INC PDK » 611 BHP  
997 GT3 RS » 480 BHP  
991.2 GT2 RS » CALL  
991 TURBO/S (ALL MODELS) » 750+BHP  
991 GT3 3.8 (ALL MODELS) » 490+BHP  
991 GT3 RS 4.0 (ALL MODELS) » 525+BHP  
997 CARRERA S » 376+ BHP  
997 CARRERA PDK » 368 BHP  
997 CARRERA S PDK » 400+ BHP  
997 CARRERA GTS » 435 BHP  
991 CARRERA (ALL MODELS) » 500+BHP  
991 CARRERA S (ALL MODELS) » 500+BHP  
991 CARRERA GTS (ALL MODELS) » 540+BHP  
BOXSTER/CAYMAN 718 GTS » 420+BHP  
BOXSTER/CAYMAN 718 S » 420+BHP  
BOXSTER/CAYMAN 718 » 380+BHP  
BOXSTER/CAYMAN 981 GT4 » 430+BHP  
BOXSTER/CAYMAN 981 GTS » 375+BHP  
BOXSTER/CAYMAN 981 S » 345+BHP  
CAYENNE GTS » 450 BHP  
CAYENNE TURBO 4.5 » 565+ BHP  
CAYENNE TURBO 4.8 (ALL MODELS) » 650+ BHP  
CAYENNE TURBO S 4.8 (ALL MODELS) » 650+ BHP  
CAYENNE 4.2 DIESEL » 450+ BHP  
CAYENNE 3.0 DIESEL » 318+ BHP  
MACAN S » 420+BHP  
MACAN GTS » 440+BHP

MACAN TURBO (ALL MODELS) » 480+BHP  
MACAN S DIESEL » 318+BHP  
PANAMERA TURBO » 600+ BHP  
PANAMERA DIESEL » 305+ BHP

#### EXOTIC / MISC

FERRARI CALI T » 660BHP  
FERRARI F12 » 780+BHP  
FERRARI 599 » 647 BHP  
FERRARI 488 » 750+BHP  
FERRARI 430 » 525 BHP  
MCLAREN MP4-12C » 700 BHP  
MCLAREN 650S » 720 BHP  
MCLAREN 675LT » 750BHP  
MCLAREN 570/S » 680+BHP  
AVENTADOR » 750+BHP  
HURACAN LP610 » 650BHP  
GALLARDO LP560 » 600+BHP  
BENTLEY 4.0 T V8 » 700BHP  
BENTLEY GT/F-SPUR » 680BHP  
GT SPEED / SUPERSPORT » 690+BHP  
BENTAYGA W12 » 700+BHP  
MASERATI Ghibli 3.0S PETROL » 470 BHP  
MASERATI Ghibli 3.0 DIESEL » 400 BHP  
MASERATI Ghibli 3.0 DIESEL » 312 BHP  
MASERATI GT/QPORT » 438 BHP  
MASERATI GT S / MC » 479+ BHP



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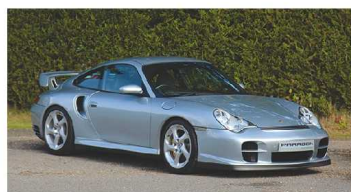
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**911 RS (964)**

Rubystone Red • Triple Tone Leather Bucket Seats • Manual Gearbox • 17" Magnesium Cup Wheels • 79,701 km (49,813 miles) • 1992 (J)

**£189,995**



**911 GT2 (996)**

Polar Silver • Black Leather Sport Seats Manual Gearbox • Porsche Ceramic Composite Brakes • 18" GT2 Wheels 21,725 miles • 2003 (03)

**£134,995**



**911 GT3 (997)**

Basalt Black • Black Half Leather Adaptive Sport Seats • Manual Gearbox Satellite Navigation • Sport Chrono Pack Plus • 26,917 miles • 2008 (08)

**£84,995**



**911 Carrera 4 GTS (997)**

Carrera White • Black Half Leather Sport Seats • PDK Gearbox • Switchable Sports Exhaust • Touchscreen Satellite Navigation • 18,469 miles • 2012 (12)

**£77,995**



**911 GT3 (996)**

Atlas Grey • Black Leather Sport Seats Manual Gearbox • 18" GT3 Wheels Air Conditioning • 37,370 miles • 2003 (53)

**£74,995**



**911 Carrera 4 GTS (997)**

Meteor Grey • Black Leather Sport Seats PDK Gearbox • Touchscreen Satellite Navigation • 19" Centre Lock Wheels 28,633 miles • 2012 (12)

**£74,995**



**911 Turbo (997)**

Basalt Black • Black Leather Adaptive Sport Seats • Tiptronic S Gearbox Porsche Ceramic Composite Brakes 40,396 miles • 2008 (08)

**£64,995**



**911 Carrera Targa**

Grand Prix White • Black Leather Sport Seats • Manual Gearbox • 16" Fuchs Wheels • Cruise Control • 89,869 miles 1988 (F)

**£62,995**



**911 Carrera Targa (993)**

Polar Silver • Classic Grey Leather Seats Manual Gearbox • 17" Targa Wheels Electric Glass Roof • 74,235 miles 1996 (N)

**£62,995**



**911 SC Sport**

Guards Red • Tan Pascha Seats Manual Gearbox • 15" Fuchs Wheels Electric Sunroof • Porsche Certificate of Authenticity • 69,879 miles • 1982 (X)

**£59,995**



**911 Turbo (996)**

Arctic Silver • Black Leather Seats Manual Gearbox • Satellite Navigation 18" Turbo II Wheels • 82,932 miles 2002 (02)

**£52,995**



**Boxster 718**

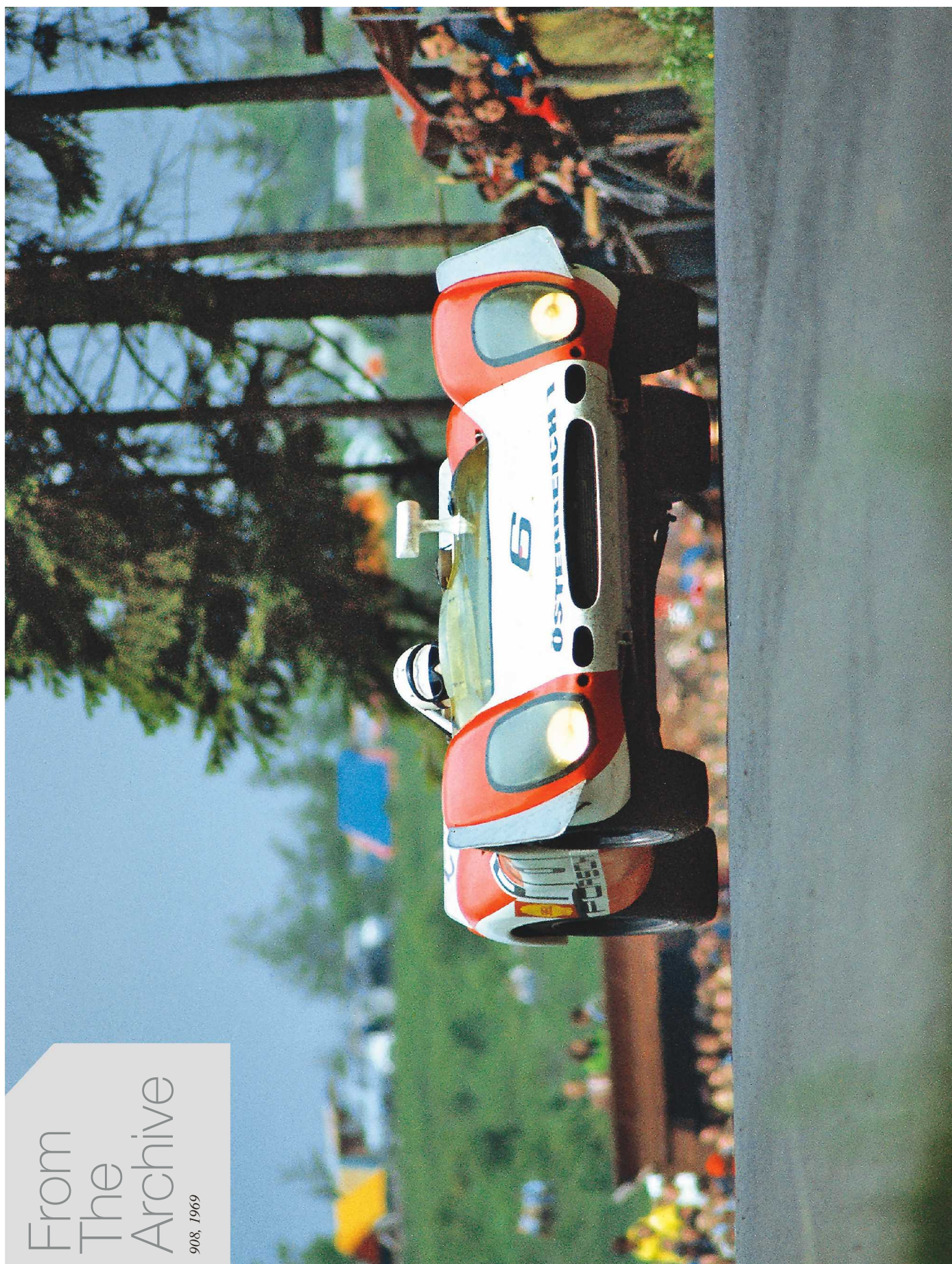
Guards Red • Black Half Leather Seats PDK Gearbox • 18" 718 Boxster Wheels Bluetooth Phone & Music • 6,214 Miles 2016 (16)

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From  
The  
Archive

908, 1969



# *Your* **First** Porsche!

There is an affordable Porsche for every pocket – we explore some of the options in various price ranges before examining a selection in further detail. And if you're already driving a Porsche then perhaps your next car is here...

Story: Simon Jackson   Photography: Various

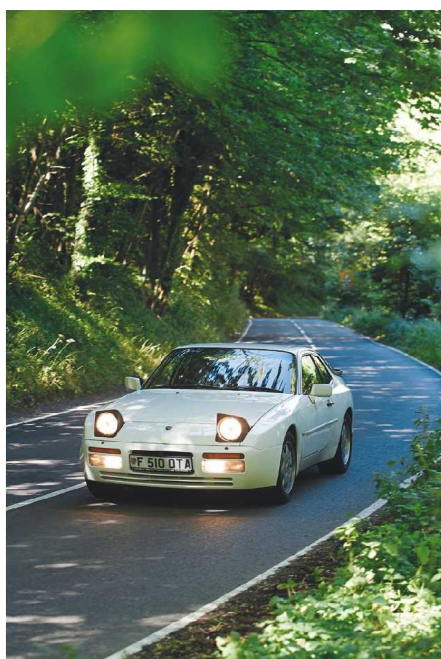


Taking the plunge and investing in your first Porsche can be a daunting step. The options are plentiful, the potential pitfalls can seem worrying, yet the rewards are there to be had. Deciding which Porsche model best suits your needs is very much a case of personal preference and – obviously – nine times out of ten it is largely dependant on budget.

It's easy to presume that a first time Porsche owner would be looking to purchase a modern used car on a tight budget, yet that isn't always the case – many make the leap straight into anything from pricey classics to nearly new or even brand new Porsche cars. Naturally the draw of the 911 is ever powerful, with everything from classic Carreras to modern models vying for driver's affections.

However, outside of Porsche's halo car there are a wealth of additional options from transaxle models such as the 924 and 928, to the mid-engined Boxster and Cayman – there are even SUVs to consider. Here we explore some of the options up to and above £30,000, before taking a closer look at a handful of popular models in further detail throughout the rest of this issue...





## £5,000-£10,000

The cheapest Porsche on the market at present is the 986 Boxster produced between August 1997 and July 1998 – these can be purchased for well under £5,000. For that money you can expect to bag a 2.5- or 2.7-litre car, even a somewhat tired 3.2-litre S, but we'd advise that you budget at least £5,000 in an ideal world to secure a good car in fine form. For £5,000-£10,000, you'll have your pick of well cared for low mileage 2.5-litre cars, and cherished 3.2-litre 986 Boxster S cars. What you'll receive in return for your money is a driver's car which shares much with the 996. These affordable and thrilling six-cylinder roadsters offer fun driving dynamics (largely thanks to its 47% front, 53% rear weight distribution) and a higher level of practicality than you might first think – especially for a two-seater sports car. Easily modern enough to be used on a daily basis, the 986 is well catered for by a wealth of independent Porsche specialists, genuine parts are affordable and on the whole they are mechanically reliable. The early 2.5-litre cars boasted 204hp, which is unlikely to set your hair on fire but is enough on the smaller back roads to feel exciting. Avoid the Tiptronic gearbox if you can, the 5-speed manual is a far more engaging and rewarding option.

litre engine, the more focused S model was launched at the same time, its 3.2-litre engine (mated to a six-speed gearbox) producing 252bhp. In 2003 the lower power model's output increased again to 228hp, with the S model's power rising in unison to 260hp. Don't be afraid to look at a tidy 2.7-litre car, these have often been treated more softly than the thoroughbred 3.2 S cars.

Also achievable for this money are the 924 and 944. Though these might not be the ideal everyday companion, they are capable of being used on a regular basis, though the 944 is arguably better suited to this. Both provide a taste of classic Porsche ownership on a realistic budget, though be cautious of rust issues. Don't forget that these cars spent many years being unloved so some will show signs of that – spend as much as you can to secure the best possible example (read our full purchasing guide on the 924 on p82). What the 944 gains over its predecessor, the 924, is the new all aluminium 2.5-litre 4-cylinder engine connected to a 5-speed gearbox. The more refined and sporty of the two models, the 944 is useable around town but also has enough performance to excite when its legs are stretched making it one of the truly underrated Porsche models.

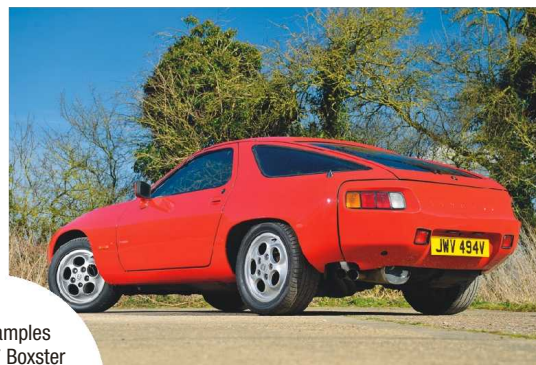
Lastly don't rule out a Cayenne SUV, early examples are dirt cheap – be cautious of big bills caused by a lack of regular maintenance.



Transaxle cars, Cayenne SUVs, and mid-engined sports cars are available in this price bracket







Good examples of the 987 Boxster and Cayman, 996 Carrera, 968 and 928, can be had for this money...

## £10,000-£20,000

The 987 Boxster, launched in 2005, was 80 percent new over the car it replaced. Ultimately it took as its basis everything that made the 986 Boxster great and added additional comfort, power and style. It closely mimicked the 997, with a far better interior than its forebear and more widely accepted looks. The entry-level car at launch was the 240hp 2.7-litre, this is wholly achievable for our budget here, in fact you can grab one for less than £10,000 today, a good car with no real issues is very much attainable for £10k. Early cars are known to suffer from a couple of issues but do not let the scaremongering put you off. Grabbing a 280hp 987 Boxster S is also an option within this price range, so too a 987 Cayman and Cayman S. The 2.7-litre Cayman boasted 245hp, with the S running 295hp. Note that the first generation automatic cars came with a Tiptronic gearbox, the later (and therefore dearer) Gen 2 cars with the much preferable PDK 'box. The 2.7-litre cars had a 5-speed gearbox which is not terrible, however the 6-speed (optional in the base cars) in the S models is a better bet. Caymans can be had today for £13k upwards – read more about 987s on p46.

It goes without saying that getting into a 911 is most people's idea of Porsche heaven. For between £15,000-£20,000 you could own a 996 Carrera, an appreciating 911. We cover this subject in detail further into this issue (p38) so we won't repeat ourselves here other than



to recommend this route for anyone whose budget can stretch to it.

Those in the market for a more classic Porsche in this price range should consider both the 968 and 928 – versions of both are available for below and above this price bracket. The 968 has found its feet of late as a coveted transaxle car, though its development was largely dominated by budget constraints at Porsche it still offers probably the most lively and refined option of the 924/944/968 evolutionary chain. We ran a buying guide on the common or garden 968 (and 968 Sport) in our last issue, so we won't dwell too much here

other than to recommend these as appreciating classics that won't break the bank to run.

The 928 spent a long time in the darkness, but over recent years their popularity has improved, as a result it's not uncommon to see good examples trading for pretty large numbers. In an ideal world you'd avoid a major project for 928s are known for complicated electrical issues, however don't let that put you off one of Porsche's greatest classic tourers. Think not of the 928 as the 911 replacement it was intended to be, but rather as a muscular sports tourer with enormous period charm and it will start to make sense.

*Do not let the  
scaremongering put you off...*





## £20,000-£30,000

In many respects this price range is the Porsche sweet spot. I say that because the choices for those with this level of budget are plentiful. All of the aforementioned cars are available within this price point, spending this kind of money would secure a very tidy example of whichever aforementioned Porsche you might pick. Consider too that spending more than you might first think you need to will open up a new world, that of the independent Porsche specialist. You might first shy away from this option as it is likely to require you to spend more than you might buying privately, however the piece of mind that comes with purchasing from a specialist is unrivalled, and the stock they offer is nearly always the cream of the crop. You'll find the very best advertising throughout this issue.

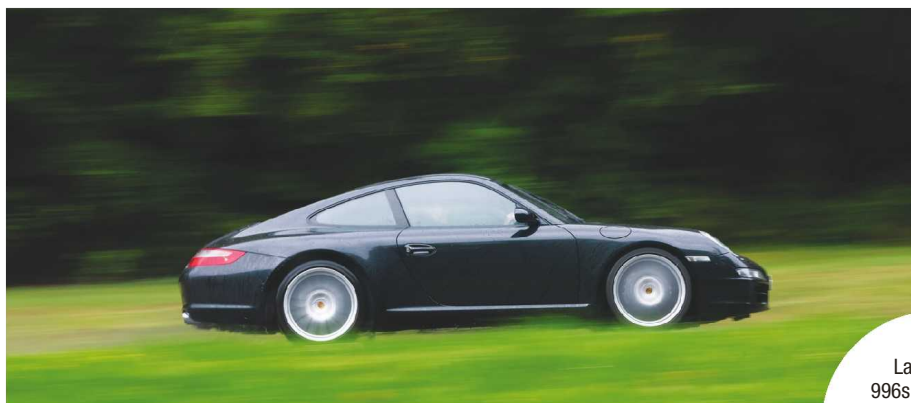
While you can secure a very pleasant 996 for this money, we are also now straying

into 997 territory. Upwards of £25,000 will secure you a mega 997 Carrera, however you might need to compromise on mileage, specification, and colour. It's likely you'd be looking at a first generation car here, so the rumoured issues with RMS, IMS and bore scoring engine problems will be a concern. Keep in mind that these issues are not quite as prevalent as some might have you believe, but to be on the safe side there are a host of specialists that can offer inspection services, even borescope inspections, to put your mind at rest. Again, buying cheaply here might be a false economy, whereas purchasing from a reputable specialist is likely to provide you with a good warranty for almost bullet proof piece of mind.

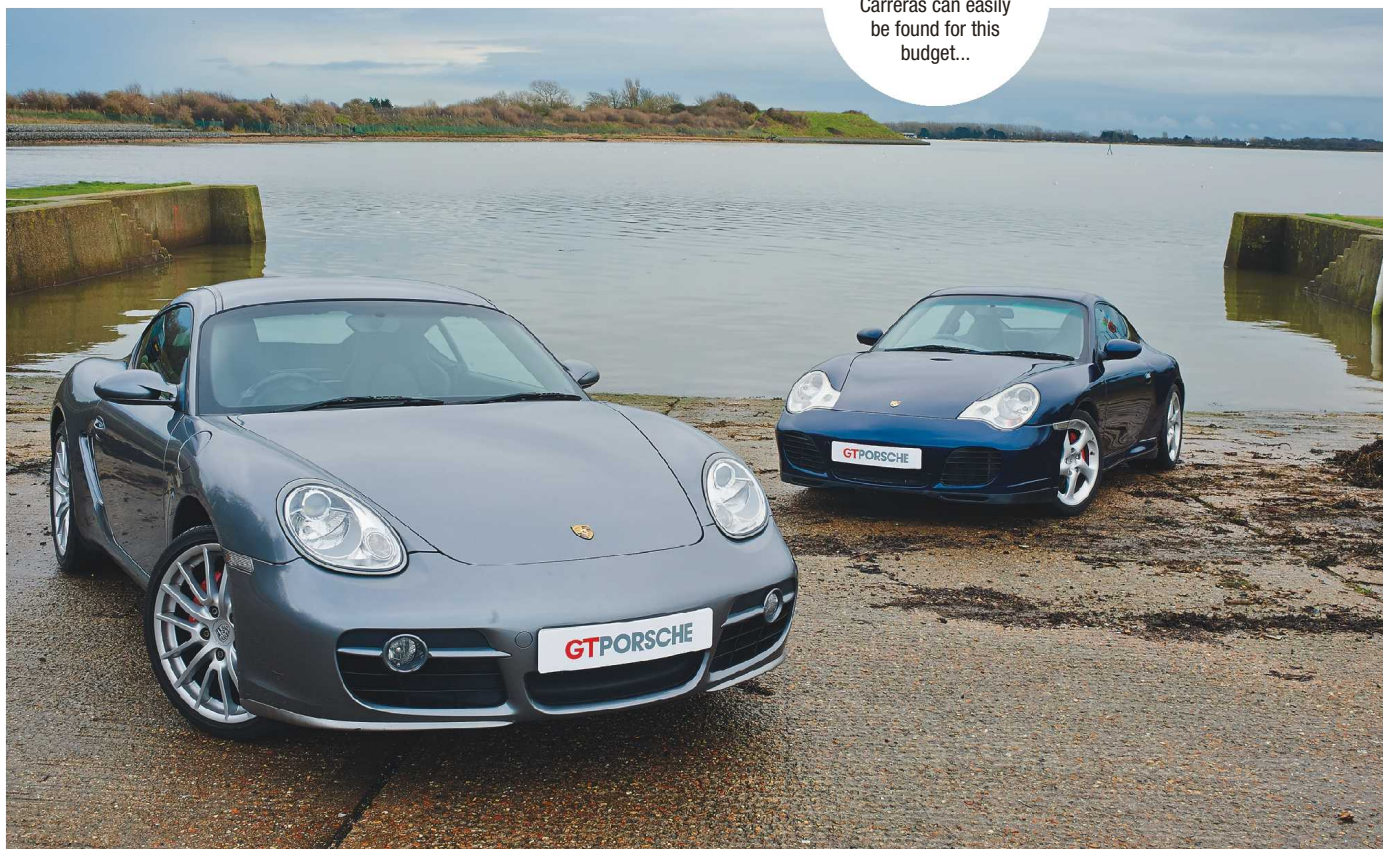
A second generation 987 is another option here, it's often said that the best version of every Porsche is the second

generation model as for the large part any major issues have been sorted – that theory does hold some water. If you're in the market for an automatic Porsche keep in mind that second generation 987s came with PDK over Tiptronic, which really is a night and day difference in favour of the ultra smooth PDK system.

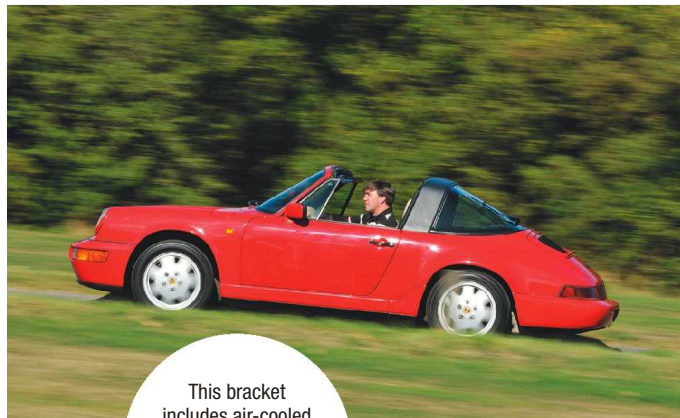
There are of course air-cooled Porsche options here, though realistically unless you want to a project car of whichever model you might be considering, you're more likely to be spending upwards of £30,000 to get behind the wheel of a decent air-cooled Porsche these days. That's not to say that there aren't bargains out there, importing something like a 914 for example could fit with this budget, and you might also find a 912 or an extremely tired 911 for your money, but be prepared to get your hands dirty!



Late 987s, 996s in excellent condition, and 997 Carreras can easily be found for this budget...







This bracket includes air-cooled 911s and nearly new water-cooled mid-engined Porsches

## £30,000+

For this budget the world is largely your oyster. Breaking the £30k barrier unlocks a very good 997 Carrera, with 911 Turbo models also available to those who can spend more still. The more you can spend the better car you can purchase, lower mileage examples of the 911s we've already mentioned being a case in point. Special edition 987s will be on the radar here, such as the 987 Cayman Sport or Boxster Spyder – it all depends how much you're able to spend.

Getting into an air-cooled 911 is also possible for this budget, again dependant on how high your budget can go. Of the available options we'd recommend looking at the 911 SC, something we look at in detail with our first hand account on p62. With that in mind we won't dwell here, nor on the 3.2 Carrera – that is covered in our 'Ultimate Guide' (p54). If you're looking for an investment that will appreciate in value the air-cooled cars are a good bet. On this subject we spoke with expert Alan Drayson of Canford Classics:

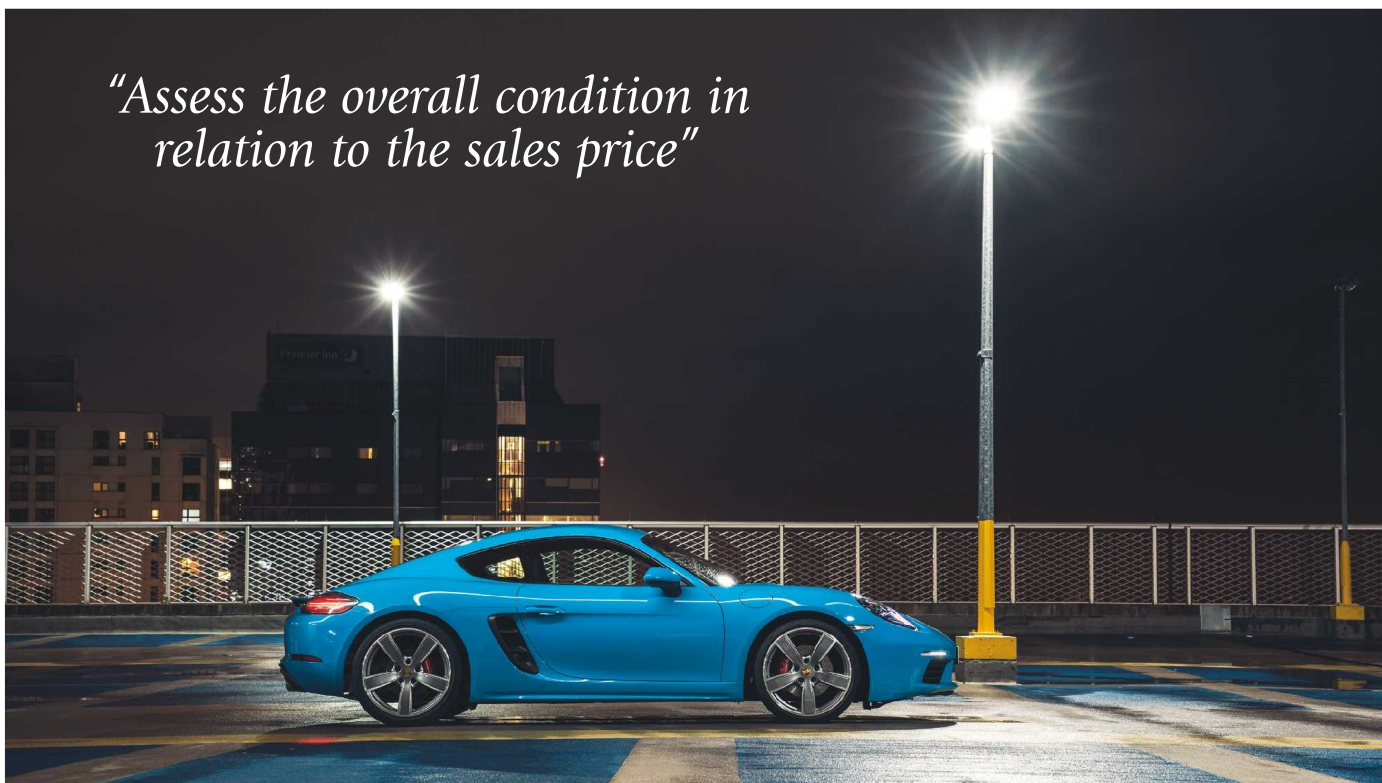
"First of all, assess the overall condition in relation to the sales price. Is the bodywork sound? Look for rust areas, panel gaps," he said. "Consider originality, be aware of what is original and what is not. Find out what previous works a car has had and by whom. Ask about its history – have there been any problems?"

There are countless options the higher you go here, including 981 Boxsters and Caymans. However, keep in mind that these are yet to bottom in value, so although they are excellent value for money and fantastic driver's cars, unlike some of the 911s we've mentioned we expect these to depreciate somewhat in the near to medium term future.

Lastly it's worth considering a brand new Porsche. This might sound crazy to those on a budget but, as our look at the 718 Cayman in this issue highlights (p70), with modern PCP or contract hire deals, it might not be as unachievable as you think given that new Porsches hold their values so well ○



*"Assess the overall condition in relation to the sales price"*







## WARRANTY:

Don't forget that outside of warranties supplied by the recommended sales specialists listed to the right here, Warranty Wise offer a repair plan to protect you from unwanted bills should your Porsche go wrong, prices start from just £30 per month. For full details visit [www.warrantywise.co.uk/GTPorsche](http://www.warrantywise.co.uk/GTPorsche)

## VALUATIONS:

Porsche Valuations provides Porsche owners, prospective buyers and legal professionals with independent pre-purchase or agreed insurance valuations. Its independence guarantees stress-free insurance settlements with no risk of conflict of interest complaints in a claim involving dealer or mechanic valuations: [www.porschevaluations.com](http://www.porschevaluations.com)



## RECOMMENDED SALES SPECIALISTS:

Canford Classics [www.canfordclassics.co.uk](http://www.canfordclassics.co.uk)  
 Charles Ivey Specialist Cars [www.charlesivey.com](http://www.charlesivey.com)  
 Design 911 [www.design911.co.uk](http://www.design911.co.uk)  
 JMH [www.jmhauto.co.uk](http://www.jmhauto.co.uk)  
 RSJ Sports Cars [www.rsjsportscars.co.uk](http://www.rsjsportscars.co.uk)  
 RPM Technik [www.rpmtechnik.co.uk](http://www.rpmtechnik.co.uk)  
 Specialist Cars [www.specialistcarsltd.co.uk](http://www.specialistcarsltd.co.uk)  
 Paragon Porsche [www.paragongb.com](http://www.paragongb.com)  
 Phil Raby Porsche [www.philpraby.co.uk](http://www.philpraby.co.uk)  
 911 Virgin [www.911virgin.com](http://www.911virgin.com)

## PARTS / REPAIRS:

*While newer Porsches (and an increasing number of classics via Porsche Classic – p106) are well catered for by Porsche, for nearly new and older Porsches the independent specialists are the lifeblood of the Porsche world. There are likely to be a plethora of options in your local area, but don't be afraid to travel in order to get the best possible service. Most are transparent with their prices which we'd wager will not be as scary as you might think. Here are some of specialists who we know well, however this is by no means an exhaustive list:*

Braunton Engineering [www.brauntonengineering.co.uk](http://www.brauntonengineering.co.uk)  
 Chartwell [www.chartwells.net](http://www.chartwells.net)  
 Design 911 [www.design911.co.uk](http://www.design911.co.uk)  
 Gantspeed [www.gantspeed.co.uk](http://www.gantspeed.co.uk)  
 Heritage Parts Centre [www.vvheritage.com/porsche](http://www.vvheritage.com/porsche)  
 Jasmine Porschalink [www.jasmine-porschalink.co.uk](http://www.jasmine-porschalink.co.uk)  
 Jaz [www.jazweb.co.uk](http://www.jazweb.co.uk)  
 Joma Parts [www.jomaparts.com](http://www.jomaparts.com)  
 Nine Excellence [www.nineexcellence.com](http://www.nineexcellence.com)  
 Northway Porsche [www.northway.co.uk](http://www.northway.co.uk)  
 Paragon Porsche [www.paragongb.com](http://www.paragongb.com)  
 Pie Performance [www.pieperformance.co.uk](http://www.pieperformance.co.uk)  
 Pelican Parts [www.pelicanparts.com](http://www.pelicanparts.com)  
 RGA [www.rgaindependentporsche.co.uk](http://www.rgaindependentporsche.co.uk)  
 Rennsport [www.911rennsport.co.uk](http://www.911rennsport.co.uk)  
 Restoration Design Europe [www.restoration-design.eu](http://www.restoration-design.eu)

## A-Z INSURANCE:

*Getting the proper cover for your car is vital, which is why we highly recommend a specialist insurer. These firms not only ensure that your car is covered correctly, they also fully understand the market values of the cars we love, making it far easier should something unexpected occur. Here are a handful we recommend:*

Adrian Flux [www.adrianflux.co.uk](http://www.adrianflux.co.uk)  
 Carole Nash [www.carolenash.com](http://www.carolenash.com)  
 HIC [www.hertsinsurance.com](http://www.hertsinsurance.com)  
 Hagerty Insurance [www.hagertyinsurance.co.uk](http://www.hagertyinsurance.co.uk)  
 Lancaster Insurance [www.lancasterinsurance.co.uk](http://www.lancasterinsurance.co.uk)  
 Manning [www.manninguk.com](http://www.manninguk.com)  
 Performance Direct [www.performedirect.co.uk](http://www.performedirect.co.uk)  
 Sky Insurance [www.skyinsurance.co.uk](http://www.skyinsurance.co.uk)

## MODIFICATIONS:

*Modifying a Porsche is a divisive subject, however when it is done tastefully there's no reason not to personalise your car, enhancing it for the purpose for which it is used. There are countless firms offering their services but we would highly recommend a Porsche orientated company for this kind of thing, the difference between having an experienced specialist improve your car over a DIY job will be obvious. By the same token fitting quality parts from a reputable brand or specialist is preferable, and can be akin (or better) than fitting genuine Porsche parts to your car. Here are just a few recommend specialists:*

Akrapovic [www.akrapovic.com](http://www.akrapovic.com)  
 Bilstein [www.bilstein.com](http://www.bilstein.com)  
 Brembo [www.brembo.com](http://www.brembo.com)  
 Design 911 [www.design911.co.uk](http://www.design911.co.uk)  
 DMS Automotive [www.dmsautomotive.com](http://www.dmsautomotive.com)  
 Elephant Racing [www.elephantracing.com](http://www.elephantracing.com)  
 Nine Excellence [www.nineexcellence.com](http://www.nineexcellence.com)  
 Pie Performance [www.pieperformance.co.uk](http://www.pieperformance.co.uk)  
 RPM Technik [www.rpmtechnik.co.uk](http://www.rpmtechnik.co.uk)  
 Rotiform [www.rotiform.com](http://www.rotiform.com)  
 Stomski Racing: [www.stomskiracing.com](http://www.stomskiracing.com)



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Our calendar of major events for the coming months...

