

PORSCHE 911 T * 996 GT3 * CAYMAN 987/981 * CAYENNE * 944 TURBO * 912

911 & Porsche

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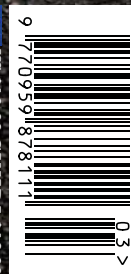
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UP FRONT

£50k is a lot of money for a Porsche, but it's all relative if you're getting a lot of Porsche for your £50k

£50k 911s? That's a reasonable amount of money for sure, but when a new Golf GTI can cost close to £40k, with some tasty options, and a new 911 can quite easily be over £100,000, then perhaps not. And besides, with finance being the preferred option for sales new or secondhand, it's the monthly figure that counts. Whatever, it seems to be the sweet-spot for modern 911s as witnessed by the price convergence of 996, 997 and 991 models gathered for this month's cover feature.

I must confess the idea for this story came rather from the realisation that a 991 could now be bought for close to £50k (or bang on £50k for a private sale), while late 997s in C4S form were heading to £50k and

“ At this price level, what you're getting is going to be good. It has to be ”

beyond, with 997 GTs well beyond. And then there is the resurgence of good 996 Turbos, which not that long ago were on the floor price wise. That's the full gamut of modern 911s, albeit in variations on the theme, rising and falling to meet market and demand, which I guess has to be a good thing.

One thing is certain with this: at this price level, what you're getting is going to be good, with no ifs and buts as to condition and history. Quite simply, it has to be. Sure, a 991 at £50k is going to have perhaps higher than average miles, but then it's going to have age on its side. A 997 at £50k is going to be a late model gen 2 and in peak condition, likewise a 996 Turbo. These are cars that you can get in and drive and not have to worry about beyond routine maintenance, which for a lot of buyers counts for a lot. In other words, you get what you pay for...

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PORSCHE

THIS MONTH



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ALL THE PORSCHE NEWS AND VIEWS

NEWS

Countdown for the new 992 generation 911 begins *
Fleet of 18 991 GT3s for sale * 60% of Panamera
buyers opt for E-Hybrid * Mission E to get three
power levels * 718 Boxster/Cayman big in China



NEXT-GEN 911 IS NEARLY READY

More power and performance is a given. But will the next 911 also pack petrol-electric power and autonomous driving capability?

Hybrid energy, increased performance across the board and more luxury and tech features than ever before. That's Porsche's exciting plan for its next-generation 911, codenamed 992 and due to be revealed later this year.

As Porsche puts the final development touches on its next instalment of the evergreen 911 line, near production-ready mules have been spotted circulating both at the company's Zuffenhausen HQ and facilities around the globe. The new model is thought to be based on the same MMB platform technology that underpins the current Type-991 911 model range.

That platform was all new for the first-generation 991 back in late 2011. Despite

the carry-over core architecture, the new 992 promises to be a radical departure, by the 911's evolutionary standards at least. In this context, it's worth remembering that the 996 and 997 variants of the 911 were based on the same core platform. Many view the 997 as a major step over its direct progenitor.

For the 992, arguably the most obvious visual change involves significantly increased tracks front and rear. It's thought the car's length and wheelbase will remain largely unchanged. The hybrid steel and aluminium structure of the MMB platform as seen in the 991, meanwhile, will be further optimised for weight and stiffness.

As ever, a full range of 911 variants are

in development. The core Carrera models are expected to run an evolution of the current 911 Carrera's 3.0-litre turbo flat six. Power will grow by around 15hp, making the base Carrera good for around 385 metric horsepower and the Carrera S good for 435hp. However, the Turbo models are expected to make a major leap forward in power and performance.

Thanks to enhancements derived from the monstrous 700hp GT2 RS model, output from the Turbo's 3.8-litre flat six will grow from 540hp today to around 600hp. Porsche will also up the Turbo S's ante from 580hp to 640hp. The result? All Turbo models will sprint to 60mph in well under three seconds and be capable of

This 992 Cabriolet is just the latest of several 992 mules spotted testing and the most production ready yet. Carrera and Turbo coupés have also been seen in the wild



HELLO TURBOS, GOODBYE MANUAL?

Does the 992 spell the end of the 911's naturally aspirated engine and manual gearbox?

You could argue this is a moot point. Already, naturally aspirated engines are only fitted to very limited edition 911 models like the GT3. Likewise, the vast majority of 911s – well over 90 per cent – are ordered with Porsche's PDK automated transmission. And yet, somehow, it will still be significant if the 992 entirely dispenses with both atmospheric engines and self-shifting cogs.

Neither, however, is a certainty. Rumour has it Porsche originally planned to drop the manual 'box for the first generation 991 Carrera only to row back at the last moment due to demand for manual gearboxes in North America. Moreover, manual has certainly been making something of a comeback of late. It's been reintroduced to the GT3 following appearances in the super-special 911 R, along with the Cayman GT4 and Boxster Spyder, all of which were only available with manual 'boxes.

The new 911 T also indicates that Porsche sees a market for at least ostensibly back-to-basics models. The same applies to the GT3's flat-six screamer. Porsche has managed to keep that relevant longer than many expected, too. So, here's hoping both the manual 'box and the atmospheric flat-six will survive just one more generation.

significantly more than 200mph.

Inside, the new model takes upmarket cues from the latest Panamera and Cayenne models. That will include additional LCD screens, including a further panel in the driver's instruments and a larger high definition display in the centre console, plus more connected features and even greater luxury. Further driver aids to augment existing systems such as Porsche Rear-wheel steer and active anti-roll system are odds on, too.

Whether Porsche will add some level of autonomous driving capability is unknown, but could prove a defining feature of the new model, not to mention a source of significant controversy. If the move to water cooling, PDK boxes and electric steering offended Porsche purists, what will they make of a 911 that can drive itself?

Whatever happens on the autonomous front, the feature that almost certainly will

prove pivotal for the 992 is hybrid power. Full details aren't known, but the 911's rear-engine architecture is actually well suited to hybridisation. The battery and electric motor can be forward mounted and drive the front axle, leaving the existing combustion package to power the rear.

The big test will be whether Porsche can shrink the electric components sufficiently to minimise the impact on both the front luggage compartment and the overall mass of the vehicle. Major advances in battery capacity are expected in the next few years including the use of solid-state technology. But that probably won't be ready in time for the hybrid 992. Relatively conventional lithium-ion battery packs and limited all-electric operation are therefore likely.

So the countdown has begun and we'll be sniffing out all the details, with more next month, no doubt.



FLEET OF 18 GT3S FOR SALE

The ultimate barn find?

Here's a happy tale for anyone who has recently struggled to acquire an allocation for one of Porsche's low-volume specials based on the 911 sports car. How about a set of 18 identical delivery-miles Type-991 911 GT3s, all in white and with Clubsport spec including carbon-fibre buckets and user-friendly steel brakes?

That's precisely what's popped up in the car classifieds of Dutch website Marktplaats. The GT3s are being offered by Oldenhof Cars in Enschede in the Netherlands. Built in 2015 for

the European market in left-hand drive, the cars were originally ordered for a one-make race series in an unspecified location. As Clubsport cars, you get a rear cage, six point harnesses and a fire extinguisher thrown in.

The identity of the actual owner of the cars has not been revealed by Oldenhof, though it is said that the batch of GT3s actually comprised three further units which are being retained. Some amateur sleuthing on the internet suggests the cars may have been acquired in 2015 for the Istanbul Park track in Turkey.

Plans were apparently afoot to run a one-make arrive-and-drive series in co-operation with Porsche and alongside the Porsche Driving Experience facility at Istanbul Park. If so, it's not clear what exactly scuppered the plans.

Whatever the original intention, the cars are currently for sale at €134,500 a pop or around £120,000. However, if you're willing to take the entire batch of 18, the unit price drops to €121,500. Serious enquires to pietoldenhof@gmail.com or +31 (0)6-53182374.

So that's where all the 991 GT3s went. While most folk struggle to buy one, someone's managed to buy a whole fleet, which is now surplus to requirements

PACK YOUR BAGS!

The early bird catches the road tripping worm

2018 is but a teetering toddler but it's worth booking up a few slots in your diary if you don't want to be disappointed. How about the annual trek to Dinslaken in Germany for the Porsche Freunde get together on the 1st of May?

Over 2000 Porsches from all over Europe descend on the Dinslaken Trabrennbahn Showground, making it one of the largest Porsche shows in the world. To help ease the pain of organising the trip, Fasttracktours.co.uk can help with logistics and 911uk.com is a good forum to head for to find out more. Tickets are 25 euros a pop for a car with two occupants. Dinslaken also just so happens to be a two-hour jaunt from a certain 14.2-mile circuit. The place to go for more info is porschefreunde-1mai.de.

Back in Blyth, the local equivalent is Simply

Porsche at Beaulieu in the New Forest on the 31st May. Upwards of 800 Porsches attend and awards in several categories are contested. Tickets are £10 in advance or £12 on the day for adults and £5 and £6 for kids. Find out more from

beaulieu.co.uk/events/simply-porsche.

The Porsche RS Day at Oulton Park circuit on March 9th is another annual stalwart and now in its 18th season. It's popular enough that track slots are sold out for this year, but you can still pop along and see what the fuss is about, observe some track action and maybe even hitch a ride. If you're interested in taking part next year, booking should be available in September or October on msvtrackdays.com. Of course, the real highlight of the Porsche social season is the 911&PW Picnic,



traditionally held in late September at Mapledurham House in Oxfordshire. May we suggest you keep your late September weekends free and your scanners peeled later this summer for further details.

It may not seem like it right now, but the summer show season will be here soon enough

OUR TAKE

PORSCHE'S ELECTRIFYING FUTURE

Whether it's the next-gen 911, early sales figures for the new Panamera or plans for the Mission E, if there's a common thread to this month's news it's electrification. We've been here before, of course. In fact, there was a Porsche-badged hybrid way back in 1900, the Lohner-Porsche.

In the intervening period, there have been several false electric dawns. Indeed, one such false start occurred around seven or eight years ago when the big brands in auto manufacturing talked up EVs only to scale back plans. Cars like Audi's stillborn R8 E-tron were among the casualties. But this time it looks like it's really happening. Every single major car brand has new pure-electric models planned for launch over the next two years.

Porsche's entrant will be Mission E and in many ways it will be the most interesting new Porsche in memory. Apart from all the technical wizardry, it will be intriguing to see how well Mission E fares. Porsche is used to dominating the segments in which it operates, but Mission E's specifications are already being made to look old hat thanks to the staggering 1000km range and sub two-seconds to 60mph claims Tesla is placing on its upcoming new Roadster model.

Meanwhile, Henrik Fisker's eponymous startup is readying a second-gen EV boasting so-called solid-state battery tech that could make even the Tesla Roadster look off the pace. In other words, things are moving incredibly fast in the emerging electric car market and even the likes of Porsche, which has been so very assured with its products over the past two decades, could be left looking thoroughly flat footed. Mission E could be a defining product. But it could also be a complete flop if Porsche falls behind a fast-moving technological curve. Exciting – but risky – times lie ahead.





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The Öhlins Club Sport kit uses technology derived from Touring cars and GT3 racing but in this version, the shocks are also set up for street use. With the Club Sport kit you will cut seconds of your lap times compared to the standard setup on the racetrack, and you are only a few clicks away from the street comfort setting.

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PANAMERA HYBRID IN STRONG DEMAND AS PORSCHE PUSHES FORWARD WITH BOLD EV PLAN

Mission E production car is just the beginning

The plug-in hybrid version of the latest Panamera is proving a sales smash. Meanwhile, Porsche is pressing on with development of the production version of the Mission E concept and plans for further pure-electric models, including an SUV. Overall, Porsche reckons this electromobility plan is its most ambitious project ever and will require a major overhaul to its entire structure and production facilities.

Porsche says around 60 per cent of new-generation Panamera deliveries in Europe thus far have been optioned with hybrid drive. The new Panamera plug-in model went on sale in June 2017. Some European territories are buying it almost exclusively over conventional alternatives. Both Belgium and Norway are plumping for the plug-in at a rate of over 90 per cent, Porsche says.

Porsche sells multiple plug-in E-Hybrid variants of the Panamera, all offering a pure-electric range of 50km or a little over 30 miles. Indeed, the flagship Panamera is now the Turbo S E-Hybrid, a 680hp petrol-electric powerhouse. The success of the plug-in Panamera will no doubt bolster confidence in Porsche's electromobility plans, including a hybrid variant of the next 911, the status of which appeared to be in limbo until recently.

However, the really radical inflection point will come when Porsche launches a production version of the Mission E concept in 2019. The pure-electric car will offer a range of 500km, sprint to 62mph in just 3.5 seconds and support fast charging of 80 per cent of battery capacity in just 15 minutes, Porsche says. The productionised Mission E will also require a rejig of Porsche's Zuffenhausen manufacturing facility.

"It is the most ambitious project we have ever taken on", says Member of the Executive Board for Production and Logistics, Albrecht

Reimold. "Resource-efficient production methods are of the highest priority for Porsche, and are also being factored into the restructuring of our traditional plant in Zuffenhausen for the production of the first purely electric Porsche", explains Reimold. By 2019, there will be a brand new plant at Zuffenhausen, a factory within the factory. "Our goal is to achieve CO2-neutral production. We are completely on schedule. The Mission E will be on the market by the end of the decade."

To pull that off, Porsche is investing no less than one billion euros into the Mission E project, around 700 million euros of which will go towards the production facilities at the headquarters in Zuffenhausen. A new paint shop, dedicated assembly area and an 800-metre-long conveyor bridge for transporting the painted bodies and drive units to the final assembly area are being constructed. The existing engine plant is being expanded to manufacture electric drives. Body construction will also be expanded and a total of 1200 new jobs are being created. There will also be additional investments related to this, for example in the Weissach development centre.

Planning beyond the first Mission E model is also underway. "We are already thinking about derivatives of the Mission E", says Reimold. "We are also planning additional purely electric vehicles and investigating relevant segments. We are working with Audi on a joint electric vehicle architecture for the long-term future."

Porsche isn't providing any further details at this point, but it's thought the next pure-electric Porsche will be an SUV. The SUV segment as a whole is booming and competing luxury brands including Jaguar and Audi are choosing the SUV as the launch segment for their own first foray into pure-electric cars.

Porsche's Hybrid models are proving to be a sales smash, with 60% of Panamera customers opting for the E-Hybrid version

MISSION E TO OFFER THREE POWER LEVELS

Fast, faster and, well, f'ing fast

As the pure-electric Mission E project approaches its 2019 launch window, news suggests that Porsche is planning three power levels for the new EV. Said to use existing and familiar branding from the Porsche stable, such as S, GTS and perhaps even Turbo, the three models will offer 300kW, 400kW and 500kW respectively.

That translates into roughly 400hp, 525hp and 650hp. The three levels mirror the triple-tier product stack that Porsche's likely main rival in the high performance electric market, Tesla, offers currently. The Model S can be had in 75D, 100D and P100D. In Tesla's case, the numbering reflects the capacity in kWh of the Model S's lithium battery packs.

There are also claims Mission E will be more competitively priced than previously thought with the entry-level model clocking in at a starting price of £60,000. Once again, that roughly aligns Mission E with the Tesla Model S. Porsche has also indicated that the introduction of electric powertrains opens up the possibility of unlocking performance and features post-purchase. In other words, it may be possible to upgrade one of the cheaper models, in performance terms at least, for a fee even after delivery much like downloading a software update for a smartphone.

The final production version of Mission E will be given a new name and goes on sale in late 2019. Porsche is also planning to

work on a network of so-called supercharging stations to allow owners access to the car's ultra-fast charging capability, which Porsche argues is a better approach than loading the car with an absolutely massive battery.

Three power options and a starting price of £60,000 rumoured for the Mission E



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1971 Porsche 911S Targa-stock-09174

This stunning 1971 Porsche 911S Targa featured here with matching number, includes the Certificate of Authenticity, and is available in its original gorgeous color combination code#1810 Albert Blue with tan interior and is an older restoration. It comes equipped with a manual transmission, Fuchs wheels, OEM radio, original owner's manual and includes the jack, spare tire and tool kit. It also has a detailed engine bay and is an extremely clean and presentable example which is highly collectible and mechanically sound

For \$135,000



1970 Porsche 911E Coupe-stock-08936
The 1970 Porsche 911E Coupe shown here with matching numbers is available in white with black interior. It is equipped with a 2.2-liter engine, air conditioning, Fuchs wheels, OEM radio and includes the spare tire and toolkit. An excellent original car and a very presentable example which is mechanically sound. This is a highly collectible Coupe.

For \$59,500



1995 Porsche 993 Cabriolet-stock-08994
This very low mileage 1995 Porsche 993 Cabriolet featured here with 17,115 on the odometer is available in black with grey interior. It comes with its original paint and a very desirable color combination. It is being offered for sale with a clean Carfax and is equipped with a Tiptronic transmission, air conditioning, OEM stereo, power windows, power steering, power seats, solid wheels, soft top and includes the jack, spare tire, air compressor and tool kit. An extremely presentable low mileage example which is mechanically sound.

For \$59,500



1997 Porsche 993 Cabriolet-stock-09003
This very presentable 1997 Porsche 993 Cabriolet shown here with a very low 30,061 miles on the odometer is available in this highly sought-after color scheme of black with tan interior. It comes with a clean Carfax and is equipped with a manual transmission, air conditioning, power windows, power steering, power seats, solid wheels, soft top and includes the spare tire, jack and tool kit. This is one of last of the air-cooled Porsches which is also mechanically sound.

For \$59,500



1967 Porsche 911-stock-08824
The 1967 Porsche 911 featured here is available in red with a black interior. It is equipped and upgraded with a 911T engine with a manual transmission, dual Weber carburetors and comes with Fuchs wheels. This is a very presentable car with endless possibilities. Don't miss this opportunity to climb into an early 911 ownership at a great price.

For \$39,500



1986 Porsche Carrera-stock-09111
The 1986 Porsche Carrera shown here is available in this highly desirable color combination of black with black interior. It comes with a clean Carfax and is equipped with a manual transmission with a 3.2-liter engine, air conditioning, sunroof, Fuchs wheels, power windows, original owner's manual, service documentation and includes the tool kit. A very presentable example which is mechanically sound.

For \$37,500



1995 Porsche 993 Sunroof Coupe-stock-08248
The 1995 Porsche 993 Sunroof Coupe shown here is available in this original gorgeous color combination of Aventura green metallic with grey interior. It is equipped with a 6-speed manual transmission, air conditioning, power windows, power steering, power seats, OEM stereo and includes the original owner's manual, spare tire, tool kit and air compressor. It has had the same owner since 1995 and is mechanically sound.

For \$36,500



1991 Porsche 964 Cabriolet-stock-08890
The 1991 Porsche 964 Cabriolet is shown here in Grand Prix White with black interior and comes with a clean Carfax. It is equipped with a manual transmission with a 3.6-liter engine, air conditioning, power windows, power steering, solid wheels, soft top and includes the jack, spare tire and air compressor. A very presentable weekend driver and is mechanically sound.

For \$34,750



1996 Porsche 993 Cabriolet-stock-09016
The highly popular 1996 Porsche 993 Cabriolet featured here is available in this very sought-after color combination of black with tan interior. It is equipped with a manual transmission, air conditioning, OEM stereo, power windows, power steering, solid wheels, soft top with boot, air compressor and includes the spare tire and tool kit. This is one of the last of the air-cooled Porsches and is mechanically sound.

For \$34,750



1984 Porsche Carrera Targa-stock-09182
The 1984 Porsche Carrera Targa shown here with matching numbers is available in its original Color Code#027 Guards Red with black interior. It comes equipped with a manual transmission, air conditioning, power windows, Fuchs wheels and includes the tool kit and spare tire. An excellent original California car which is mechanically sound.

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1989 Porsche Carrera Coupe-stock-08055
The 1989 Porsche Carrera Coupe featured here with matching numbers is available in its original special-order color Code#378 Baltic Blue Metallic with tan interior. It comes equipped with a manual transmission, air conditioning, power windows, power seats, sunroof, MOMO steering wheel and includes the original owner's handbook, jack and spare tire. It is an excellent original car in a desirable color combination and is mechanically sound.

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1996 Porsche 993 Cabriolet-stock-09016
The air-cooled 1996 Porsche 993 Cabriolet shown here is available in this vibrant color combination of blue with grey interior. It comes equipped with a 6-speed manual transmission, air conditioning, power windows, power steering, power seats, solid wheels, drilled rotors, soft top and includes the tool kit and spare tire. It is a very presentable weekend driver which is mechanically sound.

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1977 Porsche 911S Targa-stock-09037
This excellent original 1977 Porsche 911S Targa shown here with matching numbers and 86,492 on the odometer comes in its original color code#027 Guards Red with black interior. It is equipped with a manual transmission, air conditioning, power windows, cookie cutter wheels and includes the spare tire. A very presentable weekend driver which is mechanically sound.

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PORSCHE FIRMS UP LE MANS PLANS AS LMP1 PROGRAMME WINDS UP

Victory tour for 919 racer and four-strong entry in the GT class at Le Mans

From hero to zero, but not before a quick victory tour. That's the ultimate end game for Porsche's smash-hit LMP1 race programme in the form of the multiple Le Mans-winning 919 Hybrid racer. The 18th of November last year was its final competition outing and the 919 has now been fully retired. However, Porsche's endurance racing activities are far from over thanks to the confirmation of a four-strong works entry for the 2018 endurance racing season this year.

Likewise, the 919 isn't quite ready for a quiet life on the museum floor. Porsche is planning an extensive farewell tour for 2018 before the 919 finally hangs up its slicks at the factory museum in Stuttgart. While that is going on, Porsche will be prepping and then deploying its largest ever works activities in the GT class of the World Endurance Championship and IMSA WeatherTech Championship. Each team will field two cars throughout the season and join forces at Le Mans to enter a four-strong works effort at the famous 24-hour race. Specifically, the Porsche GT Team will

contest the GTE-Pro class of the FIA World Endurance Championship (WEC). In the number 91 Porsche 911 RSR will be Gianmaria Bruni and Richard Lietz, while Michael Christensen and Kévin Estre will man car number 92.

Over in the IMSA series, one of the most successful driver pairings for Porsche join forces again in 2018. Reprising their victorious IMSA outing in 2015 will be Nick Tandy and Patrick Pilet in the 911 RSR with the starting number 911. In the number 912 sister car, the two-time Le Mans overall winner Earl Bamber and the Intercontinental GT Challenge and Blancpain Series champion, Laurens Vanthoor, form a world-class driver duo.

As for customer cars competing in the various fields, they get an upgrade, too. The successful 911 GT3 R customer racing model will receive a tweaked parts kit, which can be used to update all 2016 and 2017 models, and includes a new front lid for the optimisation of thermal management and side flicks to improve the aero balance.

The 919 LMP1 Endurance racing programme may be over, but Porsche is planning a big GT offensive for 2018 with a full four works entered 911 RSRs

PORSCHE OPENS 100TH CHINESE SALES SITE

China also becomes biggest market for the 718 sports car line

China is already Porsche's single biggest market. Last year, Porsche found homes for roughly 70,000 cars in China, only slightly fewer than Porsche's sales for the whole of Europe. Overall, Porsche sold in the region of 250,000 cars worldwide.

Historically, Porsche has sold big numbers of SUVs in China. But now it says China is becoming a major market for sports cars, too. In fact, China is now also the largest single market for the 718 model line. Porsche China sold around 6500 718 Boxsters and Caymans in 2017. Clearly the Chinese have fewer hang ups about the transition from flat-six to flat-four power.

With all that in mind, it's perhaps not a complete surprise to find that Porsche's latest sales site in China counts as its 100th in the country. The new Porsche Studio in the huge metropolis of Guangzhou is an innovative sales concept similar to the Porsche on Sylt site located on the German North Sea island of the same name.

Both locations are designed to allow a more direct and informal contact between Porsche and potential customers. The new Chinese premises are centrally located in a luxury shopping mall, offering customers an insight into the complete range of the brand's services, both in person and in virtual formats. A major element of the new showroom is the ability to allow customers to configure digital representations of their chosen model via iPad devices and view the results on large format displays.

A Porsche Experience Centre will also be opened in Shanghai in spring 2018. It will be the fourth such location globally, the first of which was the good old UK Experience Centre at Silverstone. It's just another measure by which China is becoming one of if not the most important customers for Porsche.