## SEPTEMBER

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Carrera Cup GB  
Brands Hatch  
[www.porsche.co.uk](http://www.porsche.co.uk)

**28-30th**  
Rennsport Reunion VI  
Mazda Raceway Laguna Seca  
[www.mazdaraceway.com](http://www.mazdaraceway.com)

## OCTOBER

**4th-14th**  
Paris Motor Show  
France  
[www.mondial-paris.com](http://www.mondial-paris.com)

**6th**  
Castle Combe Autumn Classic  
Castle Combe  
[www.castlecombecircuit.co.uk](http://www.castlecombecircuit.co.uk)

**10th-12th**  
WEC  
Fuji  
[www.fiaawec.com](http://www.fiaawec.com)

**10th- 13th**  
IMSA  
Petit Le Mans –  
Road Atlanta  
[www.imsa.com](http://www.imsa.com)

**21st-23rd**  
Porsche Supercup  
Mexico City  
[www.porsche.com](http://www.porsche.com)

**30 October –  
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SEMA Show  
Las Vegas  
[www.semashow.com](http://www.semashow.com)







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CARRERA 997 £80.00 SET  
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CAYMAN £60.00 SET  
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## John's Seasonal Affective Disorder is kicking in. Thoughts of thinning his fleet are buoyed by the hope of new winter acquisitions.

I'm waging trade wars on two fronts in 2018: Subaru Legacy estates and flat-twin BMW motorcycles. I've bought and sold several of each this year and it's been fun being active in two very niche markets. I've met lots of new people and made okay profits, all of which have been reinvested into more of the same, creating a climate of vehicular oversupply around my single-car garage.

Lovely as it is to own lots of cars and motorbikes, storing them all is not the easiest. Deciding which ones to part with in search of the next chess move is another dilemma. Nothing less than ten years old gets me excited, so I am only looking for older cars. When I trade out of one thing, I try to find a more interesting replacement, but the only older cars I have not owned, and am still vaguely interested in now, cost too much to get really excited about.

I don't buy Italian and I do not buy British. I've owned some of both and I'm not going back there. I don't buy Audis ever since "that which must not be named". I might buy a tidy Suzuki Jimny, but only in the right colour and if half the price they normally sell for, and then I would have four 4x4s and probably have to sell my VW Polo, which I absolutely do not want to do. So, no Jimny. This leaves a shortlist of just two cars: an early Citroen CX and a Rolls Royce Shadow.

I used to own a lot of old Citroens and would certainly have another, but only if someone opened a hydraulic repair shop next door. I realise that the Rolls is a British car and that they rust like an old tin can, but by sticking to

the 'no British' rule and my other non-negotiable rule of not buying in Kent, I will probably never end up with a Rolls-Royce either, which comes as a relief to my fuel bills. The only other car I sort of fancy is a BMW 2002 Touring and I know where there's a nice one, but the owner won't sell it to me. Unfair, given that we are best mates.

As I don't want to buy anything else, and none of tomorrow's affordable used cars are exciting to me, it is logical to assume that my last-ever car is amongst those I have already assembled. Therefore, let us start thinning the fleet.

We all know that once you start ticking the 50-64 age box in online questionnaires, your hips are just about to give up, so the sports cars stand no chance. Three Porsches, an SL Mercedes and my beloved

E36 BMW M3 will all be going to new homes. The vertical climb to the lovely old Landcruiser will be too much to ask of frail bones, so that will also have to go.

The Polo's boot is too small for an electric wheelchair and the Subaru will be off, as it's a sure-fire collectable: the only post-recession petrol manual Outback I have ever seen, everyone else having bought boxer diesels in the wake of the financial crash and fallen victim to Subaru's only unreliable engine. When the wife and kids take off in their daily drivers, this leaves a single car to sum up my whole career on four wheels.

My last-ever feature for Autocar magazine was a tongue-in-cheek story on how the Mk2 Honda CRV was only beaten by the Focus as the best used car one could buy at

the time. It led to time spent in the feature-writing wilderness, but I was serious about the CRV's talents and have had one ever since. While they are comfortable, capable and fun to drive, the only thing harder to catch than Harry Potter's Golden Snitch is a glimpse of the soul of a used CRV. When the kids come to sell off their dad's final possessions, how depressing is it to think that a grey CRV might sum up my motoring life. Hence why motorbikes are so important to me.

My aforementioned best friend recently got me into Facebook Marketplace. It is a shambles compared to proper classified ad sites, as the search facility is utterly terrible. This must be a deliberate ploy, as it forces browsers to trawl through endless randomness and buy stuff they really don't need. We can therefore blame Facebook for the several thousand car and bike magazines from the 1960s to the 1990s that now take up space in my already crammed garage.

Despite the lack of space, I like the new collection. Magazines of this era made me the basket case I am today and nothing will ever beat the smell of old print. Reading millions of words from my childhood heroes has helped write a whole new list of vehicles I should probably try. My latest bike quest has brought me to the heavy-flywheel airheads of the late 1970s and the venerable BMW R100S: I am currently bidding for one on eBay as I type, the offering was owned by the seller's late father and it seems there's a nice history to build on with that if it comes to me. I may yet escape a grey Honda CRV-shaped headstone. ○

*Three Porsches, an SL Mercedes and my beloved E36 BMW M3 will all be going to new homes...*





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#### Porsche contacts

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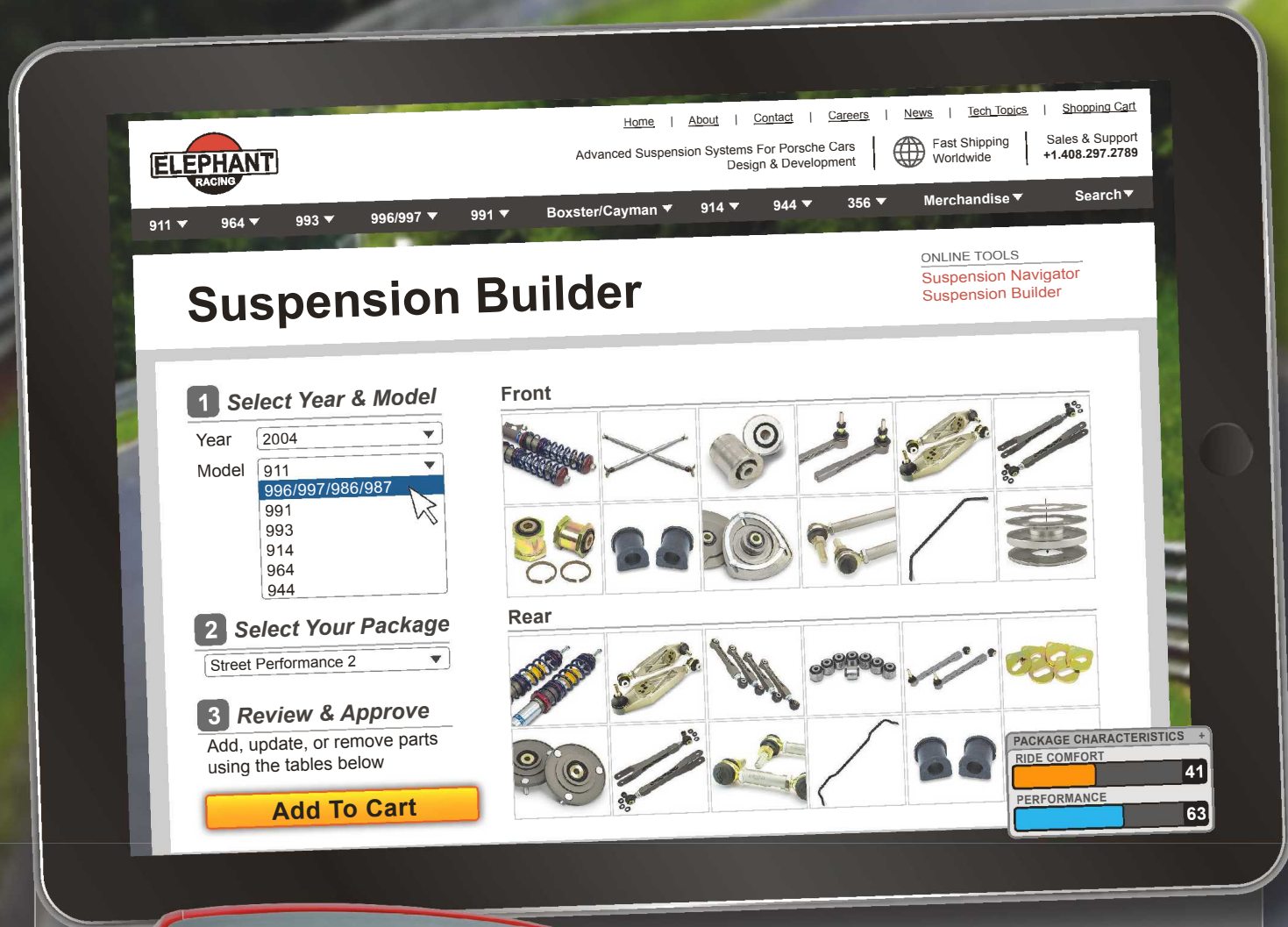
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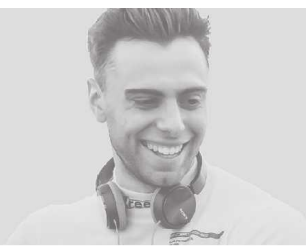
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Single seater ace turned Carrera Cup GB driver, Dino is enjoying his fourth season racing Porsches

## As the end of the Porsche Carrera Cup GB championship approaches, Dino is within touching distance of the title and his reward – a box of doughnuts...

As I write there are four races remaining of the 2018 Porsche Carrera Cup GB championship, and just five points separate me from my main championship rival at the top of the points table. Knockhill in Scotland hosted the last round, it's a cool circuit and always a crucial race on the calendar. The circuit is only seven corners and two-miles in overall length, I enjoy driving it but I'm not a big fan of racing there. It's very tough to make a move without risking it all and one mistake means you're in the wall. It has similarities to a street circuit like Monaco, just replace the sun with rain, the walls with gravel traps, and the skirts with kilts and you've got yourself a Monaco of the North.

Qualifying for our races was a

typically close (and dry) affair, I was just a tenth off pole in third place, a couple of tenths behind my time put you in sixth place on the grid – that's where my main title rival Tio Ellinas qualified. Afterwards I found him drowning his sorrows with Porsche hospitality doughnuts. Was that a bluff? Eating lots of doughnuts is something I've seen during another championship battle with Dan Cammish in 2016. I took pole at Croft mid-season and afterwards I saw him walking across the paddock with a box of Krispy Kreme doughnuts. "Feeling sorry for yourself?" I asked him. "Yes mate, sixth is not what I needed" We've all been there.

However, it can also be a bluff, you see it might give the impression that you've given up on

the weekend and don't care for the outcome. Whatever Tio was trying to say, I wasn't having it – especially as race day was looking wet meaning anything could happen.

In Race One I had a good battle for second with my old team mate, Lewis Plato, eventually coming out on top when he spun in front of me at the hairpin. This gave the charging (and doughnut bluffing) Ellinas a run down the inside. Thankfully I got the traction down and kept him behind. The ironic thing about Plato's mistake was that he probably did a doughnut to spin his car back around...

I finished in second, I just couldn't quite catch the leader (who isn't in the title fight), but all-in-all, that's fine – second in the wet at Knockhill was acceptable given that Tio, my main rival, was just behind in third.

Race Two took place later in the day but conditions were still treacherous. Via 2018's reverse grid rules the winner of Race One started in fourth for Race Two, I started third, Ellinas second and George Gamble was promoted to reverse grid pole

(having finished fourth in Race One). The conditions were so bad that we actually started Race Two under the safety car which was not to my liking, typically I'm fast in standing start scenarios and usually make up positions. The safety car neutralised that chance and, furthermore, it probably wasn't really necessary.

When we got racing I was in third place for a little while, all over Ellinas who seemingly slowed at half race distance – we couldn't even see Gamble in the lead anymore. Whilst trying to find a way past Ellinas I burnt my tyres up which meant I got slower and slower. The irony was that I thought to myself 'you doughnut'. I lost a place half way through the race after what was probably the 'save of my season' – I lost the back end of my GT3 Cup car coming through the chicane and slid it along at a 75 degree angle, kicking up gravel. I tried to get my head down and catch the leaders but my tyres had gone. You'll see it in a lot of races – once you get too much heat into the rear tyres you can forget it. The result was that I ended up fourth with Ellinas third. I outscored Ellinas by one point, thus extending my championship lead to five points. It was a solid weekend – it's just a shame that the races weren't dry because I feel we would have come away with more points.

As I write this column Silverstone is the venue up next – it's my favourite track of the season. I hold the lap record from years gone by and have won there various times. It's the business end of the year so more points are needed on the board. No double bluffs, no games, no doughnuts.... just pure driving and winning vibes ☺

*I found him drowning his sorrows with Porsche hospitality doughnuts. Was that a bluff?*



*The views of the author are not necessarily shared by the magazine.*





## Philip Raby reckons anyone can afford to drive a Porsche, no matter what they might first think...

I was delighted to hear that a good friend of mine has just taken delivery of a brand new Range Rover Sport, paid for by the proceeds of his best-selling book sales. Don't worry, a Porsche is next on his shopping list and he's already got me on the case.

He is the exception, though, as making money from books is tough going – I know as I have written a few and, if I scraped together the combined annual royalties, they might just about buy me a rusty old Range Rover. Not that I'd want one, of course.

One of my books, which is a regular seller, is titled *You Can Drive a Porsche*. In it, I explain how almost anyone can afford to own a Porsche if they rethink how they look at car ownership. For most people these days, a car is something they buy on finance and is a depreciating asset. In fact, cars are almost disposable items, like a washing machine or boiler. Once it breaks, it gets replaced. As someone who likes to repair things rather than throw them away, even something as simple as

a toaster, this philosophy really bugs me. We need to be mindful of our planet's resources and not squander them in my opinion.

So, for me, it makes so much more sense to buy a good second-hand car – Porsche or otherwise – and keep it well maintained, and when something goes wrong, either fix it yourself or get someone else to do it for you. After all, you don't move house every time your boiler breaks, do you?

It can make economic sense to repair rather than replace, too, so long as you start off with a car that's not going to depreciate wildly and won't be too expensive to run – that'll be a Porsche, then. Ok, so a Porsche will cost more to maintain than, say, a Ford Fiesta but it will still be much more affordable to keep than other exotic cars with prancing horses on their badges. What's more, if you buy an older Porsche, depreciation won't be an issue – it may well go up in value.

All of which is really great news if you're thinking now is the time to buy your first Porsche. And now

really is the time – why wait when you don't know what's around the corner? I recently sold a 911 Turbo to a chap who had always wanted one but he didn't think it was quite the right time to buy as he was busy with his business and a young family. But then his wife told him to

*His wife told him  
to seize the day  
as tomorrow  
never comes*

seize the day and just buy the damn thing as tomorrow never comes. That's a good attitude to have, as life is short and unpredictable – I'm currently helping two people handle sales of cars which they have been left to deal with after their owners suddenly died, it's heartbreaking to see someone's pride and joy left behind, especially when

the paperwork shows how well cherished and loved the car was.

Of course, you may be reading this thinking it's all very well but you just don't have the money to buy a Porsche. That's a fair point and I know that not everyone has the wherewithal to afford one, but I reckon that if you are currently driving a half-decent 'normal' car such as a Volkswagen or BMW, even an old-ish one, then you have the means to own a Porsche.

For example, for less than £10,000 you can buy a decent early Boxster or Cayenne, while for half that money you can pick up a 924 or even a 944 – two modern classic Porsches for not very much money. Ok, those last two aren't perhaps practical everyday propositions, but a Boxster or a Cayenne is very much a modern car you can use day-in, day-out, all year round, and you'll have a lot of fun to boot.

If a 911 is your dream then you'll have to increase your budget, but not by much – £15,000 will get you into a very nice 996, which Porsche has recently classed as a classic model. We're seeing values of early 996s going up at the moment, too, so that's makes them depreciation-proof and therefore a good long-term buy.

Of course, you could argue that this is pure man-maths and a way to justify why a Porsche is a good purchase. And, yes, maybe there is a bit of that in there (hey, I'm a man!) but dig deeper and there is a real logic to buying a Porsche and keeping hold of it, rather than pouring money into new cars and finance deals. Pick up a copy of *You Can Drive a Porsche* via [www.philipraby.co.uk](http://www.philipraby.co.uk) and see for yourself! ☺







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**PORSCHE**





# *Your First* 911

The 996 is not only the most affordable 911 you can buy today, it's also rather good in every way – which makes it a great first Porsche...

Story: Philip Raby   Photography: Antony Fraser









Many years ago in my younger days, like many people, I wanted a Porsche 911. However, the then current 996 was way out of my league, whether new or second hand, so instead I bought an older and rather more affordable 964 Carrera 4. It cost me less than £20,000, was a wonderful shade of metallic green, and I loved it. Fast forward to today and I'm once again driving a metallic green Carrera 4. This time, though, it's a 996 and it's also worth less than £20,000.

By a strange twist of fate, my old 964, if I still had it, would now sell for around £50,000 – not far off what this 996 cost new. So today what was once considered an entry-level 911 is now out of reach of many Porsche enthusiasts, whereas the once exotic 996 has become the most affordable 911 you can buy, with good examples starting at around £15,000. The 996 is today's entry-level Porsche 911.

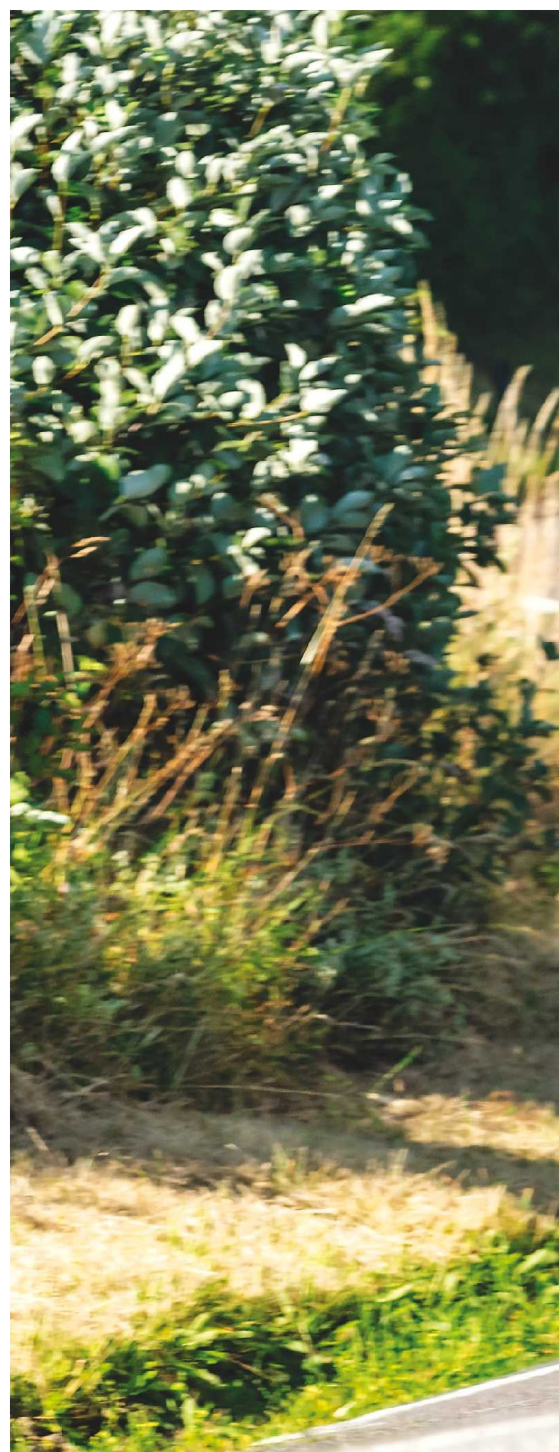
But is a 996 a good 911? There's only one word to answer that – yes! In fact, I'd go further and say that it's a great 911. Why? Because when you drive a 996, it has all the traits that make a 911 so much fun. It's a relatively compact car, for starters, so it's ideal for whizzing around English country lanes, and the visibility is excellent, thanks to the generous glasshouse – something that you can't say about a lot of sports cars. Its steering is super-light and super-precise, giving you lots of feedback, and the sublime handling is responsive to the smallest inputs from both steering wheel and throttle, while the six-speed gearbox is fast and slick. In all these ways, then, the 996 ticks the important boxes making it a true 911. Ok, when it launched the purists bemoaned the fact that the 996 had a water-cooled, as opposed to an air-cooled motor, but surely after 20 years of water-cooled 911s all but the deadest of the diehards have got over this?

Today, the 996 also seems refreshingly simple compared to newer 911s (and, indeed,

to newer cars in general). It's notably free of gadgets and electronics, which is interesting because, back when the 996 was launched, many people (probably the same ones who grumbled about the engine cooling) predicted that it was far too complex a car for a 911 and, in years to come, enthusiasts simply wouldn't be able to run one and the electronic systems would be impossible to repair. Yet here we are 20 years on and there's a wealth of Porsche specialists around the world who are perfectly happy to maintain and repair 996s, not to mention the number of owners who happily work on their own cars and share their knowledge via the internet. Funnily enough, similar grumbles were made about the 964 generation of 911 when that came along in 1989 with its ABS brakes, power steering and traction control systems...

The 996 Carrera 4 you see here has a particularly basic specification which I always like to see in a 911, less is always more when it comes to sports cars. There's no sunroof, for example, and the only nods to indulgence are Ruffled leather seats, 18-inch Turbo alloy wheels and Park Assist with wonderfully retro (I'm being polite here) protruding sensors in the rear bumper. There's not much here that you don't get with older air-cooled 911s and that adds to its appeal in my book.

That said, there are some modern touches which enhance the experience of the 996. For instance, anyone who's driven an air-cooled 911 will know how frustrating the heating system can be – not being able to draw on coolant to warm the cabin means that older 911s rely on heat-exchangers around their exhaust systems for warmth, which makes it harder to maintain a steady internal temperature. The 996, on the other hand, has modern climate control – just set your desired temperature on the digital display and you'll be kept comfortable. What's more, all 996s have air-conditioning which, in the UK at least, was a relatively rare option on previous









911s. Add to that the slightly more interior space, better ergonomics, a modern and logical dash layout, plus improved ride quality, and there's really not much not to like about a 996. It gives you the best of both worlds – classic 911 dynamics in a more modern, more usable package.

If all that sounds controversial, I'm afraid it gets worse. You see, the 964 has long been one of my favourite 911s but as I fling the 996 through the corners, I suddenly surprise myself by realising that, actually, the 996 is a better handling and more fun car to drive. The handling aspect makes sense, as the 996 has a completely redesigned suspension system which offers improved cornering, helped by a more equal weight distribution. But more fun? How can I say that a 996 – the underdog of the 911 world – is a better drive than the classic 964?

Well, as much as I love 964s, there's no getting away from the fact that they feel heavier and less nimble than older 911s; an often-made criticism that even I can't deny. The 996, on the other hand, comes over as a remarkably light and nimble little sports car. Yes, I know in reality it's larger than a 964 but 'little' is most certainly the right adjective to use because it's a car that shrinks around you as you drive it, just as a 911 should.

By the standards of today's 911s, the 996 isn't a fast car, but its 3.4-litre flat-six produces a useful 300hp (no less than 50hp up on my old 964) so it's certainly no slouch. On paper, the later 3.6-litre 996 is the faster car but, in reality, the original is the more involving version to drive as you have to work it harder and keep the revs up to exploit the available power to the fullest. Also, inexplicably, the 3.4 always feels lighter and smaller than the 3.6

which followed. No wonder there's now so much interest in early 996s.

These days, many people even like the original 996 headlamps over the later facelifted ones. I can see where they're coming from, too. The later lights with their scalloped undersides make the front of the car look high compared to the early units. The rest of the car has aged well, too. The 996 has been criticised for looking too bland but that's missing the point of the design, and perhaps the point of the 911 in general. With the 996, Porsche had the chance to go right back to the drawing board with the 911 and come up with a new style that would point the model in the right direction for the 21st century. Out went the flared arches, intakes and grilles which had crept in over the years, and in came a pure, unadorned shape that was a return to basics, just like the original 911 of 1963. It's









a genius piece of design, yet one that's taken 20 years for the Porsche community to really embrace and accept. In that time, Porsche has, perhaps inevitably, once again moved the 911 away from the purity of the 996, creating an evermore complex shape that makes the car look more aggressive and imposing. That's not a criticism of the 997 and 991 as these are also great looking Porsches in their own ways. For me, though, a 911 should make a statement by being understated and purposeful, not by being brash and in your face.

The 996's interior, too, is a wonderful design. Again, Porsche started with a clean sheet and, for the first time, gave us a modern, stylish cockpit. Out went the sharp angular lines of old and in came swooping curves that, for once, perfectly complemented the 911's famous exterior lines. It's a shame Porsche didn't retain this design philosophy with later 911s, which have reverted to angular interior lines which are, again, at odds with the outside curves. It seems that with the 997 and beyond, Porsche drew on the cockpits of older 911s for inspiration which puzzles me, as the majority of buyers of new 911s haven't owned

a classic one. As it is, the 996 cabin is a one-off study in modernism and, as such, we should applaud it.

Ok, I've made a few controversial observations about the 996 here and I'm bracing myself for the hate mail. I know, though, that an increasing number of Porsche enthusiasts are warming to my way of thinking about the 996 and it is deservedly gaining momentum as a loved and respected part of the 911 family.

The good news is that you can be a part of that family for not a lot of money. As a ballpark, prices for good early 996s start at £15,000. Note the word 'good' there – sure, you can find some for as little as £10,000 or even less, but there's a fair chance you'll be buying trouble. As with any Porsche, it's worth paying extra for a 996 that's been loved and cherished by an owner who's not been afraid to spend money on it. 996s are not expensive cars to run but you do need to keep on top of maintenance and, increasingly, as they've become cheaper to buy, many 996s haven't been looked after as well as they deserve to be, which just means big bills for the next

owner. Once again, it's the old 964 story all over again.

It's not just maintenance that gets neglected; there are a lot of 996s that just look scruffy because they've been used as everyday vehicles and suffer from parking dents, surface corrosion, tired paintwork and worn interiors.

There's a huge difference between a good 996 and a poor one – more so than with previous 911s. First of all, the latter won't necessarily look the part but, more noticeably, there's a significant difference in the driving experience. A 996 should feel taut, precise and rattle-free (well, almost, they do all tend to suffer from the odd annoying interior trim rattle) and be an absolute joy to drive. If a 996 feels saggy, rattly and vague, then it's not a great example and the cost of bringing up to an acceptable standard will be prohibitive. Porsche ownership should be a fun experience and it will be if you start off with a good car.

So if you're looking for an affordable and great 911, then look further than the 996. Will it be worth £50,000 in years to come like the 964? Only time will tell but, in the meantime, just buy one and enjoy it ☺

*It gives you the best of both worlds –  
classic 911 dynamics in a more modern,  
more useable package*







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# Base Rate

The entry-level 2.7-litre 987 Boxster and Cayman offer the perfect route into Porsche ownership at an affordable price. We look at opposing ends of the current market with Editor Simon's 2005 Boxster and a low mileage 2007 Cayman...

Story: Simon Jackson   Photography: Malcolm Griffiths





Typical of Porsche the transition from the first Boxster, the 986, to the second-generation car, the 987, was on the face of it a story of evolution yet under the skin one of revolution. Platform engineering played a major role in shaping the 987 for, as the 986 and 996 before it, this new generation of mid-engined Porsche would share much with the 911 of its era, the 997 – 30 percent of its components actually. In total the 987 Boxster boasted 80 percent's worth of new parts over its forebear, and furthermore it would share showroom space with an entirely new two-seater advent very much its sibling – the Cayman.

While ultimate sign-off was the duty of styling chief Harm Gargaay, it was actually former Audi designer Grant Larson who penned the 987, a man who had been heavily involved in the final form of the 986 Boxster. Gone were the controversial “fried egg” headlights that had proved so very divisive on the 986 and 996, instead came the 997's elliptical lighting and shapely, contemporary, front end. There are differences between the 987 and 997 frontages though the two share a front floorpan, the bumper between the two models ape one another closely, and the front luggage lid was identical. In fact up to their A-pillars the 987 and 997 were as closely linked as possible, even down to the

door mirrors. In profile the 987 Boxster is not dissimilar to the model it replaced, with pronounced arches designed to accommodate larger wheels, while an accentuated curve at the top of the window line is perhaps the biggest factor in lending the design a fresh dynamic. The side air scoops behind the doors were larger than those of the 986, as your eye travels around to the rear it is largely the new rear light clusters which has the most transformative visual effect.

Torsional rigidity between 986 to 987 was increased by nine percent – the shell was some 14 percent less bendable. Porsche used aluminium front and rear deck lids to save weight meaning that the 987 Boxster is only 20kgs heavier than its forebear, despite being stronger and loaded with a greater amount of safety features.