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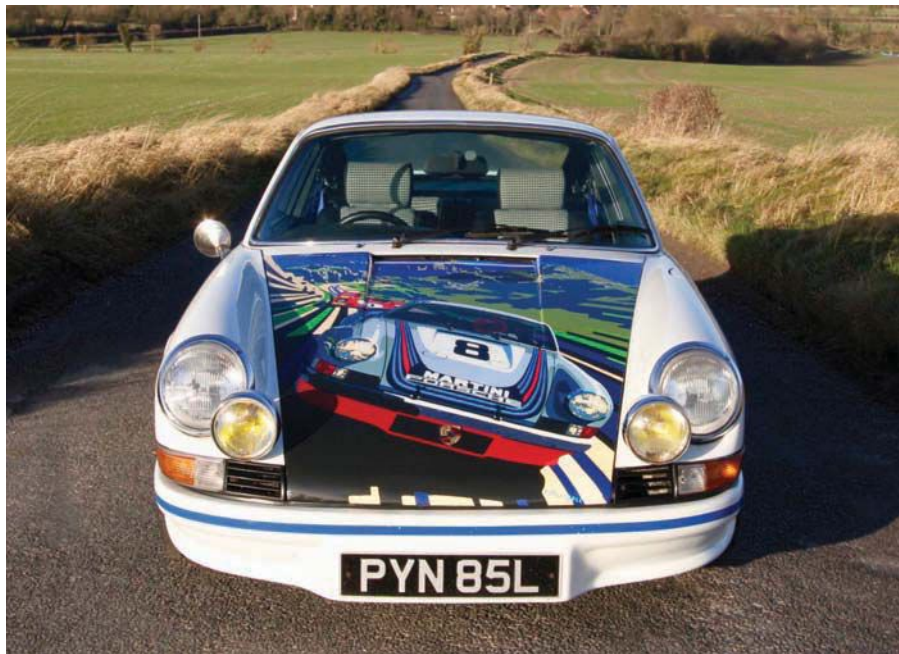
PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership

IT'S A WRAP

Mission Motorsport's good works for charity are well documented. Their upbeat shizzle involves providing training and rehab opportunities for UK armed servicemen injured in the line of duty through the medium of motorsport. Now Mission has an added string to its charitable bow. In a new collaboration with award-winning artist Tim Layzell, Mission is offering an art car-wrap service. The work is carried out by a team of wounded soldiers forging a new career in cutting-edge vehicle graphics. The panels and graphics are available in limited edition and known as Carrera takes Targa. It's all based on one of Layzell's best known works, itself celebrating Porsche's 1973 Targa Florio win. Just 10 commissions will be completed at Mission's Oxfordshire HQ. The price is £2500 plus VAT. Contact livery@missionmotorsport.org for more info.



LIGHTWEIGHT LOUVRES

Form or function? That is the question. Cleverly, our friends at Porsche fanciers Car Bone have come up with a single-answer solution. Car Bone, of course, are based in Poland and get up to all kinds of period-Porsche antics, including reproduction badges and stickers, control panel restoration and more. Anyhow, Car Bone's latest comprise these 1967 911R-style polycarbonate quarter lights with louvres. They're shaped just like the standard windows and even allow the original seals to be reused. The clever bit is that the louvres don't have holes as standard, allowing the period lightweight look without the impracticality of actual apertures. However, Car Bone can also supply the windows with the louvres vented and fully functional. Grab a pair for \$400 or around £300 plus shipping and taxes from car-bone.pl.



CLOCK THIS

Dashboard wart or motorsport-related wonder? If the latter has long been your view of Porsche's Sport Chrono kit, complete with dash-top dial, then may we suggest you clock Porsche's latest desktop timepiece. Inspired by the aforementioned dash-mounted dial, the clock not only features alarm and countdown functions. The alarm tone is an original Porsche engine sound. Nice. Time is displayed in both analogue and digital formats. Both 12 and 24-hour display options are supported. Date display can also be either day-month-year (ie British and correct) or month-day-year for our crazy American cousins. The final flourish involves a genuine carbon-fibre dial insert. The overall height of the clock is approximately 11.5cm and it's finished in black and anodised silver. Snag yours from the online shop at porsche.com for £190 or your local Porsche Centre.





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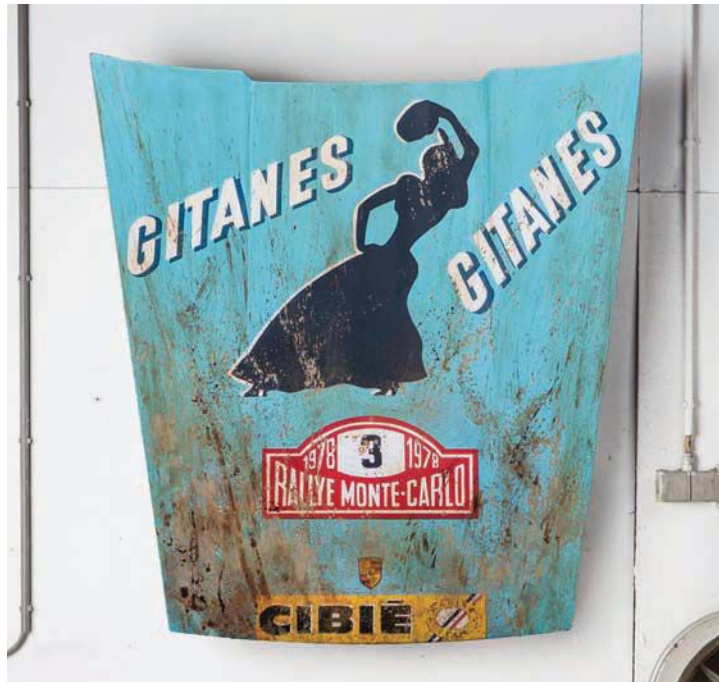
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HIGH-END HOODIE

Old 911s never die. They become wall art. At least some of them do according to After the Race, a Belgian duo that transforms parts of period 911 Porsches into wall art. Among the multiple options are genuine G-series 911 bonnets painted and patina'ed to capture both the livery and the life-well-lived of a period endurance-racing Porsche. The works are hand made, not printed stickers, with riveted backplates signed by the artist. You can choose from a range of liveries via online order form, following which the commission is delivered within four weeks. The genuine G-series hoods weigh in at 15kg, but you can also opt for a repro' polyester alternative that clocks in at just 5kg. Prices are 4911 euros for the original metal hoods and 2911 euros for the plastic repros or about £4350 and £2750 in old money from aftertherace.be.



OFF-THE-SCALE MODEL

Do not adjust your iPad. Neither does the magazine page lie. This magisterial 1:8 scale model from Porsche does indeed cost £10,000. It's mega money for any model. But then this one is a bit special. So what exactly do you get for your £10 grand? Aside from the epic 1:8 scale and the almost deranged level of resin-hewn detail, that is? Not only a model recreating the precise specification of the 1970 Le Mans-winning 917 replete in its so-called Salzburg livery. But also original signatures of the very men who won the race, namely Richard Attwood and Hans Herrmann. Made to order with a four to five week lead time, the 917 Salzburg is available from the Driver's Selection shop on porsche.com. You can also swing by your local Porsche entre and negotiate the alighting of £10,000 in return for this very special scale model.



964/993 TO 915 TRANS

Fresh from the guys at Patrick Motorsports comes this clutch and flywheel package that will allow you to bolt the 3.4- and 3.6-litre engines from the 964 and 993 models to your 915-series transmission in your hot-rod 911. The complete package consists of a lightweight (9.5lb) 225mm flywheel, Centerforce high-pressure clutch plate and dual-friction carbon/Kevlar disc, flywheel bolts, starter ring gear, clutch release bearing and all necessary mounting hardware. Each component is also available separately. Patrick Motorsports carries a comprehensive range of flywheel and clutch components to suit virtually every application, from stock to race. So, whatever your needs, get in touch with the Arizona-based company. For further information on all these products, visit the website at www.patrickmotorsports.com.



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- Dr. Peter Venkman, Ph.D



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ULTIMATE RS

It's sometimes easy to forget how it all began with a mere 130hp from a diminutive 2.0-litre flat six. Top speed? Only just on the far side of 130mph. Zero to 60mph in over eight seconds. Some 50-odd years hence, the 911 has morphed into a 700hp, 211mph monster. Zero to 60mph? So little time, it hardly matters. Of course, the latest GT2 RS is a sold-out special, not a main-series model. But a 911 it undoubtedly is with its rear-engine architecture and signature sloping-roof silhouette. Hell, even the base-model 370hp Carrera is an almost unfathomable quantum leap over the 1963 original. And yet much of the DNA undeniably remains. To help you ponder the implications of all that, why not pick up a copy of this suitably beefy 1:18 scale model of the new GT2 RS in Weissach Package trim for £287 from porsche.com.



WIDEBODY WONDER

Plump of arch and broad of tail, the 1974 911 RSR was once the kind of widebody wonder that only existed on racetracks. Today, Porsche offers umpteen different widebody styles from a mere 4WD Carrera to the monstrous GT2 RS, the latter now so fast the poor old period racer wouldn't see which way it went. Still, there's a certain romance and purist appeal that no amount of modern turbocharged ponies can capture. Unlike this 1:43 scale Spark model in resin. It's a fully liveried homage to the 1974 edition of the 24 Hours of Le Mans and the number 60 911 RSR, helmed by the Striebig, Chateau and Kirschoffer trio. Just 54 of these 3.0-litre endurance warriors were built and they now trade hands for millions. But you can have this model, available now from Grand Prix models at grandprixmodels.com, for just £53.95.



A PRETTY PORSCHE

What's the prettiest Porsche ever made? Among 911s, some would say the early SWB models. A standard 356 coupe is surely in with a shout. The delightful, delicate 904 is no doubt among the most pulchritudinous of Porsche racers. If you fancy a little left-field action, how about an early 2.5-litre 986 Boxster, amber indicators and all? Yup, the competition is seriously stiff. And it surely includes this Abarth-bodied competition car, the 356 GTL Abarth Carrera. Abarth lopped off fully five inches from the standard 356's height to create the GTL. Elimination of bumpers took a similar amount from its length. All told, the result was a reduction in frontal area of around 15 per cent and 50kg lower kerbweight and a car that finished second in class on its first 'Ring outing. This model captures the GTL in 1961 Le Mans trim. Yours for £53.95 from grandprixmodels.com.



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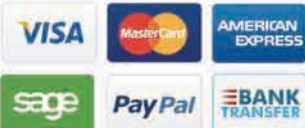
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LETTERS

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SATISFIED CUSTOMER

As a subscriber, and having graced the pages of *911&PW* with my Vesuvius 993S a few years ago, I have been on the lookout for a 911 replacement for my 968 Sport, which I've recently restored. I always read the Tried & Tested slot at the back of the mag and in the Feb 2018 issue I saw the white Carrera 3.2 at Ashgood Porsche nr Heathrow, London.

I called and chatted to them and arranged to drop by the next day. I left, not with the 3.2, but a manual 997.2 Carrera! I dealt with a great sales guy and then Mike, the owner. What a fantastic business. I got a great price for my 968, before I'd even made an offer on anything, and then we dealt on the already well-priced 997.

I spent several hours there, chewed the fat, drooled at the Ruf 911s they had there, and test drove anything I wanted from a massive stock and felt no pressure at all. So back to 911 ownership in the smoothest possible way I could ever imagine, and having found the place, this is where I will source all my future Porsches. Tried & Tested worked well for me, albeit in a backward sort of way!
Ben Grewcock, via email

Steve Bennett replies: Nice to know, Ben. As you will see, Ashgood helped us out with our £50k 911 test in this issue, with a 997 and a 991.

BACK IN THE REAL WORLD

It was with a sense of *deja vu*, that I read 'Tech topics' in the latest issue (Feb 2018) of *911&PW*. I too have been faced with a MOT advisory for the steering rack pipes on my 996. Armed with Chris Horton's real world 'DIY' solution to Porsche's own 'easy life' manufacturing solution, I booked my car in with a local garage. That's to say a good garage, but not a Porsche specialist, that may have its own pre-conceived ideas of how to do these things, or just slavishly follow the Porsche workshop manual way. And besides, a pipe is a pipe and a connector is a connector. To use that hackneyed term – 'it's not rocket science.'

My mechanic concurred with this pragmatic approach and instead of replacing the entire pipe, with the associated labour involved, he removed the original and now leaking crimped connector, and reconnected the PS pipe with a couple of jubilee clips and hand tightened them. Easy and a lot less fiddly than the Porsche way, which is only really practical on the assembly line. Indeed I reckon I could have easily done it myself, but life is so much easier when a car is on a lift and you can actually stand underneath it, rather than grovel on hands and knees inside the wheel arch.

It wasn't all good news, though. Rather like the 996 featured, with the front apron off, the air con condensers and rads had likewise seen better days, but then regardless of mileage, it is nearly 20-years old.

John Munson, via email

Tech topics to the rescue. Reader, John Munson, fixed his leaking power steering pipe for a fraction of the potential cost

SELLING OUT

Seume to sell *El Chucho* (*911&PW* Feb 2018 issue)? Surely not! Have we not all shared this journey with the man? I feel let down. But then actually, thinking about it, I almost feel reassured.

Like Keith, I'm an inveterate tinkerer and modifier, never happier than when in the midst of a project. Like he says it's as much about the 'journey' as the result and the satisfaction of 'creating' something rather than just buying.

I've never really confronted the issue before, but being realistic, I've rarely hung on to a car for very long once I've finished it. I mean, what would I do with myself? Of course if I were a rich man, I would keep all my projects, but sadly I usually sell to release cash for the next 'build.' Maybe the same is true for Keith, or maybe it's because we tell ourselves that the next project will be a keeper, when deep down we know it will be nothing of the sort.

Still, after the now not so shocking revelation, I'm intrigued as to what Keith replace *El Chucho* with...

Henry Allan, via email

Steve Bennett replies: Wonder no more, Henry. Keith has gone modern, which is as shocking as Porsche making the switch from air-cooled to water-cooled...





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THE USUAL SUSPECTS



JOHNNY TIPLER
International Porsche
adventurist

When it comes to exceeding the speed limit, there's apparently one rule for Johnny Tipler and another for the Old Bill. In his case, once a boy racer, always a boy racer, and he's been at it again, clogging up the courts and the speed awareness rehabilitation courses, with not a hint of shame

CANDID CAMERA

My dad was keen on a TV show called Candid Camera, in which victims were unwittingly set up for a humiliating pratfall that was caught on film. Kinda like You've been framed. Ho! Ho! Ho! Speed cameras perform a similar function, except if you get snapped by enough of them in a three-year period it's bye-bye to your licence and no laughing matter at all. Sure, they're there for a reason, but I have to say that three penalty points and a £100 fine for passing (a new one at 35mph in a 30mph limit struck

me as a bit steep. Especially when, a week later, a second transgression when travelling at 75mph on an average speed-monitored section of the A12 earned me the lesser evil of a Speed Awareness course. The last one I attended, the chap in charge asked why I was speeding, and I answered, truthfully, "because I like going fast." That went down well... I'm an inveterate speeder, always have been, so I make no excuses: just bung me on the derestricted Autobahn!



Not much to smile about when you're caught by one of these...

BOMB THE BAN

A UK ban means just that, so the irony was not lost on me when, a decade or so ago, I drove a Prost-Peugeot V12 F1 car around a French racetrack whilst stymied by a driving ban in Blighty. I managed six laps before spinning off, but nevertheless there was a powerful sense of yah-boo-sucks to the banners. Conversely, a few years later, Les Flics confiscated my licence after camera-targeting me as I motored at full speed in a Boxster 987 along a brand-new stretch of Autoroute, leapfrogging the Tour Auto retinue which my colleague and I were covering. A month's disqualification in France was not a great imposition, and neither, as it happened, was the €125 euro fine (they'd said at first it would be €750), except that my colleague's licence was at that precise moment in the custody of the Yorkshire constabulary (*speeding on the A1 in a Viper Green 997 GT3 RS. Ed*), causing some consternation, and only an insurance document naming us allowed them to release us – and the Boxster – with the proviso that he drove from then onwards. When I got my first Porsche, a 3.2 Carrera, it wasn't long before I also bought a Beltronics radar detector, based on the firm conviction that I would be going appreciably faster than before. Actually, it wasn't that, it was just that I could suddenly afford one, along with the car. Anyway, mes cher amis Les Flics confiscated that, too, as they are – or certainly were – illegal to own, let alone operate, in La Belle France. Having been diligently concealing the device beneath the passenger seat whenever I passed through towns and villages, it was spotted by a pair of motorbike cops loitering at an

Autoroute payage, and after much argy-bargy I was made to pay 500 Francs (in those pre-Euro times), and they kept the detector, too. Coming right up to date, my last couple of offences – as well as a speeding citation in New Zealand (see *911&PW Kiwi Capers*) driving a 997 C4S – prompted me to fork out for another

detector, this time a discrete Genevo One M, which appears to recognise motorway and roadside cameras, though as yet it hasn't spotted a mobile camera van or jam sandwich lying in wait for the unwary speeder. So, as yet, it doesn't seem to do anything more than the good old TomTom did, but one day we shall find out, for sure.



JT's latest radar detector has yet to prove itself out in the field, but at least he's still got it, unlike a long lost Beltronics detector, which is presumably still gathering dust in a cupboard in a French police station

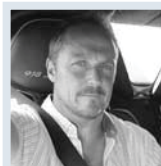
Say what you like about them, but *911* & *Porsche* World's elite squad of journalists and Porschephiles have opinions aplenty on all manner of automotive matters. And this is where they get their two-pages' worth



DAN TRENT



STEVE BENNETT



BRETT FRASER



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GROW PRO

Still with cameras, nowadays it seems that every racing car has to have a GoPro mounted on it, to provide ego-massaging footage or promo for a sponsor. True, we do see some remarkable out-takes, such as Kenny Brack manhandling a GT40 in the wet to overhaul the whole field in the Goodwood Revival's Tourist Trophy, and I can watch epics like that all day. And I've used GoPros with some success myself when covering stages on an event like the Monte Historique, so it's not the camera itself that I have an issue with. What I'm objecting to is the appending of GoPros and their ilk onto the roll-over hoops of classic sports-racing cars and single seaters, because they spoil the lines of the car. The extended roll-hoops are bad enough, aesthetically – though of course I appreciate that they save lives, which their flimsy predecessors probably didn't do back in the day. OK, a GT40, 911 or 917 can accommodate a camera within the cabin,

but a 550 or 718 Spyder's cockpit offers no such attachment points: either you fasten it to the roll-hoop or clamp it onto the bodywork. But these are historic racing cars and, as such, the attachment of a movie camera in such an ostentatious way is an ugly anachronism. Somewhere like Goodwood, which prides itself in 'vintage' fashion correctness at the Revival, should

take a stand and declare them unacceptable – apart from during qualifying. Fat chance, of course; the racing footage gleaned is often fantastic. The solution may be miniaturised cameras that aren't so prominent, but, for the moment, I don't bother to photograph a car on track that's sporting a prominent GoPro. What's that? Get over it? Oh, all right then!



Sir Stirling Moss in his 718 Spyder. It's all period correct, right down to the trademark helmet, save for the appendage of a stick on camera

BASEMENT BARGAIN

Well, six months on, and the love affair with Tessa the 986 Boxster S continues unabated. Ahead of covering the Monte Carlo Historic Rally (bent on following the antics of Jürgen Barth and Roland Kussmaul in their 924 Turbo), I've had the 17in "Boxster S" wheels powder-coated and shod with Vredestein's winter boots. Where we go in the Ardèche, the Vercors and the Alps, sometimes venturing onto live stages, winter tyres are absolutely *de rigueur*. But here comes the "however": the 986, with the best will in the world, is a tight fit for this 6-footer, and there's no realistic possibility of sorting out a perfect driving position, which you can easily do with a contemporary 996, or a 987 for that matter. What's coming now, then?! Could it be another 996? Well, maybe... So, I've been perusing the on-line sales sites (not to mention our classifieds in *911&PW*), looking at what's hanging in the bargain basement. Not such a grim prospect as it used to be. It'll be a 3.4-litre car, Tiptronic, 4WD C4, Cabriolet body, and probably Arctic Silver. Possibly weirdly-hued upholstery: Wimbledon green, anybody? A smidgeon under £10 grand. High-milers? Not necessarily; though 70K is probably the lowest I've seen. But do we care, provided the service record's reasonably up to date? Some say that the higher the mileage the more likely it is that issues like the IMS bearing will have been dealt with long ago, and anyway the 3.4 has two rows of bearings in its IMS race and is therefore stronger than the gen 2 996's 3.6 motor. That's the downside of an old 996 that's fallen off the desirability radar and into the hands of the Porker paupers. But actually, there are enough opportunities out there that have been cared for. Now, can I live with a Cabriolet? After all, the Boxster's top comes

off, and a hard-top is always an option. The 996 Cab hard-top is a rather bulbous affair, but in the same way as there are a couple of aftermarket Boxster hard-tops out there that go some way to replicating a Cayman, maybe there's a similar coupe style lid for the Cabriolet. Or, go the other way and turn it into a Speedster? In convertible context, the 996 Cab's lines are pretty sleek, and there's nothing wrong with a zany interior – my Boxster's is flesh-tone pink, after all. And what about Tiplertronic? (See, they even borrowed part of my name to identify it – and if only they paid me a Royalty for the privilege...). There is method in the madness, and it has to do with the quest to replace Mrs T's battered Alfa 156; she has specified an automatic, and she does love a Boxster. You see where I'm going with this? The full hairdresser: a 996 C4 Tiptronic Cab! Well, you say, why not fork out a little more and get yourself a manual gen 2 C2 like you had before? For the simple reason that Pig Energy was hived-off expressly to fund a new

bathroom in the building site we call home (and garnering massive Brownie points in the process), and, being as I'm currently cooking in the dining room and washing up in the bathroom, I have to be a bit more circumspect about further spending. So, if I allow a ceiling of £10 grand, it might just see me back in 911 territory, albeit the cheapskate end. You might point out that, not so very long ago, a 3.4 could be languishing a couple of thou less than that, but find one now. On entering the £10K benchmark in the search engine, straightaway Auto Trader proposes three coupés and a Cabriolet – all silver, and PistonHeads comes up with one blue Cab with hardtop. All high miles, bar one, though the blue Cab's had an engine rebuild. But I'd better not take too long over this; we recognise that 996 values have turned a corner, and they'll carry on going up as more people aspire to Porsche ownership, the affordable side of air-cooled prices, and that means that, come the Spring, others will be on the trail, too.



A 996 Cabrio for £10k? Better get your skates on Johnny

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FROM DUBS TO PORSCHE

The term 'enthusiast' covers a broad range of Porschephiles – at one end of the scale is the proud owner of a superbly-maintained example of the marque, while way out at the other end of the spectrum we find the likes of Phil Jarvis – a passionate collector with an eclectic (and quite impressive!) mix of vintage, classic and modern vehicles...

Words: Paul Knight Photography: Paul Knight & Phil Jarvis

Phil Jarvis has been passionate about cars since childhood and, as a teenager, he purchased his first car – a bright yellow VW Beetle. Of course, like most teenagers that grew up in the '80s, he loved the styling and sound of the legendary Porsches of the era, but the price tag was a bit strong for a 17-year-old, hence he opted for the budget VW option. The VW thing was more than just a flash in the pan, though, and Phil went on to modify and tune various old Volkswagens over the years. Today he still owns a bevy of his favourite VWs, including a beautifully restored Aussie-import Split screen Camper, a '58 Beetle, a superb '52 Split window Beetle and perhaps the wildest of all his classics, an ex-fire service Split screen van, which he drag races. It's no slouch, either...in fact, it's currently the second-

quickest Type 2 in Europe and is capable of smashing most superbikes on the quarter mile! The 2387cc 4-cylinder motor runs Weber 48IDA carburettors (machined out to 51.5mm) and, thanks to a 180hp shot of nitrous, it currently pushes out an impressive 467hp, which has pushed it on to an 11.422-second quarter mile at 117mph. To put this into perspective, the GT3 makes similar power (500hp, naturally-aspirated etc) and will hit 60mph in 3.4-seconds (PDK-equipped), while Phil's VW van hits 60mph in just 3.01-seconds! Phil told us, 'The motor is currently being reworked and I'm hoping to be back on the track in the spring, hopefully setting a new European record, too.'

Now, you'll probably have noticed that there are some early Porsches in these photos, and also some pretty rare historic VWs, too. And this is what we love about

Phil's passion – it covers everything from pure vintage right through to modern sports and collectors' cars. When he's working in London, Phil might choose his 996 Turbo to make the trip from his hometown of Albrighton in Shropshire a fast and fun journey. And then, at the weekend, he could be drag racing his VW van, or even taking his wartime Schwimmwagen out for a drive in the country (and a dip in the river, too). Phil is all about enjoying his cars, and we love that he makes the most of them all at every given opportunity. After all, a wartime Schwimmwagen is an incredibly rare vehicle these days and many collectors would consider this to be a museum piece. Not Phil – he loves nothing more than putting it to work, and has even met up with other likeminded Schwimmers to create a flotilla of these super-rare and historic vehicles! Phil commented, 'I'm not what

Immaculately restored 912 is just the tip of the Phil Jarvis Porsche/VW collection



you'd call a wartime collector or anything like that – I'm just a fan of all things VW and Porsche, and wanted to know more about the engineering and workings of the vintage forerunners to the classic air-cooled, rear-engined cars'. He continued, 'Plus it's pretty cool to drive a car into a river or roll through the town with a decommissioned machine gun on the back of your vehicle!'

When we visited Phil to photograph his restored 912 (more on this car shortly), he asked 'Would you like to see the 1943 Kübelwagen?', which he promptly fired up and drove out of the workshop. It's not every day we get the chance to enjoy looking around such a rare vehicle, and it was great to learn that Phil's example was fully road legal and ready to roll. Of course, the guns are all properly decommissioned, and the grenades were replicas (!), but that doesn't detract from the fact that this thing turns the heads of fellow road goers like nothing else!

Phil explained, 'I've owned a few 356s in the past, but I fancied either an early 911 or 912 hence, when my friend, Steve Walker, offered me his US-import 912 at a decent price, I snapped it up'. The car is a '68 model and, when Phil picked it up, it was the typical ex-California project, i.e. running and driving but a little rough around the edges and in need of some TLC.

Phil explained, 'My buddy, Paul Lippett, and I stripped the car back to a bare shell, which was then handed to Andy Finch of Spike's Vintage Restoration in Essex to be stripped, repaired and repainted.' He continued, 'To cut a long story short, once stripped back to bare metal, the body turned out to be in great condition, requiring only a few minor repairs before it was ready to be refinished'. What followed was exactly what SVR is famed for – a show-quality paint job. The process included epoxy primer, high-build primer, plenty of block sanding, more primer and finally the Porsche Blut orange (the original Tangerine colour) base, which was clear-coated and buffed to perfection.

Phil tackled the mechanical overhaul and the painstaking reassembly of the car at home, while Anthony Ward at Dubholstery handled the interior retrim.

The car was originally supplied with steel wheels but Phil sourced a set of 14-in Fuchs (the 'comfort' option), which were hand-polished and detailed by his friend, Buzz Adams. Fitted with period-correct Avon tyres, they look great on this superbly restored 912.

Phil told us, 'I purchased a turn-key 1720cc motor from Karmann Konnection, which provides a little extra pep, but otherwise it's mostly factory-spec throughout.' The end result is perhaps one of the nicest 912s out there, and a tribute to Phil's dedication.

Phil joked, 'I really like this car but I recently took it to a show where it was parked near an almost identical tangerine 912, which made me wonder if it's perhaps a little too 'normal' for my taste!' He continued, 'But don't worry, I'm not about to modify this one...' instead he's keeping an eye for an early Outlaw 911 to join the fleet!

Speaking of Outlaws, it's the '58 356A, which stands out as perhaps the most striking car in Phil's collection. Phil has owned this car for several years and, until

912's interior refurb was handled by Anthony Ward at Dubholstery



“ Phil is all about cars and making the most of them at any given opportunity ”



Which one's Phil? He's the one being supported by a bunch of his mates! Middle: The 356A is an Outlaw hot-rod work of art



HISTORY
 We can't delve into the history of all Phil's cars, so we'll stick with the 912. Developed alongside the 911, the 912 was launched in April 1965 and used the 1600cc flat-four from the outgoing 356 detuned slightly to 90bhp. It came as standard with a four-speed gearbox, but most buyers specced the optional five-speed. As a basic alternative to the 911 it proved popular enough and was in production until 1969. For many years the 912 languished behind the 911, but now it's having its day in the sun as a sought after 911 alternative

Mad VW Split screen van/drag machine has 467bhp nitrous boosted flat-four and will cover the quarter mile in 11.422 secs

recently, it was essentially a stock looking car, which had been painted red at some point in the past. Phil had enjoyed driving the car for some time but described it as 'an older restoration, which was needing a little TLC here and there.' And so, having been impressed with the quality of work provided

With just a few small issues on the sills and the bottoms of the doors to fix, the car was soon prepped for paint. Phil explained, 'I had asked Andy to paint the car in a factory hue known as Turkish red but then I stumbled across a car whilst surfing the net one evening and I fell in love with the

plates covering the bumper iron apertures – these also mean that Phil can refit the bumpers in the future should he choose to.

Phil commented, 'I've driven it to a few European meetings so far but I've also had a few mechanical issues...oh, and an engine fire, too!' A misfire led to the car coughing back through one of the carburettors and setting fire to the aftermarket foam air-cleaner but, fortunately, Phil had a fire extinguisher to hand and managed to catch it before things got out of hand. However, the mechanical issues include the destruction of the gearbox whilst tuning the car on the rolling road, which pretty much ended the 2017 season for this car. The good news is that the gearbox has been fully overhauled and is back in the car now, and the engine is running (and looking) great, hence Phil is waiting for the 2018 show season to start as he's itching to get this Outlaw back on the road and to have some fun with it. Keep your eyes peeled for this (or any of his cars) at a show near you! **PW**

“ Phil certainly knows how to pick a good project ”

by Andy Finch and his team at SVR when restoring his 912, Phil handed them the 356 and asked them to 'freshen it up' for the summer. However, as is so often the case, one thing led to another and before long the 'freshen up' had become a total overhaul. Yes, another bare metal repaint, and yet another straight body to start with... Phil certainly knows how to pick a good project.

colour.' The colour in question is from the 1955 model range and is called Terracotta. The racing stripe was added to break things up and to make the car look as unique as possible. Add to that the black-painted steel wheels with white lettering on the tyres and the slightly lowered ride height and things really start to take shape. We love the little details such as the blanking



Phil's passion for all things VW/Porsche related extends to military vehicles including a Kubelwagen (left) and Schwimmwagen



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Basalt black with black leather
52,000 miles**£34,000**



911 (997) "4S" 3.8 (06 - 2006)
GT Silver with grey leather
51,000 miles.....**£34,000**



911 (997) "2S" 3.8 tip (07 - 2007)
Silver with black leather
49,000 miles**£34,000**



911 (997) "2S" 3.8 (57 - 2007)
Midnight blue with black leather
63,000 miles**£34,000**



911 (997) "4S" cab 3.8 (07 - 2007)
Silver with black leather
62,000 miles**£34,000**



911 (997) "4S" 3.8 tip (56 - 2006)
Silver with ocean blue leather
51,000 miles.....**£33,000**



911 (997) "2S" 3.8 (07 - 2007)
Basalt black with black leather
45,000 miles**£33,000**



911 (997) "2S" 3.8 (57 - 2008)
Silver with black leather
58,000 miles**£33,000**



911 (997) "2S" 3.8 tip cab (07 - 2007)
Basalt black with black leather
62,000 miles**£33,000**



911 (997) "2S" 3.8 tip cab (55 - 2005)
Atlas grey with black leather
50,000 miles.....**£30,000**



911 (997) "2S" 3.8 tip (56 - 2006)
Silver with ocean blue leather
57,000 miles**£30,000**



911 (997) "2S" 3.8 (06 - 2006)
GT Silver with black leather
66,000 miles**£29,000**



Cayman "S" 3.4 pdk (63 - 2013)
Basalt black with black leather
19,000 miles.....**£43,000**



Boxster 2.7 pdk (14 - 2014)
Basalt black with black leather
19,000 miles.....**£34,000**



Boxster 2.7 pdk (62 - 2012)
White with black leather
28,000 miles.....**£31,000**



Cayenne "GTS" 4.8 tip (59 - 2009)
Basalt black with black leather
60,000 miles.....**£24,000**



Cayenne "GTS" 4.8 tip (59 - 2009)
Basalt black with black leather
57,000 miles**£24,000**



Cayenne "GTS" 4.8 tip (59 - 2009)
Meteor grey with black leather
60,000 miles.....**£24,000**



Cayenne "GTS" 4.8 tip (58 - 2008)
Basalt black with black leather
61,000 miles.....**£23,000**

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PORSCHE WANTED (2003 TO 2014)

Words: Dan Trent Photography: Antony Fraser

BACK TO BASICS

T for tremendous or taking the proverbial? We take a wintry drive in the 'purist' Carrera in an effort to find out



The pending denouement to the 991-era provides an interesting opportunity to take stock of where the 911 is at, where it's been and where it's headed in the future. And this car, the Carrera T, could be more important in the latter than first impressions may suggest.

To some it's little more than a stickered-up, special edition Carrera designed to prop up sales of a model on the brink of replacement. Some will scoff at Porsche exploiting a tenuous heritage link to convince us paying a premium for a base 911 stripped of its radio and back seats somehow marks us out as true purists, ready to enjoy "driving for driving's

sake" as the bump has it.

And hopes that the Carrera T might turn out to be one of those 'secret' specials, and a concession by Porsche that the mainstream 911 range had slipped a bit far down the GT end of the spectrum, seemed to have been dashed going by reactions from the launch. That this was held alongside the GT3 Touring was no accident, the Carrera T likewise held as proof that Porsche has been listening to criticisms and still builds cars for enthusiasts.

In the GT3 Touring's case that was to neutralise frustration among those who missed out on an R, Andreas Preuninger's assertion that Porsche is a carmaker

and "not a hedge fund" symbolising awareness within the company that the traditional 911 fanbase may have been left behind in the hype. The Touring is a welcome addition but perception remains GT product remains out of reach to those who don't have their local dealer principal on speed dial.

So to the T, the 911 supposedly for the everyman enthusiast. As you're likely already aware it's a Carrera with a little extra spring in its step, mainly thanks to lower gearing and some nominal weight-saving. The brochure attempts to rewrite history somewhat, claiming the original 1967 911 T inspiring it was "stripped down to the essentials" for those





911 CARRERA T

Model tested:	911 Carrera T
Engine:	3.0-litre flat six, twin turbo
Transmission:	7-speed manual
Body style:	2+2 Coupe
Economy:	29.7mpg (combined)
Top speed:	182mph
0-62mph:	4.5secs
Power:	365bhp at 6500rpm
Power:	332lb ft at 1700rpm-5000rpm
Weight:	1500kg

wishing to “conquer the road” and not simply a detuned base model intended to hit a price point.

Thankfully in this instance the engine hasn't been strangled and matches the base 991's 370ps/365bhp, the addition of Sports PASM, the PTV/limited-slip differential package and other features

But closer study of the details revealed that price was only £1759 shy of the Carrera S, which gets a lot of the same kit as standard and the uprated 420ps/414bhp power output. Under further scrutiny the two key selling points – reduced weight and more sprightly gearing – didn't really hold up either. To get the full

the whole point of the car.

And what about the reconfigured ratios? Turns out the 3.59:1 final drive fitted to the T is the same as that on the Carrera S and GTS. And not the hoped-for acceptance by Porsche that over-gearing for motorway refinement and emissions compliance has dulled response on more interesting roads. Worse, if you opt for PDK on the T you get the same 3.44:1 as the standard Carrera and a car that costs more and has identical performance but asks that you endure stiffer suspension and reduced sound deadening as proof of your manhood.

You'd therefore expect the conclusion to be “just buy a Carrera S and be done with it” then. And yet. Marginal gains can add up and it's just possible the T is one of the better recent 911s.

True, it's not quite the everyman 911 R we'd been sold in the original press releases. But Porsche knows more about its customers than noisy keyboard warriors think. While cars like that and the GT3

A manual shifter and a big hole where your PCM should be is proof of 911 manliness and the 911 T's hardcore credentials

“ It's just possible the T is one of the better recent 911s ”

previously reserved for the Carrera S help justify the near-£8000 premium over the Carrera on which it is based. Topped off with dark-painted 20-inch Carrera S wheels and stripes, the on-paper promise of an entry-level 911 with a little GT3 Touring spirit looked enticing.

20kg saving you'd need to accept a hole in the dash where your PCM would have gone and no seats in the back, most reviewers correctly identifying neither sacrifice was really worth the negligible weight saving. Yet by accepting the offer to option them back in for free you were kind of negating

Red always works well on the base models. Black wheels, mirrors and subtle stripe promise a hint of GT3





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Touring get credibility and column inches the real money is made on optioned up Carrera 4s and GTS models, whose buyers willingly stump up extra cash for PDK, rear-wheel steering, Sport Chrono, PDCC, extended leather trim and embossed headrests. Cars like the Carrera T won't make Porsche much money. But they are important for keeping the faithful happy. And introducing a little traditional rawness back into the regular Carrera is an effective way of doing it.

Trundling out of Porsche GB's Reading HQ and onto the M4 the hole in the centre console where you'd usually find the PCM unit is a bit of a shock, likewise the bare, carpeted rear cabin where the

seats would be in a regular Carrera. Credit to whoever specced the car for testing the purist principles of reviewers, though, this example getting the manual transmission and as close to the maximum weight saving as you can achieve. If there is in fact a purist's Porsche lurking in the publicity guff this Guards Red T will be the one to demonstrate it.

Thinner glass on the rear side windows and screen and pared back sound deadening mean tyre roar is the main soundtrack for the journey west and to the more interesting roads of South Wales, the previous week's blizzards prompting the press garage to switch to

winters but snow replaced by spray and constant rain. Aims of validating the T's promise as being "for drivers, not collectors" by recreating the grimy appearance of the car shown in the brochure won't be difficult.

With no music the only in-car entertainment available is to switch the standard, black-tipped Sports Exhaust (a £1844 option on the regular Carrera) to its louder setting. In the 911 way you don't get much from that on the motorway but as the roads get twistier and there's chance to rev the 3.0-litre six out a little more it's a welcome addition.

There are plenty of strong opinions about the 991's adoption of downsized,

To better the 911 T driving experience, you'll need to skip to the other end of the 911 range and a GT3





Fully loaded, the Carrera 4 GTS is the antithesis of the 911 T, but then you certainly can't accuse Porsche of not offering choices

BASIC OR BLINGED – IS THE GTS THE BETTER CARRERA SPECIAL?

Porsche's mastery of options up-selling has reached a bewildering level. Compared with a 'basic' Carrera S, one with all the options could, for example, have completely different suspension settings, a 50hp Powerkit upgrade, rear-wheel steering, PDCC active anti-roll and active engine mounts, and would, to all intents and purposes, drive like a different car despite wearing the same badge. It would also cost about £20,000 more.

In reality the changes possible on the options sheet are significant enough to merit an entirely different model name. Which is where the GTS comes in, combining as it does a choice selection of options under one desirable badge and proving quite how broad a descriptive term 'Carrera' now is.

Compare the car you see here with the T in the main feature. They're both ostensibly 911 Carreras. But against the T this Carrera 4 GTS gains four-wheel drive, a PDK gearbox and a host of technical goodies like the aforementioned rear-axle steering and self-stiffening engine mounts. With 450ps/444bhp it's also considerably more potent, packing an additional 85ps/84bhp and 74lb ft over the T's Carrera-spec 3.0-litre turbo six, worth nearly 10mph on the top speed and slashing the 0-62 from the manual T's 4.5 seconds to just 3.6 seconds.

Negatives? It's around 100kg heavier, a figure all but the most purist-minded won't be too bothered about given the perceived all-weather advantages of its all-wheel drive chassis. At £120,924 it's a burly £30,000 more than a lightly-optioned T though, a figure that's harder to overlook given it's not a massive leap from there to the Turbo in all its 540hp glory.

Yet for all the philosophical and mechanical differences the T and GTS share a similar job, given they are intended to inject a bit of excitement into a range not that far off replacement. Having driven both as near back to back as possible which is more successful?

Certainly the GTS is more reflective of the way a significant number of Carrera customers spec their cars. PDK is seemingly *de rigueur* for most 991s, Sport Chrono, interior upgrades and many of the other features included in the GTS clearly popular additions.

It's also indicative of the general direction of travel the 991 has taken. The GTS is a faster and considerably more potent car than the T, the extra performance offering pace previously reserved for the more senior Turbo. Like that car the GTS combines astonishing thrust you can deploy confidently in all weather conditions with true GT levels of luxury and comfort. This combination of raw pace and refinement have been 911 attributes from the very beginning of course, the GTS benefiting from all the latest technology to enhance the experience further.

Is it the better car though? While the 'proper' Turbo has regained a little rawness and the 'lesser' Carreras, with this new T version as cheerleader, demonstrate the fundamental quality of the 991 platform there's a risk the GTS comes across as a little over-seasoned. The chassis gizmos add objective performance gains and there's no doubt the GTS has a wider range of ability. But by focusing on the essence of what enthusiasts love about the 911 the T may well be the more fitting climax to the 991 lineage. At least for the likes of us.





twin-turbo engines. However it's been achieved the T manages a convincing impression of the traditional 911 soundtrack though, that familiar low-end gruffness opening out into pleasingly hollow howl as the revs build. And once through the initial sponginess to the throttle the swell of turbocharged torque is something of a revelation if you've not experienced it before.

We may mourn the loss of naturally-aspirated character and instantaneous throttle response. But the truth is that at lower revs the atmospheric engines could

bog down, the real sweetspot only really apparent beyond 4000rpm with that tonal shift and increased sense of urgency 911 drivers have enjoyed from year dot. Fabulous when you were in the mood but increasingly difficult to enjoy, given the good stuff was often hidden behind tall gearing and difficult to appreciate at sensible road speeds.

The new turbo 3.0-litre isn't shy of revs and can still be driven the traditional way. But the increased flexibility and mid-range expand your options, the lack of inertia in the significantly oversquare boxer six

meaning much sharper responses than the in-line or vee-engines in rivals.

The fact the manual is the only version to benefit from the lower gearing means this must be the preferred choice for anyone considering a Carrera T. And it's such a delight to use you'd be missing out by ticking the box for PDK, never mind the £2786 premium. The difference is subtle but such is the flexibility of the turbo engine you're rarely out of the easy third to fourth shift for what we'll call spirited cross-country driving, the throttle action and pedal responses sufficient to make fancy footwork

Smaller Sports steering wheel is a worthwhile extra. The gaping hole in the dash can be filled as a no cost extra, too, likewise the rear seats (below). Doing away with the door handles in favour of a strip of fabric is a familiar Porsche weight loss trick



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fun without the head-nodding lurches you can get in a manually shifted, snappily clutched GT3 or R.

As such it's easier to make smooth progress, though the fact the only way to disable the auto-blipping in Sport or Sport Plus modes is to turn the stability control completely off remains daft. There's no lack of traction and even in these conditions you're driving well within the limits of the tyres and chassis. But the need to go without any electronic safety nets for the privilege of being able to do your own heel 'n' toe blips in the more assertive engine modes is infuriating, especially given there's a configurable Individual mode via the rotary selector on the steering wheel.

Accepting the need to man-up and deal with it you can at least set Individual up to have the Sport Plus throttle response and loud exhaust but keep the PASM dampers

in their default setting for the optimum road set-up. The Sport mode is there if you really want it but the suspension is already stiffer and 20mm lower than the standard Carrera's and for anything other than track work the standard setting is – just – the

seemingly minor details can have a transformative effect on your mood at the wheel. A degree of placebo effect is to be expected but the smaller 360mm GT Sports steering wheel – a £194 option on the Carrera – and the sharper feedback through

The 911 T is 20mm lower on its Sports suspension compared to standard 911 C2. PASM gives a Sport mode, too, but it's best left for the track

“ The standard suspension setting is the right side of assertive ”

right side of assertive, giving superb body control and just enough sense of flow to enjoy and exploit weight shifts in the traditional 911 manner.

One thing anyone who's ever enjoyed a Porsche of any era will appreciate is how

it from the stiffer suspension all help dial you into the driving experience. You can now option the rear-wheel steering fitted to the Turbo, R and GT3 (and optionally available from Carrera S and above) but, as it comes, the T hardly feels inert or cumbersome.

Below left: Lurking behind the intake and fans is the base 3-litre, 365bhp twin turbo, flat-six. Standard brakes look lost in 20in wheels



Porsche's integration of such technology is typically unobtrusive and more natural in feel than others using similar systems. And its aim of making the longer, larger 991 feel more like its smaller, more agile ancestors laudable. But its absence means one less bit of electronic filtration between your inputs and the car's reactions, Porsche's EPAS still a little springy in its initial movement but the harmony of the various control weights and reaction speeds seamlessly geared to satisfy keener drivers.

Any 911 will give you that of course. But as you lean harder on the engine you appreciate how the combination of locking differential and PTV torque vectoring (neither available on a Carrera but standard on an S) help deploy that trademark rear-engined traction out of the corners, even in the depths of winter. And without the stereo to distract you the

engine's turbocharged backing track becomes more apparent, the rush of induction air and whistle of the turbines accompanied by a quiet chuff of dump valves when you lift off the throttle. Porsche has worked hard to make its turbocharged Carrera engines sound and feel like naturally-aspirated ones but here the forced induction has nowhere to hide and, honestly, this is no bad thing.

If recent experience of a bells and whistles spec Carrera 4 GTS reveals anything (see boxout) it's how fundamentally sorted the 991 is. And how little it needs four-wheel drive, four-wheel steering or any of the other gizmos, at least at the kind of speeds you can appreciate on the public road. There are many ways you can make a Carrera faster, grippier and more capable but the T's traditionalist approach of less weight, lower gearing, stiffer suspension and a locking diff is

undeniably appealing. True, the number crunching may reveal some of those gains to be marginal at best. But the same could be said of the weight-saving benefits of PCCB brakes or active engine mounts.

At one level the T is, exactly as the cynics would argue, little more than a wheels 'n' stickers marketing special. To which the answer is to dig a little deeper in your pocket and buy a Carrera S.

At an emotional one it's more than that, though. Because in its own, quiet way the Carrera T is as close to being a back to basics Porsche as any modern 911 has been, R included. This is Porsche quietly challenging those who consider themselves enthusiasts to have the courage of their convictions. If we don't and the driving experience of the 991's successor comes smothered in further technology we'll only have ourselves to blame. **PW**

We asked and Porsche delivered. This is as close to a modern, back-to-basics 911 as we are likely to see



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DESIGN 911
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Words: Johnny Tipler Photography Antony Fraser

£50-GRAND DESIGNS

The marketplace for mid-range modern Porsche 911s has crystallised around the £50K mark, now benchmark for the most affordable 991s and the best 997s, plus exotics like the 996 Turbo. We put three Fifty-Granders to the test



Spoilt for choice! That is, if you've got designs on a modern 911 and you're armed with a budget of £50,000, because there are several interesting ways of spending it. Steering clear of the rarefied air-cooled coterie, let's assume you're after a modern 911 that you can use on a daily basis. We've reached a milestone where the cheapest 991s have eased back from their 2012 £72K showroom price to the £50-grand mark, and that is a significant yardstick. There are plenty to choose from: today's benefactors, Ashgood Cars, who are located a stone's throw from

Heathrow Airport, currently have half-a-dozen 991s in stock, all within a whisker of that £50K purse.

But you might prefer to venture into the realms of something a shade older and more exotic. So, if you're not necessarily stirred by the 991, you still might harbour a yen for a 997, which, after all, is just as well-made and, some say, retains more of the delicacy of feel and fluidity that's become veiled in the 991. In which case, how about the 997 C4S? That is a seriously lovely car, and represents the top of the conventional 997 range without getting involved with the more exotic GT3 and Turbo. Our third contender in the

notional £50-grand affair is the 996 Turbo, and today's offering has been kindly loaned to us by Paragon Porsche. Sure, at this budget – and the word 'budget' seems somehow incongruous, given that for many of us, £50K represents a veritable treasure chest – you could also take an even more sporting route and drive away in a gen 1 996 GT3.

Three modern Porsches, then, each presenting a different personality and slightly different hue. The 991 is Agate, the 997 is Meteor, and the 996 is Seal, making this a Grade A grey day. It's interesting to contemplate their dimensions, which vary less than might be supposed: the 991





contrives to look the bigger car, but the 997 C4S is marginally larger, while the 996 Turbo is fractionally shorter and lower, though a tad wider than the 991. (See sidebar for figures). This particular 991 C2S was first registered in March 2012 and has done 57,000 miles, with full Porsche Centre service history. The 997 C4S is scarcely two years older, registered in December 2010, since when it's clocked 52,000 miles with full main dealer history. Both these cars have 7-speed PDK transmission. Our counterpoint 996 Turbo is a 2004 car equipped with Tiptronic transmission, having done 56,500 miles with full service history.