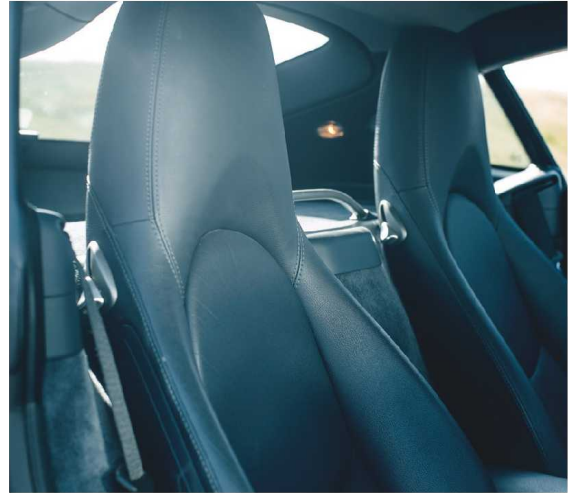
Inside the changes were dramatic, while using as its template what had come before, the two-seater's interior mostly took its cues from the 997. Where the 911 boasted a five dial instrument cluster the 987 had three, the seats were lifted straight from the 997 production line. Powering all this down the road was the fuel-injected M96/25 flat-six engine, a derivative of the M96 motor as seen in the 986 but this time tweaked, it was linked to a five-speed gearbox. That meant that the engine's architecture; four-valves per cylinder

(working via a chain-driven DOHC layout on each bank) remained, it also boasted Porsche's VarioCam technology with variable valve timing improving power delivery through the rev range and economy too. The base model's 2,687cc engine produced 240hp and 199lb ft torque taking it too 62mph in 6.2-seconds.

When the Cayman was launched in late 2005 it came first only in 3.4-litre S guise, the smaller engined 2.7-litre version not arriving until the 2007 Model Year. Again it was Gargaay who signed-off on the Cayman's ultimate look, but 996 designer Pinky Lai was responsible for much of its styling. Naturally the 987 Cayman followed in the footsteps of the 987 Boxster so much of its design was already dictated, all told 51 percent of its parts came from the 997, 27 percent from its Boxster sibling. Upon first inspection the two 987s look near identical, but there are plenty of differences between them. Naturally most of these unique identifiers can be accounted for in the styling department. One advantage the Cayman boasted over the Boxster was its inherent rigidity, its coupé body ensured it was as stiff as the 997 while cleverly weighing almost the same as its Boxster stablemate.

In summer 2006 the base specification Cayman was announced, yet despite retaining the same 2,687cc engine displacement there were a few key differences made to





*Upon first inspection the two 987s  
look identical, but there are  
plenty of differences...*







the unit, enough to provide it with a new designation – M97/20. The 2.7-litre Cayman received VarioCam Plus technology, a newer development of camshaft control, and a higher compression ratio – this hiked the unit's power output to 245hp with 201lb ft torque. The same five-speed (G87/01) manual gearbox was offered as standard with, like the Boxster, an optional six-speed (G87/20) with a revised Tiptronic S gearbox also made available. It would've been somewhat unfair to let the base-specification Boxster continue with its ever-so-slightly older specification mill at this stage, so for 2007 Porsche gave it the aforementioned M97/20 engine too, though for the purposes of this feature we are comparing the two model in their earliest forms. Interestingly more than half of Cayman sales were what they call in the trade 'conquest sales', meaning that over 50 percent were sold to new Porsche customers, today it's still the case that the 987 in both guises is a hot option for those looking to take the leap into Porsche ownership for the first time. And that's primarily why we find a 2005 987 Boxster and 2007 987 Cayman before us here...

Regular readers will already be familiar with the Seal Grey 2.7-litre 987 Boxster in these pictures, the car makes regular appearances in our *Long Term Fleet* section given that it belongs to me – your long-suffering editor. It appears here to represent the lower end of the 987 market as it currently stands, an early car with (at the time of writing) 77,000 miles on its clocks. As regulars will attest it has been something of a mini project, being refreshed and mildly uprated in a couple of key areas to bring it up to standard. As such you might say that it was not, upon purchase, the finest

of fine examples – perfect for our comparison here between opposing ends of the 987 market. The 2007 Midnight Blue Cayman you see here, also a 2.7-litre model, belongs to contributor Phil Bingham, it is a low mileage (around 30,000 miles) example in exceptional condition purchased for nearly double the cost of the Boxster, it would be fair to say that this car is the cream of the 2.7-litre 987 Cayman crop. It shows you the kind of car you could hope to find if your budget is healthy and should you be in the market for the best possible example.

How Phil arrived behind its wheel is likely to be a familiar sounding story to many weighing their options between a tidy 987 Cayman or 911 for similar money: "I wasn't sure if I could afford the running costs of a 911, I was a bit intimidated by them," Phil admitted. "I looked for this car for about three months, I kept an eye on the market and made a note of prices and mileages – this car sounded like it had been kept well, and it had a low mileage.

"It was a private sale but the seller had undertaken an assessment by Cridfords before selling it, so it had the traffic light style print-out of its condition, he gave me the mechanic's name. I called Cridfords and the guy called me back, he was very helpful. I explained that I was nervous of unexpected big bills, he said that obviously it was an old car and things would wear out, but that he sees a lot of 987s and that he'd put his hand on his heart and say this was a good car – so I went for it."

Like Phil I weighed my options before biting the bullet and purchasing my 987 Boxster, however I came at things from more of a budgetary angle and as such I was

scouring the lower end of the market. My car came not from a Porsche specialist but via a sports car specialist who had bought and sold a string of 987s. As such he knew the cars well and had priced it keenly, despite the few jobs I was aware would need attention in the near future to bring it up to a suitable standard. At the risk of repeating myself the car has so far received new (like for like) brakes from Brembo via GSF Car Parts, a Dansk 301 stainless exhaust, a full detail and most recently a Pioneer AV system (p124) amongst other things with more in the pipeline being required to improve it such as new suspension and bushes. I guess what I'm saying here is that if you're buying at the bottom end of the 987 market you should be prepared to potentially put your hand in your pocket to bring your purchase up to standard.

Though both Phil and I are aware of the potential pitfalls of 987 ownership, neither of us (fingers crossed) have seen problems so far, having owned our cars for 6 and 12 months respectively. The major problems to be aware of are the reported issues with cylinder bore scoring and intermediate shaft (IMS) bearing failure. However Porsche industry expert Peter Morgan has gone on record in these pages before stating that as few as five percent of cars are affected by this and the larger engined models (3.4-litre S) are more prone to bore scoring over the 2.7 987s you see here. The IMS bearing on the 987 was upgraded in 2006, so it is a safe bet to assume that M97/20 2.7-litre cars (in this instance the Cayman, not the Boxster) are better fitted with the stronger bearing should this be of concern. As to what causes these failures, frustratingly there appears to be absolutely no rule at all according to all the



independent Porsche specialists we've spoken with... That's the negative stuff out of the way, now to the fun part.

"The steering is amongst the nicest I've ever experienced in any car," Phil commented. "There was a time in my life when I was in and out of lots of different sports cars all the time, I can only remember one car where I'd rate the steering as much and the 987, that is the Mk1 Lotus Elan Sprint. With that you had to get used to letting it go where it wanted to a little bit, then it was delicious."

The involving driving experience these 987s offer really is no modern myth, their 47% front / 53% rear weight distribution results in one of the best balanced Porsche cars ever created. Obviously these entry-level cars did not benefit from the same power as their more revered 'S' variant relations, however, they have plenty of power for most people, Phil and I both agree that a little extra grunt for overtaking might be handy but on the back roads there is plenty on tap. They deliver a softer ride than the more focused S cars, and that will either be music to your ears or not. Personally as much as I like a sporty ride using a car like that regularly can be tiring, which is why I opted to retain the 2.7-litre 987's 17-inch wheels on my car – albeit mine are wheels available on the Cayman 2.7 originally, later offered on 2007 MY Boxsters (Porsche code 398). Phil's car wears the optional 18-inch (code 401) wheels. Incidentally, at some point Phil's car has also been fitted with the twin-exit Cayman S exhaust tips rather than the oval version offered by the factory, a



*"The steering is amongst the nicest  
I've experienced in any car"*





slightly more tapered version of what you see on the Boxster here, which retains its original tips mated to its Dansk system.

Jumping straight from my car into Phil's confirms something I already knew – the Boxster's suspension is tired. Where my car feels a bit laboured to steer and transmits every imperfection in the road surface, Phil's Cayman rides like it is driving over a duvet at all times. The steering is light and precise, there's bags more feel, in short it drives as a 987 should and highlights that my car is likely in need of new bushes and shocks. It's representative of the difference in the two car's mileages, the two production years which separate them and the additional rigidity offered by the Cayman over the Boxster. Both cars have the factory standard seating, the driving position is lower than that of the 986 Boxster and all the better for it being adjustable for height (manually) with electric rake adjustment. The Boxster's throaty noise – on account of its Dansk exhaust – creates a great deal of theatre in its driving experience, so too the ability to stow the roof for the wind-in-the-hair vibe, it serves to connect you to your surrounds to a greater extent than in

the Cayman. Both of those factors make you feel like you're travelling faster than you are in the Boxster, whereas in the Cayman things are serene and measured. The additional power on tap in the Cayman delivered through its advanced version of the Boxster's VarioCam technology is difficult to detect, I'd say it is marginal at best for on the road these two feel pretty level through the rev range. The Boxster's five-speed 'box is more notchy than the Cayman's, something we'll put down to age for the two share the same ratios and shift treatment. If you're stepping from a newer car into a 987 the brakes might surprise, they are not the 987's strongest asset though once you learn to treat them mean they deliver. As packages both 987 Boxster and Cayman provide thrilling drives, with a feel which I often describe (like the experience offered by the 997) as being the last of the analogue Porsches. Phil agrees:

"Part of the charm of driving the 987 for me is that you feel half way between a modern car and a classic," he said. "They've aged well too, the newer models for me look a little too much like they're on steroids."

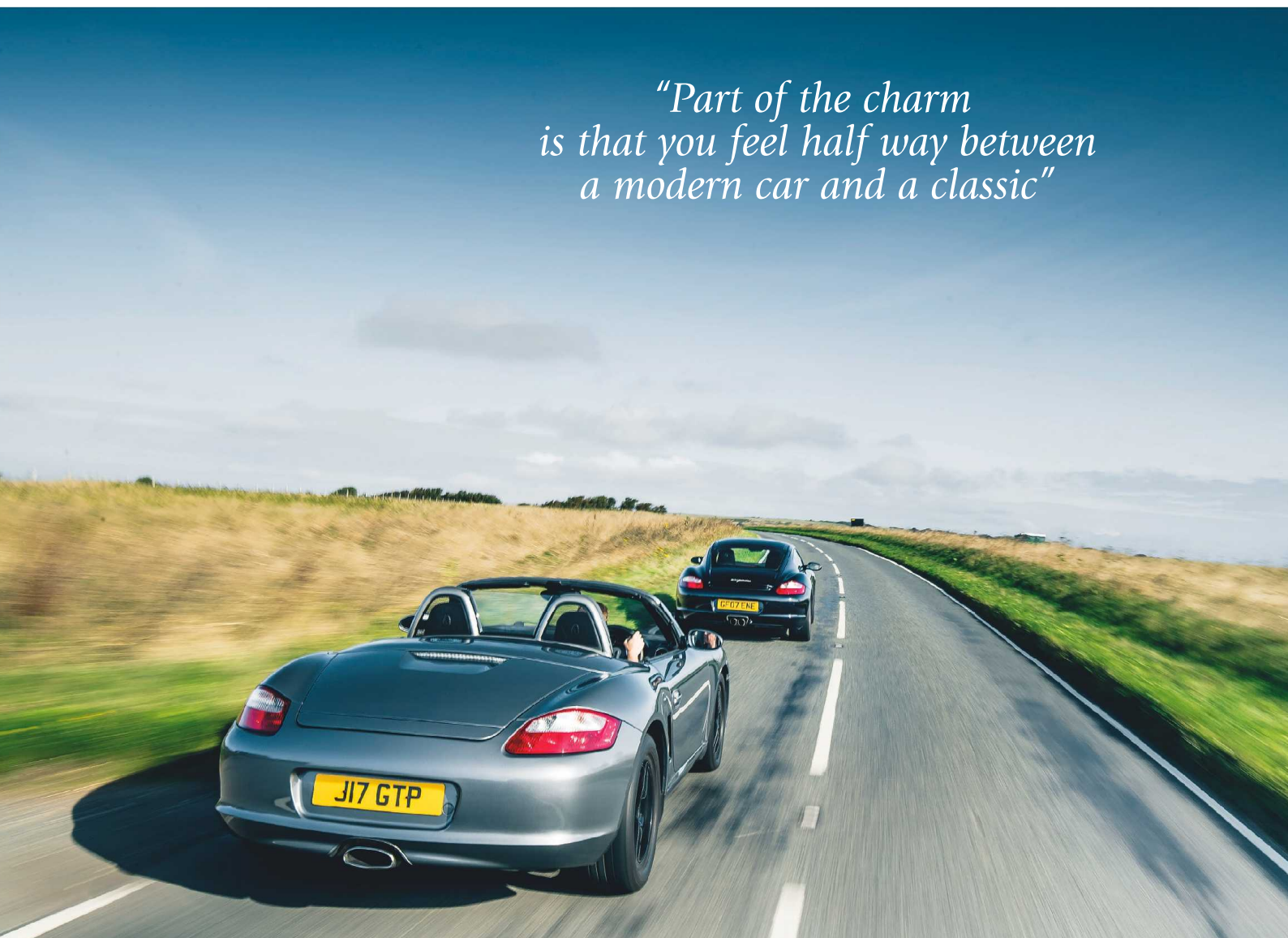
You might not think of a two-seater Porsche

as practical, but in comparison with a 911 they really are. The front and rear luggage compartments are more than useful, the nose will swallow masses and there is a cavernous glovebox compartment and deep door pocket storage. This ensures that, aside from a lack of passenger seats, 987s don't feel restrictive.

Running costs for a 987 are not extreme, pretty akin to running any prestige saloon or contemporary hot hatch in fact. Service intervals are every two years or 20,000 miles, though many owners choose to service these cars every 12 months or 10,000 miles. And we would stress the importance of regular servicing either at an OPC or independent Porsche specialist over a regular garage. Ultimately a car's service book helps paint a picture of its past and health, that picture is vital with any Porsche.

As a first step into the world of Porsche ownership the 2.7-litre 987 Boxster, available from around £8,000, or the 987 Cayman (from £13,000) are excellent prospects, the only problem being that neither is likely to be your last Porsche, as Phil confirms: "I'm already thinking three years ahead, I'll buy either a 987 Cayman S or a 911..." ○

*"Part of the charm  
is that you feel half way between  
a modern car and a classic"*





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# Ultimate Guide: **3.2 Carrera**

More refined and usable than any 911 before it, the 3.2 Carrera offers a blend of classic Porsche appeal and practicality for around £40,000. Photography: Various





The 3.2 Carrera was the last of the G-Series 911s, more commonly known as the impact bumper cars, which were introduced in 1973. In appearance these cars had lost much of the simplicity of earlier pre-73 generation 911s, thanks to their new bumpers (there to meet US safety legislation), but as time has passed their image has improved. Today G-Series cars emit arguably the ultimate classic 911 appeal which models that followed can't match.

Amazingly, given its larger engine capacity over the SC, the 3.2 weighed no more than its predecessor, both it and the SC carrying the same 1210kg mass, distributed 42 percent front and 58 percent rear. The 3.2-litre engine was based on the SC's 3.0-litre air-cooled flat-six, itself derived from the 3.0 RS's mill. It blended the Turbo's stroke of 74.4mm and the SC's bore of 95mm to give a capacity of 3,164cc, and although Porsche claimed it used only 20 percent of the SC's existing components, there was no denying where its roots lay. This was also a time when Porsche was keen to push the concept of a World Car, which basically meant that all engines had to meet emissions standards in America, Canada and Japan and run on unleaded fuel. As such, 3.2 Carreras the world over were virtually the same in engine specification, save for a change of compression ratio from 9.8:1 to 10.3:1 for Rest of the World cars, achieved by fitting higher crowns on the pistons and lower ceilings on the combustion chambers. The result was that Rest of the World cars (engine code 930/20) were slightly more powerful than those destined for the US, Canada or Japan (code 930/21), with 231hp at 5,900rpm and 209lb ft at 4,800rpm, as opposed to 207hp at 5,900rpm and 192lb ft at 4,800rpm, with the performance of cars in the latter market also hampered by the fitment of a three-way catalytic converter and lambda sensor. A new Bosch Motronic DME

(Digital Motor Electronics) was teamed with LE-Jetronic fuel injection (replacing the SC's K-Jetronic setup) to liberate that power and torque whilst also making the latest 911 10 percent more fuel-efficient than those that had come before. The improvement in economy was helped by the new DME incorporating a cold start programme, the new technology able to map ignition and fuel parameters by measuring from a number of sensors covering RPM, airflow, exhaust and engine temperature. As an idea of the system's complexity, it could adjust ignition timing and the fuel/air mixture into any of 4,000 possible variations, the result of which was that at a constant 55mph the 3.2 Carrera returned an astonishing 41.6mpg, and even at 75mph it was only sipping fuel at a rate of one gallon every 31.4 miles. The DME was also programmed to act as a rev limiter at 6,520rpm, replacing the previous mechanical setup.

Material wise, the 3.2 engine consisted of a die-cast aluminium crankcase, Nikasil (a very hard-surfaced nickel and silicone coating) lining for the cylinders, aluminium camshaft box, forged alloy pistons and forged steel connecting rods and crankshaft. In addition to this, the timing chain tensioners became oil-fed, fixing the 911's notorious Achilles heel. Previously the seals on the tensioners had been prone to leaking, causing chains to miss teeth, valve timing to be thrown out and owners to cry quietly. Feeding the timing chain tensioners with a supply of oil from the engine via the external oil supply pipes meant that they were constantly lubricated and thus extremely reliable.

Valve sizes remained identical to the SC, although both inlet and exhaust ports (the 3.2 retained just two valves per cylinder actuated by a single overhead camshaft per bank) were increased in size, and performance was also helped by a freer breathing exhaust system, made up of new heat exchangers, larger

diameter pipes and a bigger silencer than the SC, assisting in getting that 231hp peak power figure. Overall, the 3.2's specific output was 73hp per litre, as opposed to the SC's 68hp per litre.

Dry sump oil lubrication was carried over from previous 911s, itself a legacy of Porsche's racing success. This engine was teamed with the 915 gearbox for the model's 1983 launch, Porsche's faithful old 'box – which had been in service since 1971 – benefiting from the fitment of an oil cooler and modified pinions for fourth and fifth gears. What Porsche neglected to tell customers was that the engine could have quite easily utilised the Turbo's 97mm barrels to give it the same 3.3-litre capacity, but didn't due to limitations with the gearbox. Specifically, it was the 915's inability to deal with any more than the 3.2's 209lb ft of torque that put a cap on the Carrera's capacity, Porsche adamant that it would not use the heavier four-speed 'box from the Turbo. The revised 911 was greeted with much enthusiasm, any complaints about too much comfort and too little sporting intent few and far between.

As far as bodywork and interior trim went, the 3.2 Carrera differed little from the SC, which in turn meant that the basic shell was the same as that of the original 901, simply updated to meet safety regulations with impact bumpers and their now very Eighties-looking bellows.

In 1986 Porsche also became the first car manufacturer to offer a 10-year anti-corrosion warranty on bodywork, as opposed to the six-years it had offered from 1976, its confidence boosted by the fact that the test shell it had galvanised and left unpainted standing outside Weissach for the past decade hadn't deteriorated in the slightest. This rust-protection process involved the whole shell, incorporating body, floor and pan, as well as the wings, doors, engine cover and bonnet







## *Every 3.2 Carrera remained entirely built by hand..*

being hot-dip galvanised. The number of rust-free 3.2 Carreras around today pays testament to the success of this process.

Part of then Porsche CEO Peter Schutz's desire to maximise profitability involved investing profits into improving production methods, although the Zuffenhausen line was still a long way from the fully robotised setup Wendelin Wiedeking would implement in years to come. Every 3.2 Carrera, in fact, remained entirely built by hand, each car taking around 35 hours to weld, paint, stitch and screw together. While not the last word in efficiency, this did at least mean it was possible to easily tailor cars for an individual's requirements, and ensured the highest levels of quality (evidenced by how well-screwed together the interior of a 3.2 Carrera feels today alongside that of later 911s). And to ensure each of these hand-built cars met Porsche's exacting standards, a team of 40 test-drivers were employed to take every single 911 for a 30km road test prior to sale.

The 3.2 Carrera's suspension differed little from the SC, the new car benefiting only from an upgrade of Boge gas dampers in 1985. Otherwise it was the standard 911 setup that customers had become familiar with, fully independent all round with wishbones and McPherson struts up front and semi-trailing arms at the rear, all supported by torsion bars that were mounted longitudinally up front and laterally at the rear. To begin with the 3.2 Carrera boasted 20mm anti-roll bars at the front and 18mm at the rear, but in 1986 the factory increased the size of these to 22mm front and 21mm rear, whilst also uprating the shock absorbers and increasing the diameter of the rear torsion bars from 24mm to 25mm.

The major change as far as the 3.2 Carrera was concerned though centred around the introduction of the G50 gearbox in 1987. Porsche had struggled on with the 915 long enough, but ongoing cooling problems demanded a completely new 'box. The answer came in the shape of the Getrag-built G50

that used the same Borg-Warner synchronisers that Porsche had borrowed from Audi for its 924 and later 944. Not only did this provide a much easier, cleaner shift than the 915, but it was robust enough to get by without an oil cooler (thus cutting costs) and could be used in the later 911 Turbo. The introduction of the G50 also saw the clutch operation change from cable to hydraulic, while reverse gear moved from the bottom right of the gate to the far top left.

Just as the engine had benefited from a thorough makeover, so too did the brakes. After all, with its 152mph top speed the naturally aspirated 3.2 was only 10mph off the maximum velocity of the 911 Turbo. As such, the width of the 300mm front discs was increased from 20.4mm to 24mm, and the 309mm rear discs from 20mm to 24mm, while the cylinder bores for the two pistons in the rear calliper were increased to 42mm. Other developments for the 3.2 included a pressure-limiting valve that helped to prevent





the rear wheels locking under heavy braking, and the addition of a brake pad wear sensor.

It was in fact the indicator for the latter of these that formed the primary difference to the new 911's interior. To begin with the 3.2 Carrera used the SC's three-spoke steering wheel, but this was replaced in 1985 by the now familiar four-spoke design with the Porsche-emblazoned slab in the centre. Never one of the best wheels to hold, it's common for this to be replaced with an aftermarket item, such is the case with the white car in these pictures, a 1988 model. The seats received a number of updates throughout the car's life, sitting the driver lower in the car and offering electric adjustment as time went on, while in 1986 a new dash panel with larger air vents and simplified heating controls (that were still anything but simple) made their way into the 911. In 1985 Porsche also made catalytic converter-equipped 911s available outside of the US in order to satisfy environmentally-aware customers elsewhere. Like the US cars, these green machines managed just 207hp, although this was increased in 1987 to 217hp, and torque to 195lb ft thanks to the 911 now being able to run on 95 rather than 91 octane unleaded.

In line with Schutz's drive to sell as many 911s as possible, the 3.2 Carrera model range consisted of Coupé (chassis code 10 or 12), Targa (code 14 or 16), and Cabriolet (15 or 17), the latter of which gained full electric operation for its hood from 1985. Furthermore, all models were available in a number of permutations. In its most basic, and arguably prettiest form, the 3.2 made do without any wings or spoilers and rolled along on 15-inch Teledial wheels (six inches wide up front, seven at the rear). Fuchs wheels were an option from the off though and became standard fitment, once again in 15-inch diameter, from 1987. In addition to this, 16-inch Fuchs rims, seven inches wide at the front and eight inches at the rear, were available as an option until the car's final year of production in 1989, when they became standard issue.

Buyers could also specify their 3.2 Carrera with a Turbo-look bodyshell, complete with swollen arches front and rear, suspension and four-pot brakes from the Turbo and ride height reduced from 108mm to 94mm. However, while the extra grip of the Turbo-look 3.2 gave it a little extra grip through the corners, the 50kg penalty it brought with it also reduced the top speed by 12mph and hampered acceleration. This same Turbo-look bodywork became available for the Targa and Cabriolet from 1986, when such equipped cars became known in the UK by the tag of Carrera Super Sport. Buyers that liked the extra wings and spoilers, but weren't fussed about the Super Sport's wider arches, could order the more basic Sport Equipment package, as included on the Grand Prix white car here. This gave the Carrera a whale tail rear wing (itself different from the tea tray item of the Super Sport and

Turbo), extended front spoiler, Bilstein shock absorbers and 16-inch Fuchs. These add-ons weren't merely for aesthetics either, the front spoiler and rear wing combination reducing lift at 150mph from 180kg to just 17kg.

Other 3.2-based models were the Club Sport, Speedster and Anniversary editions, all three of which helped to fulfil Schutz's objective of high sales. In fact, until the launch of the 996 in 1996, the 3.2 Carrera represented the 911's most successful sales period, Porsche building 76,473 of them in various guises from 1983 to 1989.

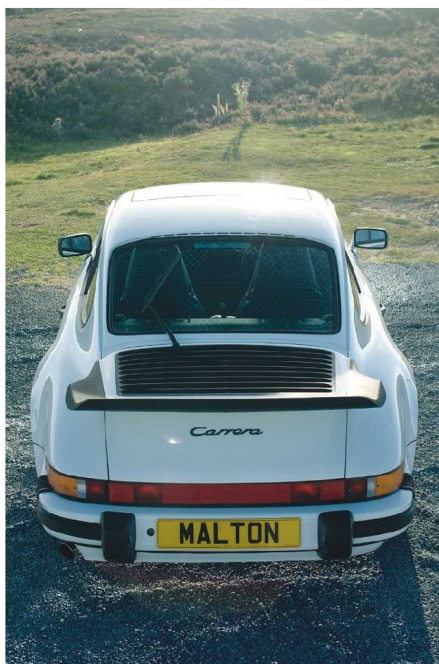
Schutz's desire to push production numbers through the roof had brought new-found levels of profitability to Porsche in the mid-Eighties. Initial sales were particularly strong in the US, the profitability of this bolstered by a favourable exchange rate, which peaked in 1985 at three Deutschmarks to the dollar. However, in mid-1985 the dollar began a steady decline which all of a sudden made Porsche's profits look somewhat smaller, and

contributed to steady increases to the sticker price of the 911. What started off with a launch price of DM 61,950 had risen by 1985 to DM 72,000 and by the time the model line ended in 1989, a basic 3.2 Carrera coupé would set buyers in Germany back DM 86,000. That's the equivalent of a £7,800 price rise in the space of four years, which, given that no major development costs had been put into the car since launch, looked a little excessive. Schutz left Porsche in 1987 after falling out with the supervisory board over his insistence on promoting the company in the US market to the detriment of model development in Germany. Pushing sales in the US had yielded unprecedented profits for Porsche, but Schutz had become unwilling to listen to the board, instead forging his own path, which after the stock market crash of 1987 and the subsequent dip in sales, led Porsche to a situation where redundancies had to be made.

Today the 3.2 Carrera stands tall as a 911 icon, one of the all-time classic Porsches...







## Buying:

Grab your slice of air-cooled 911 goodness...

### ENGINE

There is a line of thought that the more miles covered by a 3.2 Carrera's flat-six the better it will be, if only because it shows it has been well maintained and the owner(s) haven't been afraid to use it.

It's a real gem of an engine and fully deserves its reputation of being near enough unbreakable. The motor will generally require a top-end rebuild – new piston rings and possibly valve guides – at around 100,000 miles, although depending on the kind of use the engine has endured this could vary, especially if the car has spent its life covering short journeys when it will require the work earlier. If you are unsure either check for excessive oil smoke from the exhaust on start-up (although like all 911 engines, the boxer configuration means many become stiff and will require lubrication or will do this when starting after a period of inactivity) or have a specialist carry out a cylinder compression or leakage test.

When inspecting the service history have a look for the frequency of oil changes, if any of the owners have stretched the mileage between changes it could lead to a worn crankshaft and/or connecting-rod bearing failure. A healthy engine will have around 2.0 bar of oil pressure at tick over.

Leaking camshaft cover gaskets can result in oil leaks that are more annoying in terms of a soiled garage floor rather than a serious problem. The crankshaft front and rear seals, oil drain tubes for the cylinder heads and the external oil pipes to and from the oil cooler are other sources of leaks, and while not catastrophic it would be wise to have their

condition checked prior to purchase.

Poor idling or rough running of the engine will be down to a faulty air-flow metering unit, which cost around £200 for a replacement and can be fitted in 10 minutes by anyone who knows one end of a screwdriver from the other.

The only engine ancillary that will more than likely be replaced are the heat exchangers. These take the heat from the engine to supply warm air to the cabin and are prone to corrosion. They are normally replaced with more durable stainless-steel items.

### TRANSMISSION

From 1987 the 3.2 Carrera came fitted with Porsche's new five-speed G50 gearbox, which is widely regarded to be far superior to the original car's 915 unit. These early gearboxes have a long, rubbery and noisy shift that requires precise and thoughtful movements to ensure quiet(ish) and successful changes. However, those on a budget will like the ease on which it can be worked on and parts are plentiful, such as the shift cable which can become stiff and will require replacement.

### CHASSIS

Any issues with either the suspension or steering is most likely down to worn bushes or dampers, which again are areas well serviced by independent suppliers and specialists and depending on age and mileage should have been replaced at least once. Any adjustments made to the car's torsion-bar springs over the years should be easily rectified too.

Anti-roll bar mounts are prone to wearing and can cause a knock when driving, and any

slack in the steering will more than likely be down to loose tie-rod ends, and a grumbling sound from the footwell is a sign of worn wheel bearings.

The 3.2 Carrera was the first 911 to receive a brake servo but still expect to have to give the brake pedal a committed shove. The 3.2 wasn't available with anti-lock brakes (ABS) so any unexpected locking wheels under braking could be down to a seized calliper or badly worn tyres. The brake pad warning light will illuminate when the pads are down to their last 2.0mm of material.

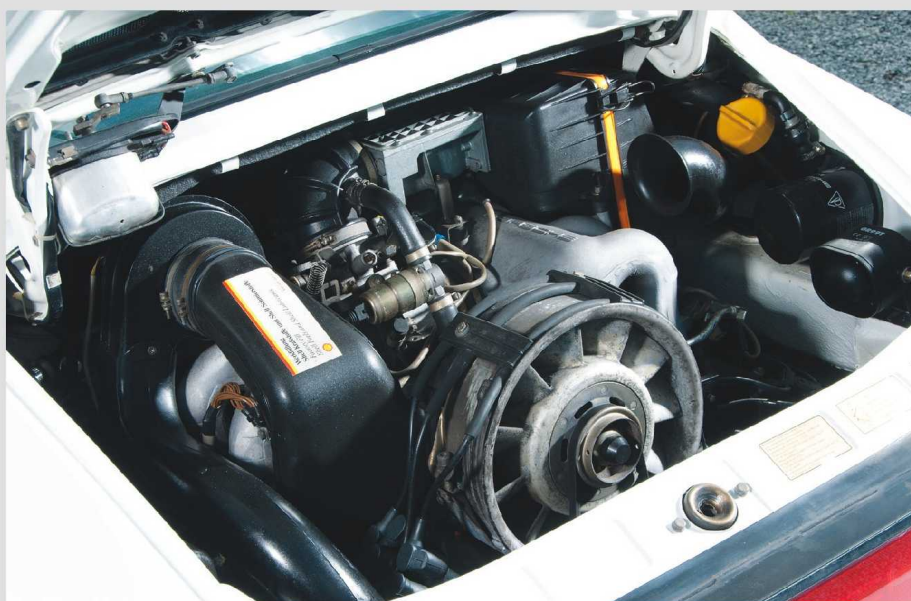
Chances are any 3.2 Carrera you look at will have had a change of wheel design and tyre size at some point in its life (the variety offered during the car's life rivals today's offerings).

The original cars were fitted with 6.0x15-inch 'telephone dial' style wheels at the front, 7.0x15s at the rear and 185/70 and 215/60 V-rated tyres fitted front to rear. Post-1987 cars were fitted with 195/65VR tyres front tyres.

The common optional wheel chosen was the 16-inch Fuchs design, and is 7.0-inches wide at the front, and eight at the rear. Tyres are 205/55 and 225/55 tyres respectively. From 1988 Fuchs wheels become standard equipment, albeit in 15-inches, with the larger 16-inch diameter wheels still available as an option until the very final year of production when they became standard fitment.

Porsche's idea of a spare wheel for the 3.2 Carrera was an early space-saver which requires inflating with the battery powered compressor, that should also be stored in the front luggage compartment along with the tool kit so make sure you check for the presence of both.





## INTERIOR

The 3.2 Carrera may benefit from near unbreakable mechanicals and a galvanised body, but there is very little the company could do about maintaining the interior of cars that are nearly a quarter of a century old.

The seats and carpets will be wearing a bit thin by now, and the plastic on the top of the dashboard may be cracked if it's been exposed to excessive levels of direct sunlight, but in general it should have stood the test of time as well as the rest of the car and finding an experienced re-trimmer shouldn't be an issue.

The electric windows should glide up and down freely and at a constant speed and make

sure you check the quality of the heating system (a 911 Achilles heel) and that the automatic heating control lever works (it's situated on the floor between the front seats). You might find in some cases this has been replaced with the more reliable unit from an earlier, pre-3.2 911.

## PRICES

While it is possible to find a 3.2 Carrera for around £35,000 today, the wiser budget is upwards of £40,000. For this kind of money you'll get a car that is worthy of the breed. The 1986 Iris Blue example you see here is a car well known to contributor Philip Raby, he was recently offering the vehicle for sale priced at

£39,995 and so it's a prime example of the kind of car you could expect to find in this kind of price bracket.

"This is a Porsche that we've been closely involved with over the last three years, so we know that it has been maintained to a very high standard and wants for nothing," Philip said. "The Iris Blue bodywork is in excellent condition, having benefited from a full renovation in 2011 with the kidney bowls and inner wings attended to."

"It can be a difficult choice when buying a Carrera 3.2: whether to go for a more expensive low mileage example, that will likely need a rebuild around the 120k mark, or to opt for





a higher mileage car that has already had a rebuild completed at somebody else's expense (at around £10,000). It perhaps boils down to whether you are looking for a collectible example or one you can enjoy as a weekend or even daily driver.

"The engine and gearbox on this car were rebuilt at 122,000 miles, and have been maintained in peak condition since. The 915 gearbox has a factory short-shifter, and has been fettled to operate exactly as it was designed. The 915 is an often misunderstood 'box; it was designed as a racing transmission and first and second are intended to get you

to third, not to 100mph. Treat them well, fill them with the right oil (this has Motul Motyl Gear 75W-90) and you will be rewarded with smooth changes and an involving drive.

"The Porsche has a Steve Wong chip fitted to the ECU, which overcomes the often bemoaned lazy feel of a 3.2 compared to the SC, bringing the power-band down the rev range. This makes for an extremely quick and nimble car, without sacrificing torque.

"Other recent work includes new heat exchangers and manifold studs, clutch, fuel pump and fuel pressure regulator, stainless steel exhaust, idle control valve, spark plugs, ignition

leads and injectors, window and electric mirror loom and switches, fresh air blower and ducts, heat exchanger flaps and heater control. The car has also recently had new brakes discs and calipers, wheel bearings, and Toyo Proxes tyres all round.

"The interior is finished in Metropole Blue leather and pinstripe fabric, which is in excellent condition, and has Blaupunkt six-speaker radio and CD player with Bluetooth connectivity, at a cost of over £500.

"This is one of the best-sorted Carrera 3.2s we've seen, with bills from the last three years totalling £14,000." ○

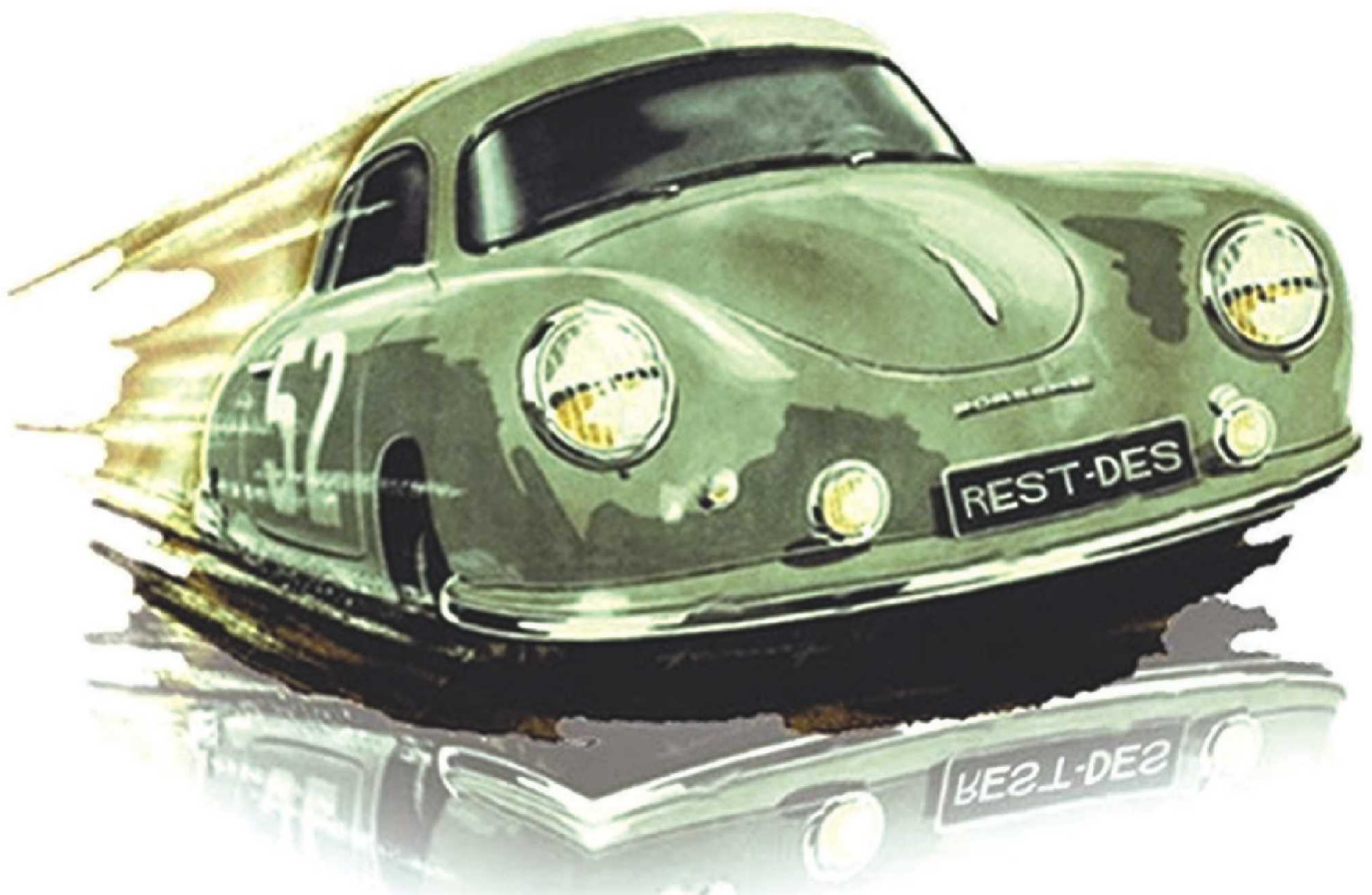
*"The 915 is an often misunderstood gearbox"*





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# Living *The Dream*

With prices continually increasing, investing in your first air-cooled Porsche can prove daunting. Contributor Rob Richardson explains his first hand experience of 911 SC ownership...

Story: Rob Richardson   Photography: Malcolm Griffiths







This tale of air-cooled 911 ownership starts with the misty-eyed dreaming of a young boy who grows up to face the reality of trying to buy the currently in vogue classic in a fast moving market and ending up with nothing that he started out looking for. What he did end up with was much better. Here's how I did it, why, and what I ended up with: my first 911...

I'm a '60s car guy: the wood, the leather, the smell of fuel and oil. Cars of this era seem to offer a level of escapism and an instant nostalgia hit that I crave in this digital world. Raised on Minis, Triumphs and everything in between I've long been involved with classics from full ground up builds to modifying existing base cars. The recipe for me was always the same: reduce weight, strip away any fripperies, sort the chassis and make them low, loud and focus on the details. Giving cars a "café racer" flavour was my *raison d'être*. It's no wonder then that the world of Porsche and associated Outlaw and hot rod culture turned my head. A 911 was a dream from a young age, but one I'd let go. I'd come to terms with the fact the 911 was an unobtainable, overly-complex car for '80s city boys and Goodwood

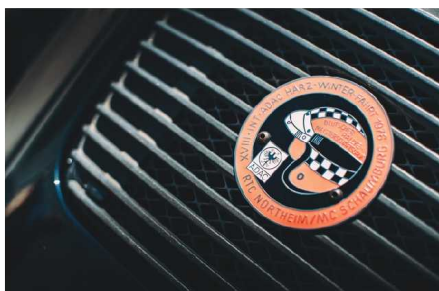
glitterati. Not the sort of car someone like me could own, modify and fabricate parts for, never mind maintain. The proliferation of coverage of the Porsche scene and the people in it like the R-Gruppe, Jack Olsen and his 12-gauge garage and Rod Emory's 356 Outlaws grabbed my interest. These guys were showing the world and people like me that these were cars built to be modified: stripped down and made loud and fast and angry. Porsche themselves laid down the mould for this with the RS variants stripping out convenience and adding lightness and power. As I'd long since given up dreaming I'd stopped looking, but Porsche culture found me, I was intoxicated and in love again. I had to have one.

The problem was so did everyone else. In 2013-2014 when I was ready to jump, fashion and the mainstream world had woken up to these incredible cars, their potential and consequently their value. I wanted a '60s car. By the time I had £12,000 saved up, they were £120,000. The solution was to buy a 912. A short wheel-base car, the right body, the one. I'd compromise on the four-cylinder engine as I knew I could swap that out at a later date, though in what felt like no time nice

£8,000 912s had become £20,000 snotters and £30,000 minters. This was a race I wasn't going to win. However, it hadn't escaped me that impact bumper cars were still reasonable with a decent ones priced in the mid-twenties...

The next significant event that shaped my Porsche owning destiny was the opportunity to spend the weekend driving a '69 2.2 911T. It looked every bit the part in Steve McQueen Slate Grey and was dripping with nostalgia. It was a lovely car. A real experience; easy to use and live with, stunning to look at but it left me a little cold. What is it they say about meeting your heroes? I found it underpowered and a bit wallowy. I also didn't like the noise it made. I'm sorry purists. I could see the potential though and if nothing else it helped ease the harsh reality that I'd never own one and that the more attainable impact bumper cars were actually for me.

Summer 2014 turned to autumn and then winter and I'd still not found 'the one'. However, all of that changed when I received a text message from Editor Simon. He'd sent me a link for a '78 SC for sale through SVP Porsche. It was a black, LHD German market car with no sunroof and a sprinkling of the





right parts. I was instantly hooked from the few pictures on the advert. As it was only 15 miles away I immediately made plans to view with Dom the owner. It was New Year's Eve but Dom kindly opened up specially so I could see and drive the car. Being a 911 novice and frankly spending the most I'd ever spent on a car, it filled me with confidence buying from a specialist. The car had been Dom's personal car / ongoing project and it hadn't seen a lot of use or love. When I arrived he pulled it out of the back of a dusty storage unit and into the light. From the second the big 3.0 motor fired to life I'd bought the car in my head, I just needed it to tick all the "sensible purchase" boxes and for me to exercise a modicum of car-buyer due-diligence. Dom talked me through the car openly as well as letting me test drive it on site; it was a refreshingly laid-back sale with no push, though to be fair the phone had been ringing off the hook for it so he wasn't going to struggle to sell it! The car was in reasonable condition and ready to use and enjoy as it was, but still had plenty of work required giving scope for me to make it my own which was ideal. We agreed the numbers and the deal was done: Happy New Year!

The car is a first year 'Super Carrera', the car that was supposed to be the run-out for the 911 ushering in the new age of the 928 flagship. It was the first time the 'SC' naming convention had been used since the 356 where 'SC' denoted the fast engine upgrade. My SC left the factory with the all-alloy 3.0 motor (the move to aluminium was to increase reliability over the previous generation's magnesium cases) putting out 180hp, however at some point in its life it has had the later, post-81 201hp engine fitted. This is a great upgrade not just because the extra power is a useful boost, but also as the later engine had better internals. These engines are famous for being bullet-proof, often (when well maintained) running to huge mileages with only top-end rebuilds every 125,000 miles.

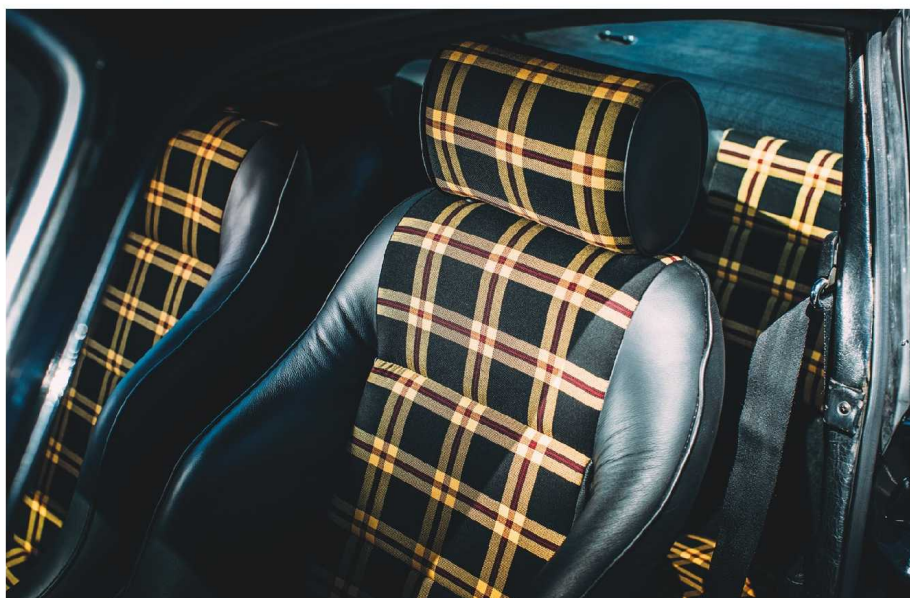
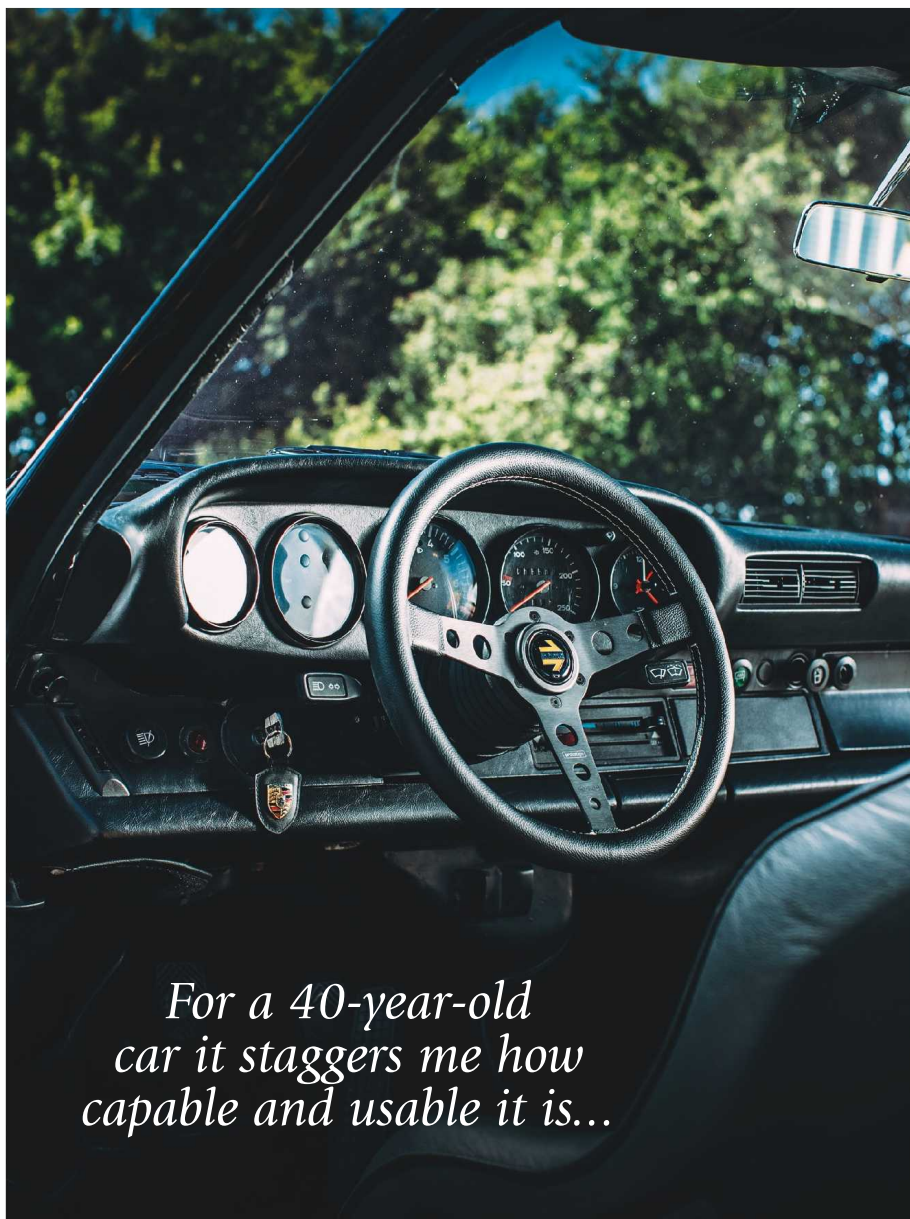
The build ethos behind my car was going to be simple – a fast road car with a café racer flavour; light, simplified, OEM RS touches, preserved, not over-restored and period style whilst keeping it reliable, usable and, importantly, analogue. For me it was more about enhancing what was already there than making it into a monster. I'd built this car in my head long before it arrived so my vision

for it was clear. The car came to me with some choice modifications already: 7x and 8x15-inch Fuchs wheels, Bilstein dampers, SSIs, a Dansk back box and lightweight fibreglass bumpers with the impact piston mechanism deleted and replaced with an alloy support. The brake system was all new and the engine freshly serviced. Less ideal modifications were an OMP WRC steering wheel, low-profile tyres and a stereo install that were in no way in keeping with my pared-down vision for the car. They all had to go. There were other issues like stiff bonnet and decklid release cables, dropped door hinges, a scruffy interior, missing carpet and tired top mounts. As it was winter the car went straight up onto axle stands in my garage and was stripped of all the problem parts. To address the interior I made my own RS-style door cards and temporarily fitted some Cobra Alpine seats to replace the tatty factory tombstones (saving a huge amount of weight in the process). The rear seats were also removed and I made my own RS-style rear carpet. I removed the stereo and tidied all the wiring behind the dashboard, removing anything unnecessary. The electric windows were gone, replaced by sliding

*I was intoxicated and in love again.  
I had to have one...*

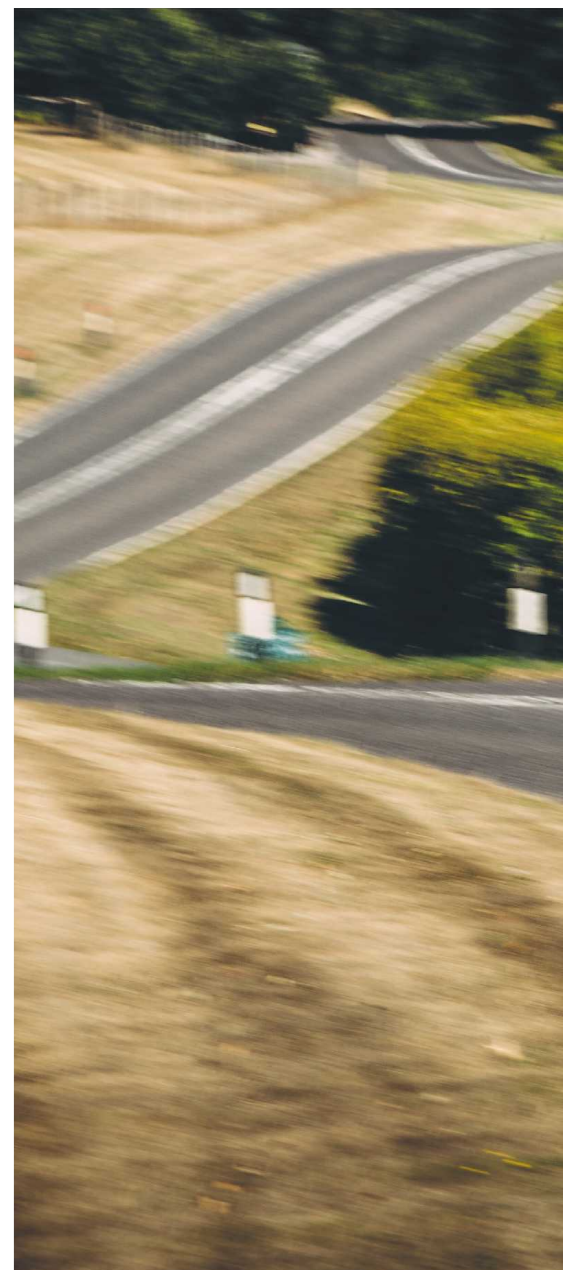






perspex so I trimmed all the loom out of the door too. Out came the heater set-up (which either didn't work or was so unintelligible I couldn't make it work) to save weight. I fabricated my own fan cowl blanking plate to delete the heater take-off and aid cooling. Stage one was completed with a Momo Prototipo steering wheel and a set of chunky tyres on the Fuchs wheels. The car hit the road in Spring 2015 and, while it was great, it still lacked some magic. The gearshift was soggy and imprecise, the seats didn't suit it and the way it delivered its performance lacked any real theatre. My overwhelming sense of the car was it lacked any real character, it was almost too good. Too normal. Too capable and too easy. Privately I felt a bit deflated, having invested in the dearest car I'd ever bought it'd left me cold.

Over the coming two years I used the car a lot, constantly improving, adjusting and updating to perfect the recipe for my perfect 911. I became obsessed with aspects of it, giving myself mini projects and upgrading the car as I went along. Cooling was a case-in-point: the car had the standard trombone cooler; a fundamentally useless contrivance that added weight rather than cooling efficiency. Oil temperatures would reach 120





degrees on a hot day with a spirited drive. I replaced the trombone with a Carrera oil cooler and fitted the subtle air scoop into the front bumper trim to feed air on to it. While I was addressing the cooling I also fitted a finned sump to the crank case (with an oil drain plug) to further assist. Oil anxiety gone the car now maintains a cool 90 degree oil temp in all situations. The gear linkage was re-bushed and adjusted to give the most delicious slick shifts making the 'box a joy to use rather than a chore. The ignition system was updated with Nology plugs and leads and a K&N filter in the standard air box, this helped it breathe a little easier. I also tuned the CIS system to make best use of the modifications. With the heater deleted the SSIs were redundant and the longing to make the most of the sonorous six saw me work with Dansk to provide a stainless set of manifolds and a GT3 style centre-exit box. This was the single most dramatic transformation of the way the car felt to use both physically and emotionally. The muted box was gone and unleashed was a barrage of the most incredible searing noise. The 3.0-litre had found its voice and that transformed the experience of driving, at the same time the car gained more power.

With the powertrain addressed the chassis was next. Front to back Rennline bushes, engine and transmission mounts and a three-point strut brace lifted the ride and feel massively. Adjustable rear spring plates and a ride height drop gave it the visual attitude it was crying out for as well as enhancing the handling. Bump steer can be a problem at this height, but that was easily solved with a steering rack lift kit. Alignment was taken care of by Lakeside Service centre and the way the car drove was transformed, it's full of feel and inspires confidence, even though it's still lairy, when the back comes out, you're expecting it and you can use it to steer you. Pushing-on it feels up on it's toes and light. It's brilliant fun – the changes really brought the car to life.

The exterior received some detail work and paint as well as subtle touches like a smoothed front valance, deleted sill trims, rear valance and, with the lack of spoiler, all enhanced the purity of the car's shape and helped maintain the lineage to the long-nose 911s.

With the underpinnings and the exterior complete the interior was due another makeover. To counteract the sea of subtle black I had Cobra bespoke trim a set of its RSR seats in a tartan of my choice, the leather parts along

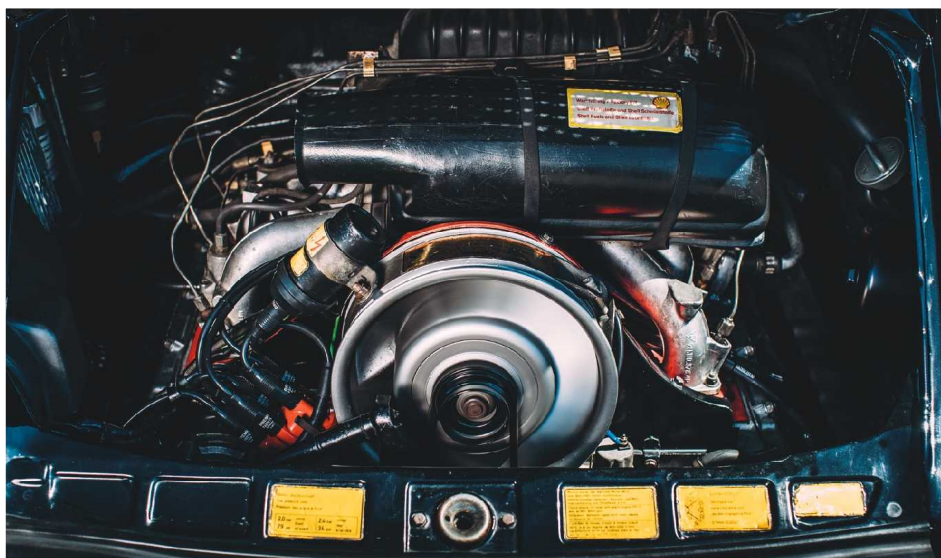
with the original rear seats was trimmed to match. The style is deliberately OEM-plus and very '70s with a nod to the racing history of the era. Most importantly this again lifted the driving experience the car delivered and made the interior a special place to be.

So what's it like to live with? Very easy. For a 40-year-old car it staggers me how capable and usable it is. I've taken the car to Le Mans Classic and Spa Classic, both trips covering over a 1,000 miles and in both cases the car was rock solid with no issues. I checked the oil, added a little and that was it. Left-hand drive isn't a real issue on the roads, the car is small and has the grunt to hang back to reveal the road ahead for overtakes. If folklore is to be believed the 915 gearbox operates better in your right hand and the steering and pedal position are better on the left. Regardless, I like it as it adds a sprinkle of 'special' and authenticity to the car, plus when touring in Europe you're on the right (well, left) side.

Maintenance and repair at home is straight forward. Don't be put off by the high performance badge – it's only nuts and bolts and all achievable in your garage. These cars were the original home-build hot rods and that's still true today. Servicing can







be comparatively (to a water-cooled car) expensive driven not by complexity, but sheer volume of oil; more than 12-litres and you need to invest in the good stuff with high ZDDP as it's working so hard in these engines. Opie Oils carry everything you need including filters. Servicing at home isn't a scary affair once you've done it once, though the best advice I'll give is to change the crank case sump for one with a drain plug if you don't already have one fitted, it makes the job a lot cleaner and easier. Forums like Pelican Parts and Impact Bumpers are there to help as well with great support from a brilliant community. Get a good workshop manual and get stuck in.

With all that said it's still a classic car and there have been a few issues. The fuel pump gave up without warning, but the car was in the garage (the best place to break down!). It wasn't a nice job with a full tank of fuel, but

it a replacement was cheap. The dreaded CIS injection system accumulator pin-holed it's diaphragm on a scorching hot day in the Peak District. More inconvenience than disaster, it simply meant the car had to be cranked for ages to get the fuel pressure back up. Though it did almost flatten the battery to get it going... I still made it home and a £200 part later it was brand new. Fuel economy? Stop, that's the wrong metric for a car like this. Don't work it out, just enjoy it. You'll get more value from the fuel you put through a 911 than anything else. I will say it is not excessive. The fuel tank is a massive 80-litres (up to 84-litres in the 3.2 Carreras) so you go a long way before having to worry about a re-fuel.

Over the last four years I've lived with and learned this car. I know every nut and bolt and it's allowed me to select the parts and make the adjustments needed to create my dream

911. I've been fortunate enough thorough this magazine to have driven every generation of 911 and this, the 930, is my favourite. It's the best balance of old 911 character, lightweight, torsion bars, no driver-aids and DIY mechanic friendliness with just enough new to be usable and bullet proof. It's visceral and noisy and mechanical and consequently rewarding, but also it has a duality of character that means it'll be a perfect GT car or a track day hero. These cars are still exceptionally good value on the current market, with projects for the brave changing hands for as little as £6,000 – £8,000, through to the very best cars commanding £45,000 – £60,000. They are also not so precious that it's frowned upon to modify them, that allows you can build your dream 911 without being shunned or making a big financial mistake. For me that is what these cars are all about ○





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# FIRST RUNG

Think your first Porsche has to be second hand? Think again. For less than £400 per month you could be driving a brand new 718 Cayman with a reassuring manufacturer warranty...

Story & Photography: Simon Jackson



If I asked someone new to the marque to consider what their first Porsche might be, it's likely that they'd instantly conjure thoughts of second hand vehicles, but perhaps that doesn't have to be the case. These days, in the modern world of Personal Contract Plans (PCP) and vehicle leasing, getting behind the wheel of a brand new Porsche doesn't have to break the bank. Presently Porsche's entry-level model is the 718 Cayman, which may surprise you somewhat as up until recently the Boxster was traditionally the first step on the Porsche ownership ladder. With the advent of the 718 models the Porsche pricing structure was reordered, the change said to reflect a long standing custom whereby convertible Porsches are priced slightly dearer than their closed cockpit counterparts. What we have today then as the cheapest new Porsche on the market is a turbocharged 2.0-litre 718 Cayman – yours for £42,897.00 or, via Porsche PCP, 36 monthly payments of £394.24 after a £8,579.40 deposit.

In order to illustrate what you'd get for your money we went in search of a very rare commodity indeed – a press car without nearly every option box ticked on its original order form. We found one – sort of. What you see in our pictures is as close as Porsche GB ever gets to specifying a 'bare bones' press fleet vehicle, a six-speed manual car which, with its £8,358.00's worth of options, *just* tips

over the £50,000 barrier with an on-the-road list price of £51,255.00. However, we could easily rectify that budget-breaking number by unticking the box marked '20-inch Carrera Classic wheels at £2,273.00' – the standard issue 8- and 9.5x 18-inch wheels offering a softer ride at any rate. In fact as you'd imagine there are other options on RX18MFA's specification sheet that we could do without, too. A pair of pricey ones which stand out being Bi-Xenon headlights including Porsche Dynamic Light System (PDLS) at £615.00 (the 718 comes with Bi-Xenon headlights with integrated LED daytime running lights as standard anyway), and the Sports exhaust system (in black) at £1,592.00. The latter is unnecessary in the somewhat gruff sounding 718 – the last thing you need to be doing is making this car any louder than it already is. Likewise there are a few cosmetic alterations and convenience features which could be made surplus to our requirements; the '718' logo painted in black (£101.00), the wheel centres with full-colour Porsche Crest (£114.00), cruise control (£228.00), speed limit display (£236.00), heated multifunction steering wheel (£329.00), seat heating (£294.00), seat belts in body colour (£194.00) and lastly the larger than standard 64-litre fuel tank (£84.00) – the standard issue tank being 54-litres. That little lot would save us a few quid, however, by the same token there are a few options

here we'd rather not lose; Porsche Active Suspension Management (PASM) at £1,010.00 and Porsche Torque Vectoring (PTV) with its mechanically locking rear differential at £926.00. And on the convenience side rear visibility is somewhat compromised as it is in every sports coupé, as such rear ParkAssist (£362.00) providing an audible notification – as fitted to this car – is probably a minimum requirement. A front and rear system (£623.00) affords a graphic on the PCM screen and is more useful still, the same system with the addition of a reversing camera is priced at £1,086.00. Ultimately though even with a couple of choice options 'our' hypothetical six-speed manual car could come in at around £45,000 or less. But, ignoring the additional extras, what do you get for your money with a 718 Cayman?