We've gathered at the Chobham test track, AKA Longcross, where the previously luxuriant arboreal surroundings and former MoD tortuous trialling routes are being steadily eroded by the heavy manners of

the resident movie makers as they construct sprawling film sets for epics starring Messrs Bond and Potter. As our snapper beavers away beside the road course I shoot the breeze with Lynden, Ashgood's ebullient sales exec. 'The 991 is a completely new chassis, yet they've kept the bodyshell much the same size as the 997,' he observes. 'The C4 version of the 991 is slightly bigger, but all cars tend to do that with successive generations – even though parking spaces aren't getting any bigger. It's quite interesting to see that these examples of the three different generations are all about the same price – £50K – but I think there's still a bit in it as the 991 is still depreciating, whereas the 997 is pretty firm now, and in fact some of them are going up, especially the more sought-after versions like the C4S. The purist will tend to want the normally

SIZE MATTERS ...OR DOES IT? JUST HOW CLOSE IN SIZE ARE THE THREE INCARNATIONS OF THE MODERN 911?

Porsche 996 Turbo
Length: 174.6in (4435mm)
Width: 72in (1829mm)
Height: 51in (1295mm)

Porsche 997 C4S
Length: 177in (4495mm)
Width: 72.8in (1850mm)
Height: 52.2in (1325mm)

Porsche 991 C2S
Length: 176.8in (4491mm)
Width: 71.2in (1808mm)
Height: 51.3in (1303mm)

Evolutionary tail-end. 996 Turbo, 997 C4S, 991 C2S. In similar shades of grey, there's little to distinguish them



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Porsche 911 Turbo S (991)

Miami Blue | RUF Parts | 4,500 miles | Massive Spec | PCCB | Sports+ | Chrono | Reverse camera | PDK | Center Lock Wheels (2016)

£137,995



Porsche 911 Carrera 2S (991)

Agate Grey | Red Leather | 57k miles | PDK | 20" Carrera Alloys | Sports+ | Chrono | Bose Sound Package | PCM3 (2012)

£53,995



Porsche 911 Carrera PDK (991)

Carrera White | 39k miles | Lovely Spec | Xenon Headlights | Sports+ | Chrono | PDK | PDK | Bluetooth | Satellite Navigation (2012)

£53,995



Porsche 911 Carrera S (997)

Basalt Black | 62k miles | Extended Leather | Heated Seats | PASM | Chrono | Xenon Headlights | PDK | Gen ii | PCM3 (2009)

£39,995



Porsche Cayman 2.7 (981)

Platinum Silver | PDK | 32k miles | Sports button | Heated Seats | Upgraded Sound | Front & Rear Parking Sensors (2014)

£33,990



Porsche Cayman S 3.4 (987)

Carrera White | PDK | 56k miles | Black Leather Interior | Heated Seats | Parking Sensors | Xenon Headlights (2009)

£25,250



Porsche Cayman 2.9 (987)

Meteor Grey | PDK | 53k miles | Sports Chrono | Bluetooth | Bose Speaker upgrade | Full Porsche Service History (2010)

£22,995



Porsche Cayman 2.7 (981)

Guards Red | Manual | 39k miles | Sports Button | TPS | 18" Alloy Wheels | Air Conditioning (2014)

£29,995



Porsche Boxster S 3.4 (981)

Carrera White | PDK | 39k miles | PDK | Satellite Navigation | Bluetooth | Fold-in Mirrors | Front & Rear Parking Sensors (2012)

£32,995



Porsche Boxster S 3.4 (981)

Carrera White | Manual | 41k miles | Red Leather interior | Heated Seats | Sports Button | Satellite Navigation (2012)

£32,995



Porsche Boxster 2.7 (981)

Platinum Silver | PDK | 19k miles | Blue leather interior | Sports Button | 18" Boxster Wheels | PCM3 | Satellite Navigation (2012)

£27,995



Porsche Boxster 2.7 (981)

Basalt Black | PDK | 45k miles | Yellow calipers | 20" Carrera Alloys | Bluetooth | Wind Deflector | Front & Rear Parking Sensors (2012)

£27,995

997 CARRERA C4S

Model tested:	997 C4s
Engine:	3.8-litre flat-six
Transmission:	7-speed PDK
Body style:	2+2 coupe
Economy:	28mpg (combined)
Top speed:	185mph
0-62mph:	4.3secs (PDK)
Power:	385bhp at 6500rpm
Torque:	310lb ft at 4400rpm
Weight:	1585kg



aspirated non-turbo because of the engine noise, though the new ones are maybe appealing to the next generation.' Lynden readily admits he's a 997 fan: 'I think the 997 has more of a sports car feel to it, whereas the 991 is more of an executive car, and that applies to Porsche in general, including the 911s and the Boxster and Cayman; they've gone from being very well-built German sports cars to very quick executive cars. You've still got that Germanic feel about them because it's very well manufactured, but you jump in that 997 and instantly you feel you're in a sports car, whereas if you jumped in the 991 and you didn't have any badges to refer to and

someone said you're sat in a Mercedes or an Audi, you'd believe them. It's like a two-seater Panamera. They are very exclusive, very classy, bespoke almost, but not the sports car you expect to jump into in the same way that you would with the 997. But, at the same time, they have to keep up with the technology curve, and legislation too, which is why they went turbo.' Lynden wears his heart on his sleeve: he's not a fan of the 996. 'The aesthetics of the 996? One man's sculpture is another man's fridge. That business of the fried-egg headlight that everybody derided for so long has faded into history, and that very much went with the times. But it's still a

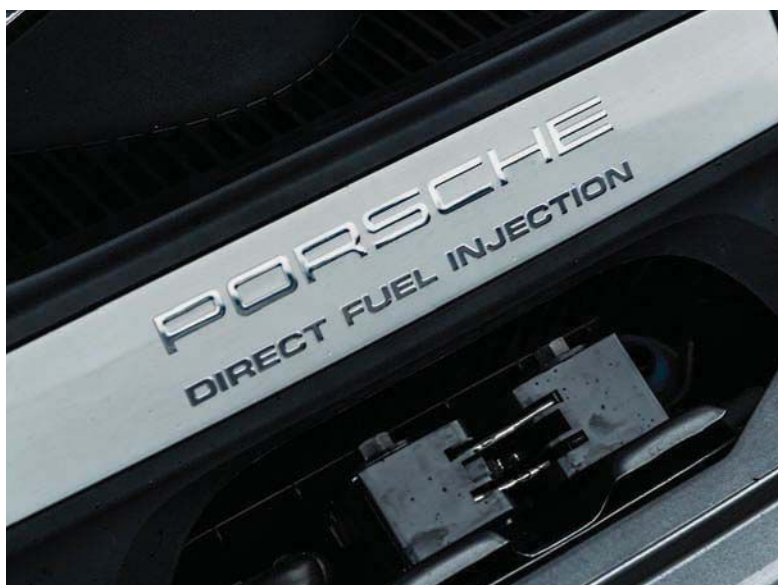
Marmite thing in the Porsche community: people either love the 996 or they don't. In any case, I prefer the more upright lenses of the 997.'

To focus on the design cues for a moment, the 996 was styled in the early-'90s by Pinky Lai under the auspices of Harm Lagaij, the 997 in 1998 by Grant Larson, and the 991 in 2008 by Michael Maurer. The progression is clear. Our three contenders are sufficiently different stylistically that preference and desirability boils down to the specification and driving experience; it's not a question of aesthetics, because they haven't necessarily improved the look of the 911 with the 991. 'It's very

Values for late model gen 2 997s are firming up nicely, particularly for C4S and GTS models

Compact cabin should be well equipped. Most buyers were happy to tick the options boxes. Black leather always a safe bet





Above: As ever there's not much to see in the engine bay, but gen 2 997s came with the DFI engine, which is important, because it's a lot more reliable than the gen 1 3.8-litre engine

subjective,' says Lynden. 'Regarding the proportions of the cars, if you were to look down on the 991 from above – the drone's-eye view – it looks a lot squarer, whereas the 997 is quite long and thin, while the 991's haunches look quite stocky on the road.' The 991's roof line is flatter, but the rear end gets ever higher, and the differences in the tail treatment are marked as well, particularly the rear light clusters; the 996 and 997 are similar, while the 991 rear lights have gone LED. The way the tails fall away is also different, and the 997 is the most sloping of the three, even allowing for the 996 Turbo's spoiler being erect. But what makes the 996 Turbo look its age, in this company, is those smaller wheels; if you put it on 19in diameter rims or the 20in of the 991 it would bring it closer in poise and stance to its younger siblings.

Here's a portentous tale: Ashgood had a customer who had bought a four-year-old 991 from a Porsche Centre, and after six

weeks he traded it in for a ten-year-old 997 C4S. Lynden puts a gloss on the story: 'When we got it, it still had over two-and-a-half years' warranty on it; we had a 997 C4S in stock which had only done 12,000 miles, and he part exchanged his 991 against it. Obviously, we gave him money

go back in time just to get the colour combo that suits you.' Like, a mint green 964 for instance? And there it is, I couldn't avoid mentioning a classic.

So, if the 991 is on a downward trajectory on the depreciation scale, can we assume the opposite is true of the 997 C4S and 996

“ Jump in the 997 and you instantly feel you're in a sports car ”

on top of it, but he was over the moon. It wasn't that he was dissatisfied with the 991, just that he loved the colour of the 997: it was a unique spec with a cream exterior, a brown roof, with mustard interior. He just had to have this colour combination, but even so, that's still quite a radical move to

Turbo? We can safely say that values have stabilised, certainly hardened, a trend that's also seen the previous 996 base models start to climb out of the bargain basement. I've collected the 996 Turbo from Paragon Porsche at Mayfield, East Sussex, and I chat with sales manager Jamie Tyler about

The 997's shorter wheelbase makes for a more responsive drive. It feels more nimble than the 991





996 TURBO	
Model tested:	996 Turbo
Engine:	3.6-litre flat-six, twin turbo
Transmission:	5-speed Tiptronic
Body style:	2+2 coupe
Economy:	21.8mpg (combined)
Top speed:	190mph
0-62mph:	4.2secs
Power:	420bhp at 6000rpm
Torque:	413lb ft at 2700rpm-4600rpm
Weight:	1540kg

the ballpark £50-grand market, and he provides a considered view. 'So, yes, now you can get a 991 for that, although mid-£50s is more likely, but you'd find a high mileage one on the £50 mark.' As the prices

can actually get a 991? 'Yeah, the market for 991s is very good, and they look exceptionally good value for money now for a relatively new looking model, and we do get a lot of demand for them. The people

term investment.' Jamie makes another crucial point about the early 991: 'Being the last of the naturally-aspirated 911s, they're going to be good news in the future, now that everything is turbo. To have the last of the naturally-aspirated six-cylinder 911s is going to be quite a good thing in years to come.'

The 996 Turbo was a game changer when it came along in 2000. It's still a hugely capable car today

“ The 996 Turbo is going to be used more on high days and holidays ”

are hardening for the earlier 997 and 996 models and the 991 is still in depreciation mode, they are meeting one another on the sales graph. Does a customer think, oh, wait a minute, I was after a 997, but now I

that will buy a 991 are those who will probably use it on a daily basis, while the 996 Turbo is going to be used more on high days and holidays and as a weekend fun car, as well as being a bit more of a long-

The base model 991 was £71,449 at launch in 2012, so the drop of around £20K in five years is hardly staggering. 'We've only been selling 991s over the last couple of years,' says Jamie, and the first ones we were selling were higher spec cars in the £70s and £80s, and now as they come down into the £50s, that seems to be where the market is levelling off for an early one. The Carrera S is mid £50s to early £60s, and then 4Ss would be mid- to late £60s

Porsche's first attempt at a truly modern interior brought mixed results. Curvy door trim of its time and materials a bit cheap and cheerful by today's standards, but it's black, which is a saving grace





Above: 18in wheels look a bit puny in today's world of 20in rims. Right: Underwhelming but effective. Under the pipework is a twin turbo flat-six that produces 420bhp



upwards.' That's how it looks in Paragon's showroom, but shop around and there are cars on offer privately for less. Swings and roundabouts: Paragon has an inestimable reputation for supplying quality cars.

What's Jamie's take on the 997 market? 'The 997 market is brilliant, especially for

rarer versions, and it's £70 upwards now for a GTS, so they're doing well, and we can't buy enough of the ten- to twelve-year-old ones now.' But to be in that sort of price league with a 996 it's got to be a GT3 or a Turbo? 'Yes, although standard 996 models are all creeping up as well. The post-2002

everyone thinks 996s are cool again: they're good cars.'

I vowed I wouldn't use the word classic in this piece, but it proves unavoidable, simply because in this £50,000 bracket it provides an alternative reference point as to where the air-cooled models have settled on the price graph: Ashgood have a couple of 3.2 Carreras spanning our ballpark costings, while Paragon's SC, 3.2 and 993 are over a grand dearer. 'You do see people dailying the 993,' avers Lynden. 'Last of the air-cool'ds, but they don't seem to mind upping the mileage. We've just sold one that was a daily driver, one owner from new, but it did have quite a lot of miles.' Aside from these 911s, what else would your £50-grand buy? 'You're looking at newer 718 Caymans and Boxsters, or very high spec 981s, possibly a Cayman R, and for the same sort of money you can get a 987 Spyder, and we could have snuck in a

“ Now everyone thinks 996s are cool again: they're good cars ”

Subtle Seal Grey makes the 996 Turbo the stealth supercar of choice. You can be going very, very fast and no one will notice!

early ones. Not so long ago, a very good example of a 2005 Carrera S would have been mid-£20s, now they're late-£20s. Generation 2 cars are very good news: they're holding their value still in the £40s, some into the early £50s, especially the

gen 2 facelifted versions that we were selling for late teens a year ago are now early- to mid-£20s for good examples. So, the market for those is creeping up as well, and the whole thing about the fried-egg headlights is disappearing, and now



991 C2S

Model tested:	991 C2S
Engine:	3.8-litre flat-six
Transmission:	7-speed PDK
Body style:	2+2 coupe
Economy:	32.5mpg (combined)
Top speed:	188mph
0-62mph:	4.3secs
Power:	395bhp at 7400rpm
Torque:	325lb ft at 5600rpm
Weight:	1490kg



A 991 C2S for close to £50k? Yep, that's right. Who would have thought it?

Wow! Now, that's a bit sudden and after the black trim of the 996 and 997, not to everyone's taste, but it adds a bit of colour to an otherwise grey day. Note PDK shift buttons on the steering wheel. Even on the 991, paddles were an option

high miles gen 1 GT3, though generally they're a little bit higher: we've recently sold a gen 2 at £72K on 47,000 miles with carbon brakes, and another at £65k. Normally you wouldn't want to let a GT3 go for anything less than £65K,' says Lynden, 'and upwards of £70-£80K if it was a nice one.' At this point I notice that my colleague has dissolved into tears, sobbing quietly into his sausage sandwich. I couldn't possibly speculate as to why that would be. New readers may be unaware that he did part company with a gen 1 GT3 last year, though. Highish miles, but still.

It's time to make use of the delirious fact that we are on an unfettered test track, armed with a trio of 911s capable of speeds well in excess of 180mph. Not that we're

permitted to approach these velocities, but we can pretty much please ourselves in the certain knowledge that there won't be anything coming towards us, not even 007's Aston or the Weasley's Anglia. First up, the hard-edged 991 C2, with its seductive red leather cabin interior. Its bark complements its bite; it is lean, mean, and its steering way more acute in feel than the four-wheel drive Turbo and 997 C4S. A tad skittish on the damp surface though. Notwithstanding, it inspires confidence and I clip those apexes with unerring accuracy and ride the 90° banking like a Daytona ace. Short of the Nordschleife and Millbrook, Chobham's Snake dispenses a delicious mix of sweeping cambered curves and unnerving rollercoaster dips and troughs, through

which the 996 Turbo is a kid gloves affair, the C4S a safe pair of hands, but the 991 is a tiger in attack mode.

The 997 C4S has the best manners and is the best-balanced chassis of the three, and its front axle feels more attached to the road than the 991's. It presents as the most docile, too. Does that mean mundane? Perhaps it also says it's the one that would work best as an everyday car. Well, not necessarily; I've driven the 996 Turbo perfectly placidly from East Kent to West Surrey and there's nothing to suggest it's a tearaway tornado. I'm immediately transported into a somnolent disposition thanks to the relaxed driving position, augmented by the Tiptronic shift. There's a firm feel to the suspension, and its four-





wheel drive is perhaps less obvious than the 997 C4S's, and that's partly because of its slightly smaller diameter (18in) wheel-and-tyre combination. Then, on the Chobham straightaway it's the 996 Turbo that provides the most vivid acceleration of the three, and yet, for all its turbocharged prowess, it feels unnecessarily dramatic.

I apply the throttle and it's away like a dose of salts, with brilliant traction on the twisty sections, because of course the 420bhp Turbo has that enormous reservoir of power available, so in any real-time situation, whether overtaking or just getting away from a busy road junction, I am some distance up the road in short order. Of the

modern driving conditions, while the 997 C4S occupies the middle ground and is the trusty trooper, whereas the 996 Turbo is super-dart fast, but it's also fairly basic, predated LED lights and the stop-start function. I've driven the 996 Turbo further than any of them on this particular gig and got quite attached to it.

Last of the normally aspirated 911s could be quite a cachet in the future

“ These three demonstrate the evolution of the modern 911 ”

But it does have the advantage over the C4S of having the unburstable Mezger engine. Even with a steady throttle application, at moderate speeds the Tiptronic is shifting from gear to gear of its own accord, and on a gradient, it's making those judgements on my behalf. Then there's the Jekyll-and-Hyde scenario, where

three automatic shifts on offer, the 996's Tiptronic is the easiest to negotiate and manipulate. There's not much in it, compared with the 997 and 991's PDK shift controls, but the 996's are the most basic controls of the three, especially compared with the 991's plethora of switchgear. That undoubtedly satisfies the demands of

What these three cars amply demonstrate is the evolution of the modern 911. They're all potentially everyday cars. However, I've surprised myself, because the one I want to take home from our day at Chobham is the 991. It is the one that's still depreciating, but it provides the most modern driving experience (as you'd expect), as well as to sit in and to look at. It's a very together car, plus I just adore the red upholstery (*You would, Johnny! Ed*). So, here's the thing: automotive market analysts predict that 991 values could continue to fall to perhaps £30K in the next two years, so perhaps you'd want to hang on for a while yet before taking the plunge. 50 is the new 30! I can hardly wait! **PW**

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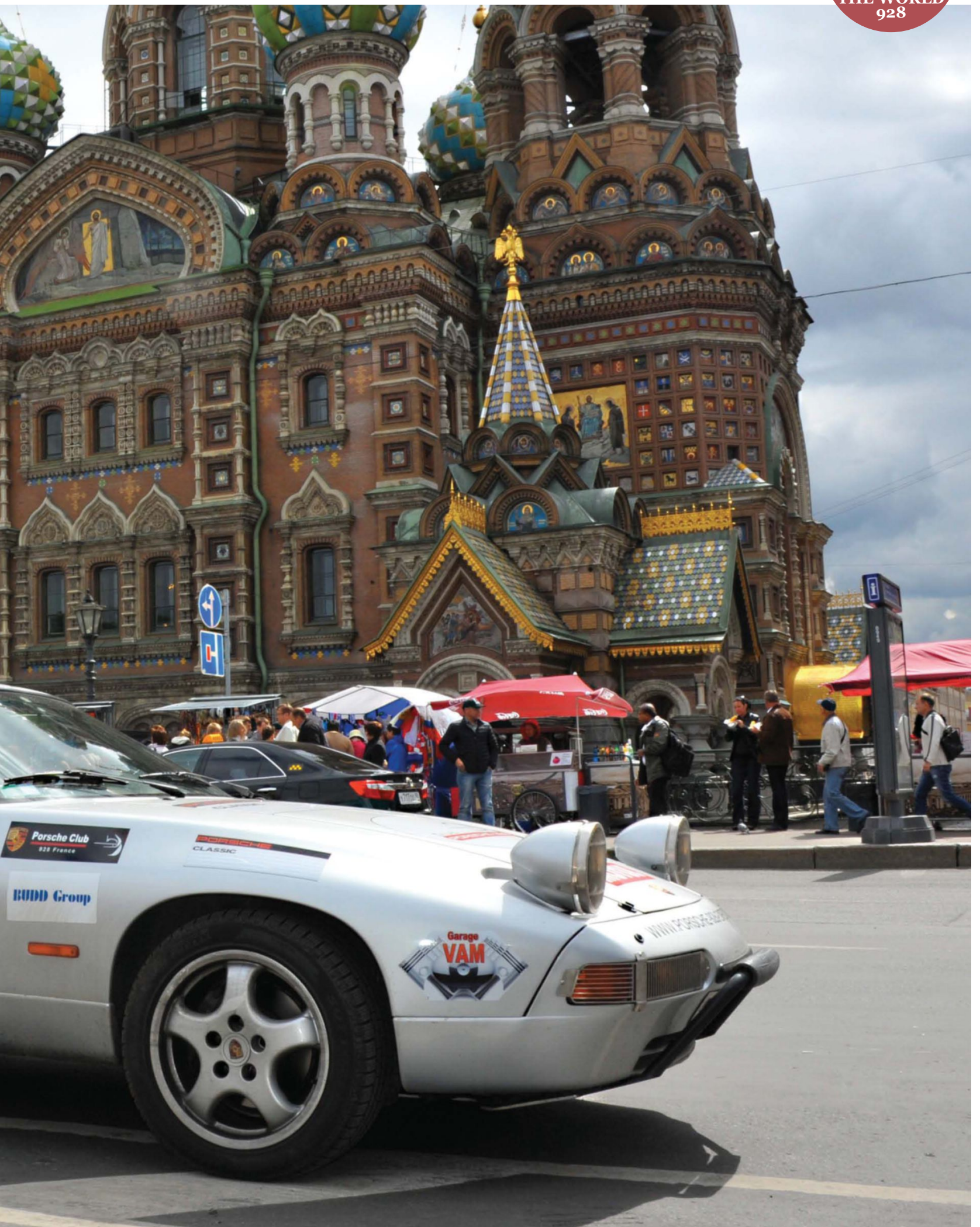
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Words: Robb Pritchard Photography: Philippe Delaporte

928 AROUND THE WORLD

You may recognise this 928 from a previous endurance adventure. Now the father and son team are back for a round the world trip starting in Paris and finishing in America. Here's part one of the epic trip...







Five years ago Frenchman Philippe Delaporte made himself part of the Porsche legend, by driving to Iran, Kazakhstan and Uzbekistan in his (as outrageous as it sounds) expedition-prepared 1989 928 S4 with Baudouin, one of his sons. A few years later he was sitting with his other son Thibault looking at maps to see where the longest and most interesting Tarmac road from Paris led. The recently fully asphalted Trans-Siberian highway from Moscow through the world's largest country now makes it possible to reach Vladivostok in the far east in a 'normal' car. But just a ferry ride further was Japan... Well, why not? Paris to Tokyo by Porsche had a nice ring to it.

But Baudouin, who'd accompanied his father on the previous big trip in the car to Iran, joined the conversation and suggested that instead of shipping it back from the land of the rising sun why not go on to the

Despite having such an extraordinary idea Philippe has a pretty normal job so the main issue for the project was budget and to keep it to a minimum he needed to make plans. Lots of plans. Also, a firm believer in

Philippe Delaporte (right) and son Baudouin pose with 928 outside St Petersburg Porsche dealership

“ Around the world by Porsche had an even better ring ”

west coast of America so that he could join his father and drive across the States. Around the world by Porsche had an even better ring, don't you think?

pre-emptive maintenance, he sent the car to a friend's garage to have a major refurbishment, as it already had well over 100,000km on the clock. From the previous

Trans-Siberian highway makes traversing Russia a realistic prospect



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trip the car was already fitted with a Koni lift spring and shock set-up, under body bash plates, protected lights and all the GPS systems and charging sockets they needed. But with so many kilometres of driving to come in what is basically a classic Porsche a lot of parts were changed. the whole steering system was renewed, as well as all the ball joints,

engine peripherals, driveshafts and bearings. It was very important to have a reliable car as they were going to attempt the whole global circumnavigation without any support at all!

At the advice of a friend with lots of experience in rally-raids, who didn't like the spare wheel mounted on the roof, they had a roll hoop fitted behind

the seats to protect them in the advent of a rollover. A fresh set of Pirelli M/Ss were fitted, the front spare mounted in the back and the bigger rear one on the roof, and in May they were ready for the big send off at the Place de Concorde in the centre of Paris. Well, almost. The day before the oil pressure light came on as a result of the oil-cooler in the radiator failing. The only new replacement they could find at such short notice set them back 1200 euros before they'd even got to the start.

"The first few days on a big trip are always nervous," Philippe explains. "There is no test drive you can do for a round-the-world trip and the broken

“ There’s no test drive you can do for a round the world trip ”





At the start point outside the Place de Concorde with Philippe centre flanked by Thibault (left) and Baudouin

radiator really knocked our confidence.” And should anything else happen all they had by way of help was the phone number of a mechanic friend back in Paris and he was called into service on just Day 3 as the car ground to a halt in Poland and refused to fire. After a few hours on the roadside with huge trucks blasting past and buffeting them in the wake the fault was traced to the horribly poor quality Polish petrol gunking up the fuel pump. Still, by the roadside they swapped it for the spare one.

Up through the Baltics, where according to Philippe the prettiest girls in the world are, the first real destination and where they couldn't use Euros any more and required a visa, was St Petersburg, Russia, the Venice of the North. “Normally the first thing to do

at the end of a day's drive is to park the car somewhere secure then go for a walk, but St Petersburg is such a beautiful city that as soon as we checked into the hotel we went out driving to take photos of the car front of

“It's nice that they were excited about the Porsche,” says an unimpressed Philippe. “But it was stupid because if they made a mistake our trip could have been over.”

Three days were spent exploring one of

“ The fault was traced to the horribly poor quality Polish petrol ”

Local Porsche fan along the Trans Siberian Highway poses with expedition postcard



the city's monuments.” It wasn't just a fun evening for tourists though as they got caught up in a drifter's party and had cars slewing past them sideways at 140km/h.

the most beautiful cities in the world before setting off on what they thought would be the hardest part of the trip. East of Moscow the country gets more and more remote





and their days were dictated by the distance between the cities they could stay in rather than how long they wanted to drive. Trying to cover 900km a day they flew through such foreign sounding places as Nizny Novgorod, Kazan, Ufa and through the low hills of the Urals into Siberia. Then to Omsk, Novosibirsk and Irkutsk and a detour to Lake Baikal which, as the largest body of fresh water, is a natural wonder of the world and couldn't be missed. But nearby disaster struck when they hit a huge unmarked speed-bump at full tilt. It was such a hard hit that the car went airborne

and died after the very heavy landing. Through a process of trial and error with their mechanic on the phone they managed to trace the problem back to the fuel pump again, which apparently doesn't like hard knocks. Fortunately, they'd since wired the original pump up backwards to blow out the Polish mess, so swapped it on the roadside and a couple of hours later were able to carry on.

Because they were so close to Mongolia they decided to visit this special country and got the requisite visas in Ulan-Ude, a city which holds the accolade of having the

world's largest horse statue. Staying in a yurt and looking up at the stars out on the Mongol steppe was a highlight of the whole trip, but trying to get back into Russia again was a definite low point. Apparently they'd bought a transit visa so the border guard refused to let them back out over the same crossing they'd entered through. It seemed a trivial paperwork problem but the guards were adamant that Philippe needed to go all the way back to Ulanbaatar and work something out with the immigration office there. Not keen on an extra 400km round trip on an extremely bad road Philippe

Some roads left a little to be desired. In fact they were still being built, but were open anyway!

Below: Arriving at Vladivostok where the 928 is thoroughly disinfected before boarding the ferry to Japan



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pressed and the guard suggested that everything could be rectified with a payment of \$150 each, to which Philippe reacted

equally offended and Thibault had to go back into the office as an apologetic diplomat. Several hours of filling in

finally allowed to pass.

Because it's such a popular route the Vladivostok to Korea ferry was booked full for months in advance so they were under a bit of pressure to make it in time, so the last week in Russia was a long 3000km drive through endless forests through a country so sparsely populated that fuel stops were up to 400km apart. The 80-litre tank was complemented with four 10-litre fuel cans so that they had a range of about 850km. The road, dubbed the Pride of Putin, was for many years only passable in the winter when the mud froze solid, and although it was 'finished' a few years ago it is in need

Japan and Tokyo was a stark contrast to deserted plains of Russia

“ The last week in Russia was a long 3000km endless forest drive ”

with righteous indignity. But instead of trying to get a bribe the guard was apparently following the law and was

paperwork and calling the immigration office out of hours, a few hundred dollars lighter and after a hand-written apology, they were

Below left: On the lift at a Porsche Centre in Hiroshima for a well earned oil change



of near constant repair. Temperatures in the winter regularly get down to -50C which is low enough to crack the bitumen, so many parts are in really bad condition and in many places there are long stretches of rough gravel where it's being reconstructed, so in this section it was pretty slow going. Nothing that the Porsche couldn't handle,

couple of days relaxing in the cabin out at sea with the coast of North Korea on the horizon was a nice change of scenery and, once through customs in Sakaiminato, where a frighteningly meticulous customs officer took seven hours to check every letter on dozens of previously translated documents, they drove straight on to

change the oil. That day was also Thibault's 30th birthday, which was a nice experience."

A few days exploring the foothills of Mount Fuji, a visit to the neon lit metropolis of Tokyo, which was a stark and striking contrast to the wilderness of Russia, and back to the port in Nagoya. After 50 days, 16,350km and 2125-litres of fuel it was the end of the first part of the trip. "It was amazing to drive the car in Japan. We knew it was the end of the first part of the trip so we could completely relax and reflect on just what we've seen and how much the view through the windscreen had changed while we were sitting in the same seats. And what an incredible father-son experience it was!"

After weeks of driving unaided through Russia the trip through America should have been the easy part, but it turned out to be far from it. And they were almost about to lose the Porsche. You can read all about that next month... **PW**

“ They were greeted as celebs by the amazed staff in the dealership ”

Contrasting modes of transport in Tokyo. We wouldn't fancy travelling around the world in a rickshaw... A 928, however, is a different proposition

though. The drunk truck drivers were more of a concern and needed close attention while overtaking.

And finally they made it to Vladivostok where they were shown around by a friendly local and had the car thoroughly disinfected for its trip over to Japan. A

Hiroshima. Here they were greeted as celebrities by the amazed staff in the Porsche dealership. "They asked us if there was anything they could do for us and probably would have done absolutely anything, but all we asked was for them to put the car on the lift for us so we could



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REBEL YELLOW

The GT3 was Porsche's first crack at a spicy, RS-style version of the 996. We drive both Mark 1 and Mark 2 versions – and, what-d'ya-know, they're both Speed Yellow! How cool is that for two hot numbers?



So sleek, so purposeful; no other Porsche has quite the same shark-like demeanour as the 996 GT3. With good reason, too. The company's radical evolution from air-cooled, hand-crafted cars to robotised production-line water-cooled models from 1996 demanded a flagship, something to lead the charge, a competition-orientated car along the lines of the '73 2.7 RS and its 964 and 993 RS successors. Launched in May 1999, the 996 GT3 did the business straight away, combining a higher performance, normally-aspirated engine with sports-tuned, track-focused suspension to produce a highly-strung thoroughbred. Like RSs from previous generations, the GT3 demands to be put through its paces every time it's fired up and, as we'll find out, it never disappoints.

Named after the FIA's GT3 endurance racing class, it was immediately pressed into service for the showcase Carrera Cup and

Porsche Supercup race series, as well as being the weapon of choice for contenders in stand-out events like the Nürburgring 24-Hours, and the N-GT class of the FIA GT Championship from 2000 which it cleaned up in. In its first-ever race, Manthey Racing's GT3 won the GT class at the 1999 Le Mans 24-Hours in the hands of Uwe Alzen/Patrick Huisman/Luca Riccitelli. Soon enough, in-house super-tester Walter Röhrl lapped the daunting Nürburgring Nordschleife in 7m 56s, in other words, sub-8m, a statistic immediately seized upon by Porsche PRs, since it was the first production car ever to do so. It looked the part, too: subtle chin spoiler and narrow air-dam, aerodynamically configured and flared sills, and fixed double-decker 'swan neck' rear wing.

The GT3 was the progeny of Andreas Preuninger, Manager of Porsche High Performance Cars and head of Porsche's GT series production department. Known for his purist approach to driving, Preuninger

designed a set-up calculated to inspire maximum driver involvement, and that excluded the Tiptronic and later PDK gearboxes. Unveiled at the 1999 Geneva Show and released in May that year, the 996 GT3 was based upon the recently introduced Carrera 4 bodyshell, modified to accommodate the GT3's dry-sump oil tank, different engine mounts, and larger fuel tank. Relying on engine upgrades rather than forced induction to achieve higher performance, the GT3 body had no need of Turbo- or GT2-style vents, an absence that complements its overall sleekness. Now for the science bit. While standard 996 Carreras were powered by the 3.4-litre flat-six at the time, the GT3 was equipped with a new 3.6-litre unit. Regarded as bullet-proof, the 3.6 "Metzger" engine was built up using the 964 crankcase, allied to a pair of water-cooled cylinder banks and camshafts in an arrangement conceptually similar to the 959 supercar and 956/962 and GT1





racing models. Re-engineered in normally-aspirated format for greater production volume and wider homologation potential, with higher 11.7:1 compression ratio, VarioCam timing adjustment and four-valves per cylinder, its plasma-nitrided crankshaft and titanium conrods enabled it to rev significantly higher than the standard engine. The six-

consisted of adjustable dampers, stiffer springs and adjustable anti-roll bars, with cross-drilled and ventilated 330mm disc brakes with four-pot calipers and ABS 5.3. Wider track was obtained by means of 5mm spacers, set off by lightweight ten-spoke 18-in wheels, 8in front, 10in rear, shod with 225/40 and 285/30 ZR 18 tyres. Designer Preuninger

flywheel, allowing the revs to rise and fall more rapidly. The Comfort features leather-upholstered bucket seats, but no rear seats or centre console. In both cases the space-saver spare is replaced by a puncture repair kit and inflator – all very well if you detect your tyre deflating but useless if it's shredded by the time you come to a standstill. The Mk1 was the last Porsche to have a throttle cable, and apart from ABS it had no other driver aids. It was also the last road-going Porsche to be built on the motorsport production line, and though it's a heavier car than the standard 996 Carrera, the Mk2 is heavier still. The Mk1 had a reputation for worn synchro rings, but a second batch of cars incorporated steel synchro rings, which the Mk2 received as a matter of course.

On a wing and a prayer. The later generation 996 GT3 lost the distinctive 'swan neck' style rear wing in favour of a more conventional wing, with increased downforce

Production of Mk1 GT3s totalled 1868 cars, including Comfort and Club Sport variants, against 2300 Mk2 GT3s. The UK imported 103 Mk1s and 246 Mk2s, while over 900 Mk2 GT3s were exported to the USA. And there were just 200 examples of the 996 GT3 RSs.

“ Designer Preuninger committed to maximum ‘feel’ with the GT3 ”

speed transmission and dual-mass flywheel with 40-per cent LSD was derived from the 993 GT2, and at launch, the 360bhp @ 7200rpm GT3 was the most powerful normally-aspirated 911 ever to go on sale. The 0–60mph sprint took 4.7 seconds, while top speed was 187mph.

It had the handling to match as well. The suspension was lowered by 30mm and

is on record as being committed to providing maximum 'feel' with the GT3, on the premise that a fast car lacking sensory appreciation is worthless. To provide greater scope for achieving this sensational overload, road-going models come in two trim levels: Comfort or Clubsport, the latter featuring racing seats and rear roll cage at no extra charge. Club Sport versions also employ a single-mass

In 2004 the Mk2 appeared on the scene, along with the GT3 RS. There's a school of thought that believes the GT3 was softened to produce more of a contrast with the hard-edged GT3 RS version introduced at the same time, and if nothing else, the presence of cup holders perhaps hints at such a revised status. The Mk2 (you'll also see them referred



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to as gen 1 and gen 2 now) was the first GT3 to be available in the USA, traditionally legislatively averse to tuned versions. Externally the Mk2 displays several stylistic changes, too, some subtle, some not so subtle. Less exaggerated, kind of like Art Deco's rigidity against Art Nouveau's floridity. That's to say that, visually it was toned down. The headlights were modified to differentiate it from the Boxster, and to expand the fried egg simile, the Mk2's eggs occupied less of the frying pan. The front and rear aprons are different, too, earning the Mk2 some maturity in the process, with slightly different geometry and slope angles to the inlets and air ducts – which should ideally have mesh behind them to stop ingress of garbage. The 18in ten-spoke wheels were simplified, side skirts massaged to provide more aero, and the rear wing configured as a platform on a pair of struts instead of the Mk 1's elegant swan-

neck biplane. More significantly, power rose to 381bhp with torque up to 284lb ft, most of which was available from 2000rpm, and it was shorter geared in fifth and sixth. Suspension was further lowered and firmed, brakes were beefed up with six-pot calipers up front, with Porsche's ceramic composite brake system optional – for a trifling £5356 extra. Still, when track-testing a GT3 with ceramic brakes, *Autocar* magazine's test team discovered that, 'not even several committed laps of the Nürburgring could induce any fade.' Sticky tyres aided traction, too: bespoke semi-slick Michelin Pilot Sport N1 tyres were developed specifically for the GT3. It was, however, 30kg heavier than the Mk1.

At launch, the GT3 was well received. 'A joy to use,' said *Autocar*, 'but no quicker than the standard 911.' Testing the car at Millbrook proving ground, they reckoned this was due to the fact that the GT3

weighed 30kg more than the regular 996 Carrera, and, 'it wasn't as quick as we'd hoped.' Nevertheless, there were few other gripes: braking, they reported, 'is chest-crushing from any speed.' At low speeds and in town it was not an illuminating experience, though there were compensations: 'For an engine that offers 100bhp per litre, it has an unnatural dose of deportment at low speeds.' And handling, too: 'the payback is stunning body control on any given road, just grip and composure.' Turn-in was found to be much sharper than the standard model, 'more on its toes with front-end bite.'

When the Mk 2 GT3 became available, *Autocar* magazine was on the case again: 'the latest GT3 is in a different league from its ancestor when it comes to straight-line go,' they claimed, '...so it qualifies as a genuine supercar.' More compliant than its predecessor, they ventured. 'Rock hard and

One long straight road and a pair of Speed Yellow GT3s. An open invitation for fun!

“ The GT3 weighed 30kg more than the regular 996 Carrera ”





KEEN AS MUSTARD

The Mk2 wins the speed table stats – though not significantly. Biggest difference is at 100mph.

Mk1 996 GT3
0–30mph: 1.8s
0–60mph: 4.8s
0–100mph: 10.9s
Standing kilometre: 23.4s, clocked at 141mph

Mk2 996 GT3
0–30mph: 1.7s
0–60mph: 4.5s
0–100mph: 9.3s
Standing kilometre: 22.1s, clocked at 148mph

996 GT3 Mk2 owner, Jonathan Sturgess has plenty to smile about, clearly

very noisy over anything other than billiard-table smooth surfaces. But when the GT3's handling moment arrives it is a truly devastating thing to experience. 'Something to aim for, then.

But despite the pundits' assertive views expressed back in the day, there's still an underlying element of connoisseurship amongst 996 GT3 owners and aspirants, manifest in niggling light-hearted rivalry, traffic-light jousting, and conflicting views on the relative values of earlier and later models, as Mk1 owners contend their cars are better than Mk2s, and vice versa. And it goes without saying that the more evolved Mk2 version is an improved car. Yet, on paper at least, the two cars seem so alike that we are in splitting hair territory. There's much to commend about the first series of any car in terms of purity of concept and specification, and however rationally applied, improvements don't necessarily bring a more desirable result.

So, what are the disputed points? Some claim Mk1s are slightly more involving to drive, others cite the Mk2's ability to rev more freely, produce more torque, sound better, with a more positive feel to the gearshift. We'll discover the truth for ourselves in a minute.

We've come to Cambridge Motor Company's garage beside the A10 at Shepreth, just south of Cambridge. The showroom is fronted by a pair of 996 GT3 RSs and a 964 RS; it's high-end classics territory, and we squeeze past a CAV GT40, Ferrari 430 and an Aston Martin DB9. Salesman Jonny Royle greets us and, soon enough, Martin Pearce rocks up in a Viper green 997 GT3 RS. Not trying to outdo us, just that it's typical of MCP Motorsport's fare up at Sheringham on the north Norfolk coast. The yellow Mk1 GT3 also gracing the showroom is Martin's car, displayed at Cambridge on a symbiotic basis: they have the viewing platform, he supplies some of the

goodies. He's soon followed by Jonathan Sturgess in the second of our feature cars, the Mk2 996 GT3.

It's Martin who is selling the Mk1, having recently driven the car back from Sicily, where he bought it from a member of the, er, well-known Gambino family. My head swims with images of Al Pacino in *The Godfather*. 'He told me there were several other people after it – the oldest trick in the book – and he wanted all the money up front,' laughs Martin. 'The delivery driver bringing it to my hotel literally stopped the car in the middle of the road and wouldn't hand it over till I coughed up another 1000 euros for his fee!' The GT3 has had two wealthy owners since 1999 and been stored for a long time, hence less than 30,000 miles on the clock (though the speedo is in kph). It's been repainted, though you wouldn't guess; it just looks like an immaculate Mk1. Martin checked it out with a friend at Porsche Palermo and it ticked



996 GT3 MK2

Model tested:	996 GT3 Mk2
Engine:	3.6-litre flat six
Transmission:	6-speed manual
Body style:	2+2 coupe
Top speed:	190mph
0-62mph	4.5secs
Power:	381bhp at 7400rpm
Torque:	284lb ft at 5000rpm
Weight:	1485kg

996 GT3 MK1

Model tested:	996 GT3 Mk1
Engine:	3.6-litre flat six
Transmission:	6-speed manual
Body style:	2+2 coupe
Top speed:	188mph
0-62mph	4.8secs
Power:	360bhp at 7200rpm
Torque:	273lb ft at 5000rpm
Weight:	1350kg



all the boxes so he did the deal. It has black leather sport seats with yellow belts, plus usuals like climate control, carbon pack, CDR 22 radio, stainless-steel kick-plates embossed with the GT3 logo, and 18in GT3 alloy wheels. Its Porsche service history includes the most recent service carried out on March 18, along with a new MOT, when a brand-new set of Pirelli P ZERO Tyres was fitted. It's priced at £69,750 and, as I write, it appears to be the only Mk1 GT3 for sale in Great Britain at the moment. 'They've all been swallowed up,' says Jonny Royle; 'people are just sitting on them waiting to see what happens to the marketplace.' It's also a matter of logical market progression; as air-cooled RSs disappear over the fiscal horizon, the GT3 is obviously the next best thing.

Today's Mk2 version belongs to Jonathan Sturgess, who owns the Autostore car storage facility in a nearby village, and he was affiliated to the Cambridge Motor Company in so far as it was once Autostore's sales outlet as well. The yellow Mk2 is Jonathan's pride

and joy, bought in Scotland from an owner grateful to find a buyer keen enough to travel to the Highlands to view it. 'Apparently, I was the only punter prepared to make the journey to his remote location on the off-chance it would be worth buying, and it turned out to be a cracker,' muses Jonathan. He's right about that. He also runs a silver 996 Turbo as his daily driver, so the shout-out GT3 is strictly for high-days-and-holidays only.

Using my 986 Boxster S as camera car, we ease the yellow twosome onto the web of country lanes that bisect the arable prairies hereabouts, a nice mixture of long straights, shallow curves and acute field boundary corners. Pearcey drives, Amy snaps, and Jonathan and I handle the yellow perils. It's been sunny and dry for days so the surfaces are ideal, and where there's a clear view I straightline the bends for sustained velocity potential.

I'm driving the left-hooker Mk1 first, and it feels very comfortable being back in what's become for me the 'correct' driving position.

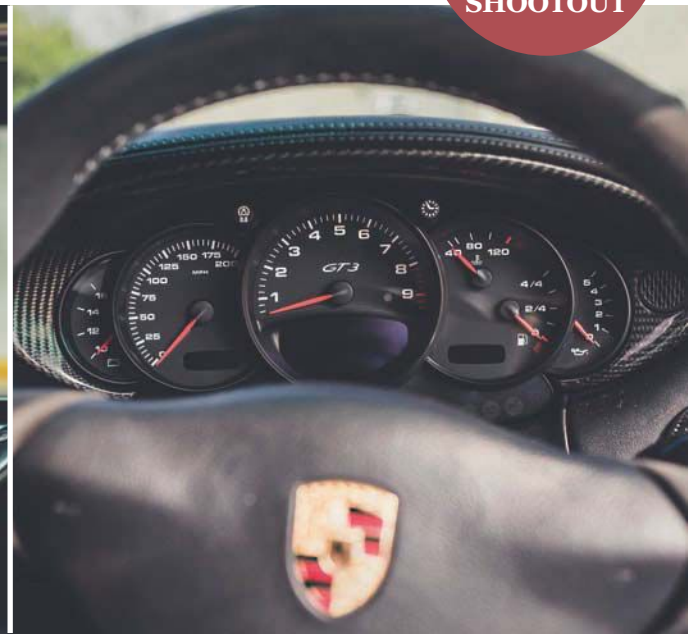
Its purposeful stance suggests that a GT3 might be a daunting prospect, but this one doesn't overawe, it's not a hostile, unfriendly car. At a standstill there's a much looser, rattly sound about the exhaust and transmission, quite different to a normal 996's flat-six. The growl it emits from 3500rpm upwards becomes a roar at 5000rpm. Steering is sharp, nicely weighted so there's some resistance to it, but it's effortless as well. I'm absolutely in touch with the road; the front end is feeling every nuance of the camber, nosing around like a hunting hound, though at speed on the straight ahead it does jink and weave a little. On the other hand, it also rides and absorbs bumps like railway level crossings very well. This chassis is supremely alive, communicative, and out for a game; if you're up for a thrill, it's right there with you.

And then we swap over. I'm not expecting any major differences in the driving experience, in spite of *Autocar's* earlier verdicts, but it turns out there is a big surprise

Side-by-side and in identical colour, the differences have become more subtle over time. How long before those earlier headlights get the purists' nod of approval?

Retro-fitted Club Sport spec brings super-supportive bucket seats, harnesses and half rear cage





Above right: GT3 logo instruments and a rev-counter that's safe to nearly 8000rpm. Below: Which one would you go for? For us it's the later car, but it's close

in store. In the Mk2, the first thing I'm aware of is how much firmer it feels compared with the Mk1; it's not that the Mk1 is in any way loose, just that the Mk2 is tauter. It's more planted, less inclined to dance around. In hard cornering the Mk2 is much better controlled, less wilful. The smoothness and awesomely fast acceleration are impressive. I think it's a significantly more compliant car than the Mk1, though Martin proposes getting his charge's suspension reviewed by Center Gravity. In fact, a number of Mk1s have Mk2 calipers fitted retrospectively, and though the 381bhp Mk2 has another 21bhp, mild engine work would enable a Mk1 to match that.

The gearshift of the Mk1 feels notchy, a bit 'clink, clunk', though never recalcitrant, while the Mk2 is a bit slicker. This Mk2's actually a Comfort that's had most of the Club Sport kit retrospectively bestowed on it, so I'm aware of the roll cage in the back and the classy racing bucket seats and Schroth harnesses, and I

wonder if it feels a tauter chassis because of the rollage adding structural rigidity. Visually, I prefer the quirkier aesthetics of the Mk1, which make it a bit more purposeful, other-worldly even, while the Mk2 looks standardised by comparison. Some might perceive that the Mk2 has a cleaner cut look to it. As for driving them, the Mk2 will be the

agree more. It's the one I'd have, money no object, at least in water-cooled terms. And though it would be the Mk2, I'd mess about with the detailing so at least it had that elegant Mk1 swan-neck wing.

My journey from Cambridgeshire back to my Somerset billet provides a reality check. As a cross-country missile, the Boxster S is

“ I'm not expecting any major differences, but there's a big surprise ”

easier of the two to live with; it's like a top-notch Olympic sprinter compared with a gutsy amateur club-class athlete.

And the verdict? As for *Autocar's* scribes, they reckoned the Mk2 GT3 'is one of, if not the most, exciting handlers this magazine has ever tested.' Well, put it there, boys; I couldn't

so effective that I don't reckon either GT3 would have done it any quicker. Plus, I had the top down all the way. But much as I like the Boxster imagery, it's the GT3 that does it for me, and to coin that arch rebel yeller Billy Idol, I want 'more, more, more!' More GT3. It does grow on you. **PW**

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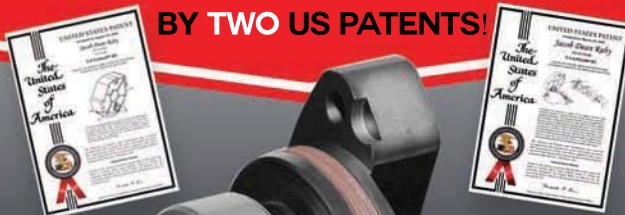
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WHEELS OF FORTUNE

Centre-lock wheels look great, and are arguably the icing on the cake for any fast-road or certainly trackday or full-on competition Porsche, but they come with a few minor technical challenges that it's as well to be aware of before you attempt to remove them. Story and photographs by Chris Horton



There is a certain irony in Porsche's espousal of centre-lock wheels as an extra-cost option for its current higher-performance sports cars. (Or perhaps that should be Centerlock; that's how it appears on the hardware itself, and also in most of the company's own literature.) Notwithstanding its origins in the days of so-called wire wheels, it has become a system intended primarily for motorsport, in which rapid tyre changes are essential – here facilitated by having each rim secured to its hub by just one large 'nut', instead of four or five smaller ones. In a road car, though, it renders the process both time-consuming and technically fairly

challenging – certainly for the average DIY owner – and in practice almost impossible at the side of the highway.