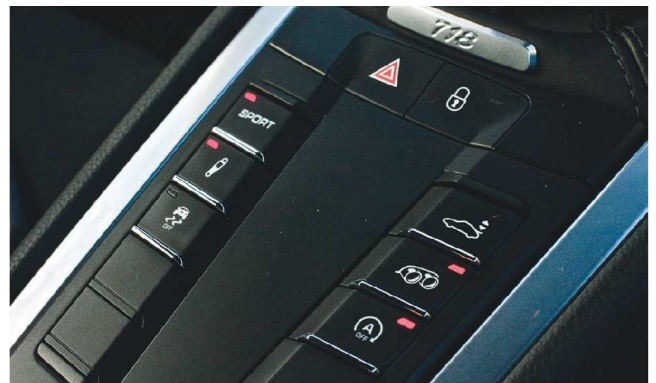
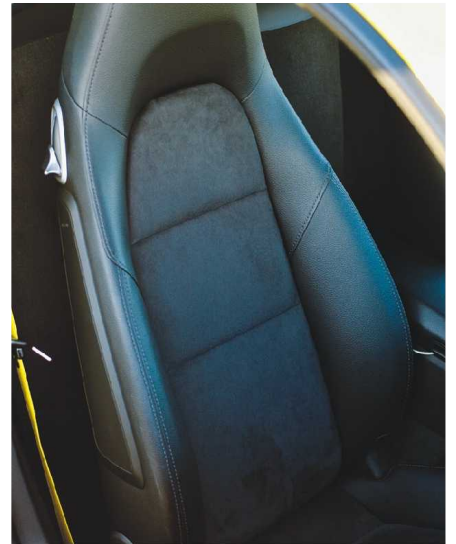
The entry-level 718 is driven by a mid-mounted 1,988cc turbocharged flat-four engine producing a handy 300hp with 280lb ft torque. As a result it can sprint to 62mph in just 5.1secs and return 38.2mpg on the combined cycle (so say Porsche), which means its stats are certainly healthy. The mid-engined Cayman has long boasted a beautifully balanced chassis and that's no different here in this, its most basic contemporary form. I'll admit I've struggled to gel with the 718 cars having been a huge fan of the 987 and 981 variants that preceded it. Like many the main reason for







*This particular car was better able to  
shine with no fripperies distracting from  
its pure driving experience*







my apprehension has been the switch from six-cylinder naturally aspirated engines to four-cylinder turbocharged ones. The new force-induced engine arguably boasts better drivability than its forebear, with good mid-range punch and plenty of get-up-and-go when launched from a standstill. However it doesn't have the same majesty or character as the old six-pot, thanks in the most part to the simple fact the old car has a silky smooth engine note and the newer car very much does not. But it is not possible to purchase a new Cayman without the turbocharged four, so I guess it's a case of 'put up and shut up'... And you know what? Having said all

that something did switch in my head while driving this base-specification coupé. Yes the typical flat-four engine note still sounds less appealing to my ear than that of the old car's din, but with fewer bells and whistles than any 718 I've yet driven this particular car was better able to shine with no fripperies distracting from its pure driving experience.

As soon as you get moving in this car the first thing to note is that the engine, soundtrack aside, is a highly willing partner in the real world. It's happy to return decent fuel economy (though it's more like 28-32mpg combined in reality than the figures Porsche suggest) while also providing enough

shove to blast up to speed on motorways and enabling quick progress on back routes. Though your ears might tell you otherwise the 2.0-litre engine does not have to work too hard in any given situation, with frequent cog swapping not mandatory and only being required for added involvement thanks to the torquey turbocharged power available in every gear. It's in the chassis department though where this car shines as has forever been the case with the Cayman. Near perfect weight distribution (46 front / 54 rear) ensures utterly predictable handling with stunning levels of grip and a rewarding feel in every possible way. The 718 Cayman's





handling characteristics are so dynamic that many may well prefer them to the feel offered by a modern 911. I know that's a bold statement but it really is easier to travel quickly and confidently in a 718 than it is in a second-generation 991. Size is almost certainly a factor, the Cayman has grown since its inception but its dimensions remain suitable for tight UK roads, increasingly I can't say the same for other Porsche models though you'll be surprised to learn that there is a psychological element at play here. With their mirrors folded just seven millimetres separates the width of the 718 Cayman from that of a second-generation 991 Carrera... I know, I'd swear blind that the 911 was far wider, too.

The Cayman's centralised weight distribution inspires confidence from behind the wheel, the driving position is not quite as low as it is in a 718 equipped with optional seating, but these standard issue chairs are more than acceptable. On the road you feel a good level of communication through its 375mm diameter Sports steering wheel (it has manual fore and aft height adjustment to obtain your perfect driving position).

The electromechanical steering features a variable ratio but it doesn't feel artificial, there's a detailed level of communication here. The brakes are four-piston monobloc fixed calipers front and rear with vented and cross-drilled discs (330mm front, 299mm rear) which is plenty of meat in partnership with this 718's state of tune. Compare these stoppers to those fitted to a basic 987 and you'll see instantly just how far Porsche's entry-level prospect has come. While I'd prefer an old fashioned handbrake the electrically controlled version in the 718 does feature hill hold assist and this makes moving off on steep inclines less challenging.

There's little to feel 'entry-level' inside. The seats are finished in a classy Alcantara and leatherette mix, the latest Porsche Communication Management (PCM) system does everything you need it to (including navigation and music streaming) and you can specify more toys to be integrated with it if you so wish. The instrument cluster's traditional central rev counter is bolstered by a 4.6-inch high-resolution colour display which allows you to cycle through various information. It all combines to make the

ergonomic cabin an extremely pleasant place to be indeed. The only sticking point is the lack of rear seats, however as with previous Caymans there are plenty of practical storage spaces to offset this. Unlike a 911 which has only its nose compartment to offer, the Cayman has both front and rear storage, plus a bunch of door pockets and other cubby holes which in many ways make it feel more practical than its bigger brother.

In terms of specification and driving pleasure there's little to dislike here. In entry-level dress the 718 makes the most amount of sense yet to me, and if we're talking about being sensible there's another bonus to this vehicle being your first Porsche. Unlike many second hand options, this new Porsche comes with a three-year manufacturer warranty without a mileage limit, that offers a prospective purchaser enormous piece of mind. With regular service intervals spread to 20,000 miles, maintaining a car like this at your local OPC is unlikely to cause sleepless nights – there a few older Porsches offering such reassurance and hassle-free motoring. At less than £400.00 per month a 718 Cayman is unlikely to disappoint ○

## PORSCHE GB FINANCE EXAMPLE

Solutions Personal Contract Plan\* representative example for Porsche 718 Cayman subject to a 36 month, 10,000 mile per annum agreement

Duration	36 months
35 monthly payments of	£394.24
Customer deposit	£8,579.40
Recommended on-the-road price <sup>^</sup>	£42,897.00
Total amount of credit	£34,317.60
Optional final payment	£26,592.40
Total amount payable	£48,980.20
Rate of Interest	6.84% fixed
Representative APR	6.9% APR
Excess mileage	16.8p per mile

\*At the end of the agreement there are three options: i) pay the optional final payment and own the vehicle; ii) return the vehicle: subject to excess mileage and fair wear and tear, charges may apply; or iii) replace: part exchange the vehicle

<sup>^</sup>Recommended on-the-road price is inclusive of first registration fee and first year road fund licence (VED)



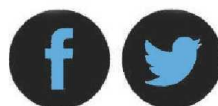


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# Porsche Lightweights

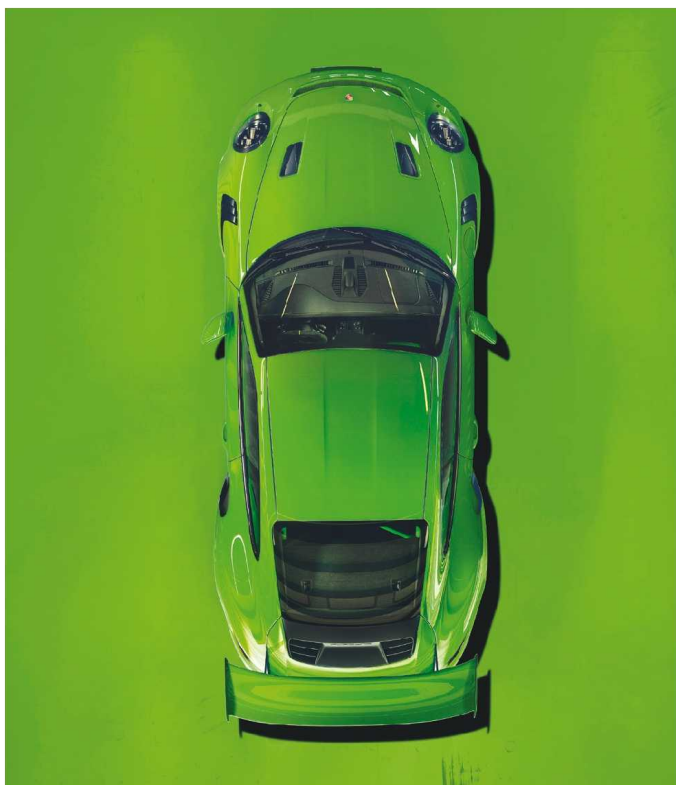
Weight saving is an integral part of Porsche vehicles. We look at how the use of lightweight materials and the reduction of parts has benefited Porsche cars of yesteryear and today...

The notion of shaving weight to increase performance has been inextricably intertwined with Porsche DNA from time immemorial. The über-lightweight 911R of 1967 is perhaps the ultimate expression of the gains provided by tearing everything out of the car that you don't need, and there's been an endless stream of stripped-out road-racers ever since, from the luridly-painted 968 Clubsport and 997 GT3 RS to the new-wave 911 R of 2016. An interesting case in point presented itself last year, when Porsche announced the 911 Carrera T – the T stands for Touring, but that's leading you up a dark alley as the company were actually pitching this as a lightweight alternative to the bog-standard Carrera; the engine and gearbox were carried over, the Sports exhaust

option was standard-issue, as was the PASM suspension, and the Carrera T received the thinner window glass from the GT2 RS. Sound deadening was reduced, rear seats were deleted, and there was also no stereo or sat-nav. The door handles were replaced by fabric pulls and, in line with the unique way Porsche structures its pricing strategy, the model sat at about £8,000 pricier than the Carrera. Why do this? Because Porsche understand that driver enjoyment isn't simply about lap times and raw numbers, it's about tactility and interaction. The 911 Carrera T provides GT3 characteristics for people who don't want a hardcore GT3. This sort of thinking is prevalent across the Porsche range these days, from the Cayman GT4 to the GT3 Touring, and the ethos stretches back across the decades: reducing weight improves







performance, and it also exponentially enhances the driver experience.

Look at 2016's 911 R. It offered a GT3 body with tasteful stripes and non-shouty aero, a GT3 RS motor, a manual gearbox, and no rollcage. The application of a magnesium roof, carbon fibre bonnet and wings, plastic windows, absent rear seats and carbon front buckets meant that it was the lightest 911 available, weighing just 1,370kg. More power plus less weight equals ultra-desirability – it's no wonder they sold out immediately, and are now commanding eye-watering premiums at auction.

As well as ever-evolving manufacturing methods, innovative materials play an increasingly important part in automobile construction. In the interplay between high-strength steel, deep-drawn sheet steel, light alloys and plastics, engineers seek resistance to temperature fluctuation, enduring toughness, the capacity to absorb loads in a crash and material purity for recycling after replacements. The materials are further expected to throw their (light) weight into improving the efficiency of the overall vehicle. Simply researching improvements for existing materials is no longer sufficient if these requirements are to be met, and designers need to apply some proper lateral thinking and see what's going on in other fields. Take Porsche's new glass technology, for example: they looked to the world of smartphone screens and figured that the Corning Gorilla Glass in use on phones across the globe could have a useful application in automotive glazing – not only is it very



*Porsche has always espoused the virtues of reducing weight to enhance performance...*





## CLASSIC LIGHTWEIGHTS:

### 911R (1967)

The original 911R was essentially the result of Ferdinand Piëch's fevered mission to shave as much weight as possible from the 911S to create a formidable featherweight racer. The doors, wings and bonnet were replaced by fibreglass facsimiles, any remaining metal was comprehensively drilled to a bare minimum, and the glass was ousted for Plexiglass. All the sound deadening was junked, the door handles were swapped for thin plastic strips, and even the tail-lights were changed for lighter items. The 911R, after the necessary butchery, weighed just 800kg. Enough for the balance to be radically altered if the driver were to enjoy a particularly indulgent breakfast.



### 911 Carrera RSR Turbo 2.1 (1974)

Surfing the zeitgeist of forced induction in motorsport, this Martini-liveried monster served up some impressively shouty thrills in 1974. And funnily enough, it was just a year before the launch of the 911 Turbo road car – it's almost as if the two ideas were connected...

But, while the vast whooshing turbo should be the star of the show with the Carrera RSR Turbo 2.1, it's the super-low weight that really walked the walk. It tipped the scales at just 825kg which, coupled with 500hp, sailed it to 2nd place at the 1974 Le Mans 24-hour.

### 911 Carrera 3.0 RS (1974)

This is a rare car indeed, with just 55 examples being built. Following hot on the heels of the now-iconic 2.7 RS, the 3.0 RS of 1974 was a homologation special allowing Porsche to race the RSR variant as a works car. The enlarged 3.0-litre engine received revised heads with bigger ports and valves, twin-plug ignition and an aluminium alloy crankcase, giving it 230hp in street guise and 330hp+ for the track. And the weight-saving exercise was extreme, the engineers ruthlessly eradicating anything non-essential so that the final figure was a svelte 900kg – a full 75kg lighter than its predecessor. And impressively, the RS road car weighed just the same as the RSR race car.



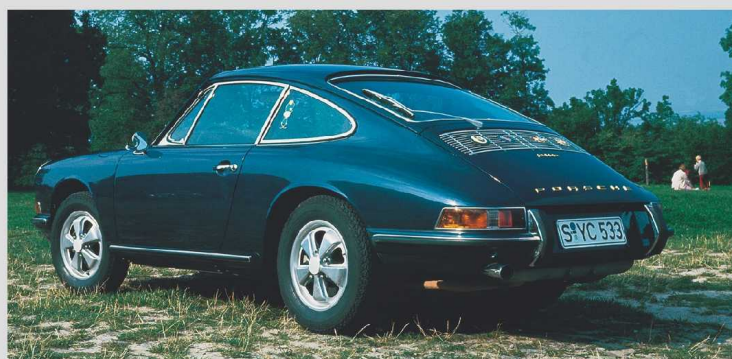
### 911 Carrera 2.7 RS Lightweight

Inarguably one of the most desirable Porsches ever sold, the Carrera 2.7 RS is a symphony in sylph-like delicacy and race-honed functionality. The ducktail spoiler in particular has become a cultural icon much-aped across the automotive scene. The real jewel of the options list was the one marked 'M471' – this was the option that upgraded to 'Sport' spec, equating to a weight-saving of around 100kg under the Touring-specs figure, taking the total kerb weight down to a slender 975kg.

While the Touring (M472) cars were intended for road use, the M471 cars were aimed at club racers; just 200 examples were built, using thinner-gauge steel for the doors, roof and wings and lighter Glaverbel glass; soundproofing was deleted and the floors were covered with rubber mats, and the clock, radio and sun visors were thrown in a skip too.

### 911S (1969)

In a sense, this unassuming model was the spiritual forefather to all the lightweight Porsches that followed. The B-Series 911 S was the first production 911 to weigh under a tonne (just sneaking under the bar at 995kg), and it was no stripped-out road-racer – you got proper basket-weave seats and a heater and all sorts. It was a much sought-after variant, with its fuel-injection and extra oil cooler, and insistence on only being offered as a 5-speed manual (no Sportomatics here), and it acted as a clear statement of intent: it wasn't just Colin Chapman who could build properly-equipped sports cars with a low kerb weight. The 911S proved that you could have engaging light-touch driving dynamics without compromise.







strong, it's also super-light. It was tested as a material for the rear glass on the 918's Weissach pack with successful results, so the race is on to make it viable across the range. The drawbacks are that it's a bit too flexible to use for lowering windows and it's also quite expensive to make, but fear not – now that they know they want it, Porsche will figure out a way to make it work. It'd offer, as an example, a 2kg weight saving over a standard 911 rear window – throughout the whole car that'd really add up.

It's also worth considering that, as Porsche has always espoused the virtues of reducing weight to enhance performance, so the enthusiast owner can follow the trend. The aftermarket positively bristles with ways to fashion your own lightweight Porsche. Naturally a lot of stuff is obvious; you can happily remove all of your sound deadening, carpets, stereo, spare wheel,

bumpers and so on – it all depends on how far you want to go and how spartan you can cope with your car being! (And bear in mind that if you rip a bunch of weight out of a standard car, you may well find it sitting comically high on its springs, so you'll want to do something about the suspension too...) But once you've put your car on a diet, there are specialists who can help you take things a step further. Design 911 offer a variety of lightweight panels, from super-light EB Motorsport roof skins (especially of benefit to sunroof-equipped cars) to featherweight 911 R-style doors and lighter wings. Plastics4Performance can sell you a Lexan window kit and, if you're serious about chucking it into corners, a set of Recaro Profi seats can be specced in carbon-Kevlar construction. If nothing else, you could always go for a balsa wood gearknob. It was good enough for the 917 and the Carrera GT... ○





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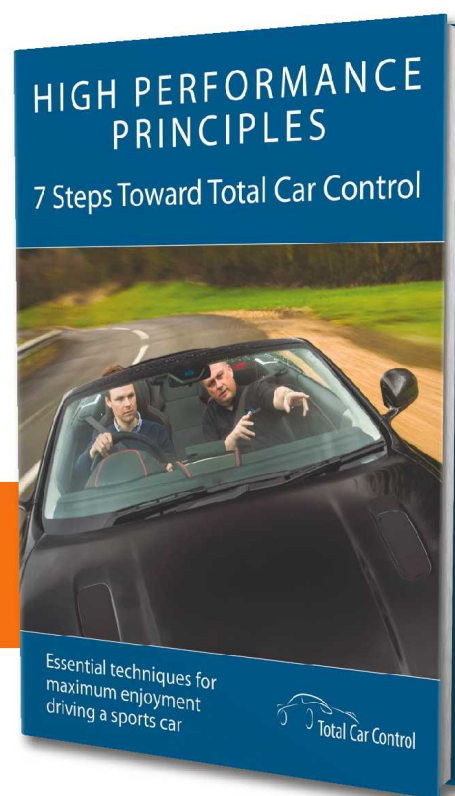
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You won't need us to tell you that the 924 has endured its fair share of derision over the years, the majority of negative comment focused on its links with Volkswagen and its supposed status as the ultimate 'poor man's Porsche'. Indeed the 924's place in the Porsche pecking order has long been the subject of divisive arguments and contemplative printed prose, but in recent times there has been a sea change for the better. As the transaxle Porsches celebrated their 40th anniversary a couple of years ago, so the 924 transitioned

from being viewed by many as Porsche's ugly duckling into finally being excepted by the wider classic car scene as a genuine Stuttgart star. Its purity of line, compact 2+2 design, simplistic mechanical nature and affordability all contributed to bolstering its social status. The 924 is now finally valued in the way it always should have been, but that does mean that good cars are more sought after of late and prices are rising steadily as a result.

The 924 was designed by Porsche under commission from VW, yet the vehicle eventually came to production in 1976 as

a bonafide Porsche replacing the 914 as the firm's entry-level prospect. Its credentials and right to wear a Stuttgart crest might have been questioned at the time, but today its compact coupé body and rear-wheel drive layout has vast appeal over its rival hatchback alternatives. For starters its 53% front and 47% rear weight distribution affords entertaining and balanced handling.

At the heart of the 924 comes a water-cooled 125hp 2.0-litre four-cylinder engine of overhead camshaft design, the roots of which can be traced back to the mill found in the



# Starter Classic

The 924 represents an affordable entry into classic Porsche ownership. Here's what any prospective buyer needs to know...

Story: Simon Jackson    Photography: Various



Audi 100. The 1,984cc engine is mated to a four-speed gearbox (there was an optional three-speed auto too). It's by no means a dynamic performance power unit but at the same time it is usable and unstressed. The four-speed gearbox with dog-leg first gear was replaced by a more usable five-speed unit for the 1978 Model Year.

For the 1979 Model Year Porsche introduced the 924 Turbo. This wide body 924 is the hot model to covet, the known 2.0-litre motor got a KKK turbocharger hiking performance to 170hp, this pushed it along at

a far better lick despite lag being a renowned driving characteristic (Series 2 cars got 177hp). With a NACA duct on its bonnet and disc brakes all-round it remains a sought after model but alongside the special edition 924 models, such as the Le Mans, Carrera GT and GTS, we'll be ignoring these rarer and more expensive models for the purpose of this guide. Far easier to locate and softer on the wallet is the 924 S model, the choice of many prospective 924 owners. Introduced in 1986, it retained the 924's narrower body and still represents a good blend of classic style and

drivability. A large part of that is because it uses a detuned version of the 944's 150hp 2.5-litre overhead cam engine, in addition it uses the 944's brakes and suspension and interior elements. In its final and most potent guise of 1988, the 924 S was producing 160hp.

Which variant of 924 is for you is a question of personal preference and budget, but it's worth noting that the driving position of the 924 doesn't suit tall drivers – the steering wheel is positioned very low often catching the legs of those over six foot. Early cars (1978-80) boast a certain purity with their



lack of rear spoiler and chrome detailing, it is common for these versions to sport highly period two-tone paint schemes which you'll either love or hate. Arguably buyers should be more concerned with tracking down the best possible car regardless of factors such as colour or specification.

## WHAT TO LOOK FOR:

Corrosion is a major Achilles heel of the 924, however it's likely that most of the really bad cars have already met their maker. Though all were galvanised from new, early cars (pre-1981) only had their lower sections treated. The relatively recent upturn in values of these cars might encourage poor cars to be disguised as good ones, so a careful examination for rot is very much advised. Serious rust is an issue on the 924, this will affect its rigidity and make it likely to fail its MoT. Look at the car's MoT history online to get a feel for its mechanical health over the years. By the same token accident damage should be a consideration. From the factory the 924 had larger than average panel gaps, these can be used to assess the state of a car, unequal gaps acting as a gauge for crash damage and poor quality repairs. Check too the sills and

suspension mounts for poor repairs and corrosion, the rear beam mounts in particular are prone to issues and it is a massive job to rectify, examine the underside for rust and rot, leaks and things like crusty brake and fuel lines. Exhausts are pretty cheap and easy to replace, they come in three sections, so don't worry too much on this front.

Mechanically speaking 924 engines are robust. Engine warning signs are as you'd expect, with smoke and rattling noises being of concern. Smoke on start-up denotes that the valve-stem oil seals are dead. Failing valve guides will cause a car to put out blue smoke, rebuilding the head typically generates a bill of £1,500. A tired camshaft, singled by a tapping sound is not uncommon – budget for £600 for a new one. A new clutch is around the same price, but clutches and gearboxes are generally hardy. Replacing the clutch is a big job, the torque tube requires the rear axle to be removed in order to access the gearbox. The 924's slave cylinders are also prone to failures.

Driveshaft CV joint failures are diagnosed by a clicking noise when driving, replacing them is a tough job as it requires use of (single use) star-head bolts that can easily round if you don't use the right tool. In

addition worn torque-tube bearings these are cheaply rectified issues but they can be a time consuming and tough job.

The 924 is known for hot starting issues, you'd expect these to have been sorted by now on most cars but beware of DME (Digital Motor Electronics) ECU equipped cars (Bosch Motronic), which concerns the 924 S in this instance, these are known for blowing fuel pump relays and it is advisable to carry a spare at all times. The S models can also suffer head gasket failures so look for the usual tell-tale signs of that, check also the condition of the car's oil. Cambelts need replacing every 45,000 miles or 4-5 years so iterate the car's service book. K-Jetronic fuel injection systems can require expert fixing, a whining noise while driving points to a worn propshaft or differential bearing – each will cost a few quid to sort. Knocking noises from the suspension could be knackered bushes or anti-roll bar drop links, or tired shock absorbers, a refresh of the whole lot will benefit but is likely to cost in-excess of £1,000.

Inside you should check sunroof equipped cars for leaks, 924 cabins can get hot (it's unlikely any UK cars will feature air-con) so a sunroof is a worthwhile asset. If it is





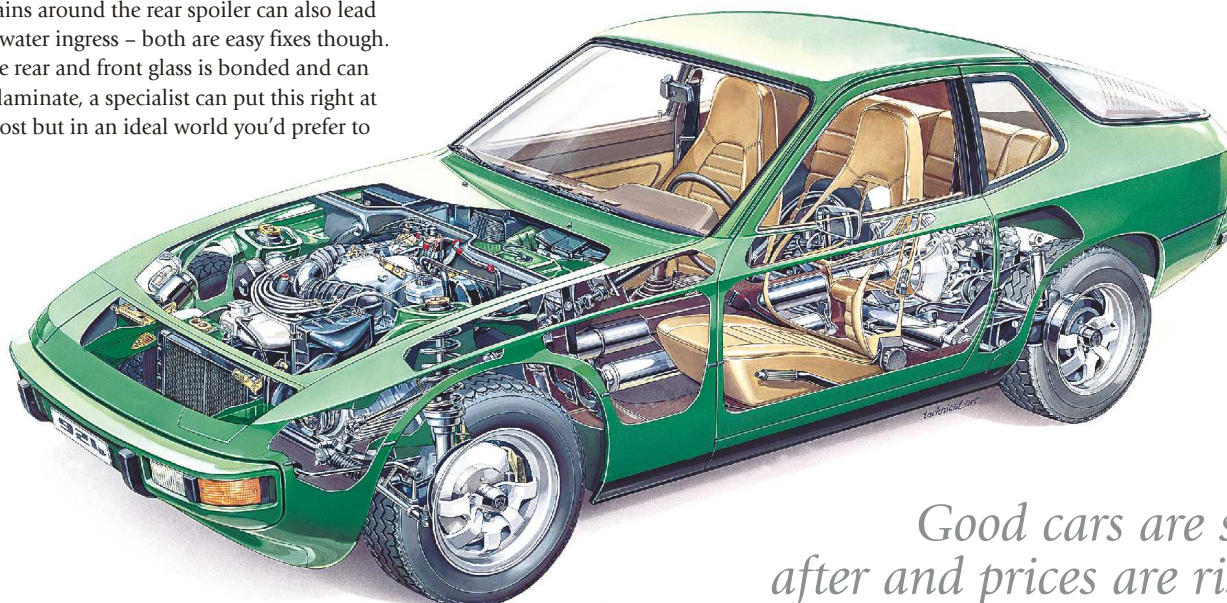
letting water in though carpets can get wet leading to corrosion in the footwell. The same issue is associated with the corrosion of the battery tray which can eat straight through to the cabin leading to chaos – you have been warned. Rear hatch seals and the clogging of drains around the rear spoiler can also lead to water ingress – both are easy fixes though. The rear and front glass is bonded and can delaminate, a specialist can put this right at a cost but in an ideal world you'd prefer to

avoid this issue.

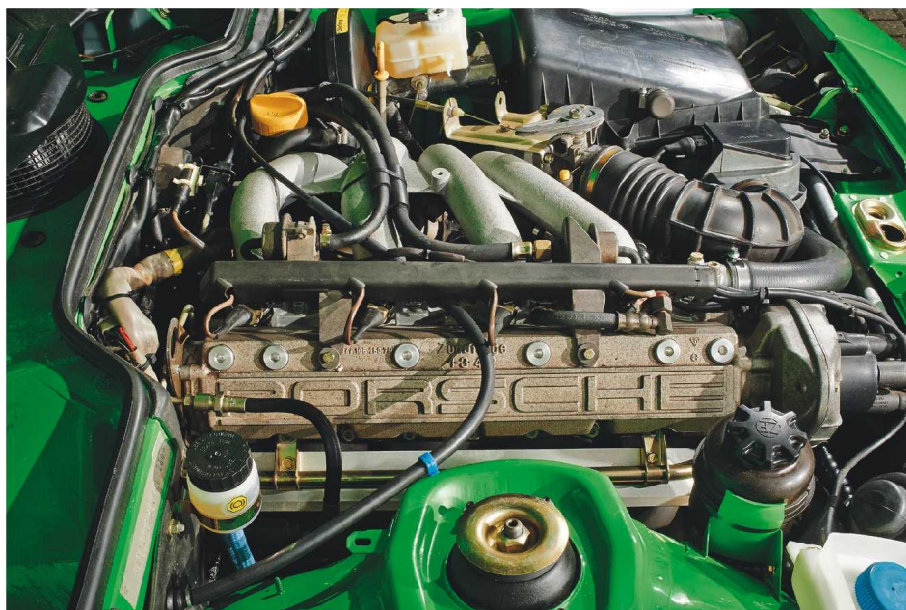
Seats are likely to be split at the bolsters, repairs can be made relatively easily via specialists, though original material is tough to find – either way this issue is not the end of

the world so don't worry too much.

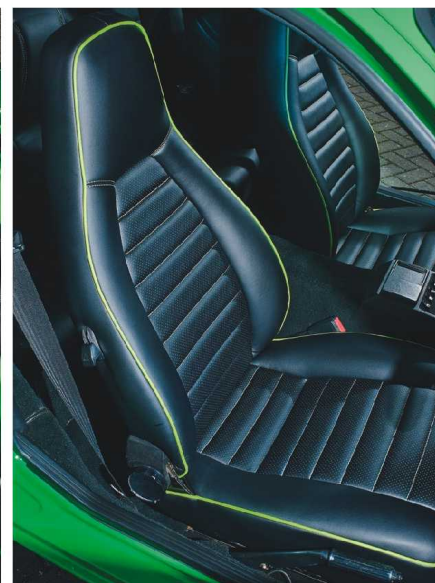
Electrically gremlins are commonplace, check everything works unless you fancy chasing an issue around the car until the end of time. The fusebox is often a good place to



*Good cars are sought after and prices are rising...*







start though, it is found under the battery tray on the bulkhead – yep, the same place we discussed epic corrosion earlier...

Many 924 owners choose to take care of regular maintenance themselves, so fluid, filter and plug changes completed at home are to be expected for all but the most expensive of vehicles in tip top condition throughout. Servicing intervals are widely expected to be every 6,000 miles or 12 months, note that a special tool is required to change the spark plugs. Brake discs and pads should last 25,000 miles and cost about £200 per axle to replace.

## WHAT TO PAY:

There was a time when you could pick up a roadworthy 924 for as little as £1,000-£1,500, and you might get lucky and still manage that, however expect cars at this price today to firstly

be very rare, and secondly to be full blown projects. You'd be best off spending between £2,500 upwards for a car in average condition, a 'good' to 'concours' condition car is likely to be anywhere north of £7,500 - £10,000. The 924 S might well be your first choice of model here though and the additional benefits these offer come at a higher premium. An S project might be discovered for as little as £1,500, but again expect this to be a bit of a basket case. Cars in fair condition trade for around £5,000 these days, with anywhere between this and £10,000 securing a vehicle in very good to excellent condition. Like the 924, a 924 S in absolute top nick can cost as much as £15,000 if not more depending on its specification and overall condition. Values are appreciating not depreciating for the first time in the history of these cars.

## CONCLUSION:

While a 924 does not provide the sort of performance many typically associate with a Porsche, these entry-level transaxle cars represent an affordable entry into classic Porsche ownership with unique charms of their own. A 924 is a capable occasional vehicle, with, like the 924 S, performance equivalent to that of a VW Golf GTI of the period. A 924 S is better suited to modern roads, keeping up with the flow of traffic and offering a decent back road steer for the most part. Both models are easy to maintain for the DIY enthusiast mechanic, and neither cost the earth to run. While 924s are not accruing value as quickly as their classic Porsche relations, they are generally on the up and garnering increased attention, this makes them worthy of serious consideration in our book ○





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## 718 Exhaust Systems

The latest incarnation of Porsche's mid-engined roadster and coupé may now be powered by four-cylinder engines, but there are ways to extract more acoustics and pace...



### AGENCY POWER

#### Agency Power Cat-Back Exhaust System

Designed to fit both standard and 'S' versions of the 718 Boxster and Cayman, Agency Power claims its cat-back system adds an 'aggressive tone' to proceedings, as well as removing around 15kgs of weight from the rear of the car. There's also a lightweight muffler, dual race-inspired four-inch tips, and 2.5-inch piping for improved power. The system is precision TIG-welded in T304 stainless steel with a satin finish and is a direct replacement for the OEM parts. Agency Power's product lines are developed, quality checked, raced, and rigorously tested before each is manufactured, and the company has resellers worldwide.

**Fits:** 718 Boxster, 718 Cayman and 718 Boxster S, 718 Cayman S models (2017 onwards)

**Approx Price:** \$1,800.00



### ARMYTRIX

#### Armytrix Valvetronic Cat-Back Exhaust System

Available with stainless steel, burnt blue or matt black tips, Armytrix fanfares its Valvetronic cat-back system as 'the ultimate exhaust upgrade' for the 718. Weighing 2kg less than the factory system, Armytrix's stainless steel package features a cat by-pass pipe to increase volume and give a fiercer tone. Power is up by 15.5hp, while torque is raised by a similar 15lb ft. Most technological of all is Armytrix's OBDII dongle system which cuts installation time in half, and also operates via an Android or iOS smartphone app for ultimate valve control and real-time monitoring. Three driving modes of can be selected on the wireless remote control: 'On' for racing and a loud note; 'Off' for a quieter stock sound; and 'Auto' which delivers a louder sound above 3,500rpm, and a less amplified volume below the same revs.