That is arguably not a major problem – few modern vehicles carry a spare, and even if they do it is a brave, if not foolhardy, man or woman who tackles the task in today's busy traffic. But for Porsche owners who prefer to do at least some of their own basic maintenance, and certainly to undertake the routine brake, steering and suspension inspections that are essential to any car's long-term health and safety, it makes it, well, all a bit of a faff. (There aren't going to be many breakdown outfits capable of changing a Centerlock at the side of the road, either. And getting a low-slung Porsche onto a

recovery truck with a flat tyre is going to be an interesting exercise. Discuss...)

As ever, though, knowledge is power. Certainly, you will need one or two items of fairly specialised (but still relatively easily obtained or even improvised) tooling, in order to be able safely to remove and refit your Porsche's Centerlocks. And it is not difficult to mess it up, big-time. But the fact is that any recent Porsche road car that was factory-fitted with the devices should also come with the special socket ultimately required to undo the equally special wheel retainer. (Which is basically either just a single large nut or bolt, depending on how you define either term.) And beyond that it is really just a question of being very

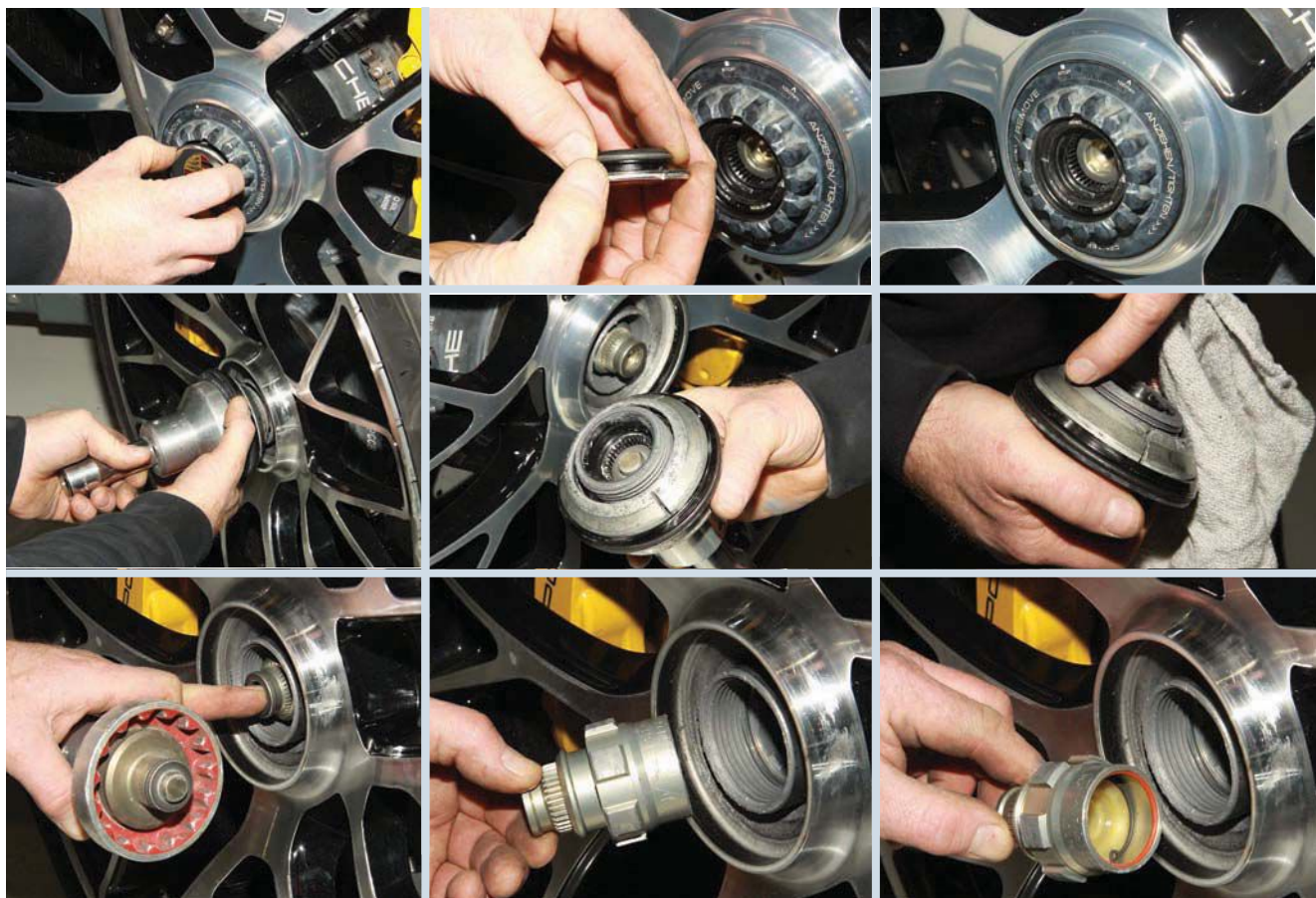
Main picture shows Precision Porsche's Gron Owen undoing single wheel retaining 'nut' on a 991 Turbo 'S'. You will need a torque wrench this powerful to tackle the job – or a smaller one and a torque multiplier; see main text. Above: check wheels and tyres for damage; cars with Centerlocks should have required special socket in luggage compartment: 991 shown above, 997 above that image

Removing the central wheel retainer is in principle no different to undoing any other large threaded 'nut'.

Prise off centre cap. Behind it you will see this slightly daunting-looking arrangement of components (top row, far right). The bright-plated item in the centre is a locking device, designed to prevent nut loosening off in service. Note, though, that here it has already been pushed inward, to the unlocked position; see page 88 for what it should look like when safely locked. Place special socket over the nut, with a short extension to keep the wrench itself well clear of the bodywork, and rotate in the usual anti-clockwise direction.

The spigot on the inner end of the tool will automatically push locking device to unlock position. It's best to have the weight of car on the wheel(s) as you begin, and possibly with an assistant to press brake pedal – and that will be essential if vehicle is already raised.

Be sure to lift and support car safely. Continue undoing the nut – by now with the car fully raised, of course. Check conical mating faces for damage – it's those that do the hard work of keeping the wheel in place. It's not necessary to remove the locking device, but it simply pulls out of hub centre after nut has been undone



careful, and using plenty of good, old-fashioned common sense.

Here, then, courtesy of independent specialist Precision Porsche in Uckfield, East Sussex, and not least the vehicle's owner, we have shown the process of removing and refitting Centerlock wheels from start to finish, on a 991-model 911 Turbo 'S' – surely the flagship of the current Porsche sports-car range. In fact, the exercise began as a story examining the intricacies of a major service – and that's something we shall be returning to in a month or so; we believe you will be as fascinated as we were to see the entire rear end of the car removed for access to the

spark plugs – but somehow those monumental 20-inch wheels, and the magnificent ceramic brakes inside them, seemed to be crying out for coverage first.

THE KNOWLEDGE

Centre-lock wheels of the same basic type shown here were first fitted to a road-going Porsche – the Carrera GT supercar – in 2003. A broadly similar system (although the parts are not interchangeable) later became available as an extra-cost option on the 997, and then on the 991 – but its significant cost, currently around £2500 here in the UK, naturally tends to limit it to

the higher-performance models, and in which case it is often seen, as here, with the similarly exotic PCCB ceramic brakes. Centerlocks can be fitted in conjunction with ordinary steel brake discs, however.

Prior to this, centre-lock wheels were a feature of many competition Porsches. The principle was the same as in the later road cars, but the components are significantly different in detail. Earlier still, the 356 came with the option of so-called knock-off wheels, the term a reference to loosening or tightening the central retainer by hitting either its projecting 'ears' or, where it has external flats, a stubby wrench placed over it. Crucially, knock-off wheels are driven by

It is vital to remove the wheel without allowing it to contact brake disc – and even more so when the car has brittle and costly ceramic brakes. So be sure you can pull it off – and put it back on, of course – dead straight. Alternatively use the ground itself to support the wheel, ie with the tyre just clear of the floor, or make up a small trolley (see page 89).

Better still, use a special mandrel screwed in to hub; details on page 90. Check all visible components for wear and/or damage, including locating pegs on disc, and matching holes on the back of the wheel



TECH: HOW TO



Replacing the wheel is a straightforward reversal of the removal procedure – but again with the risk of writing off a PCCB disc if you get it wrong. No less important is to have the wheel(s) fully clear of the ground until the central retainers have been fully and correctly torqued to 600Nm. Note, too, that the retainer is secured against unwanted loosening only when the central locking device is in the position arrowed in the photo near left. If it looks like the photo on the far left it is NOT secured

means of internal splines which engage with matching splines on the hub. Centerlocks are driven by the clamping effect of the central retainer's conical face against the matching face on the wheel – and not, as you might expect, solely by the five projecting pegs on each hub.

The key – no pun intended – to removing and replacing Centerlocks is the large socket, for want of a better term, that engages with the castellation on the outer circumference of the central retainer. Any car that was factory-fitted with Centerlocks should have this stored in a cubbyhole inside the luggage compartment – which is worth checking if you are buying such a vehicle second-hand. It's the kind of thing some previous owners might keep as a trophy. Note, however, that – within model ranges, anyway – the sockets are

interchangeable from one car to another. The castellation is not an anti-theft device, as such (although it does have some practical value in that context), but a means of transmitting the required torque.

In early 997-model Centerlocks the retainer is tightened to 500Nm, but in later versions, and in the 991 as shown here, that figure has been increased to no less than 600Nm. No ordinary wheelbrace is ever going to do the job, then. In 2010 the 500Nm hardware became the subject of a recall, for replacement with the 600Nm components, and if your car has the older parts – identified by their easily visible '500Nm' markings – you must contact a Porsche Centre to have them upgraded. This should be FOC against a valid Vehicle Identification Number, or VIN, that has not previously been used for the purpose.

In order to apply this torque you will need, at the very least, a roughly metre-long breaker bar, and with a 3/4-inch-square drive peg to fit that special Porsche socket. A short 3/4-inch-drive extension, as well, to provide sufficient working clearance between the breaker bar and the bodywork. (And/or some kind of half- to 3/4-inch adaptor, depending on your breaker bar.) Over the end of the bar you will need to place another approximately metre-long piece of strong tube (scaffold pole is ideal, if rather heavy) to increase your mechanical advantage. Alternatively, and since you will need a 600Nm-plus torque wrench to refit the retainer, you could just buy one before you start. Unusually, torque wrenches of this nature and range are often designed to be used for undoing fixings as well as tightening them – but check that before you buy.

Clockwise from top left: this 991 Turbo 'S' has PCCB ceramic brakes as standard, but Centerlock wheels can also be seen in conjunction with ordinary steel discs – and PCCB itself can, of course, be replaced with steel discs and appropriate calipers if you wish to keep the former in pristine condition. Easy to see condition of outer surface of disc, and outer pad, but it's well worth using a mirror to have a quick look at the inners, too. They naturally run hotter than the outers, and this will accelerate wear. Disc should be mirror-smooth, even if surface looks slightly crazed. Sadly, a stone must have been trapped between one front wheel and its caliper, leaving tell-tale deep scratch. Annoying, but not a safety issue. Unusually, PCCB discs are marked not with a minimum thickness, but with a minimum weight. The 997 Turbo 'S' has slightly smaller discs, and calipers of a somewhat less rigid design; they are still fantastically effective, though!

AN UNMISSABLE OPPORTUNITY

Whatever your reasons for wishing to remove your car's Centerlock wheels, it is also the perfect opportunity to inspect the brakes: disc condition, pad thickness, fluid leaks, all that kind of thing.

Unsurprisingly this 991 Turbo 'S', with fewer than 18,000 miles on the clock, showed no signs of any such issues, and the PCCB ceramic discs were as good as new. At first glance their outer surfaces appeared rather crazed, but this is normal, says Gron Owen;

it is when the crazing becomes actual cracks, especially round the drillings, that you have to worry. Indeed, as you will see from at least one of the photos, the surfaces were like mirrors.

But don't assume that, just because all seems fine from the outside, the inner pads and disc surfaces are necessarily OK. Quite often, says Gron, you will find that the inner pads have worn right down – probably because they tend to run hotter than the outers – and the disc surface will be much duller,

if not actually scored.

One interesting issue in this car – problem is too strong a word – was the visible scoring on both the top of the left-hand front caliper and the matching lines on the wheel, most likely the result of a stone becoming trapped between them. There was no sign of the stone now, of course – it may have been there for only a few seconds, anyway – and, for the reasons stated above, better there than jammed against the surface of the disc.



Several years ago this writer observed and photographed an enthusiastic 997 Turbo 'S' owner removing and refitting his own car's Centerlock wheels. Principle is exactly the same as for the 991, but note that the components are all subtly different, with different reference numbers, and cannot be interchanged. One obvious physical difference is the central nut, whose conical collar has only one radial gap; 991's has three. On this occasion our man used a 3/4-inch-drive breaker bar and a length of scaffold pole to apply sufficient torque to undo the nut: seemingly crude, but effective, and perfectly acceptable. See below for tightening sequence. Note also his home-made trolley, to provide vital support to the wheel as it is withdrawn from the hub. Aluminium-based Optimol grease should be applied to all the relevant surfaces. Under no circumstances use anything else – and **never** any product with copper in it

Without a 600Nm-plus torque wrench, our DIY 997 owner used a lower-rated device and a torque multiplier (see panel on page 90). This, as its name suggests, is a kind of gearbox that steps up the input torque by a specified ratio, here 1:3.3. And it could, of course, be used to undo the nut with somewhat less effort than it might otherwise require. One slight drawback of the device is that it requires bracing against some suitably strong surface – here a block of wood on the ground – and one slight quirk that input and output shafts rotate in opposite directions: so counter-intuitively the tool needs bracing thus (far right) to tighten the nut. Wheel must be fully off the ground for accurate and safe torquing, remember – and locking device positioned as arrowed before you refit the centre cap



Another alternative, at least as far as refitting is concerned, is to use, say, a 100–200Nm torque wrench, in conjunction with what is known as a torque multiplier. This fits between the torque wrench and the item to be tightened, and by means of its internal gearing steps up the torque between its input and output shafts. The device shown below has a gear ratio of 1:4, and a torque ratio of 1:3.3. This means that for 600Nm you need to set your wrench to 600 divided by 3.3, or 182Nm. The only drawback is that you need to lock the multiplier against something solid. In this context the ground will suffice (with the end of the multiplier on a block of wood), but it's a bit of a compromise; a full-strength torque wrench is far better.

There is yet a third alternative – although this is purely a get-you-home (or to your nearest Porsche Centre) routine. Tighten the retainer to 100Nm – a feat within the capabilities of any DIY-style torque wrench – and, using a pencil, lightly scribe a line on the centre of the wheel, next to the '100Nm' mark. Now, using your breaker bar and tube, tighten the retainer until the 'STOP' mark comes round next to the line. This will torque the nut sufficiently for the car to be driven – sedately – until you can have the job done properly. All of the retainers have a right-hand

thread, which means rotating them anti-clockwise to undo them, and clockwise to tighten them. They are marked thus in both German (*Lösen* and *Anziehen*) and English.

To remove a wheel, then, first prise out the crested centre cap, preferably with a purpose-made plastic trim tool, or a small, flat screwdriver blade wrapped in insulating tape. Check that the cap's 'O'-ring is undamaged; if not, it could allow dirt and moisture to get into the area behind it. Lightly grease the seal with Vaseline or similar for easy replacement, and store the cap somewhere safe – and not face down on the garage floor, where you will most likely kneel or tread on it.

Behind the cap you will see a bright-plated central spigot with an octagonal recess in the middle. Observe the spigot's position. When it, and thus the wheel retainer itself, is safely locked, you should see no more than a couple of millimetres of the splines inside the centre of the retainer. To unlock it, so that you can unscrew the retainer, push it in, against spring pressure, until it clicks and stays put via a sort of toggle action. At that stage you should see a centimetre or so of the splines. (Conversely, make sure, when you come to refit the wheel and its retainer, that the spigot is back in its correct locked position before you add the crested centre cap.)

The full weight of the car needs to be on the wheels before you attempt to loosen any of the retainers – and, given the high torque involved, it is advisable to have an assistant with his or her foot on the brake pedal. Best not to rely on the transmission and/or handbrake alone, in other words, although those will suffice in an emergency. Make sure the front wheels are pointing dead ahead, too, or you risk damaging the bodywork with your breaker bar. At this stage, however, all you are seeking to do is 'crack' off the retainer, not to unscrew it; a third- to a half-turn should do it. A smear of Vaseline on the tool's own central 'O'-ring will help it slide home more easily, and its built-in central spigot will push in and release the locking device. Now, using a low-slung trolley jack – and only the car's under-floor bracketry provided for the purpose – raise the relevant corner and, once the wheel is off the ground, fully unscrew the retainer.

At this point, **STOP**. It is vital to draw the wheel off the hub at a right-angle to the latter, or very nearly so, in order to avoid damaging either the rim or, more seriously, the brake disc – and this is a particular concern with ceramic discs, which are highly susceptible to the edges chipping. One way round this – apart from experience and good upper-body



TECH: HOW TO



Porsche centre-lock wheels over the years. Clockwise from top left: both 964 and 993 have similar pegs to locate wheel on disc as on 997/991, but the securing device is completely different: essentially an adaptor that screws on to the original stub axle or drive shaft. Larger disc in photo left is essentially a washer that bears against the outer face of the inner area of wheel. The three small holes are merely to hold it in place when wheel is removed. A broadly similar arrangement is seen on 996 Cup cars, but here with an optional tie-down loop, angled so the nut can be undone with a socket. And long before all this came the F1-style system for race cars such as the 935, the 956 and the 962, with a much larger central nut

strength, perhaps – is to make up a small wooden trolley with a castor at each corner, on to which you can slide the wheel for support. Better still, use the special Porsche tool, or an after-market equivalent: a tube that screws into the central part of the hub and serves as a mandrel, supporting the wheel until it is clear of the disc. Precision Porsche technician Gron Owen does it by positioning the lift such that the tyre is just clear of the floor, thus using the latter alone as his support mechanism, but that's probably not such a good idea where only one corner or side of the car is raised, and thus the hub is inclined slightly above the horizontal.

OK, so you've got the wheel off. Now what? Closely examine all of the components for signs of wear or damage, both of which are likely to be the result of driving the car with the retainer(s) insufficiently tightened. On the conical mating faces of both the retainer and the wheel you need to see smooth, unbroken witness marks – not unlike what you would expect when lapping in a

valve in a cylinder head – and likewise on the large-diameter central spigot projecting from the hub/disc. Those small-diameter pegs are important, as well, and if any of those are worn then probably so will be the equivalent holes in the back of the wheel. You could, in theory, simply fit new pegs and rotate the wheel through one or two positions, but perhaps unsurprisingly Porsche advises buying and fitting a brand-new rim.

Refitting the wheel, assuming that all is well, is by and large a reversal of this procedure – with again the risk of damage to the disc if you don't slide the former on dead straight, or if it should slip from your grasp. Wipe clean and lightly degrease all of the various contact surfaces, and then apply a fresh layer of the special Optimol TA paste recommended by – and available from – Porsche. So that's the conical face of the wheel and the retainer, the threaded area of the wheel, where it contacts the hub/disc assembly. You don't need any on the locating

pegs. Check, too, that the large-diameter 'O'-ring around the outside of the wheel retainer is in good condition, and give it a thin smear of Vaseline to prevent it possibly snagging and tearing as you wind it home.

The tightening procedure is in broad terms simple, but in practice does require both thought and care. The first step, and crucially with the wheel still clear of the ground, is to tighten the retainer, using either your full-strength torque wrench, or the smaller item and your torque multiplier, to 600Nm. Now loosen the retainer by no more than one-sixth of a turn, and then retighten it to 600Nm. At this point the car can be lowered to the ground. Finally, make sure that the locking mechanism is engaged, either by simply pushing against the spring-loaded centre and then releasing it or, if necessary, by simultaneously pushing and twisting with, say, the end of a half-inch-drive socket extension. You should hear a distinct click as the device extends and locks into position. Refit the centre cap and the job is done. **PW**

TOOLS AND EQUIPMENT; USEFUL CONTACTS

Today, as with so much of what used to be highly specialised and thus hard-to-find garage equipment, there are many sources of the tools you will need to deal with your Porsche's Centerlock wheels.

A quick Amazon search came up with 3/4-inch-drive torque wrenches from Norbar (150–700Nm, £297.80), Britool (to 810Nm, £468.90) and Sealey (237–983Nm, £396.95). Best value in torque multipliers seems to be one from Sealey: half-inch square-drive input of up to 300Nm, 1:3.3 gearing, a maximum output of 1000Nm, and an adjustable length reaction arm for use in areas with limited access. In mid-January that was priced at just £156.00. Breaker bars? Again, Sealey seems hard to beat, with its metre-long, 3/4-inch-drive AK7312 at just £29.90.

In the event that your Centerlock-equipped car no longer has its special wheel-retainer socket, they are available from Porsche at £277.38 including VAT, or from Design 911 (specifically for the 991, it seems; the 997's is slightly different) at £288.94. Note, too, that as a courtesy Gron Owen always uses his own socket on customers' cars, so the one stored in the vehicle itself remains unused and undamaged.

A wheel removal and replacement mandrel from Porsche – designed to prevent damage to ceramic discs, but just as useful for steel rotors – costs £465.99 including VAT from Porsche, or £275.63 from Design 911. The latter, an after-market item, also comes with both a cap to protect the tool's threaded area, and a plastic tool, by Snap-On, to ease off

each wheel's centre cap without the risk of damaging the soft plastic (or the retainer).

Our thanks to all at Precision Porsche for their enthusiastic assistance in preparing this feature: that's technician Gron Owen, apprentice Patrick McQuillen, and not least director Jonny Harle. Gron and Patrick will be making a return appearance in the next couple of months, when we get to grips with the remainder of the 991 Turbo 'S' service.

Precision Porsche is located immediately adjacent to the southern end of the well-known heritage Bluebell Railway in East Sussex, making it the ideal place to take your Porsche for attention if you also happen to be a steam enthusiast. More information at precisionporsche.co.uk – and on the Bluebell line itself at bluebell-railway.co.uk.



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FUCHS DE LUXE

Few aspects of the 911 encapsulate Porsche's heritage better than the Fuchs wheel. We've come to see them being restored at Art Restoration's workshops at Holtzheim in Eastern France

Words: Johnny Tipler Photos: Antony Fraser



Fuchs wheels. Instantly recognisable, and immediately synonymous with Porsches and the 911 tradition. Indeed, there's something very satisfying about a row of individually coloured Fuchs, and that's what forms a focal point in the garage workshop at Art Restoration, located on a light industrial site in rural countryside at Holtzheim near Strasbourg, eastern France. It's the speciality of proprietor Patrick Pugin, and we're here to see just what the process of renovating Fuchs wheels involves.

There are two strings to Patrick's bow: Art Restoration, the main business also renovates Porsches, and the Fuchs wheel refurbishment is carried out under the Art

Wheels banner. In reality, though, all the work is carried out under the same roof, with dedicated spaces for specific actions to take place on wheels and on cars. In the depths of the building is a paint booth, a machine shop with tools and equipment to clean parts and remove rust at high pressure, high temperature and ultrasound, as well as smaller cubicles for grinding and polishing wheels. There's an engine and transmission shop which also takes care of carburetors, injection and ignition, and off-site is an acid bath where bodysells are dunked before being painted black ahead of restoration work. Everything in the yard and the workshop looks spick and span, including the cars present, including an SC Targa, a 912, a couple of 914s and a 3.2 Carrera.

Patrick set up Art Restoration ten years ago, beginning with the rehabilitation of a 2.2 911E and a 914. 'I wanted to demonstrate the quality of the work I could achieve, and gradually I started to have more restorations to do, and now I've got a team of 15 people working here.' They are concerned solely with air-cooled Porsches, and only street cars: 'we don't have anything to do with racing cars,' says Patrick; 'and that avoids many complications, because working on racing cars needs a lot of experience and we are still building our experience on street cars. We go very deep into the heart of our restorations, and we focus on the minutest detail, right down to the correct screw for a particular model year. This is what clients expect, and a lot of cars coming out of the

More for show than go, this is the end result of a full Fuchs restoration at Art Restoration/Wheels

So that's where all the Fuchs have gone! Wheels awaiting restoration at Art Restoration. Right: Date stamp on inside of wheel indicates date of production as June 1969. At 15in/6in it's for a 911S, T or E



workshop are going straight to shows, exhibitions and concours, so this is why they are so particular about our methods and level of quality.'