**Fits:** 718 Boxster, 718 Cayman and 718 Boxster S, 718 Cayman S models (2017 onwards)

**Approx Price:** £3,579.00



### DESIGNTEK

#### DesignTek Valvetronic Sports Exhaust System

DesignTek states its sports exhaust system for the four-cylinder 718 Boxster and Cayman models gives 'smooth power and torque', and is controlled via a key fob which allows the driver to switch between a throaty 'Deep Sports Turbo' and docile 'Perfect Racing Sports' sounds. Complete with matt carbon fibre tail pipes, the DesignTek system is fabricated from 1416-gauge T304 stainless steel, with hydro-formed muffler cases (radiuses stressed and relieved with 2000-degree ceramic fibre), and stainless steel wool-packed free-flow mufflers.

**Fits:** 718 Boxster, 718 Cayman (2017 onwards)

**Price:** £1,895.00





## FABSPEED

### Fabspeed Streetsport Cat-back Exhaust System

This cat-back set-up from Fabspeed is claimed to heighten the sports feel of 718 models, as well as being more visually aggressive. Only the rear section of the exhaust system is replaced, with, what Fabspeed says, is a freer-flowing performance solution. With a diameter of 63mm, around 8kg of weight is saved over the OEM system, and power is said to be up 4hp at the wheels with 11lb ft of peak torque at 3,500rpm. At higher revs, drivers can expect an increase of 19hp at the wheels, and 20lb ft of extra torque at 5,000rpm. Even more power can be extracted with a forthcoming ECU Tune package. As well as a power bump, a deeper sound is reported, too, with pops during gearshifts and on the over-run. Turbo sound is amplified as well, and can be further enhanced with Fabspeed's Sport Catalytic Converter add-on. The T304 stainless steel system can be finished off with a choice of handmade tips either made from the same material, or from matte carbon. A bolt-on replacement for the OEM system, all Fabspeed performance products are covered by the firm's Lifetime Limited Warranty. Fabspeed also offers a Supercup turbo-back system.

**Fits:** 718 Boxster, 718 Cayman and 718 Boxster S, 718 Cayman S models (2017 onwards)

**Approx Price:** £1,429.69

## REMUS

### Remus Wolf Sports Exhaust System

Only for 718 Boxster and 718 Cayman models without the Porsche Sports Exhaust system, the Remus Wolf axle-back sports exhaust features a 60mm diameter, reduced back pressure, as well as gas flow optimisation for improved torque and power. An 'aggressive' and more 'sonorous' racing sound and a lighter weight are benefits, too, along with a stainless steel construction, and a shot-blasted surface. Handmade in Austria, the Remus sports exhaust system comes with a choice of chrome or black tail pipe tips, and a 36-month warranty.

**Fits:** non-PSE 718 Boxster, non-PSE 718 Cayman (2017 onwards)

**Approx Price:** £1,638.00 – £1,899.60



## SUPERSPRINT

### Supersprint Cup Sport Exhaust System

A long-established name in high performance exhaust systems, Italian company Supersprint was established in 1955. Its 'Cup' sports exhaust system for 2.0-litre turbocharged Valvetronic-equipped 718 Boxster and Cayman models is made from stainless steel, and has a 76-80mm bore. Also included is a downpipe – which replaces the OEM catalytic converter – a front connecting pipe, a rear box with valve, and dual end tips in chrome, satin chrome or black. All Supersprint products meet strict European TUV standards, and are custom-tailored to the specific model they are designed for. Non-Valvetronic 718 Boxster and Cayman 2.0-litre models are also catered for, and there are fitments for valve and non-valve-equipped S and GTS cars.

**Fits:** 718 Boxster, 718 Cayman (2017 onwards)

**Approx Price:** £1,309.20



## TECHART

### TechArt Racing Sports Exhaust System

Especially for 718 Boxster S and 718 Cayman S models, the TechArt Racing sports exhaust system boosts aural performance with a deeper sound, and two modes: 'Normal' and 'Sport'. Just like the tuner's 'Powerkit' enhanced engine package, the Racing valve-equipped exhaust system can be controlled by the car's standard 'Sport' button or an optional mode switch. A pair of centre-exit titanium tail pipes with carbon fibre tips boost visual presence, and the TechArt system can also be combined with the OEM tips for those drivers who are more discreet about their performance. When combined with the Powerkit, torque is bumped by 44lb ft to 354lb ft, power is also increased, according to TechArt, to 394hp.

**Fits:** 718 Boxster S, 718 Cayman S (2017 onwards)

**Approx Price:** €6,500.00 (includes Powerkit)



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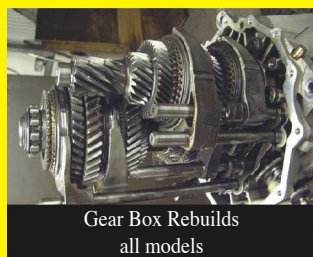


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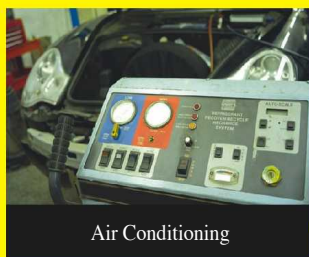
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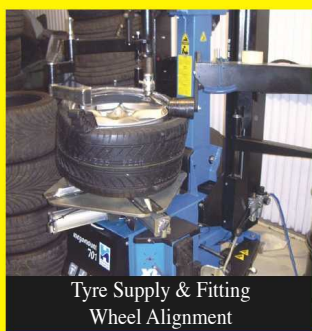
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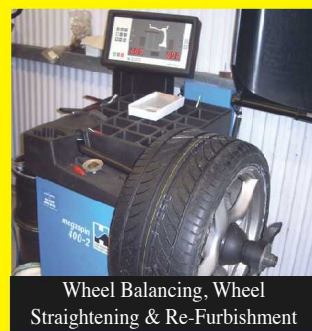
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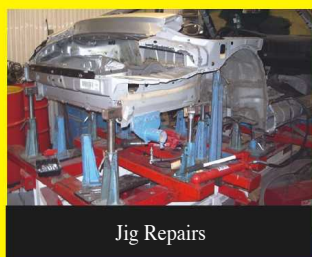
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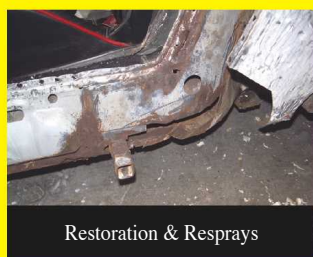
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# Mythbuster: Porsche Hybrid Technology

Porsche hybrid technology is nothing new.  
In fact, it's over a century old...

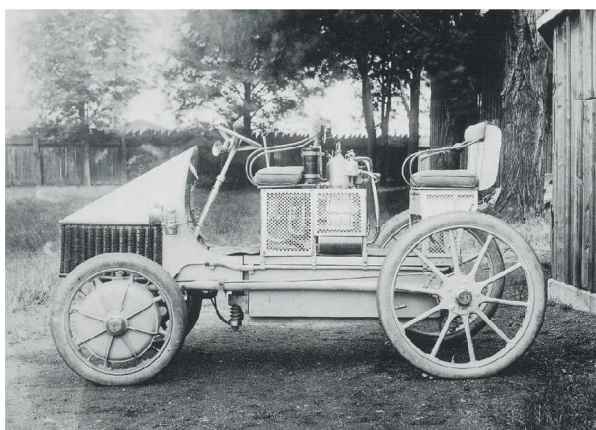
The seeds of an alternatively-fuelled Porsche were first sown in 2007, with the announcement of a hybrid-powered Cayenne. Or at least that's what most observers think. However, the first car in the world to feature a full hybrid-drive had a connection to Porsche, and it appeared as long ago as 1900. The Lohner-Porsche Semper Vivus was developed by Ferdinand Porsche while under the employ of carriage builder Jacob Lohner & Co in Vienna. It featured a pair of 1.84kW (2.5hp) generators, twinned with two independently-operated 3.5hp (2.6kW) De Dion-Bouton petrol engines which together formed a single charging unit. This supplied electricity to the 2kW

front in-wheel hub motors, diverting any extraneous current to charge the batteries.

Just as with today's Cayenne and Panamera / Panamera Sport Turismo E-Hybrid vehicles, with a range of 31 miles, the Semper Vivus could cover longer distances electrically, powering up the petrol engines when they needed to be engaged to recharge the 44-cell, 300Ah/80-volt batteries. But, unlike those electrified Porsches of today, the Semper was a monster to drive. With 1,060kg over the front axle, and 830kg over the rear, the non-assisted steering made manoeuvring the Semper a herculean task. However, similarly to a modern Macan or Cayenne, visibility was first class as the open seats

were perched a vast two metres above the ground.

Enjoying a debut at the Paris World Exhibition in 1900, the Semper Vivus never entered series production. Instead, the 1901 Lohner-Porsche Mixte was the first production hybrid car to bear Porsche Senior's name. But, crucially, the important and fundamental principles of series hybrid propulsion had been laid down by the elder Porsche. A technology the company revisited 107 years later, it has been used to winning effect in sports car racing. 'Semper Vivus' translates as 'always alive' in Latin, and the sentiment ties in nicely with Porsche's recent and new e-mobility sports car visions ○







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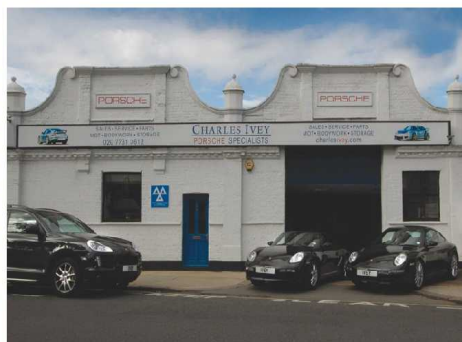
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# the market place

Dan Bevis

Dan Bevis takes a unique look at the current Porsche market trends...



*RM Sotheby's  
Monterey sale really was  
something special*



Hammer price:  
**\$379,000**



This is the time of year when the tubes are abuzz with talk of Monterey Car Week – a high-end automotive extravaganza featuring a near-overwhelming array of car-based events, from the Motorworks Revival and the Mission Classic to the Concours on the Avenue and the Little Car Show, all culminating in the revered Pebble Beach concours. There's a lot of money floating around as you'd imagine, so all the quality auction houses are involved – and RM Sotheby's Monterey sale really was something special. While the big headlines were made by the Ferrari 250 GTO (selling for a record \$48.4m), there were plenty of Porsches to titillate and tantalise too.

Raising more than a few eyebrows was the RUF CTR Yellow Bird – one of the original 29 cars, never crashed or restored, and notable for not being yellow, this imposing machine sold for a meaty \$1,022,500.

Slightly less eye-watering, but still slightly astonishing, was the clear proof of the 928's modern value – the GTS in this sale, one of 77 official US cars, sold for \$140,000. An all-original car with just 4,231 miles on the clock, it's unlikely to be off to a life of GT cruising, but it's interesting to see how sought after the 928 is becoming.

A big-ticket item available only to pre-approved bidders was the 550A Spyder. Delivered new to Jack's dealership in Burbank, California in 1957, this car has an extensive race history and has also won best-in-class at Amelia Island – the hammer price was an incredible \$4,900,000.

We're suckers for a 2.7 RS, so we were pleased to see an example of one of just 17 homologation versions crossing the block; this one was a matching-numbers car that had enjoyed a concours-quality resto, and sold for a righteous \$1,380,000.

Unfortunately not finding a buyer was the 1968 908 Works 'Short-Tail' Coupe, which we couldn't help but mention here as it's such a gorgeous thing. Porsche only built five of these, and this one was raced in period by Vic Elford and Jochen Neerpasch. It was Porsche's works entry in the 1968 Spa 1000km, which was one of the scariest races in the world – the car's still for sale, so give RM Sotheby's a buzz if you have a few pennies lying about down the back of the sofa.

It wouldn't be an American auction without a 911 Speedster, and a Guards Red 1994 example certainly didn't disappoint; one of only 469 built for the US and with just 1,500 miles on the clock, this narrow-bodied sweetheart sold for \$243,600, which is just about on the money for this sort of thing. And similar cash also bought a 1966 911 - \$246,400 was the cost of a Polo Red model, a Pebble Beach best-in-class winner, no less. And finally, the 2016 911 R is a future classic for sure; Sotheby's example was a one-owner car which had covered just twenty miles from new... not exactly what the thing was designed for, but you can't argue with the freshness of it. \$379,000 was the price, and that's a pretty safe investment.

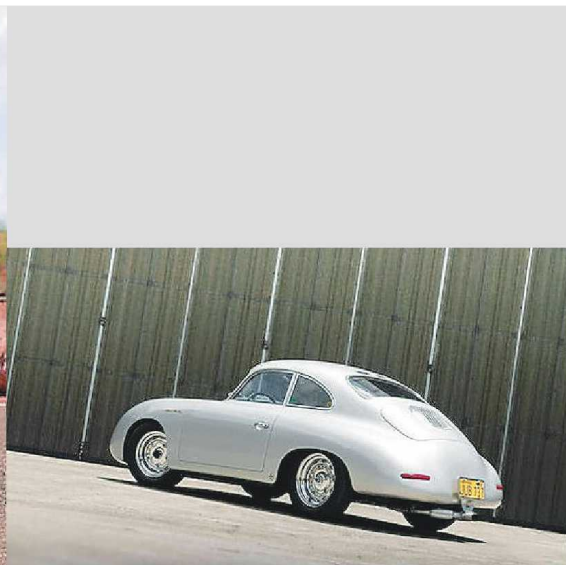
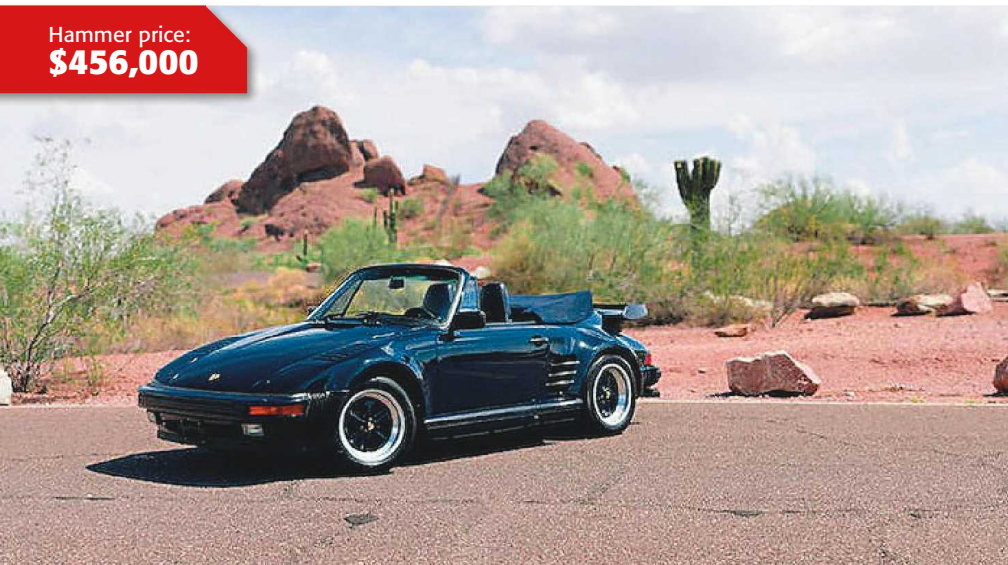
Hammer price:  
**\$246,400**





# the market place

Hammer price:  
**\$456,000**



Hammer price:  
**\$53,200**



Hammer price:  
**\$1,105,000**



Hammer price:  
**\$184,800**



Down the road at Quail Lodge, Bonhams also had a delectable board of fare on offer to the discerning hordes. The 993 GT2 Clubsport was an uber-desirable thing which really set the room alight, the zenith of street-legal air-cooled Porsches making a robust \$1,105,000.

An entirely different kettle of fish was the 1956 356A Carrera GS; from the golden era of hot rodding, this car was customised by the legendary Dean Jeffries and features all kinds of one-off body modifications and revolutionary paint techniques - \$436,750 bought this unique slice of history. And if modified classics are your bag, you'd have loved the Outlaw 911 RS; starting life as a 1972 911T, the car was rebuilt by Backyard Legends in 2014 before receiving a hot David Brown 3.4-litre engine and an interior from GTS Classics, all of which resulted in a desirable restomod which sold for \$184,800.

A slant-nose 930 Turbo Cabriolet is a magnificently '80s entity, and the blue-on-blue example offered by Bonhams represented the crème-de-la-crème of the genre, having covered fewer than 3,500 miles from new. \$456,000 is the price for this sort of quality. And for \$650,000 you could have found your way into a RUF CTR3 – an absolute monster of a car, these artfully rebodied 911s relocated the engine to the middle, and they've achieved true cult status. This one had just 1,562 miles on the dial, probably because it's so terrifying.

Rather friendlier was the 1958 356A T2 1600 Speedster by Reutter, the cute little poppet being a multiple award winner and selling for a juicy \$516,500. And proving that the Quail isn't all about sell-your-grandmother prices, a very reasonable \$53,200 bought a 1983 911 SC cabrio – a two-owner car bridging the gap between the last year of the SC and the first of the convertible.

*Quail isn't all about  
sell-your-grandmother prices...*



Hammer price:  
**\$3,740,000**



*Let's take a look at how Gooding & Co.  
got on at Pebble Beach...*

Hammer price:  
**\$1,650,000**



Rounding off the cavalcade of swank, let's take a look at how Gooding & Co. got on at Pebble Beach. The 918 Spyder was a bold opener, being a Weissach-pack example with delivery miles. This car popped out of a private collection, and crossed the block to the tune of \$1,650,000, right in the middle of its estimate. The 964 RS America was no less impressive, resplendent in pastel hue and with full history and low miles, this North American special netted \$165,000. And if you like Porsches with 'America' in the name, how about a 991 GT America? This is an all-out race car, specced for the USCR GT Daytona class, and sold for \$159,500. Great for low-key track days!

Race cars floating your boat? Gooding & Co. were also offering a 2007 RS Spyder, if you can believe it. Originally sold to a race team in Jacksonville, Florida, this iconic LMP2 speed machine was in as-new condition and sold for a colossal \$4,150,000. And like Sotheby's, Gooding also had a 550 Spyder racer, this one originally campaigned by privateer Eldon C. Beagle from 1955-56 – \$4,455,000 was the price for this sumptuous classic. Last but not least, continuing the theme of 1950s race thrills, there was the 718 RSK; one of only 34 built, this one raced at the Le Mans 24hr in 1959, and has had one owner since 1994. The hammer price? \$3,740,000.

Hammer price:  
**\$4,150,000**



Hammer price:  
**\$165,000**





## QUICK BUYING GUIDE: 986 BOXSTER

The original Boxster, launched in 1996, represented a very interesting period for Porsche's accountants. Way before the era when SUV sales were robustly bolstering the coffers (indeed, in a time when such a thing would be utterly unthinkable), the Boxster represented something that a lot of people had been muttering about for some time: a mid-engined Porsche sports car. While the marque had been persevering with the 911's rear-engined format from time immemorial – with a great deal of success, it has to be said – there was a strong argument for a compact, lightweight roadster with the motor mounted ahead of the rear axle. So how could the money men justify engineering a totally new car in order to fill a potential niche? Quite simply, by not engineering the entire car from scratch: while much of the 986 Boxster was bespoke, there was also quite a lot of 996-generation 911 in there – it shared the bonnet, front wings, headlights and interior, and the architecture of the engine was essentially the same too. Naturally this was a great way to annoy 911 owners, who'd paid considerably more for their cars, but life has a natural way of balancing such things out, and as the popularity of the Boxster grew, so did the hierarchy of it being 'not a 911'. Everyone still knew where they stood.

A lot of water has passed under the bridge since 1996, and what seems to some like a modern sports car is knocking on the door of 'retro' (or at least 'modern classic') for others. Of course, Porsche do have form with mid-engined sports cars, harking back to the iconic 550 Spyder of the mid-1950s – although the Boxster was the first rekindling of the layout since the James Dean era. Debuting with

a 2.5-litre flat-six, the launch model Boxster offered a useful 204hp, and in late-1999 this was increased to 2.7-litres and 220hp; at this time, the Boxster S also arrived with its 256hp 3.2-litre motor and, for a great deal of enthusiasts, this was the point at which the model truly came into its own. Indeed, it was so good that it was in danger of inadvertently pinching sales from the 911 cabriolet! Thank goodness for the bigger brother's rear seats...

A minor facelift in 2001 was followed by a technological revamp in 2003. Aesthetic changes saw the plastic rear window replaced with glass, a new steering wheel, a glovebox, clear indicators replacing the ambers, new wheel designs, and reprofiled bumpers. There was also a new electro-mechanical release for the boot and bonnet. On the tech side, reworked exhaust and induction revisions helped to yield power increases across the range – the 2.7 now offered 228hp, and the 3.2 served up handy 260hp.

The 986 finally bowed out in 2004, its replacement 987 evolving significantly over its tenure to include a Spyder in the range as well as the development of the hardtop Cayman. 986s now have reached the point where it's possible to pick up a usable example for under £5,000 – although it's worth pointing out the old adage that there's no such thing as a cheap Porsche... you might be able to buy them for pin money, but they still need to be properly maintained. Some haven't, so be sure to properly inspect your purchase to shield yourself from financial peril. Buy well, and it could be one of the best cars you've ever owned!



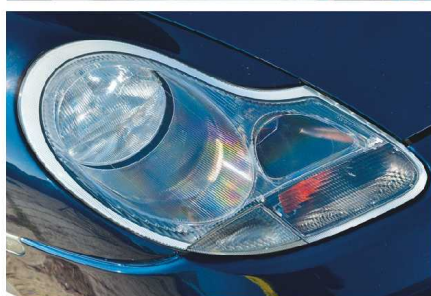
### PRICE GUIDE:

**Project:** £2,500

**Usable:** £5,000

**Excellent:** £8,000





## BUYING TIPS:

- The nature of the Boxster's affordability these days means that some will have been bought cheap and then maintained on the cheap – this, quite simply, doesn't work. These cars require proper servicing and maintenance, so carefully interrogate the history to ensure it's all correct.
- The engine is quite awkwardly hidden away, which can deter some owners from accessing them for maintenance – again, ask lots of questions.
- Some early cars may have porous engine blocks – unfortunately the first sign of this will be overheating, by which point it's probably too late. If there's mayonnaisey scum in the header tank or under the oil filler cap, walk away.
- Don't be surprised if the nose has been resprayed – dealers often do this to rectify stone chips, so it's not always necessarily a sign of crash repairs.
- An uncommon but potentially serious issue is the failure of the intermediate shaft bearing (IMS) in the engine – it's by no means a likelihood, although some owners have upgraded to stronger bearings as a preventative measure, which is a desirable thing to look out for.
- More common is the failure of the rear main oil seal (RMS). It won't cause catastrophic engine issues, but it will drip oil all over your driveway if it goes; better seals are available, so it's a job worth doing when it comes to clutch changing time.
- It's possible for the roof drains to become blocked which leads to water dripping into the passenger footwell. This is bad news, as that's where the ECU lives! Check that everything's dry underfoot.
- Hood mechanisms and windows seals are known to fail, check everything's working as it should and the cabin isn't draughty on the test drive.



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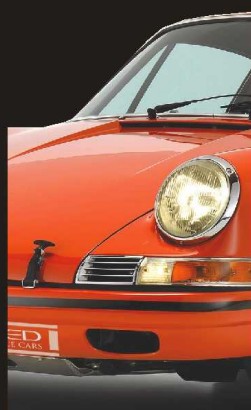


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# Toshiyuki Suzuki

Toshiyuki Suzuki is a name you won't know, but his recent 9,000 mile road trip in a 1953 356 Pre-A from Tokyo to Zuffenhausen makes him a Porsche person through and through...

Photography: Porsche

In a quiet neighbourhood of Kamogawa, in the leafy Chiba prefecture south-east of Tokyo, an air-cooled flat-four coughs hesitantly into life. It is early April, a pale morning sun breaches the

dense cover of cherry blossom to ignite the silver paintwork of an early Porsche 356. Backing slowly onto the empty road is Toshiyuki Suzuki, a 60-year-old businessman, husband and father, who with remarkably little

fanfare is about to embark on what must surely be the ultimate Porsche road trips.

Ahead of Suzuki-san lies a 9,000 mile solo journey across some of the most inhospitable terrain





our planet has to offer, through remote mountain ranges, dust-filled deserts, across swollen rivers and broken roads. And mile upon mile of relentless road, unchanging highways, winding alpine passes, rutted agricultural tracks, pot-holed trunk roads across a vast and alien continent. His destination? Stuttgart, naturally, in time for the 70th anniversary celebrations at Zuffenhausen to mark the birth of the 356.

Suzuki's journey is one of old-school abandon, echoing the 'because it's there' mind set mooted by Mallory when explaining his desire to climb Everest. Drive a vintage car half way around the world for the sake of it? Why not?

Perhaps the reasons run a little deeper for Suzuki however. He has been a Porsche guy since the age of 22 when he bought his first, and has been a Porsche owner now for a remarkable 38 years. He has, over those years, formed a bond with these cars and with the marque as a whole. This journey is something of a voyage of discovery, putting his trustworthy 356 to the definitive test. And its driver along with it.

The punishing cross-continental pilgrimage will take in South Korea, Russia, Latvia, Lithuania, Poland, the

Czech Republic and Austria before arriving in Germany and the spiritual home of Porsche in central Stuttgart. Suzuki's car will be returning to its birthplace some 65 years after it first left.

He speaks little English and no Russian, and so will have to get by with essential phrases written on pieces of paper. He has also received no material support from Porsche Japan aside from a single serving of instant miso soup – a tongue-in-cheek gesture that has delighted our optimistic driver. Every arrangement for the journey was done by himself.

Nevertheless, if a car of such an age can ever look ready for such a journey, this is it. Suzuki's 1953 356 Pre-A has been gone through top to bottom, and now runs a carefully rebuilt 95hp 1,582cc engine from a much later SC. The gearbox has also been stripped and refreshed, the suspension rebuilt to as-new. Inside, the original seat has been swapped out for a more supportive and safer modern bucket, and an aftermarket sat nav dominates the simple dashboard. Lashed to the roof is a top box that contains two spares, extra engine oil and a jack. Other than that though, this is very much an original early 356, ready to





take on world. With gentle pressure on the floor-hinged throttle, the car rumbles off up the road, indicator winking as it turns slowly out of sight, the sound of the engine fading into the distance.

When we meet Toshiyuki Suzuki again some fifty days have elapsed. The 356 is parked outside the

Museum in Zuffenhausen, covered in stickers that bear testament to a journey that has joined the disparate dots of Porsche fans and owners' clubs across vast swathes of both Asia and Europe. The odometer on the sat nav shows a staggering 15,463kms (9,608 miles).

Suzuki is smiling – he is always

*He will have to get by with essential phrases written on pieces of paper...*







smiling — as people flock around his car, examining the hallmarks of almost two months solid on the open road. In his gentle but eager tone he describes days alone in the desolate grasslands of Eastern Siberia, challenging roadside fixes that included changing the fuel pump, of incredible hospitality, terrible food, and the surprising ease with which the tireless 356 soaked up the miles. His longest stint was 650 miles in one day, a heroic distance in a modern car, let alone in something older than its sixty-something driver.

Suzuki also talks about an unfailing confidence that his car would make it to Zuffenhausen. The journey was largely trouble free,



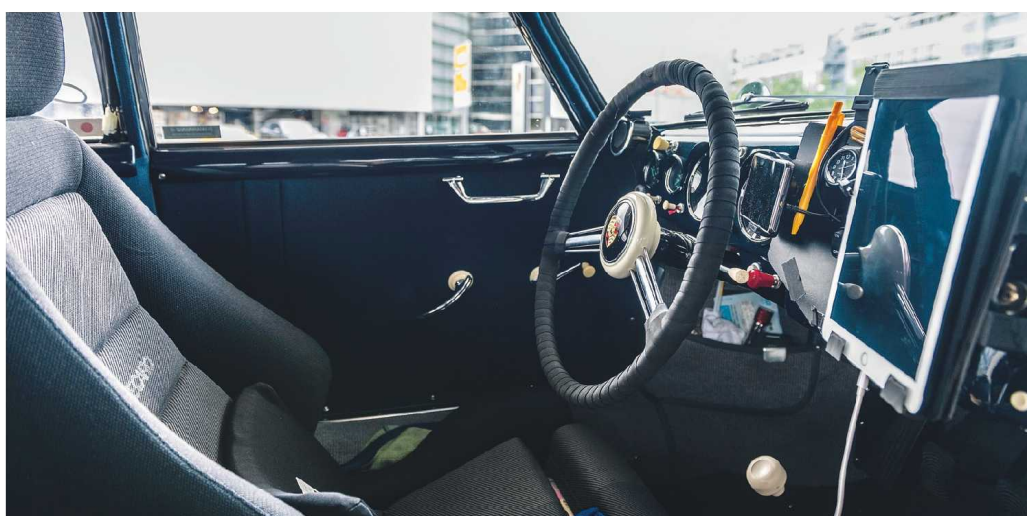




blessed by good weather almost all the way and a surprisingly reliable supply of high quality fuel. Towards the end of the journey the car lost first gear, but unable to fix it at the roadside, the unflappable Suzuki just did without.

Now, on the wide pavement in front of the Porsche Museum, car and owner have been welcomed with open arms, into the bosom of the Porsche family. Surrounded by media and reunited with his wife, who has just flown in to welcome him, Suzuki and his beloved 356 have become a star attraction of Porsche's 70th anniversary weekend. So much so that for the next few weeks the car will be exhibited in the museum as part of a special anniversary exhibition. And in a moment of pure poetry, the odometer had come to rest at 58,356km as he arrived in Gmünd, where the first 356 was built.

After the dust has settled and everyone has returned home, what does the future hold for Suzuki and his loyal companion? The car will be shipped home by the Museum, back to the quiet, tree-lined roads of Chiba, but it seems its work may not be done. Suzuki tells us, out of earshot of his wife, that he is already thinking about the 80th anniversary – the perfect excuse to do it all over again ○





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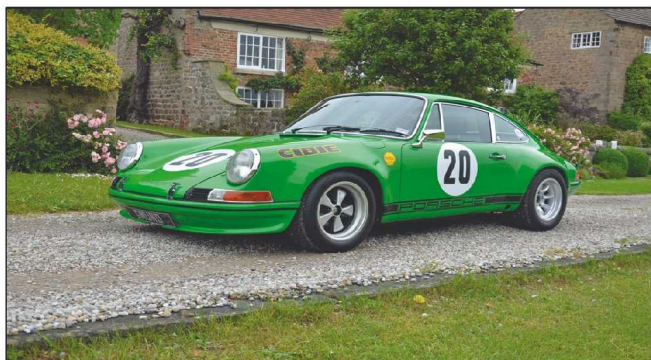
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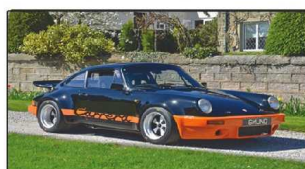
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# Mission: PRESERVATION

Story:  
Wilhelm Lutjeharms  
Photography:  
Charles Russell,  
Porsche

Not far from the home of Porsche in Zuffenhausen, Porsche Classic restores and maintains the firm's most treasured historic models...

Zuffenhausen, Weissach and more recently, Flacht. These are some of the towns that are synonymous with Porsche. However, just as important is the small town of Freiberg am Neckar. Here you'll find a relatively small building situated in a quiet corner of the town, only 16 kilometres north of Porsche HQ in Zuffenhausen. You will barely find any indication that it is one of Porsche's most important buildings. Maybe just as well, as inside there is a treasure trove of classic cars.

Make no mistake, the Porsche Museum has most of the highlights of the company's own collection, together with the rest of the stock housed in nearby buildings, but when clients' cars (or a Porsche Museum car) need restoration, or if a 959 or Carrera GT needs a serious amount of work, Porsche Classic is the place that cars will be taken.