It wasn't long before Patrick became aware of the need for specialist treatment for Fuchs wheels. 'I tried it myself with reasonable success, but I found a guy in Germany doing just Fuchs wheels and I worked with him one time. He told me he was going to retire, so I paid him for his knowledge, as well as some special machines, and started my own company, Art Wheels, (alongside Art Restoration) doing only Fuchs restorations.' Even so, it took Patrick a few goes to perfect the process because his German source hadn't thoroughly explained everything and it took time to refine the technique. Now, Art Wheels currently has three technicians working on the Fuchs alloys.

Piece de resistance to the side of the main workshop and reception area is the eye-catching line-up of Fuchs wheels, all presented in different colours, showcasing

Patrick's team's handiwork. We pass through into the wheel lab section, and he lifts a Fuchs onto the bench. He explains the process the wheels undergo, depending on the relevant build programme and finish required: 'This one has the race finish with the matte black background to the spokes

model of course has much wider rims; they are all nicely differentiated.'

Every wheel passes through a similar treatment process: 'We clean it first, and then check the balance and align it to make sure it is not buckled. If it is crooked we can straighten it, and, if there are any cracks,

“ If you have one crack in the rim or a spoke we can make a weld ”

which are themselves shiny. The exterior of the rim is not only polished, it is anodised too.' He shows how to identify the age of a wheel by the stamping: 'This one is 6in wide by 15in diameter, and it's from June 1969, so it's for a 2.0-litre S, or a 'T' or an 'E'. Then we have the classic rims for the 2.2 and 2.4, and these are the rims for the 'F' model and 'G' model, and this finish is standard for an 'S' model, and the RSR

they would need refurbishment.' Some wheels have gone beyond the point of redemption. 'There is a point where a wheel is just so bad that you say, I'm sorry, I can't help this one: for example, if you have one crack in the rim or a spoke we can make a weld, but if there are two cracks we probably won't proceed. Sometimes there might be three or four cracks, and in that case, we certainly don't touch it.' He shows



Patrick Pugin identified a need for specialist Fuchs restorations. Right: Machinery was sourced from a retiring German Fuchs restorer



Fuchs come in all shapes and sizes as witnessed by this early and late pair

WHEEL METRE GAIN

Here's a brake-neck (sic) history of Fuchs wheels. Designed by Porsche stylist Heinrich Klie and produced by Otto Fuchs in forged aluminium, their key attributes include strength, lightness and their open five-spoke design assists brake cooling. Fuchs wheels debuted on the 911S for the 1967 model year, and became standard fitment across the range in most markets in 1970. In original skinny 4.5in rim width they weighed 2.3kg (5.1lb) less than the standard steel wheels. Lightness allowed greater rim width at less cost to unsprung weight, and 5.5in rims were introduced for the '68 model year. Special 6-inch wide 'deep dish' style 15-inch Fuchs were made for the 1967 911R racecar, and this '6R' rim is extremely rare. By the time of the introduction of the 2.2-litre cars in 1970, Fuchs wheels were pretty much *de rigueur*. They tended to be 6in x 15in, though the 911T still used 5.5in x 15, while up to 1971, Sportomatics and hydropneumatic Es could be optioned with 14in and taller tyres for an easier ride. The 6in flat-dish Fuchs rims were introduced in March 1971. While the T reverted to chromed steel wheels for '70 and '71, the 6 x 15 Fuchs topped the bill for the 2.4-litre E and S in '72 and '73, and the less

expensive cast aluminium ATS "Cookie Cutter" alloys came on the scene in '73. That year, for the first time, the 911 appeared with differing wheel and tyre sizes front and rear: the 2.7 Carrera RS sported 6J front x 7J rear Fuchs rims with centres painted to match the body colour or graphics. With the arrival of the impact bumper cars in 1974, the Fuchs took on a different appearance: gone were the polished spokes, giving way to black centres and polished rims, a look adopted widely – though not totally – across the line-up. By 1975 all 911s were fitted with 6- and 7J x 15 Fuchs, universally black centred – unless, of course, the customer specified spokes painted to match the car's body colour. It was all change in 1978 with the launch of the SC: standard models came with ATS Cookie-cutters, though in certain markets the SC Sport could be fitted with Fuchs. In '84 the 3.2 Carrera was available with five-hole "telephone dial" wheels as well as Fuchs, and again, their spokes could be painted to match the colour of the car, which was particularly attractive in Club Sport and Anniversary hues. By the end of the decade the 964 was shod with 16in Design 90 or 17in Carrera Cup wheels, occasionally painted to match or just plain black.

us an RSR wheel that's been mangled in a race accident. It's potentially so valuable that they'll cut off the rim and weld on a fresh one.

The black finish is paint, not powder-coating; only the bare aluminium parts are

anodised. But in the general process they immerse all the wheels in a bath to anodise them after painting. 'Anodisation involves a nitric acid bath and an electric current, which causes oxidation of the surface of the metal. You can have coloured

anodising, but today we are reproducing the finish as it was originally, trying to be as close as possible to the original finish.

When the wheels were originally produced it was an industrial process, but today, because we are dealing with them on an



More specialist machinery, this time to polish the outer rim. Patrick Pugin insists on a 'clean air' environment, with extractors to remove any contamination

A cracked rim like this can be repaired. Right: It's not all about the wheels. The Art Restoration side of Patrick's business handles complete classic Porsche restorations



individual basis we can make them better than they were in the past.'

The finished wheels look absolutely gorgeous, like confectionery in a sweet shop. The earliest Fuchs wheels, fitted from 1967 to 1970, are more sensitive to deformation than the version produced from '71; the flatter dished model is stronger, and Patrick also finds he has fewer balancing problems with the later wheel. 'The design of the wheel has changed, and because it is stronger we have less problems with balancing and geometry. Besides, you cannot work on the aesthetics if the wheel is not spinning true.' The offset between hub spokes and rim is slightly greater on the post-'71 wheels compared with the earlier versions, though probably the earlier wheel is prettier. Nothing gets the brush-off: I spot some ATS Cookie Cutters on a rack. 'Yes, we also handle Cookie Cutter wheels. Five years ago, nobody wanted to know about them, but today there is lots of interest. For example, in 1974 the 2.4E and S came out the factory with those, and now German owners want to have their car looking original, so Cookie Cutters are back in circulation.' They also refurbish 3.6 Turbo Speedlines and BBS split-rims, which have to be dismantled and treated in three sections.

'I can show you the process of Fuchs restoration. The first job is the stripping of the wheel; we use a sand-blasting system

to remove the paint on the wheel, so now we can check it to see if there are any cracks, and we put it on the balancing machine to check if there is a problem of it twisting.' In which case, the wheel is rotated on a hub and the encircling clamp exerts force on the buckled areas of the rim, effectively straightening it out. 'I have to check the wheel in all dimensions, side-to-side, back and front, and when I have assessed the deformation I can apply pressure in the appropriate direction. It's not easy, but we can do it. This is a very

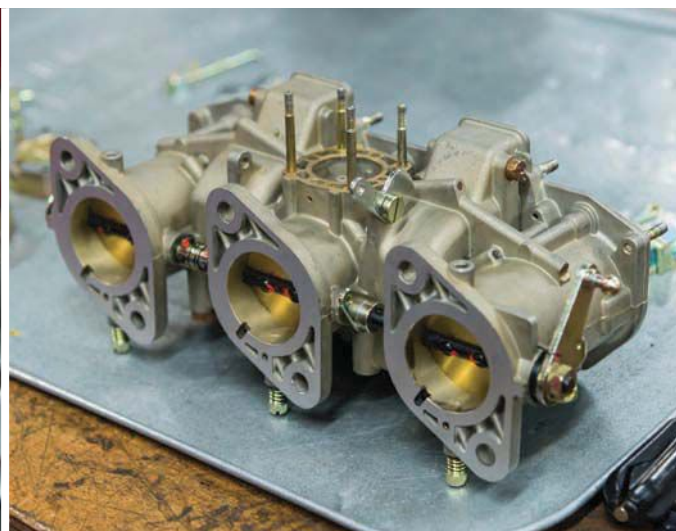
you can see on this one we took out some metal here.'

Patrick is keen to stress that his team works in clean air: 'the German guy was working in such bad conditions, with no protection, no fresh air, so when I started up the business I wanted to do it in the right conditions with extractors installed. After stripping we take out all the major damage and corrosion with the grinding machine, removing metal, and if we need any welding we have to deepen the damaged area by 1- or 2mm to be sure there is no

“ Today we can make them better than they were in the past ”

special machine tool, sturdy too, and it's a good machine to start with, but actually it is not powerful enough for what I want to do. So, I have to buy a bigger one because that Fuchs aluminium is very strong. We heat the aluminium with this system, we heat it locally where the problem is, where we want to push on the rim. Sometimes it's due to the geometry of the wheel, so I have to modify the geometry, but sometimes you can have as much as 2mm distortion and that has a big influence on the balancing, so sometimes we take out some metal –

corrosion.' This is the first part of the actual restoration, and the operators use different types of grinding materials to apply to the metal and remove all the faults and blemishes. 'The polisher has a very aggressive surface and we start with a very aggressive material and when there is no more defect we apply thinner and thinner material to achieve a mirror shine, and after that we make the anodisation. When we weld the metal, we increase the structure of the aluminium, and afterwards when it's all polished to a mirror finish – like chrome –



Anodising is a chemical process involving a nitric acid bath and an electric current, which causes oxidation of the surface of the metal

TECH: SPECIALIST



With the Art Restoration and Art Wheels businesses running side-by-side, Patrick and his team have pretty much everything covered for classic Porsche restoration

you can't see those repairs.'

The polishing machine looks like something you might see in a shoe repair shop – but with somebody riding a bicycle, using the handlebars to manipulate the polisher head in and around the rim. He applies some polish on the disc and you

chemical process, and the protection it gives the wheel is like the original.' If a wheel is not absolutely perfect after treatment it is declared a "second choice", but that's not the end of the road. 'We have a lot of wheels here, and most of them belong to us, so we can sell them, and we

The final process is applying the colour to the area of the wheel inside the spokes. This is achieved by dunking the wheel – on its side, and very precisely – into a bathtub of paint. 'We lower the wheel into the bath so the paint goes up to just that level, so the spokes and the rim do not enter the paint, and it's the level of the painting that's making that characteristic pattern that highlights the five spokes. The process is simple, but getting the right result is difficult. I spent six months developing it, because you have problems with bubbles, runs, dust, and how the paint is going to cure because when it's anodised the paint can lift. Today I am the only one in Europe doing the paint dipping technique.' He's a busy man, then. Patrick and his team restore something like 50 wheels a month, and that means that, potentially, three more cars each week are rolling on as-new Fuchs wheels. Fox on the run. **PW**

“ Patrick and his team restore something like 50 wheels a month ”

can see it start to brighten up and transform the metal on the rotating wheel. 'We are polishing 20 wheels a day, so the preparation has to be good; you can spend three hours polishing and still have a bad result if the preparation of the surface is not good. The anodisation that follows is a

make a discount for a wheel with some "clouds" in the anodisation. We cannot say, "it's a perfect wheel," but it could be a spare. When we assess a restoration, if we have welding to do, we explain to our client what will be the likely result, and they give the go-ahead, or not.'



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THE TEAM

STEVE BENNETT

996 C2



Much to everyone's relief the 996's suspension saga is over, so time to press on with other work. But where to start? It's a toss up between further mechanical or bodywork issues...



KEITH SEUME

CAYMAN 981



Skip a couple of pages and you will see that I've gone modern. *El Chuchó* is no more, sold almost as soon as it hit the market, and I'm now the proud owner of a Cayman 981, my first ever modern Porsche.



CHRIS HORTON

924S, 944



Got the 924S's handbrake working – as you will see from this month's full report – but now the two tailgate latches are playing silly buggers. And the hole at the base of the right front wing is suddenly growing, too...



PETER SIMPSON

356C



Project C is on hold while my garage is being extended to accommodate both 911s and the 356. Oh, and a Mk1 Golf. Then I can get on with more stuff than I'll ever need in this life. Well, maybe!



BRETT FRASER

BOXSTER 3.2S



Winter has reminded me of a couple of the cold weather foibles of older Boxsters – the lack of exterior temp gauge, and the inability of the heater to create a moderate cabin temp: It's either hot or icy.



JOHNNY TIPLER

BOXSTER 3.2S



Tessy the 986 S visited RPM Technik in December and had an oil change at 55k miles, plus new plastic aero trims ahead of the front wheels. Due to collect winter tyres ahead of Historic Monte.



JEREMY LAIRD

CAYMAN S



As you can see opposite the Croc has hit 100,000-miles, with 60,000 of them racked up by myself and almost all of them on a rebuilt engine. To celebrate I've worked out the running costs. Ouch!



THE LEGGIEST 987 CAYMAN IN CHRISTENDOM

As the Croc clocks up 100,000 miles, it's time to reflect on the smiles per mile and consider possible future costs



Go looking for trouble and you'll find it. It was precisely that ancient crumb of peer-reviewed, placebo-controlled and frankly all-too-obvious wisdom that I flatly ignored late last year as I speared north from Laird Towers in Bath. My destination? The sometime harbinger of doom that is Porsche specialist Hartech in Bolton, near Manchester. The mission? To assess the state of the Croc's cylinder bores.

Of course, it's hardly Hartech's fault that I suffer from Porsche paranoia when it comes to my Cayman's 3.4-litre M97 engine. Indeed, as I've explained in issues of *911&PW* passim, if you're going to have your bores sniffed, you may as well have it done by the best in the business. Anyway, my last instalment of the Croc Chronicles back in the October issue of *911&PW* was an uncharacteristically upbeat tale of unalloyed driving joy. Time to get back to the misery and moaning, right?

Not quite. The Croc's bores didn't quite come up clean. A mark on cylinder four that wasn't there during an inspection around the same time the previous year made sure of that. But neither was there any unambiguous evidence of the dreaded bore scoring that so often afflicts these engines. At the very least, call it a stay of execution. It was also the kind of slightly inconclusive result that gets you wondering why you bother having the thing inspected in the first place.

After all, what to do if the camera's beady eye spots early-stage bore scoring? Not many would want to buy such a car at anything like normal market value. So

selling it isn't much of an option if you're not comfortable punting it on without full disclosure. There's not a great deal that can be done to stop the process of bore scoring once it's started, either. Previously, my philosophy here has involved early warning and the ability that may allow for forward planning. But ultimately the best approach is to start putting some money aside regardless. Put simply, the Croc will need an engine rebuild sooner or later.

With the best will in the world, that eventuality probably isn't too far away. I say that not as a pessimist, but merely because of a certain major milestone the Croc recently passed. It has notched up 100,000 miles on the clock. Admittedly, the engine only has only accrued 60,000 miles thanks to replacement by Porsche under warranty within a month of my having acquired the bally thing, at which point it was showing 40,000 on the clock. But then it's done the extra 60k in just three years.

For the most part, all 60,000 have been a joy. That's been especially true since a number of small tweaks, all previously chronicled in these very pages, have combined to turn this relatively modest 987 Cayman into a really rewarding driving machine. The highlights involve 17-inch wheels from a non-S 987, a bigger brake master cylinder and some slightly firmer springs and dampers. The result isn't perfect. But it's now a car I simply adore driving.

Reflecting on the six-digit figure on the odometer is also an opportunity to remember all the good times I've already had in the Croc. It's been to the Alps twice,

What will 2018 bring? If the last three are anything to go on, that'll be 20,000 miles and £7,000 in fuel alone

JEREMY LAIRD

2006 CAYMAN 3.4 S

Occupation: Freelance writer, **Previous Porsches:** One **Current Porsche:** Cayman S **Mods/options:** Bilstein/H&R suspension **Contact:** jeremy.laird@gmail.com **This month:** Taking the Croc to 100,000-miles and beyond



along with several other European odysseys. It's survived a few track days and taken part in several magazine shoots, too. But most of all, it's been the countless glorious runs across England's minor roads that I've most enjoyed. Anyone who thinks there's no good driving to be had these days isn't trying nearly hard enough. Keep off the main roads and it's fantastic out there.

Whatever, it's memories of those miles driven and enjoyed that makes the inevitable running costs easier to accept. Given the rate at which I'm adding mileage, those costs come thick and fast. I tend to get through a set of rear tyres in about five to six thousand miles. Fronts last around 8000. Pads are probably good for about 10,000 miles with my driving style, discs maybe double that. Then there's the fuel bill. Ah, yes, the fuel bill.

That's something I'm reluctant to calculate. But here goes. I average just under 17mpg (yes, really). That's 3.75 miles per litre. I'm doing about 20,000 miles annually. I probably pay an average of around £1.30 per litre. So that works out at just under £7000 a year on petrol.

Of course, those are just the regular running costs. I've recently DIY'd all six ignition coils. I also recently damaged the rear undertray and there's some noise coming from the front track rods. Add all that lot to the new coffin arms on all four corners, welded exhaust headers, titanium header studs, failed air-oil separator, borked induction flap, clacking driveshaft and

running costs, a circa £10,000 to £12,000 engine rebuild bill suddenly doesn't seem so bad. Given the overall annual costs, a rebuild every, say, eight to 10 years would probably only add about 10 per cent to the running costs.

Of course, you'd still have to come up with a big lump sum and that will always hurt. But when you consider that the rebuild

99,999 miles, count 'em! That figure is growing so fast, the Croc could soon be the leggiest 987 Cayman in Christendom

Shiny new ignition coils are just the latest in a very long line of replacement parts

The Croc hard at work on a 911&PW shoot. It made for an interesting comparison with a pair of GTS models

“ Using a Porsche extensively is never going to be cheap ”

replacement back boxes – not to mention stuff like road tax, insurance, garage rental and so on – and there's a possible overall calculation I positively refuse to complete. It's an awful lot of money, overall.

The upshot of all that is twofold. Firstly, don't kid yourself that using a Porsche extensively is ever going to be even moderately cheap. It ain't. Secondly, when placed into the context of the overall

is about the same as a couple of years' worth of fuel it somehow seems more reasonable. At least, it does in the distorted mind of the pathological Porsche enthusiast, one where the crippling self-inflicted fuel costs are deemed an inevitable necessity rather than the result of feeble inability to resist indulging the right foot. Man maths at its very finest, you will surely agree. Here's to the next 100,000... **PW**

Hard to believe it's a decade-old 100k miler. Here's to another 100,000 miles, just don't think about the bills!





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TURNING THE PAGE

The end of an era, a destination reached after a long and occasionally arduous journey. Our man Seume makes the monumental decision to sell his beloved *El Chucho* hot-rod and explore the joys of owning a modern Porsche



KEITH SEUME

2014 CAYMAN

Occupation: Editor, *Classic Porsche*
Previous Porsches: Carrera 2.7; 928; 912; 914/6; Junior Tractor; 912/6 hot-rod
Current Porsche: 981 Cayman
Mods/options: None as yet
Contact: classicporsche@chpltd.com
This month: Buying the Cayman and wrestling with his conscience...

Is the man mad? After five years with *El Chucho*, Seume felt it was time to experience a 'modern', choosing to swap his 912/6 for a 981 Cayman

So, it's happened. Regular readers may recall that last month I left a rather large hint that changes were afoot, changes that would see me crossing the divide between 'classic' and 'modern'. Now given my position as editor of *Classic Porsche* magazine, that may seem an odd decision, but bear with me while I explain.

Unlike some Porsche enthusiasts, I only have the space (and funds) to have one 'fun' car on my fleet. My daily driver Audi A6 does the mileage munching duties, meaning that my 'other' car need not necessarily be entirely practical in terms of seating or luggage capacity, but what I had gradually come to realise was that I wasn't enjoying driving *El Chucho* as much as I used to – or expected to.

Why should that be? After all, it was my dream car: an early 911/912 with a specification that included a Bob Watson-built 2.2-litre 205bhp motor, a Mike Bainbridge gearbox, big billet brakes and 911R-inspired styling. It was everything I ever wanted in an early Porsche and, when I set out to build the car, I never expected to sell it – ever. In fact, I was given strict instructions by close friends not to sell it, and I agreed. After all, once you step off the early Porsche ladder, it's hard to get back on these days.

No, if I wanted to change anything, I told myself, treat the car to a full repaint, or different wheels – anything but sell and start

all over again. But somehow I couldn't bring myself to make radical changes to *El Chucho* – he was perfect as he was (well, in my mind at least) and making radical changes would spoil the formula. I settled back to enjoy the drive but then about 18 months ago, I thought I might have to sell something to help towards a mortgage – and 'something' would have meant *El Chucho*.

I started to look at alternatives, with the idea of releasing some funds for the house purchase, while leaving enough in the pot to buy a fun car. But what fun car? With a budget of around £15K, £20K at the most, I had fun looking around at cars for sale on PistonHeads and eBay. I have to be honest, there wasn't anything Porsche-wise that grabbed my attention in that price range, even though there are plenty of cars available, from 968s and 996s, to 986 Boxsters and Caymans (what is the plural of Cayman? Is it Caymans or Caymen, or just simply Cayman?).

No, I began looking outside the family at Caterhams and Lancia Fulvias. Yes, really. But then things changed and house matters were sorted without having to dip into the fun fund, so I continued to drive *El Chucho* throughout 2017. However, two events that year had a profound effect on my thinking. The first was the trip out to Techno Classica Essen with Delwyn Mallett in a 718 Cayman. The car was little short of sensational and I (we) enjoyed every mile of the journey. Del is a hardcore classic enthusiast but even he

found it hard to get his head round the fact that the Cayman was now the cheapest Porsche you can buy. I began to wonder what it would be like to own a 'modern'...

Then early in December I decided to drive up to the Porsche Club GB Christmas open day at the club's HQ in Moreton-in-Marsh. I planned to drive up in the Porsche and duly set my alarm for about 5.00am. When I woke up, I looked out of the window at the dull grey dawn, turned over and went back to sleep. It was at that point I knew it was time for a change...

I had to scratch one itch, though, that being the Caterham. I knew deep inside that it wasn't the practical long-distance driver I wanted but I love them and they represent incredible value for money. They also hold their value well.

I spent a couple of days with a good friend who owns an R400 Caterham, as well as a 993 RS and a Carrera RS. I took Sarah my partner out in the Caterham and while its performance was little short of ballistic, Sarah's comment at the end of the drive was 'OK, done that. Next?' I couldn't really argue... Fun, yes, practical, no.

So the search was on and the memory of that German trip in the Cayman stuck in my mind. When the Cayman first came out, I called it the 'thinking man's 911' – after all, it was smaller and lighter than any current 911 and to me had closer spiritual links to the early cars because of its lack of bulk. The 718 was outside my budget and I'm not so



struck on the styling of the 986 model – to me the perfect Cayman is the 981. Its crisp lines look great, and being the last of the six-cylinder models, I think they'll hold their value well. Not that I was interested in a car for its investment potential, but who knows what the future might hold.

There was another reason the 981 appealed and that was the fact that it was unlikely to suffer the same engine problems that occasionally beset the first generation Caymans, Boxsters and, of course, 996s. I also preferred to buy a car that didn't have too many miles under its belt.

First, though, I'd have to sell *El Chucho*, a prospect which filled me with horror. I hate selling cars at the best of times, but something of this value really scared me. 'What if...' kept going through my mind. No, I needed to broker the car and what better place considering my geographical location (Cornwall) than Saltash-based Williams-Crawford? I called by to discuss the idea with Adrian Crawford, noting that they had in stock a couple of 981 Caymans, too, which might prove convenient. One was a manual in Sapphire Blue, the other a PDK in GT Silver.

We worked out a deal and, just to make sure I was doing the right thing, I took the PDK Cayman for a drive. I fell in love. I know that some readers will turn their noses up at PDK (after all 'real' drivers always choose

cars with manual transmission...) but I've been a firm fan of the modern semi-automatic since first driving a Golf with DSG (VW/Audi's version of the PDK concept) a few years ago. It's so much better than the old Porsche Tiptronic in every respect. For me it was a no brainer.

I started to look around the usual on-line sales sites (PistonHeads, eBay and good old Autotrader) and soon discovered that there was no shortage of 981s for sale, with varying specifications and mileages. I began to make up my wishlist: colour – Agate Grey, GT Silver, Basalt Black; wheels – 19 or 20in with PASM suspension; PDK transmission; black interior; sports steering wheel with paddle shifters... In fact, the specification of the car I had just driven at Williams-Crawford.