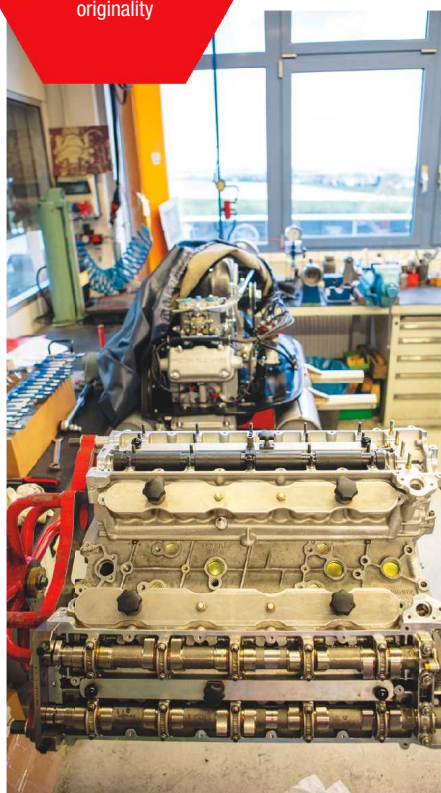
As I walk into the ground level, a 964 Carrera RS, 993 Carrera RS and 996 GT3 RS from a single client patiently await attention. There is a 356 Speedster body which has

been stripped to bare metal, and Herr Uwe Makrutzki, Manager of Restorations, admits that most old cars that come to Porsche Classic receive a full restoration and are big projects. During my visit, due to cars such as the RSs mentioned above, a Carrera GT supercar and a total of 18 959s, Porsche Classic currently has its work cut out with builds on specialist cars from the marque's past that require special attention.

In some cases the car doesn't need a restoration, but the client wants the car to be totally "renewed". This entails refurbishing, rather than replacing, parts and returning the car to a pristine condition. For example, included is cleaning faded carbon-fibre, attending to all perishables and trying their best to renew or clean a part rather than replace it. Customers often want the car to be as good as new, even if it is 15, 20 or 40 years old. A prime example is three aluminium pipes Uwe shows me. It is a part from the Carrera GT. "This one is new, this one is old and the



Every aspect of a Porsche can be restored, with an emphasis on originality



last one is the owner's original part which we've cleaned". In such situations where non-perishables can be thoroughly cleaned, Porsche Classic elects to do this rather than replace the part.

For example, we walk over to a Carrera GT that has been sent from Porsche North America. "The customer asked us to re-commission this Carrera GT. It must be 100% original. Not new to the point of replacing everything, but rather to refurbish where possible. This includes all perishables including the carbon fibre. Over time carbon fibre fades to a light yellow-brown colour. Once we are done with it, you won't be able to tell the difference between a brand new part and the overhauled part."

A few metres away towards the end of the room an engine technician is working on the GT's V10. The valve covers are off and for the first time I'm able to appreciate in detail this high-revving engine's camshafts. Porsche Classic is under pressure to finish this project as the owner wants to use the car at RennSport Reunion, at the time of our visit only a matter of 12 weeks away.

This is also the case with the three RS models I saw when I entered the facility. They will be disassembled, repainted and rebuilt. The result will be RSs that are virtually as good as new. I take a peek under these cars and can't see anything obviously wrong with them. Notably the paintwork is in a much better condition than several other models of this era I've recently seen. Needless to say, if a client wants to have their modern classic restored, Porsche Classic is happy to oblige.

Often the type of work to be done depends on which country or region from which these cars originate. Some enthusiasts from certain countries don't like their cars a certain colour and prefer to put their own stamp on their car – another reason why cars are sent to Porsche Classic to be rebuilt and resprayed.

Focusing on their older models is not new to Porsche. Herr Makrutzki, who has been with the company for 37 years, explains:

"Already in the early 1980s there was a department of the factory (Werk 1) that focused on clients' Porsche 356s. While this department was not official, it grew and developed over the years". Today this







*If a client  
wants their modern  
classic restored,  
Porsche Classic  
will oblige*







department employs around 80 staff members.

Herr Makrutski guides us towards the basement. Here more than 20 Porsches are parked next to each other, including no less than four 959s. It is a sight to behold. He narrates as we stroll along: "There is a waiting period of up to two years in some cases. We don't want to rush any work we do as it needs to be done 100% correctly. One example that makes this department unique is that three of the technicians who worked on the production line of the 959 now maintain these cars here with us."

Herr Makrutski points me to one of the 959s. It belongs to a very well-known, wealthy family and he explains that even they have to wait their turn.

Along the walls hang several of the original tool templates for original body panels. "We are very proud to have these, because several decades ago Porsche wanted to throw them away as there was no need or space for them."

He takes me to a relatively small room in one of the corners of the building. Here are a number of modern upholstery machines, but also a very old mechanical machine. As is often the case, it is an art to re-upholster classic and modern classic cars. I walk to the shelves where some of the leather and materials are stored, only to see none other than the houndstooth chequered material used in some of the early Porsches, replicated for modern use in the limited edition 911R.

Herr Alexander Fabig, Customers Director, further explains the core of the business: "Our spare parts supply chain and technical service are the two corner stones of our business. Porsche Classic takes over from the factory the responsibility of cars once out of production for 10 years or more. We then need to arrange contracts with the original suppliers and



A two year waiting list for restorations demonstrates the popularity of Porsche Classic







ensure parts remain available for these cars."

"Our focus at this facility is on restorations – around 10 to 15 a year – as well as maintaining Porsche 959s and attending to Porsche Museum cars if they need any major work. In total around 100 cars pass through the workshop per year of which 90 percent or more are clients' cars."

In one work bay a totally stripped Targa is being attended to. It is also not just any early Targa, being the very first Targa (2.0, SWB, soft window), originally delivered new to a customer in Dortmund, Germany. The current owner discovered the car in the USA in 2017. Having it restored by Porsche Classic is probably a wise decision, especially as it is such a significant car.

"Many of the cars we restore come from the USA, but not the customers. In Germany we have several good workshops and specialists who can restore cars, but in the Middle East for example, that is not the case."

Another interesting project is a 959 that is

not only being totally restored, but completely rebuilt following an accident. It is a mammoth task and a first for the department as it never had to rebuild a 959 from scratch. As expected, it doesn't come cheap and the total repair costs will come close to two-thirds of the car's current value.

At times, Porsche will also buy the necessary equipment from an original supplier to make sure it can remanufacture an original part. It helps that the value of classic Porsches have increased in the past decade, as this also allows owners to spend money on their cars and also for Porsche to invest in its Classic division. The result is that the company has currently 52,000 parts on its books and is adding around 300 parts to this offering annually. However, deciding which parts to add each year is a very challenging, and thorough, process.

What is also encouraging is that Porsche Classic has relationships with independent specialist workshops as Porsche realises that a large number of classic Porsches are

maintained, restored and serviced by these global specialists. Including a number of other channels, Porsche Classic uses these productive relationships to gather information regarding the demand for classic parts. The sales volumes of all classic parts are also taken into account for future projections.

New classic parts are also tested on real classic cars. Porsche Classic owns around 30 such cars that are used for the testing of new or current classic parts. This will include braking on declines and wet surfaces for example.

One of the highlights of having a car receive a full restoration at Porsche Classic is that the car can be cathodic dipped in baths at the factory on the modern production line. However, this is often done during quieter hours, as the production of new cars obviously takes priority.

"When we send a restored body for a cathodic dip, it must be extremely clean as we need to prevent any residue being left in the bath. It is important that during this bath every



Porsche Classic currently offers 52,000 parts for various Porsche vehicles

There are currently 65 certified global Porsche Classic partners and a couple of countries even have stand-alone Classic dealers. This number will increase in the future and every Porsche enthusiast can rest assured that more and more parts will become available through Porsche Classic and these centres in the future. Visit [www.porsche.com](http://www.porsche.com) for more...

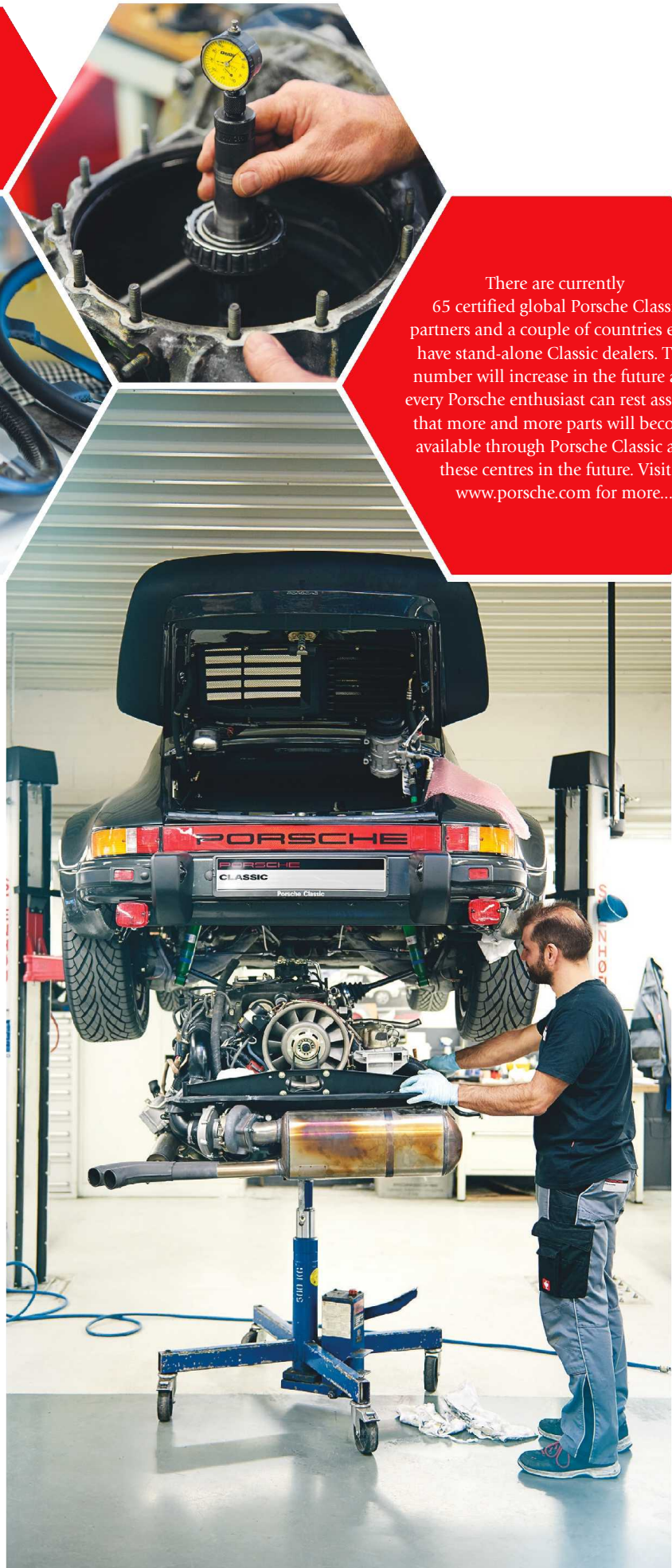
nook and cranny is reached. To achieve the desired result on the large panels is easy, but you want every corner and area where you can't reach to be covered."

Although it costs a significant amount of money to have a classic body go through the modern dipping process in the factory, it is unquestionably a part of the restoration that will help protect the car for far longer than if it is not done. Obviously, it is mostly only the large manufacturers that have access to this technology. Additionally, as expected, photos are taken throughout the restoration process for the customer.

"Every day we need to decide which car to work on and which car to park because we don't have a reply from the customer or a part hasn't arrived. Around 80 percent of customers who send their cars to Porsche Classic for a quote accept the job. The average quote for a full restoration is between €250,000 and €300,000. Keep in mind that a project can take more than 2,000 man hours."

As expected, clients sometimes want to come and visit to witness the progress on their cars, Herr Makrutzki and his team encourages such visits. "They are welcome to visit us as often as possible. It is very helpful and we are eager to show them what happens behind the scenes. It is wonderful to see the car at the end once the project is finished, but you lose out if you haven't seen and experienced the various stages of the process," he said.

This is a unique place and apart from all the work that is being done and the knowledge that is shared, it is satisfying to see these classic Porsches that are not only being maintained, but in several cases brought back to life ○





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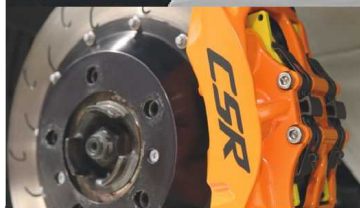
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# THE PHANTOM



Having started life as a 1989 3.2 Cabriolet, the 'Phantom Speedster' is the latest 911 creation from dp Motorsport...

Story and Photography: Robb Pritchard









Some time soon we'll have a gorgeous new Porsche 911 to ogle when the much anticipated second generation 991 Speedster Concept becomes a series production car. There's absolutely no doubt it will be stunning and it is likely to be featured prominently in various publications, but it will also be very expensive and very exclusive, with possibly only 356 examples set to be created. The new model will follow in a long line of Porsche Speedsters, part of a lineage that stretches back almost 70 years via a family of much storied and historically important models.

The original Porsche Speedster wasn't actually Ferry Porsche's idea. In the early 1950s American importer Max Hoffman suggested that there might be a market for a lighter and more basic version of the popular 356, one which could compete with the influx of European sports cars popular in Californian racing culture – read MGs, Austin Healeys and Triumphs. The first Speedsters made their appearance in 1954 but proved to be too heavy to be competitive, to combat this Porsche contracted a German coach-builder Heuer-Glaser to make new, lightweight, hand-crafted aluminium bodies.

In capable hands these first seventeen vehicles, called the American Roadster but designated internally at Porsche as the 'Type





540', easily out-performed the popular Jaguar XK120s that were the car of choice in the Sports Car Club of America (SCCA) events. Unfortunately at \$4,600 compared to the Jaguar's \$3,000, they were prohibitively expensive... Even when sold at such a loss that Hauser-Glaser was forced into bankruptcy.

With the American market making up 30 percent of all Porsche sales it was very important for Porsche to try again. It was well aware that this time the only way to make the Speedster affordable was to convert cars swiped directly from the main Reutter production line in Zuffenhausen. The new version, now significantly cheaper to produce than the hand-made aluminium cars, was an instant success and over 1,000 units were made in just one year. With Weber carbs in place of the production Solex items, no soundproofing or heater, no undercoat, and with Plexiglass windows, the lightweight cars were instantly successful on the track taking a plethora of SCCA class wins.

In late 1955 the new '356A T1' as it was termed, was introduced. Outwardly it looked unchanged but underneath it supported significant mechanical changes, it came with two different 1,600cc engines, the 1600N which put out 60 horsepower and the slightly more powerful (75hp) Super that was obviously more favoured for competition use.

This was a halcyon era in Porsche history, these are the years that established Porsche as the privateer's car maker of choice, a trend that has been firmly continued over the years. The brand was helped initially by some high profile names, none more so than movie legends James Dean and Steve McQueen, both of whom started their first races in Speedsters.

In 1955 Dean bought a brand new white Super 1500 and won his very first race. Over the summer, inbetween filming *Rebel Without a Cause* and *Giant*, he raced a couple more times with podium results and class wins. He ran the nose of his car in duct tape to protect its paintwork... He had any dented bodywork quickly repaired so that when he drove to the film studio on a Monday morning his bosses wouldn't see what a hard racer he was. In autumn of that year he traded the Speedster in for a faster 550 Spyder but he and the car never made it to their first race...

McQueen had a longer and more successful racing career, also mainly in Porsches, and just as Dean had done three years previously he won the first race he entered. Over his racing and film career he owned and competed in many stunning cars, including a 917 and 908, both of which were used in his magnum opus, *Le Mans*. However, the only car McQueen ever kept was his black 1600cc Speedster Super. It's still in the family today, currently owned and

restored by his son, Chad. Dean's car on the other hand has been eluding enthusiasts and classic car dealers for many years.

The model was discontinued in late 1958 with the introduction of the Convertible D which was more suitable for the less arid climes of California and so could be sold in other states. It was to be nearly thirty years until the next Speedster model but unlike the 356, or the versions that were to come after, the G-Series somehow doesn't lend itself to having its roof chopped off. The bulbous tonneau cover didn't help with the aesthetics too much either. Conceived as a stop-gap to fill in for the delayed launch of the 964 nevertheless over 2,000 Carrera Speedsters were made in 1989 and with open-topped sportscars still as popular in America as they were a generation previously, nearly half went to the USA.

Despite looking much better the 1992 964 Speedster, based on the Carrera 2, wasn't a commercial success and only 936 out of the expected 3,000 were made. Again most went to North America.

Possibly due to the poor sales of the previous model the Speedster styling escaped the 993 model but two notable models were made. In 1995 one was gifted to 'Butsi' Porsche for his 60th birthday and the other, converted from either a Targa or a cabrio, was remodelled in Porsche's exclusive department for Jerry





Seinfeld of all people.

Porsche's most recent foray into the roofless models was 2010's absolutely stunning 997 Speedster and, with just 356 made, it's probably an indication of how few examples of the new 991 version will be made.

Over the years a few Speedster conversions have cropped up and one of the nicest we have come across in a long time is dp Motorsport's latest creation. We have featured several of dp Motorsport's builds over the last couple of years and with good reason. With a history stretching all the way back to the '70s when company founder Ekkerhard Zimmerman designed the hugely popular and successful Kremer cars, today it is one of the world's most highly regarded modifiers of Porsche vehicles. The firm's grey F-Series – the car you see here – termed the 'Phantom Speedster' being a perfect example of this.

The car began its life as a pretty ordinary '89 3.2 Cabriolet which had spent time in America, in the late 1990s it had been converted into a Speedster replica. The work included a lot of fabrication, cutting away unwanted metal under the windscreen and the tops of the doors. An original 1989 Speedster windscreen and door glass were used in the conversion, parts impossible to find these days, but even after such serious work it didn't look all that much different from the examples produced at the Porsche factory.

A few years ago the car returned to Germany and, unburdened by any issues of originality, its current owner decided to turn it into something a lot more striking – dp Motorsport has been famed for doing exactly that to Porsches for over 40 years. When it was tasked with the build the end result was always going to be something very special indeed.

The wide backdate kit is a dp Motorsport catalogue piece made from a fibreglass and carbon mix, it boasts slightly wider proportions than a standard SC or Carrera to accommodate wider wheels and also to allow the body to sit lower without fouling. A lower, more aggressive spoiler and wider sills complete the bodywork. The fibreglass parts offer a significant weight saving over the car's original steel panels, which is the same philosophy as used on the factory Speedsters.

Other touches include adjustments to the torsion bars to lower the suspension by an inch, and spacers on the semi-gloss Fuchs (7- and 9x16-inch) to fill the wider arches. The colour choice of Audi Nardo Grey works well as a finishing touch.

As unique as this car looks today it is still a work in progress, the owner has booked it in for more modifications, including engine work to increase its power from the 218hp it left the Porsche factory with, to a significantly improved 260hp. The full H&R suspension treatment is also planned, so it will have an uprated engine and chassis to support its looks. Just like those factory Speedsters of old, the 'Phantom Speedster' is a car that will continue to evolve over time ○







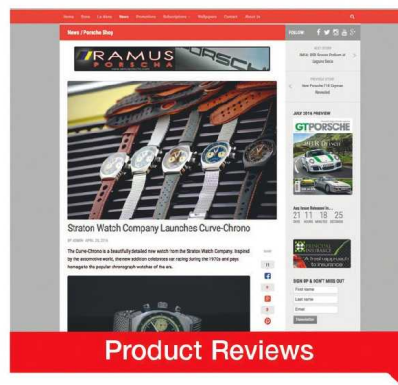
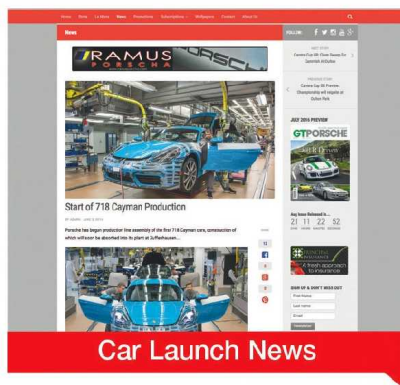




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## 2005 987 BOXSTER

One of the frustrating things about driving a Porsche of the 987's age is the 'multimedia' system. The original Porsche double DIN CDR-24 in the Boxster had bugged me since day one of ownership – not only does it look dated it lacked any of the modern connectivity and functionality we now all take for granted in modern cars. In these first generation 987s there isn't even an auxiliary input, so many owners fit aftermarket solutions such as those available from Dension. The Dension Gateway allows an iPod or similar to talk to the original Porsche system but they're not cheap even second hand and I've heard mixed reviews about how straight-forward they are to fit. This aside something along the lines of the Dension kit does not address the other aspects lacking on the old factory-fitted Porsche systems. My CDR-24 let me listen to the radio but disliked greatly playing the majority of my CDs. On top of that the two main rubberised buttons had turned sticky – a common problem on these systems. I wanted a replacement system but the options available were somewhat mind-boggling.



A process of elimination based on aesthetics and functionality drew me to Pioneer's solutions. Top of my wish list was Apple CarPlay, built-in navigation and DAB Digital Radio. Pioneer's current flagship system, the AVIC-Z910DAB has all of this and a whole load more, it is priced at a smidgen under £1k. The Wi-Fi enabled AV system features a large motorised seven-inch 24 bit True Colour Capacitive multi-touchscreen display. Apple CarPlay (or Android Auto) can be connected wirelessly

to avoid any messy cables (that's a function not even brand new Porsches have yet). Wi-Fi connectivity also allows Android users to mirror their smartphone to the Pioneer's large display, effectively enabling the control of any smartphone app without the need to touch your phone. The built-in navigation system covers 45 countries and more than seven million miles of road. There's also Bluetooth, DAB+ Digital Radio, AppRadio Mode + and an SD Card input. A dual USB

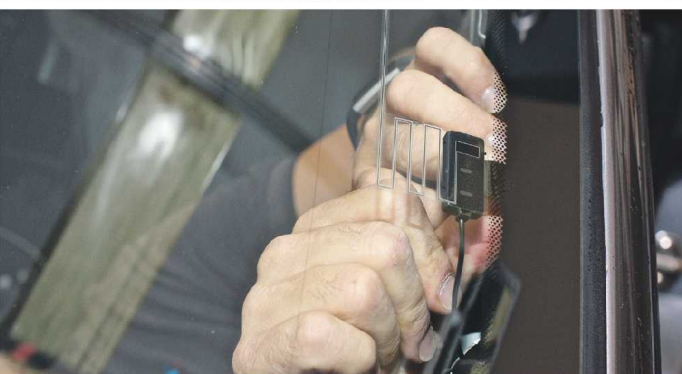
is provided for connecting and charging devices, there's also an HDMI and dual camera input to allow the connection of cameras if you so wish. Pioneer says that this system 'takes smartphone connectivity to a whole new level' and it really does. Apple CarPlay, Android Auto and Waze combines with an HDMI input function enabling the system to, as I've said, mirror the screen on smartphone. You can also personalise the settings on this system to your taste, with







Above: New mic sits under the dash cowl for noise protection.  
Left: FM and DAB aerial fitment







The Pioneer AVIC-Z910DAB features wireless Apple CarPlay which means no messy cables. Professional install by Huets is factory-esque...

day and night settings. It is also possible to match the display and key illumination to your vehicle's interior lighting with an endless range of colour combinations. The capacitive screen itself responds to multi-touch gestures like pinching to zooming, swiping and scrolling from your fingertips, much like your smartphone. In addition gold plated RCA connectors come with the system for the highest possible audio quality. This really is an all-singing all-dancing solution and as an added benefit it looks mighty slick too. Visit [www.pioneer-car.eu](http://www.pioneer-car.eu) for the full (extensive) specification.

Now, having a professional firm fit the system was a no brainer for me. If I was opting for an aftermarket head unit I wanted it to look like a tidy factory install. One of Pioneer's authorised dealers is leading in-car audio entertainment and navigation specialist, Huets, in Shoreham-by-Sea, West Sussex. Huets is a name I've known for decades, it has been associated with show car audio installs in the past but has moved with the times, today the specialist upgrades all kinds of vehicles in terms of audio, navigation, parking aids, dash cameras, vehicle security and more. Another aspect that put my mind to rest is that Huets are used to working on Porsches, in fact it has a number of Porsche specific products and services in the works, one that is relevant to the 987 and 997 – we'll be bringing you further details in a forthcoming issue.

When I arrived in Shoreham engineer Mark (who is highly experienced having worked for Huets for more than 20 years) soon started removing the Boxster's old CDR-24 system. The trim surrounding the system is easily removed, then there are four cam locks on each side of the unit holding it in place. It was quickly out of the car and work began preparing the new system for fitting, which is mainly a case of preparing the wiring and the few additional extras required. These included a Canbus ignition harness, antenna adapter and a fascia surround which, thanks to Huets' experience, perfectly matched the odd titanium-style colour of the 987's dash perfectly. This has helped the install look factory fresh in the Boxster's dash.



With the wires crimped, connected and taped where necessary, the surround was screwed to the unit and the wiring harness run behind the dash. Twin USB ports were rooted to a position of my choice, I chose the central armrest akin to modern Porsches. Next, in order to fit the system's microphone, the instrument cluster was removed. With the car being a convertible, Mark recommended that the mic was placed under the cowl above the speedometer to shield it from wind noise. With that job complete the aerial was fitted, this involves removing the passenger side window trim to gain access. A DAB aerial in the form of a windscreen sticker was fitted and the original FM aerial was also connected up. Lastly the system could be plugged in and powered for testing before being positioned into the dash, then the trim was replaced revealing the finished installation.

I have to say I'm really impressed with how it looks in the 987, it's obviously a contemporary system but happily I don't think it looks garish or out of place as some aftermarket systems can. I cannot recommend the professional service of Huets highly enough, it was impressed by the team's friendly approach, advice and Porsche knowledge. Having a professional outfit who knows precisely how to dissect your car without breaking clips or scratching surfaces, then returning it to a state exactly as they found it without causing squeaks or rattles is invaluable as far as I'm concerned.

The system itself has transformed the Boxster, I can now stow my phone away and play music through Spotify thanks to the wireless Apple CarPlay function, furthermore I can use the built-in navigation system or the map function on my phone at the same time. Both USB ports can charge a device, one also connects to the system should I want to wire say an MP3 player or another phone to it without using Bluetooth. I've found its menus and functions intuitive to use, even on the move, and it even sounds better than before. Huets tell me that manufacturer audio levels tend to play things safe, whereas a system such as the Pioneer AVIC-Z910DAB pushes things a bit further, producing better tone and depth. There's a

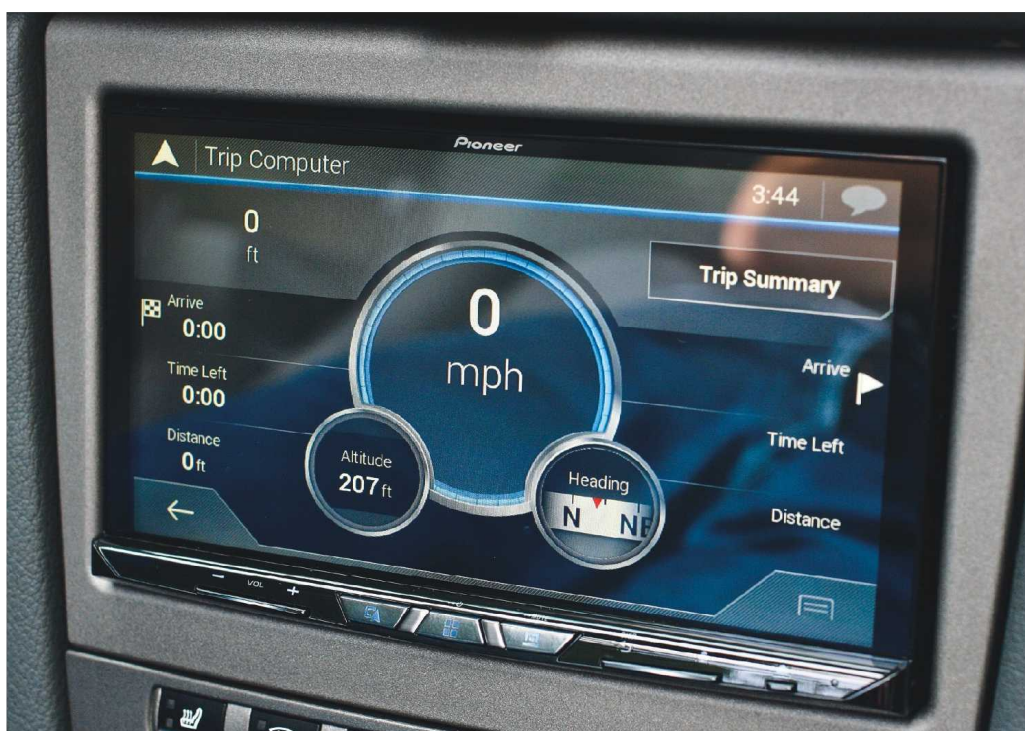
13-band Graphical EQ to allow you to adjust the audio output in detail, creating a tailored music experience.

I've had the system fitted to the car for a few weeks now and I must say I'm impressed. I used to dread jumping from modern cars into the Boxster, now with all the smartphone functionality it makes playing music a doddle. The navigation system is great, markedly better (and more

intuitive) than the system I was using in a new Panamera recently. Although some Porsche owners will worry about losing originality in their cars, fitting a system such as this (which is entirely reversible) brings your car into the modern era. I'd wager that, like me, once you've fitted one you'll wonder why you ever waited so long.

*Simon Jackson*

*Simon Jackson*  
**987 Boxster**  
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## 2007 997 TURBO

It's been a busy couple of months as most parents will know; the schools have been out for summer and that normally involves plenty of purchases. Talking of purchases, one thing I ensured before the summer holidays started was to replace my (now much missed) 996 Turbo with a new addition. I had owned the 996 for three and a half years, the longest I have ever owned a car for. As regular readers will know it's been a superb car for me, the performance has been sublime, nothing short of exhilarating, it looked fantastic, sounded great and I've enjoyed some great road trips in it. Having also bought it before the hike in Turbo prices it has also done very well on the money front, don't get me wrong; it has had a fair bit spent on it and keeping the history

with an OPC I would say has helped me find the eventual buyer, but the return on my investment has been decent. With these things in mind I've been considering the upgrade to a 997 Turbo for a while now, I've spent many an evening studying the web for reviews and noting prices.

Once the 996 had gone and with the funds available the search for the 997 was on. I had a set criteria: manual, under 50k miles, Black interior with Sports Chrono, as standard as possible and ideally full main dealer history. I'd known of one particular Turbo a couple of years ago, an ex-colleague of mine had advised his Dad was selling the description of my ideal car, but at that point the timing and my budget were not aligned. Some 18 months on it's amazing what the internet

has brought to the modern world and, after some in-depth digging around, I came across the new owner who a year in had flirted with the idea of selling the car. Having made successful contact a meet was arranged (no prices were discussed). I knew I'd be a gamble as this car was too good for my budget and exclusive sales tend to drive a good price, but what did I have to lose?

I really quite like buying my cars privately, you can tell a lot from the owner with regards to how they have driven a car, looked after it and you can see how and where it has been kept. This visit certainly gave me the assurance I was looking for. Having a full OPC history and plenty of accompanying receipts, the paper trail of previous owners was excellent, it looked stunning in its Lapis Blue and

the contrasting "Big Reds" really set it apart from the typical Black, Greys and Silvers you usually find 997 Turbos finished in. The rest is history as they say, and after a couple of days of negotiation a deal was done and following that the PPI collection was arranged.

How does it compare with the 996 Turbo then? I personally think it is a much prettier car, the front end in particular, with the larger 19-inch wheels definitely balances the car's visual appeal, if anything though it would look even better by being dropped on its springs by half an inch. The interior really is superb and a beautiful place to be, it's far more luxurious than the 996 and gives a real sense of occasion, the switch gear is much chunkier and solid. The squarer finish to the styling gives a





more modern and contemporary feel to the cabin, whilst the DNA back to earlier Porsches is much more evident than in the 996.

Out on the open road this car is quick, really quick, with the sport button deployed plus "overboost" you are quickly into license losing territory if you are not being vigilant. The acceleration is much more urgent than in the 996 with virtually no turbo lag, truth be told I really liked the lag in the 996 and soon got used to how it would "place" the car 100 yards up the road. The 997 has ferocious acceleration and although it's quicker it is probably not as violent. With the switchable active dampers this car is really comfortable in its default mode – the typically pot-holed roads throughout Sussex and Surrey are no longer an issue







and in everyday driving situations you don't feel as if you are in a turbo Porsche. But, find some nice tarmac, hit the Sport button and plant the throttle and the big grins are endless. This Jekyll and Hyde character pretty much sums up my first few weeks of ownership, no doubt I will get to know this car more intimately and find out what else is lurking below

the surface, you can just tell there is plenty more to come as I explore its capabilities fully.

One thing I can say for certain though is that an exhaust upgrade is going to be necessary. The 996 enjoyed a Dansk Sports exhaust and, having bought the car like that, I never knew any different. The 997 is standard and a little too quiet

for my liking – the sound of a car is important to me. That does all depend though on whether there will be some big bills round the corner. This is an 11 year old car so there are some minor DIY jobs to do over winter if time and budget allows, in addition I'll be keeping my eyes open online for that exhaust...

*Nick Hapgood*

*Nick Hapgood*  
**2007 997 Turbo**  
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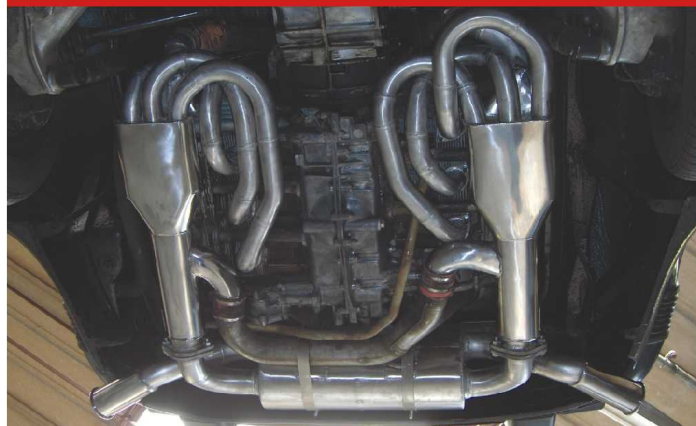
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## 1978 911SC

A massive part of Porsche ownership is the Porsche community, be it online or through the clubs, we all speak the universal language of Porsche. This Porsche culture permeates all over the world and nowhere has it been more beautifully curated than at the Luftgekühlt meets organised by factory Porsche driver Patrick Long, creative director Howie Idelson and aided by the creative input of director and enthusiast Jeff Zwart. Having ran five amazing events in California they have taken the show on a road trip with their first stop being Bicester Heritage for LuftGB. Luftgekühlt is exclusively for air-cooled generations of Porsche from pre-A 356s to 993s which ceased production in '98. Focusing on historically significant road and race cars Luft is a beautifully crafted immersion into the finest Porsche culture more than just a show. Within minutes of receiving

the email link to buy tickets through their newsletter I'd booked my place and a show spot for my 911.

Following weeks of the most Californian weather the UK had seen in a long time, the day of LuftGB came around and it all changed. The rain was torrential and the temperature dipped. I chose to leave my 911 in the garage... I know, I know, "get out and drive" and all that, but with no heater / demister plus having got the underside mint I couldn't bring myself to do it... so took my daily driver instead. I've visited Bicester Heritage before for its Scramble meets, but it never ceases to amaze with its beautifully and sympathetically restored air base aesthetic, which is obviously what lured the Luft team on tour to this location – it played beautifully to the way they do things. Every car was set up and framed as a photo with thought put into every colour, texture and scene created. The more

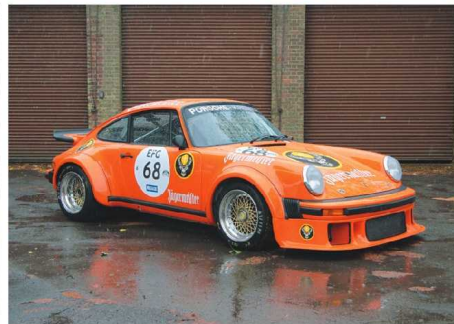
you explored the more you found as you meandered your way around the site. The level of cars the show attracted was incredible; never have I seen such a collection in one place. Racers steeped in history were round every turn from the Maxted-Page 904 GTS and Michael Way's 'big winged' 550 RS, to a number of RSRs (my favourite was the Garrard liveried car belonging to Jonathan Williams of Williams F1 / Williams Heritage fame) and a Jägermeister liveried 934. Singer Vehicle Design displayed its development hack for the new DLS (GTP 10/18): if Terminator was a 911 this would be it. Early cars were in abundance as well with a brace of 356s in road and outlaw trim as was only appropriate. It was also great to get up-close with James Turner's 'Paul Smith' 2.0-litre Cup car. The attention to detail in that paint job is incredible – and it's topped off with a signed gear knob.

"Wassergekühlt" jokes and the obvious irony of an air-cooled only meet being so thoroughly cooled by water aside, LuftGB was a stunning event. The next stop for the road show is Munich which, in the homeland of Porsche, should be very special indeed. I really do hope that the Luftgekühlt crew come back to the UK, and that this time they bring the Californian weather with them... I'll bring my own 911 then and feel even more part of it.

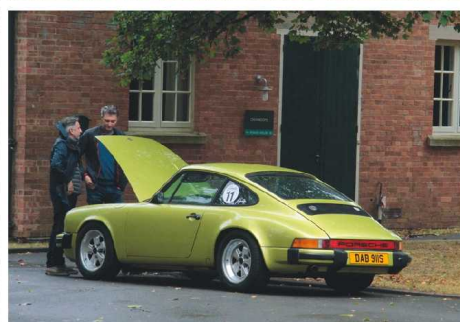
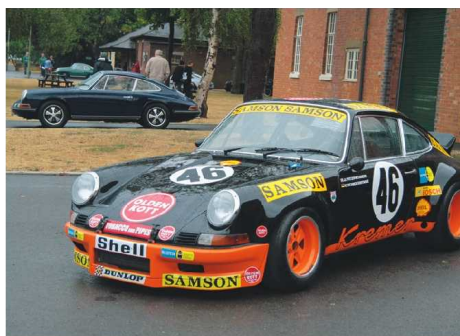
*Rob Richardson*

*Rob Richardson*  
**911 SC**

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Bad weather didn't dampen the spirits of the those who made it to Luftgekühlte's first UK event...





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**How much?** £80.00

**Where from?** [www.porsche.com](http://www.porsche.com)

This long sleeve polo shirt is new from the Porsche Driver's Selection, it features a collar and four buttons, the sleeves have cuffs similar to that of a shirt making them easy to roll up to your elbows. A webbed patch on the breast pocket has the Porsche logo on it. These are made from 47.5% cotton, 47.5% polyester, and 5% elastane and are available only in light Grey Mélange. The official article number for this item is: WAP 714 XXX OK.



## SPARK 1:43 956

**How much?** £53.95

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

The Team Australia 956 was driven during the 1984 24 Hours of Le Mans by Larry Perkins and Peter Brock. This high quality resin 1:43 scale Spark model more than does the car justice. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



## CROWN WHEEL & PINION FOR 981

**How much?** £2,999.00

**Where from?** [www.rpmttechnik.co.uk](http://www.rpmttechnik.co.uk)

RPM Technik has developed a low ratio crown wheel and pinion (CWP) for all 981 Cayman and Boxster cars including the GT4 and Spyder models. The high performance upgrade was developed as part of the firm's 981 CSR programme, but it is now available as stand-alone upgrade.

The CSR CWP sets are created from aerospace grade heat-treated chromium, nickel, molybdenum alloyed steel and produced in partnership with engineering specialist firm, Tandler. Tandler's experience spans the automotive, aerospace, defence and Formula One sectors.

The item's spiral bevel gears are manufactured using the Klingelnberg gear form, produced on the most up to date CNC controlled machines. After hardening, the gear teeth, splines, bearing diameters and mounting faces are ground to ensure accurate assembly and smooth, efficient



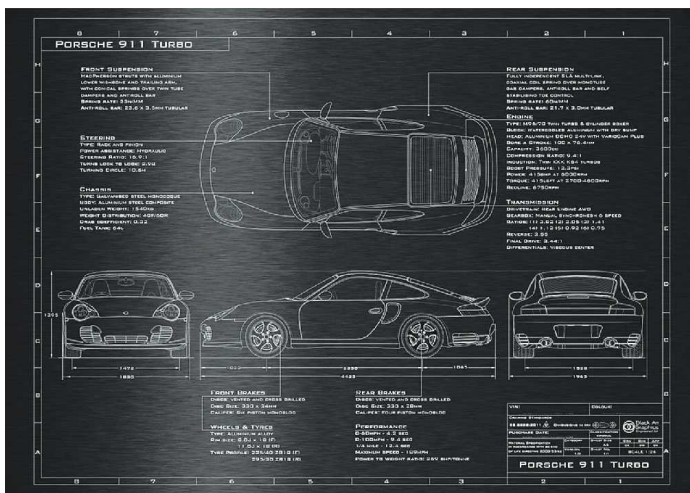
running. The gear teeth for the new ratio have their geometry optimised to ensure the number of teeth, spiral angle and tooth profile are best suited for minimum wear and maximum strength. Efficiency is high so power losses are at an absolute minimum.

This low ratio CWP shortens the final drive ratio by around 14 percent providing improved acceleration and producing a much more responsive driving experience.

Top speed in sixth gear is not overly compromised, taking the 981 GT4 as an example, the car still reaches 165mph in sixth gear, so drivers won't hit the rev limiter on track. In combination with RPM Technik's 981 CSR limited slip differential and lightweight clutch and flywheel, the trio completely transform the characteristics of the transmission and the driving experience of the car to which it is fitted. Prices for the CSR CWP start at £2,999.00 plus fitting and ancillaries.





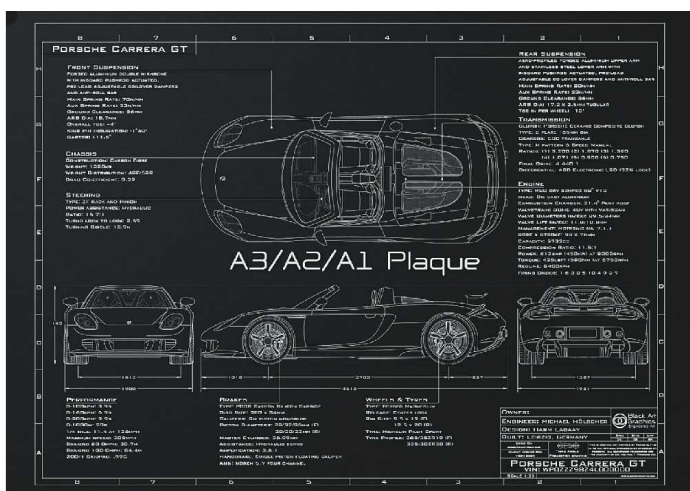


## LASER ENGRAVED BLUEPRINTS: CARRERA GT / 911 TURBO

**How much?** £207.99 (each)

**Where from?** [www.fast2shop.com](http://www.fast2shop.com)

These highly detailed laser engraved blueprint artworks depict orthographic technical illustrations of the 2003-2007 Carrera GT, and the 2001-2005 911 Turbo, including comprehensive technical specifications. The plaques can be personalised with details like left or right-hand drive, your own car's number plate, VIN, and date of purchase. They can be purchased in A3, A2 or A1 plaque sizes, and are produced using a top of the range laser engraving system which etches the finished design at high resolution onto a 3mm brushed and black anodised aluminium plaque. Each blueprint include a frameless wall mounting solution and fitting kit locations which are etched onto the reverse of the plate.



## 356 BOOK

**How much?** £50.00

**Where from?**

[www.fast2shop.com](http://www.fast2shop.com)

'The Book of the Porsche 356' by Brian Long has

been reissued in this revised, reformatted and completely remade hardback edition – new from Veloce it is available to purchase via [fast2shop.com](http://fast2shop.com). The 192 page book charts the story of the famous Porsche sports car with more than 240 pictures – over 100 of which are new to this edition – with extensive fully researched text. It covers production totals and specifications, helpful buying and restoration advice and even covers 356 replicas.



## SPARK 1:43 356B CARRERA ABARTH GTL

**How much?** £53.95

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

The Auguste Veillet 356B Abarth GTL was driven in the 1961 24 Hours of Le Mans by Robert Buchet and Pierre Monneret. The team sadly retired with engine failure but as you can see the car lives on in 1:43 scale thanks to Spark. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to GT Porsche readers.







## CLASSIC 911 CARBURETTORS RELAUNCHED

**How much?** From £1295.00

**Where from?** [www.webcon.co.uk](http://www.webcon.co.uk)

Webcon has announced it will once again be producing genuine Weber 40IDA3C and 46IDA3C carburetors for classic Porsche 911s.

Produced from brand new tooling created from original Italian Weber factory drawings, these new items mimic their original forerunners but the manufacturing process uses the latest technology to ensure that the best possible quality is achieved. Available to order from October 2018, the 40IDA3C and 40IDA3C1 are priced at £1,295.00, the 46IDA3C and 46IDA3C1 are priced at £1,395.00.

## GOODRIDGE PHANTOM FOR 991 (INC. GT3)

**How much?** £79.80

**Where from?** [www.goodridge.com](http://www.goodridge.com)

Goodridge Performance has included the 991 (and the 991 GT3) in its recently expanded Phantom line of braided brake hoses. The new brake line kit boasts significant new design features and adaptations, it comes with a selection of carefully designed brackets to ensure perfect fitment mimicking that of OE lines.

Improvements in braking efficiency, reliability, longevity, and brake pedal sponginess combine to offer improved performance. Porsche owners seeking to improve the braking capabilities of their car would be well advised to take the time to peruse Goodridge's latest lines, all of which are TUV, DOT, ADR and ISO approved.



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## AKRAPOVIC 991.2 GT3 EXHAUST

**How much?** £TBC

**Where from?** [www.akrapovic.com](http://www.akrapovic.com)

New from Akrapovic is this, the Slip-On Race Line Titanium exhaust system for the second generation 991 GT3. It represents the first step in the exhaust system tuning process and can easily be installed onto the GT3's original system. Built from high-grade titanium and finished with two eye-catching twin round tailpipes, this entry-level system makes the GT3 more powerful and lighter, plus it gives the car a unique, sporty, Akrapovic sound.



## CARAN D'ACHE PEN X NESPRESSO

**How much?** £39.99

**Where from?** [www.thefowndry.com](http://www.thefowndry.com)

This Caran d'Ache classic 849 retractable ballpoint is made from recycled Nespresso Darkhan coffee capsules. Fitted with a Goliath ballpoint refill claiming to cover up to 600 pages of A4 paper, the 849 ballpoint is regularly reinvented by its Swiss makers in the form of limited and special editions, this is the first time the pen has been recycled. In this instance the firm has created an exclusive alloy using the aluminium from Nespresso Darkhan capsules to achieve the satin finish in the exclusive Slate Blue colour. The limited edition Caran d'Ache 849 pen has a steel tip rotating tungsten carbide ballpoint ensuring a clean and smudge free line. The packaging is all recyclable, as is the pen itself.



## BRUMM 1:43 917K

**How much?** £27.00

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

The Martini International Racing Team 917K won the 1971 24 Hours of Le Mans in the hands of Dr Helmut Marko and Gijs van Lennep. Only 1,000 of these numbered limited edition 1:43 scale Brumm models will be produced, all sport the front end damage worn by the real car when it crossed the finish line in period. Each comes supplied in a commemorative box. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.







## AUTO ART 1:43 997 CARRERA S

**How much?** £32.50

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

Fancy a model of your own car? Maybe this yellow 997 Carrera S is the 1:43 scale version of your pride and joy?

This superb Auto Art model comes supplied in a nice showcase for display purposes. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.

## 911 TARGA TOP STRUTS

**How much?** From €260.00

**Where from?** [www.lakewell.com](http://www.lakewell.com)

After more than a year of development, Belgian classic Porsche interior specialist Lakewell has brought to market these Targa top rear struts for 1970-1985 Porsche 911s.

Original Porsche Targa top frame arms often break at their hinging points due to metal fatigue, largely a result of Porsche using poor quality brittle alloys when the cars were built. The Lakewell solution offers the fit, form and

function of the original items but with three times their strength.

Created using the latest technology, clever yet subtle changes to the inside of the folding arms were made to improve their structural rigidity, further to this Lakewell uses Mg-Al alloy in their construction – the best material available. The remanufactured arms fit perfectly with original parts, so you can safely change just one side if that is all you require. The rear frame arms are available for 1970-1973 911s with standard centre pins, and also later 1974-1985 911 models with locking centre pins.



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## FERRO & COMPANY 356 WATCH

**How much?** From \$549.00

**Where from?** [www.ferrowatches.com](http://www.ferrowatches.com)

Ferro & Company is creating a watch inspired by the iconic Porsche 356. The Swiss made 356 watch collection will be limited to 200 pieces (100 single hand and 100 double hand), watches will come with a hand wound Swiss ETA 6498 calibre movement with custom decorations, built with 43mm polished high-grade stainless steel with a display back case showcasing the decorated movement. A scratch resistant sapphire crystal with anti-reflective coating will be applied, as well as a perforated racing-style leather strap. Water resistant to 50 meters, its dual layered complex dial is intended to resemble the tachometer of the 356, while the polished case and bezel are intended to look similar to the chrome ring around the gauges. Customers can choose the serial numbers, styles and colours (single or double hand in silver, black, green or red colours). Lastly each timepiece comes in a luxurious box and includes a two year warranty.



## CLASSIC 911 COILOVER DAMPERS

**How much?** £1,000.00

**Where from?** [www.gazshocks.com](http://www.gazshocks.com)

Suspension specialist GAZ Shocks has added adjustable coilover dampers for classic Porsche 911s to its range of products. Lowering the car's centre of gravity and adjusting its bump and rebound damping, the kits include adjustable height adjusters enabling ride heights to be altered through 60mm. The height adjusters have a coarse thread for ease of adjustment to ensure that they remain in good order even after considerable service.

Damping rates are variable by means of an adjuster knob on the damper bodies. The GAZ Gold range is designed primarily for racing applications so each comes with a gas cell in the reservoir filled with a high viscosity index multi-grade oil to prevent cavitation and reduce fade under harsh track conditions. Springs can be supplied to the customer's specifications according to the vehicle's intended use.



## MINICHAMPS 1:18 959

**How much?** £77.00

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

The 959 was a Group B rallying legend, yet it also spawned a road-legal production car designed to satisfy FIA Homologation regulations. In 1986 the 444hp machine was the fastest street-legal production car around. This 1:18 scale metal sealed body model of the car is new from Minichamps. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



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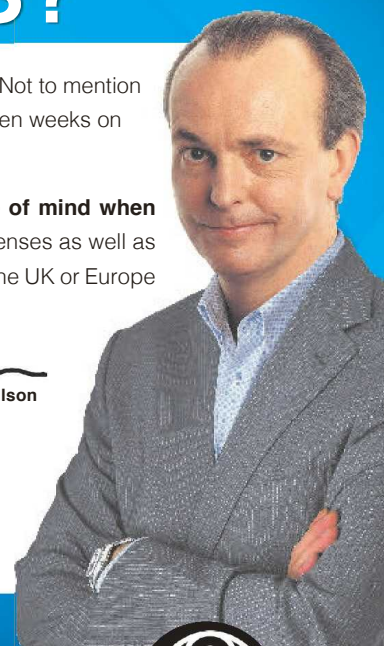
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## NOVEMBER 2017

**Cover Story:** 964 Turbo  
**Inside:** Carrera 4 GTS British Legends Edition, 356 B Super 90, dp Motorsport 911 RS 3.5 Red Evolution, rally-raid Macan, Targa Florio – Part Two, Classics at the Castle, EB Motorsport at Zandvoort, GT3 Touring revealed



## DECEMBER 2017

**Cover Story:** 991 GT2 RS driven  
**Inside:** 996 versus 997: 996 Turbo takes on 996 Turbo, 996 GT3 battles 997 GT3, 993 Targa explored, reborn 944 Turbo Cup, all-new Cayenne first drive, 996 celebrates its 20th birthday, *Tech Guide:* V8 engines



## JANUARY 2018

**Cover Story:** The Greatest Porsches of 2017...  
**Inside:** Reviewed and rated 911 GT2 RS, 911 Exclusive Series, Panamera Sport Turismo, One Millionth 911, 911 GT3, 911 GTS. Plus: 911 SC hillclimber, soft window Targa, 911 SC road trip



## FEBRUARY 2018

**Cover Story:** RPM Technik's 981 Cayman CSR driven  
**Inside:** 981 Cayman GTS, 718 Cayman GTS first drive, 911 ST, bb Tuning: Targa meets 996 Cabriolet, farewell 919 Hybrid, 997 Carrera: 2018's hot buy?, *Tech Guide:* 3D sound



## MARCH 2018

**Cover Story:** EB Motorsport pays tribute to the 911R  
**Inside:** 991 Carrera T driven, £2.5k 986 Boxster bought and driven, 718 Boxster GTS driven, Gunther Werks 993, RS Spyder 10-years on, 911T drive, Porsche Track Precision app



## APRIL 2018

**Cover Story:** New GT3 RS – first ride!  
**Inside:** Restored 911E Targa, 996 road trip to the Alps, 30-years of 4WD Porsche production, Le Mans raced 928, 917 chassis 023 explored, 2WD versus 4WD, Porsche Stability Management: Sport Mode



## MAY 2018

**Cover Story:** 987 Boxster Spyders  
**Inside:** 356 B and 356 C compared, prototype Cayenne E-Hybrid driven, 911 GT1, Cross Turismo concept revealed, Hollywood hero Paul Newman, 991.2 GT3 driven, dp Motorsport 964, *Tech:* Porsche all-wheel drive system at 30



## JUNE 2018

**Cover Story:** 911S by Canford Classics  
**Inside:** The £25k 911: 996 4S versus 997 Carrera, 901, Jürgen Barth and Roland Kussmaul in a rally 924, 928s: 1979 928, S4 and GTS, 200 Porsche facts for our 200th issue, 919 Hybrid Evo, 964 Carrera RSR 3.8, Porsche *Tech:* Tyres



## JULY 2018

**Cover Story:** GT3 RS Generations  
**Inside:** 987 Cayman Ultimate Guide, new 991.2 GT3 RS driven, Paris-Dakar 959 explored, 'sleeper' 930 Turbo, *Tech:* 944 servicing, Porsche People: Hanns Herrmann, Porsche Human Performance, Panamera Sport Turismo UK drive, *Modifying Guide:* 986 suspension



## AUGUST 2018

**Cover Story:** Buying: 964  
**Inside:** 991 GT3s: first generation versus second generation, 986 Boxster racer, new pre-production Macan driven, restored 928, unique Sauter 356 Roadster explored, the '£55' 3.2 Carrera, *Tech Guide:* 996 Suspension, *Modifying Guide:* 997 exhaust systems



## SEPTEMBER 2018

**Cover Story:** £10k convertible Porsches  
**Inside:** Flatnose 964 Turbo S, 912: the last affordable classic Porsche? 919 Hybrid Evo Nürburgring record lap witnessed, Carrera T in Wales, 'Mad Max'-style 986 Boxster TV star, Porsche tractors, *Modifying Guide:* 914 suspension, *Tech:* 986 Boxster track prep



## OCTOBER 2018

**Cover Story:** RPM Technik 996 CSR EVO  
**Inside:** Buying: 968, Singer Vehicle Design DLS 911, 911 SC road trip, 919 Hybrid driven, New Macan revealed, classic 930 Turbo, Macan Performance Pack tested, *Modifying Guide:* 924 brakes, Patrick Dempsey interview, *Tech Guide:* off-road in the Cayenne

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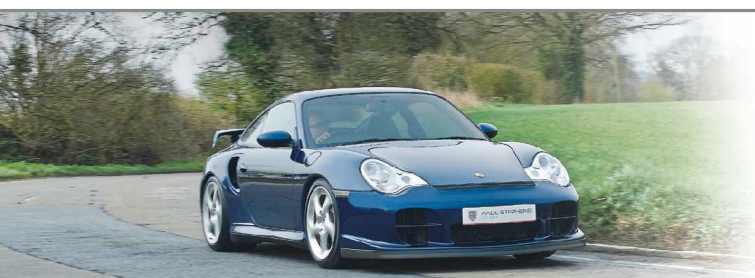


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Analogue Automotive <a href="http://www.analogueautomotive.co.uk">www.analogueautomotive.co.uk</a>	✓	✓	✓	✓		✓	✓	✓	✓	✓				✓	✓		✓	✓
Ashley Insurance <a href="http://www.ashleyinsurance.co.uk">www.ashleyinsurance.co.uk</a>									✓									
Autofarm <a href="http://www.autofarm.co.uk">www.autofarm.co.uk</a>	✓	✓				✓		✓			✓			✓				
Autostrasse Tel: 01376 562922														✓				
Berlyn Services <a href="http://www.berlyn-services.co.uk">www.berlyn-services.co.uk</a>	✓																	
Belgravia Garage <a href="http://www.belgraviagarage.com">www.belgraviagarage.com</a>														✓				
Bilstein <a href="http://www.bilstein.com">www.bilstein.com</a>															✓			
Bodytechnics Tel: 01753 505911 <a href="http://www.bodytechnics.co.uk">www.bodytechnics.co.uk</a> The bodyshop for prestige vehicles. Porsche Centre approved body repairer		✓																
Braunton Engineering		✓	✓			✓	✓	✓			✓			✓	✓		✓	✓
Britemax <a href="http://www.britemax-direct.co.uk">www.britemax-direct.co.uk</a>				✓														
Cameron Sportscars Tel: 01220 892244														✓				
Carrera Engineering <a href="http://www.carreraengineering.co.uk">www.carreraengineering.co.uk</a>			✓			✓	✓	✓							✓			
Cargraphic <a href="http://www.cargraphic.com">www.cargraphic.com</a>	✓		✓			✓	✓	✓		✓	✓				✓			✓
Charles Ivey Specialist Cars <a href="http://www.charlesivey.com">www.charlesivey.com</a>	✓	✓	✓	✓		✓	✓	✓		✓	✓			✓	✓			✓
Chesterfield Diagnostics/Repairs <a href="http://www.chesterfielddiagnostics.com">www.chesterfielddiagnostics.com</a>	✓		✓	✓		✓	✓	✓		✓	✓			✓	✓			✓
Classic Additions <a href="http://www.classicadditions.com">www.classicadditions.com</a>	✓																	
Club Auto Sport <a href="http://www.clubautosport.co.uk">www.clubautosport.co.uk</a>	✓					✓									✓			
CMSPorsche Tel: 01952 608911 / <a href="http://www.cmsporsche.co.uk">www.cmsporsche.co.uk</a>	✓	✓	✓	✓		✓	✓	✓		✓	✓			✓	✓			✓
Covered Storage <a href="http://www.coveredstorage.co.uk">www.coveredstorage.co.uk</a>																✓		
Dansk Tel: 07000 911993							✓											
Design 911 <a href="http://www.design911.com">www.design911.com</a>	✓	✓	✓				✓	✓		✓				✓	✓			✓
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DS Motorwerks <a href="http://www.dsdmotorwerks.co.uk">www.dsdmotorwerks.co.uk</a>		✓				✓								✓				
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Eibach Suspension Tech Tel: 01455 286524															✓			
Elephant Racing <a href="http://www.elephantracing.com">www.elephantracing.com</a>															✓			
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Elite Direct <a href="http://www.elitedirect.com">www.elitedirect.com</a>															✓			✓
Engine Builders Supply Co. Tel: +1 775 6731300	✓		✓	✓		✓	✓			✓	✓					✓		
Export 56 Tel: 01908 216661					✓				✓		✓	✓						
Gantspeed Engineering <a href="http://www.gantspeed.co.uk">www.gantspeed.co.uk</a>	✓	✓	✓	✓		✓	✓	✓		✓	✓			✓	✓		✓	✓
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Hartech Tel: 01204 302809 <a href="http://www.hartech.org">www.hartech.org</a> Firewood Works, Firwood Ind. Est, Thicket Ford Road, Bolton, BL2 3TR						✓					✓			✓				
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Jasmine Porschalink UK <a href="http://www.jasmine-motorsport.co.uk">www.jasmine-motorsport.co.uk</a>	✓	✓	✓			✓	✓			✓	✓	✓		✓	✓			✓
Jaz <a href="http://www.jazweb.co.uk">www.jazweb.co.uk</a>	✓		✓			✓	✓	✓			✓			✓	✓		✓	✓
JZM <a href="http://www.jzmporsche.com">www.jzmporsche.com</a>	✓	✓	✓			✓	✓	✓		✓	✓			✓	✓		✓	✓
Karmann Konnection <a href="http://www.karmannkonnection.com">www.karmannkonnection.com</a>	✓		✓			✓	✓	✓		✓		✓		✓	✓		✓	✓



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Northway Porsche Specialists <a href="http://www.northway.co.uk">www.northway.co.uk</a>			✓			✓	✓	✓					✓	✓			
Parr Motorsport Tel: <a href="http://www.parr-uk.co.uk">www.parr-uk.co.uk</a>	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓		✓	✓
Paragon <a href="http://www.paragongb.com">www.paragongb.com</a>	✓	✓	✓			✓	✓				✓		✓	✓			✓
Paul Stephens Specialist Cars <a href="http://www.paul-stephens.com">www.paul-stephens.com</a>											✓		✓				
PCT Cars <a href="http://www.pctcars.co.uk">www.pctcars.co.uk</a>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓
Peart Insurance <a href="http://www.peart.co.uk">www.peart.co.uk</a>									✓	✓							
Performance Direct <a href="http://www.performancedirect.co.uk">www.performancedirect.co.uk</a>									✓	✓							
Performance Marque <a href="http://www.performancemarque.com">www.performancemarque.com</a>									✓								
Peter Morgan Consulting <a href="http://www.porscheinspections.com">www.porscheinspections.com</a>								✓									
Pie-Performance <a href="http://www.pieperformance.co.uk">www.pieperformance.co.uk</a>	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓		✓	✓
Porsche Cars GB <a href="http://www.porsche.co.uk">www.porsche.co.uk</a>											✓						
Porsche Club GB <a href="http://www.porschedubgb.com">www.porschedubgb.com</a>					✓							✓					
PortiaCraft Tel: 020 8959 1604													✓				
911 Virgin <a href="http://www.911virgin.com">www.911virgin.com</a>													✓				
Pro 9 <a href="http://www.pro-9.com.uk">www.pro-9.com.uk</a>			✓											✓			
Promax Motorsport <a href="http://www.promaxmotorsport.com">www.promaxmotorsport.com</a>	✓										✓		✓				
PR Services <a href="http://www.prs356.com">www.prs356.com</a>		✓											✓				
Ramus Porscha <a href="http://www.ramusporscha.com">www.ramusporscha.com</a>	✓	✓			✓	✓			✓		✓		✓	✓			✓
Regal Autosport <a href="http://www.regalautosport.com">www.regalautosport.com</a>	✓		✓			✓	✓	✓			✓		✓	✓		✓	✓
Redline Racing Tel: 01642 751911											✓						
Revolution Porsche <a href="http://www.revolution-porsche.co.uk">www.revolution-porsche.co.uk</a>	✓	✓	✓	✓		✓	✓	✓					✓	✓		✓	✓
RGA Porsche Tel: 0207 7931447		✓	✓			✓	✓						✓	✓		✓	✓
RPM Technik Tel: <a href="http://www.rpmtechnik.co.uk">www.rpmtechnik.co.uk</a>	✓	✓	✓	✓		✓	✓	✓			✓		✓	✓		✓	✓
RPM Specialist Cars <a href="http://www.rpmspecialistcars.co.uk">www.rpmspecialistcars.co.uk</a>	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓	✓	✓		✓	✓
RSJ Sports Cars <a href="http://www.rsjsportscars.co.uk">www.rsjsportscars.co.uk</a>													✓				
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Specialised Car Covers <a href="http://www.carcoversuk.com">www.carcoversuk.com</a>	✓																
Specialist Cars of Malton <a href="http://www.specialistcarsltd.co.uk">www.specialistcarsltd.co.uk</a>	✓	✓	✓		✓	✓	✓			✓	✓	✓	✓	✓			✓
SpeedArt <a href="http://www.speedart.de">www.speedart.de</a>											✓						
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Tognola Engineering Tel: 01753 545053						✓											
TWG Motorsport Tel: 01733 332911													✓				
The Wheel Restorer Tel: 01978 352980 <a href="mailto:sales@thewheelrestorer.co.uk">sales@thewheelrestorer.co.uk</a> Unit F7, Bersham Enterprise Centre, Rhosyllen, Wrexham LL14 4EG																	✓
Yorkshire Classic Porsche <a href="http://www.yorkshireclassicporsche.co.uk">www.yorkshireclassicporsche.co.uk</a>	✓	✓	✓	✓			✓	✓		✓		✓	✓				✓



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