One thing that did amaze me was the number of cars with absurdly low mileages. One Cayman I found for sale was fully loaded with just about every option you could imagine but had covered 1500 miles in its four-year life. 1500 miles! That's crazy.

At first the thought of a super-low miles Cayman seemed appealing – after all, it would be like buying a new car. But I heard an apocryphal story of friend who had been pestered by his wife to buy her a new Mercedes CLK. After one year she had driven it just 600 miles – to and from the gym once a week, so that she could be seen

arriving in the 'right' sort of car. The poor Merc's engine probably never reached operating temperature, and I hate to think what the bores were like after such a short period of time.

No, what I wanted was a car that had been used, but not overused, with average or just below average mileage. A car that had been looked after but enjoyed. A car like the one I had just test driven, in fact. With 28,000 miles on the clock after four years, it had been enjoyed but not maltreated as a daily driver. I made up my mind and waited to see if anyone was interested in *El Chucho*.

The advert went 'live' on Christmas Day and just eight days later Adrian called to tell me they had a buyer. So, fast forwarding a couple of weeks, I am now the proud owner of a 2014 Cayman with PDK, PASM, PSE (switchable sports exhaust), 20in Carrera wheels and the Porsche sound package.

Today I took the car out on a 'bonding' excursion, 125 miles of roads through Devon and Cornwall, heading across country to Bideford and then heading down the A39 Atlantic Highway to Camelford and home. It was a beautiful day, the car was an absolute joy and all is right with my world. Do I, or will I, miss *El Chucho*? Of course, but it felt that time was right to bring about a change. So here's to the next chapter in my history of Porsche ownership. Watch this space. **PW**

A 125-mile 'bonding' experience left our man Seume with a smile on his face. Yes, that is a smile, or as close as you'll get...

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Black interior, sports steering wheel with paddle shifters, PASM, PSE... Oh, and a fatter arse compared to the early cars. 981 Cayman's styling is crisp and modern without looking bulky



MAKING A CLEAN BRAKE

Horton's 924S's parking brake – also designed to be an emergency brake, of course – had scraped through the MOT test, but plainly needed more than a straightforward adjustment. Yet what should have been an almost equally simple shoe change proved to be anything but



CHRIS HORTON

924S, 944

Occupation
Consultant editor,
911 & Porsche
World

Previous
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Mods/options
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This month
Finally getting the
handbrake working
correctly again –
but not without
the need for some
imprudent mods
to the new shoes

One of the issues that arose from the 924S's last MOT test was the efficiency of the parking brake – or rather the marked lack of it. Some hasty adjustment achieved more or less the desired result, at least as far as the brake rollers were concerned, but it didn't feel 100 per cent right. The lever inside the car wouldn't seem to stay in the fully down position, with an annoying tendency to flag up the red warning light in the instrument panel, and although the wheels rotated reasonably freely by hand, out on the road I often had the distinct sensation that the shoes were occasionally dragging against the inside of the drums – with an obvious adverse effect on both the car's performance and most likely its fuel 'economy'.

I put off the evil day for as long as possible – I knew that I would have to disconnect the hydraulic lines to the two rear calipers in order to take them off to remove the discs – but eventually circumstances forced my hand. A trip down to Porsche-Torque in Uxbridge for this month's how-to story had seemed the ideal opportunity belatedly to show off the car

to proprietor Sid Malik – he, too, has long been an enthusiastic proponent of these transaxle models – but even before the end of my own street there were some disturbingly heavy knocking sounds from under the rear, and at low speed it was clear that the brakes were dragging quite noticeably. Back to the trusty old VW Passat, then...

The following day, after an unlikely burst of enthusiasm for a dreary late-November morning, I got the rear of the 924S up in the air on my trolley jack. Wheels off, calipers off – with the flexible hoses clamped to minimise fluid loss, and the subsequent bleeding that would be required – and then the drums off. There was nothing immediately obviously wrong inside the first one, I decided, and plenty of friction material on the shoes – although unsurprisingly they did appear to have somewhat glazed surfaces; the drum, too, would need a good going-over with some emery cloth – and so it would probably be worth just dismantling, cleaning, lubricating (where appropriate) and reassembling. All it would cost me would be some time.

Yeah, right. Two hours later, still wrestling

with the shoe-return springs inside the left-hand drum, and then the shoes' arguably even more awkward anchoring springs (more on these in a moment), I was beginning to wish that I had ignored the binding brakes, and simply driven the protesting Porsche down the M40 for Sid to have a look at on his wheel-free lift in his warm and dry workshop. There is always a knack to these drums, I think, rather than a specific technique, and unfortunately (or perhaps fortunately) I now 'do' them so infrequently that I simply forget it from one occasion to the next. And crawling around on the floor doesn't help.

In the end – and again you'll see in a moment why I use that phrase – the method I evolved was to attach one shoe to the hub, with its lower end located against the actuator at the base of the light-alloy casting, and the transverse lower return spring hooked into it. This enabled me simultaneously to locate the free end of the lower spring in the opposite shoe – carefully pushing the central portion of the spring into position above the actuator with a screwdriver; it tends to want to sit below it – and then to ease that shoe into

Not a new photo (above), but right now the 924S is buried under six inches of snow...and it is an appealing view, we think, even if back then the wheels were the original tele-dials, with their rather awkward offset

Having concluded that the handbrake shoes inside the left-hand rear disc/drum were just about serviceable, Horton opened up the right-hand one and found this (far left). No wonder parking brake had been noisy and ineffective. New shoes easily and cheaply available – less than £40 from Euro Car Parts – but, annoyingly, needed the backing plates filing in order to fit inside the slots in the two adjusters (left). In all fairness, we believe there is a revised adjuster that takes account of this change, so if you're planning this job you might want to buy a couple before you start. No way our man was going to take it all apart again, he says – until the next time, anyway





place, securing it with its own anchoring spring. It requires some dexterity and determination to manoeuvre the second shoe so that it engages correctly on the actuator, as well as strong fingers, good eyesight and not least another judiciously placed screwdriver as a lever, but it's not impossibly difficult. Just teeth-gnashingly awkward.

The next step, and with the second anchoring spring in position (yes, I'll come back to those in a moment, I promise), is carefully to pull apart the tops of the shoes – not too much effort is required for that, fortunately; just make sure that you don't 'lose' it all at the bottom – slide in the adjuster, and then fit the upper return spring. And the simplest way to do that, I have concluded, is to hook one end into one shoe, and then to pull the free end back towards you with a suitable hook; I used an angled pick. This enables you to locate the hooked end of the spring against the hole in the shoe, and then finally to push it fully into position with your screwdriver blade. Job done.

Except, of course, that it wasn't. Starting the same procedure on the right-hand drum, I spotted immediately that one of the shoes was losing a section of its friction material; most likely it was this flapping about that had caused both the intermittent binding and clonking, and the overall lack of efficiency. As usual in these circumstances I turned to the Euro Car Parts website, where I found a set of Pagid shoes for a very reasonable £49.99 including VAT. My local branch – Aylesbury – had them in stock, too, and in the event for just £37.49, again including VAT. (Is it just me, or does anyone else find Euro's pricing structure utterly baffling? Oh, and I note today from the invoice that the 'list' price of the shoes – presumably without VAT –

is shown as £115.13. Say what?!)

Back at base, I had the right-hand pair of shoes installed speedily enough (I was going back to the left-hand drum once I'd sorted this side), but as soon as I tried to slide in the adjuster discovered the kind of problem that makes you question the parentage of those who produce this after-market stuff. Basically, the slot at each end of the adjuster was very slightly too thin to fit over the shoes' backing plates – or, to put it another way, since the adjuster was obviously an original Porsche part, the backing plates were very slightly too thick. Seriously? You mean to tell me that I am going to have to file the bloody things? Did it not occur to any of you people to find a micrometer, a measuring caliper, or even just a good, old-fashioned ruler – and make sure that this hardware actually fits the application for which you claim it to be suitable?

And so filing is what I had to resort to – after understandably reluctantly taking all four of the shoes and springs off again, of course. OK, so it wasn't the proverbial rocket science – far from it, in fact – but you would be surprised by how long, and how much effort, it seems to take to shave off the required fraction of a millimetre of cold steel. (And it is essential, I believe, that the ends of the shoes can both slide and rotate freely inside those adjuster slots. Any unnecessary friction within the mechanism, compounded by an eventual lack of lubrication, can lead to the shoes failing to release properly. Which, of course, is where we came in.)

What, then, of those shoe anchoring springs I was banging on about? I had started by trying to use long-nosed pliers simultaneously to push them into position through the shoes' backing plates and then twist them so that the hook on the inner end

engaged over the edge of the hole in the hub casting. But this means coming at the spring at a slight angle, from outside the line of the driving flange, and due to the size of the pliers is never going to work. What I needed was the no doubt special tool devised by Porsche that would allow me to attack the spring through the same hole in the driving flange via which, when everything is back together, you turn the adjuster. Fortunately, I have roughly 40 years' worth of screwdrivers and other old and largely worn-out tools stashed away in a drawer, and it didn't take too long to find one that would – give or take a bit – engage sufficiently tightly in the outer end of the spring to do the job. You can find a use for just about everything sooner or later.

And that – finally – was about it. I shall conclude, however, with what I hope will be a useful tip for dealing with those adjusters, such that you can quickly set the shoes at the optimum distance from the drums. On both sides of the car the adjusters are fitted with the toothed wheel toward the rearmost shoe. Since both have a conventional right-hand thread, it follows that you have to rotate them in opposite directions in order to achieve the same result. Thus the one on the right-hand side of the car (below) requires a downward movement on the end of your screwdriver blade to expand the adjuster, and so spread the shoes, and the one on the left for the end of the blade to be levered upward.

It is also a nuisance to have to keep looking in through the hole to locate the toothed wheels again, after you have checked how easily the drums rotate, so using typists' correcting fluid (which to my surprise you can still buy), I painted on a couple of visible marks: one on the edge of the disc, the other on the water deflector. Every little helps! **PW**

Drum faces were in a pretty poor state, but cleaning with emery cloth, and not least those new handbrake shoes, has made a vast improvement to system's performance – and while the discs were not great it would have been wasteful to discard them at this stage. Middle photo shows all the components installed, ready for fitment of right-hand disc/drum; the one above another close-up of the filed shoe ends, inside the adjuster. Note high-melting-point grease on adjuster threads

Screwdriver through hole in driving flange (below, far left) turned out to be best way of fitting shoes' anchoring springs. Make sure the latter are securely hooked over the edge of the hole in the hub casting. Same hole in driving flange is used, with disc/drum in place, to rotate adjuster via blade (middle; see text). White marks allow quick repositioning of drum, after you have rotated it to check whether or not the shoes are binding



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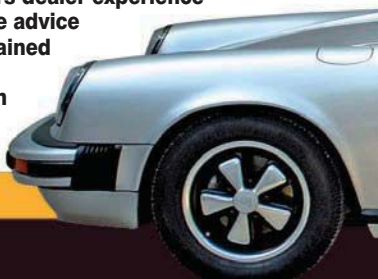


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'UN TRAIN PEUT EN CACHER UN AUTRE...'

That phrase, probably familiar to anyone who has traversed any railway level-crossings in France, translates literally as 'One train might be hiding another'. Do not assume, in other words, that just because one has passed it is safe to drive on without looking very carefully for another travelling in the opposite direction. Sound advice, of course, and no less pertinent to fault-finding in cars – and especially complex modern ones.

I have had an interesting e-mail conversation with a *911 & Porsche World* reader over the last few months, about a persistent engine-oil leak from his 996 Turbo. Significantly – at least as far as this tale is concerned – it is one of the last built, just before the introduction of the 997 variant. And it's a classic case of allowing one problem to blind you to the real cause of the situation. Or in this case, perhaps, of 'fixing' something that wasn't even broken in the first place, with predictable results.

'I have an oil leak from somewhere at the top of my

engine,' began our man's opening e-mail. 'There is only a tiny amount coming out, but eventually it runs down the right-hand front corner of the power unit, and then back onto the exhaust. The engine has been removed no fewer five times in an attempt to find and fix it.'

'On each occasion, all of the relevant 'O'-rings have been replaced. A new oil-cooler and body beneath it have been installed (£960 for that alone!), together with two threaded inserts, again with new 'O'-rings. The correct Loctite sealant has been used between all surfaces. My garage has checked other obvious areas, like the oil-filter housing, the oil-pressure switch 'O'-ring, the oil-level sender, and even the oil filler tube. All relevant components have been carefully pressure-tested, and all of the oil pipes checked, too.

'One obvious difficulty in all of this is that as a very late 996 Turbo – November 2004, to be precise – my car seems to incorporate a number of detail changes to the engine that are more commonly

associated with the first of the 997-model cars, and so the Porsche PET system for ordering spare parts has been confusing, to say the least.'

Our first suggestion was to make sure that the leaking 'oil' really was that – from the engine, in other words, and not either transmission fluid, Pentosin from the power steering, or possibly even brake fluid. And not least to consider taking the car to someone who genuinely knows what they are doing – because, frankly, any garage that has already removed and refitted an engine that many times would most likely not get it right within the next five attempts.

We exchanged several more e-mails, and then eventually came the news that the likely source of the leak had been located. 'I think the initial problem was, indeed, just an 'O'-ring on the oil-cooler. Unfortunately, however, and completely unknown to me, the garage also replaced an adjacent press-fit core plug, which on the PET page for my car is shown as a threaded plug

and a special crush washer. Having now understood these slight variations, I have been able to obtain another new core plug, and this will be fitted within the next few days. Fingers crossed!'

Shortly after that came another e-mail, with still more good news. 'I just wanted to let you know that the oil leak was, in fact, from the 997-style core plug that on my car – a late 996, remember – should in theory have been a screw and a washer.'

'We now believe that the original leak was due to a faulty seal on the oil-cooler, as I suggested earlier, and in truth this was fixed the very first time that the engine was removed, and all of the various seals replaced. For some reason the technician doing the work also decided to remove an adjacent core plug, but because he couldn't see it on the PET system he just measured the old one and replaced it with a proprietary item that he believed to be the correct diameter. But it was actually about 0.25mm smaller than it should have been, and so

although it remained in place it also allowed that dribble of oil to leak past it. No less unfortunately, he didn't actually tell anyone what he had done, and so each time the engine was removed everyone was effectively looking in completely the wrong place.'

All's well that ends well, then, but one dreads to think how much the entire saga might have cost, or how the sum was eventually apportioned. We shall diplomatically draw a veil over that, anyway.

Incidentally, in Germany there appears to be no equivalent to that classic French warning sign – I was half-expecting some hugely complex phrase with the verb at the end, as usual – and here in the UK we seem to have given up on the idea, as well, although the straightforward 'Stop, Look, Listen' is always going to be excellent advice. The prize for brevity, though, surely goes to the US, where I'm told that in the appropriate location you might see a sign saying simply '2 Tracks'.



996 Turbo engine was removed and partially stripped nearly half a dozen times before the source of its annoying oil leak was discovered. Ultimately, the probable cause – a single faulty 'O'-ring seal between the engine block and the oil-cooler – was most likely fixed the very first time, but for some reason the technician doing the work on that occasion also removed an oilway core plug (middle and far right), and instead of using a genuine Porsche part fitted one that was very slightly smaller in diameter – and crucially without recording what he had done. So subsequently everyone was looking in the wrong place. And the problem was compounded, says the car's owner, because as a very late 996 Turbo the engine was in detail more like an early 997 unit: a 996 should, in theory, have had a threaded plug and a washer at this location

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TRUE GRIT FROM 'REBUILT' 911 ENGINE

How many ways are there to mess up an air-cooled 911 engine build? Potentially as many as there are individual components within it. And perhaps multiplied by the number of people who are foolish enough to think they know what they are doing. Or who just don't care. Either way, it's a big number. And this particular one was never going to end well. The only saving grace was that, having been 'overhauled' some years ago, and even refitted to the car, it had never been started.

Which, given the amount of grit floating about both on it and inside it, was something for its current owner to be very thankful for. Media-blasting engine or transmission

components in order to clean them is all very well, and quickly and efficiently tarts them up a treat. But unless they are of the very simplest design, with no threaded holes, and crucially no oil galleries running through them, you can never be 100 per cent certain of subsequently cleaning out any hard and abrasive particles that remain – and which will quickly trash any bearing surface with which they come into contact.

The crankcase halves were literally covered in the stuff, both inside and out, and all six of the oil squirters – designed to spray the underside of the pistons with cooling lubricant – were more or less completely bunged up. That egregious

mistake was compounded by the (wrong) sealant that had been applied to the cases before assembly, and which although seemingly microscopically thin had none the less increased the clearance around the main-bearing shells, such that there would have been a very real danger of both oil-pressure loss and the two halves 'shuffling' against each other. The same horrible stuff, whatever it was, had been applied to the joints between the cylinder heads and the two camshaft carriers. (Porsche specifies Loctite 574 for both of these applications. Use anything else at your peril.)

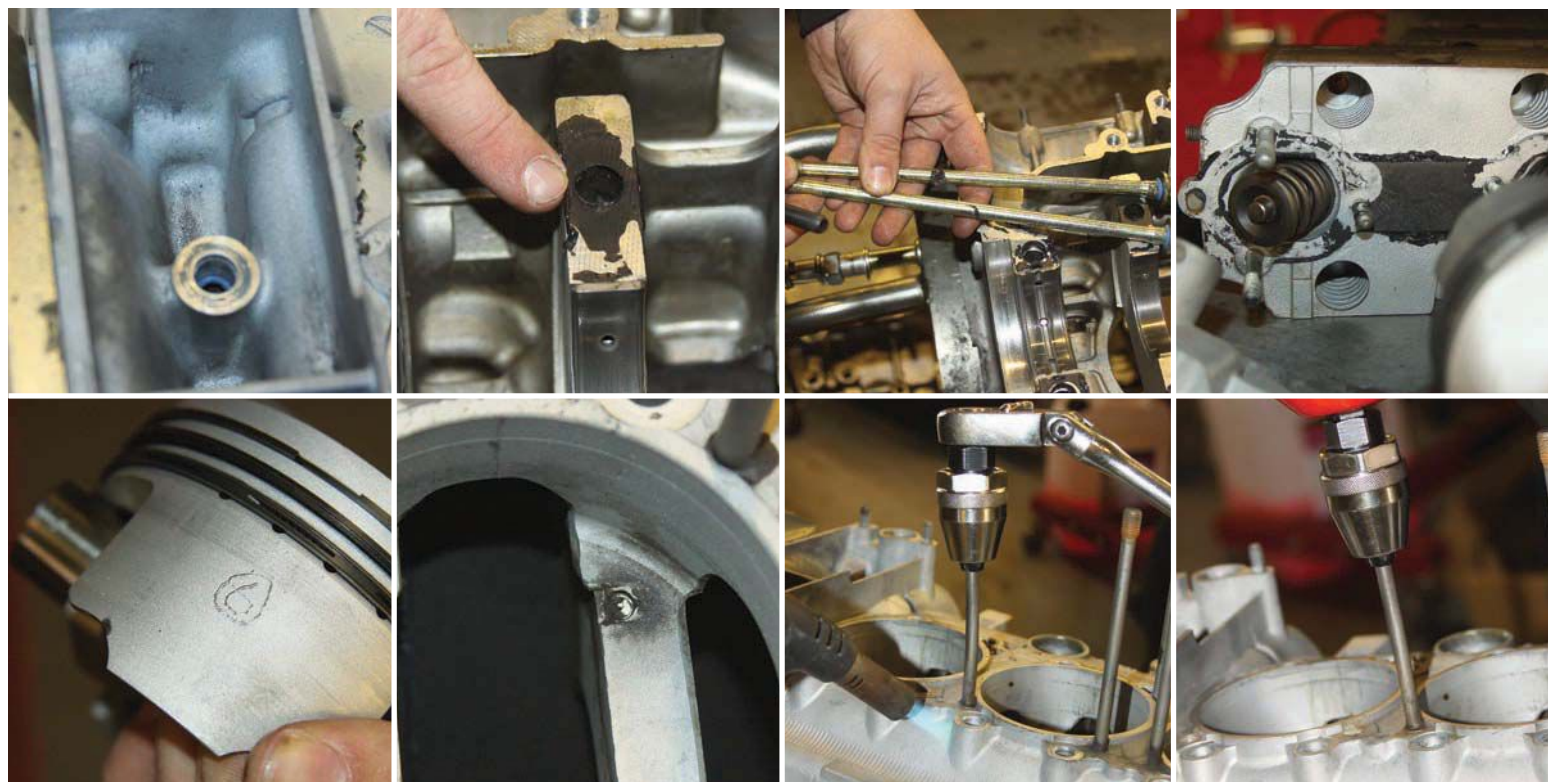
Meanwhile, the crankcase through-bolts appeared to

have been bright-plated – which, although it might look very nice, significantly weakens them – and, for reasons that defy all rational explanation, the pistons had been numbered with what must have been one of those vibrating etch-markers more commonly used to make identification tags for pets. And unsurprisingly some of the pistons' skirts were even now showing signs of faint but irreversible scoring.

No less disturbing, and certainly for the poor bloke trying to undo them, were the seized-in cylinder-head studs. Most of them unscrewed as normal with the aid of nothing more sophisticated than a conventional non-destructive

gripping tool made by Snap-On, but two must have been wound into their no doubt grit-contaminated holes with an impact wrench. The technician tried first a longer breaker bar, and then some judiciously applied heat, and then his own impact wrench to see if that got them moving, but as you can see from the accompanying photo all that achieved was to bend the offending stud.

I don't know whether I shall have the chance to find out what other horrors had been perpetrated on the engine – and I'm not sure I want to – but even this glimpse might serve, I hope, as an object lesson in how not to go about it. Fools do, indeed, rush in where angels fear to tread. **PW**



Clockwise from top left: grit left over from media-blasting the engine cases was visible as soon as the stripdown began – and there was as much inside the cases as outside. Some unknown sealant had been used on the machined faces between the crankcase halves, and while it might have prevented oil leaks, its slight extra thickness over the correct Loctite 574 was such that the precise clearance required – particularly round the crankshaft bearings – was lost. Through-bolts had been bright-plated, which although it looks good reduces their strength. Cylinder heads had been blast-cleaned, of course, and again that thick, black sealant used for the joints with the camshaft carriers. Most of the studs came out with a manual extractor, but one was so seized, probably the result of yet more grit in the threaded hole, that it may still require a process known as spark erosion; watch this space. Oil squirters, designed to spray lubricant inside pistons, were blocked. And seriously, who would identify a piston by etching its thrust face?



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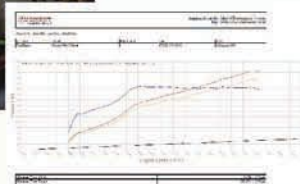
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BUYERS' GUIDE: 944 TURBO

TURBO TERRIFIC

At its launch in 1985, the 944 Turbo cost more than a 911 Carrera 3.2, and made its rear-engined, air-cooled stablemate look pretty archaic. However, we all know the story... The 911 refused to budge in Porsche enthusiasts' affections and the 944 Turbo languished. But now it's having its day in the sun. Time to buy

During the 1980s the words "Porsche" and "Turbo" brought one car to most people's minds: the wide-arched, big-spoilered 911 flagship in all its pomp and aggression, the exclusive rear-engined supercar for the wealthy, and perhaps brave. But as from the middle of that decade there was a second blown Porsche available, one entirely different in character, and with an image that was as understated as the 911 Turbo's was extrovert.

The 944 Turbo, arriving in 1985, three years after the launch of the 944 itself, was actually more expensive new than a 911 Carrera, partly why it was not a particularly popular model. But it also suffered the non-image problem of the rest of the 944 range, the Audi-assembled car still seen by many as a Volkswagen cast-off that, for cost reasons, Zuffenhausen took on in 1976 as the 924 and made it as much of a Porsche as possible.

The perceived lack of pedigree has left all 944 values a fraction of the 911's, although they are now starting to rise. You can pick up a 944 Turbo for under £10,000, which does seem an extraordinary bargain. But does a car that could be over 30 years old deliver a good Porsche experience, and what should you be looking out for if considering buying one?

DESIGN, EVOLUTION

First, some 944 context: the original 1982 944 "Lux" appeared with a 2.5-litre four-cylinder "big banger" engine giving 161bhp and 151lb ft torque. Its gearbox, a five-speeder derived from the 924, was rear-mounted for good weight distribution. In August 1983 power-steering became optional, and in September 1984 made standard, and the interior refreshed with a completely new fascia using a flat instrument display rather than three sunken dials, while minor improvements

included electrically adjusted and heated door mirrors.

With the 944's spec sorted, Porsche launched the 944 Turbo in September 1985 for the 1986 model year. Its 2-valve, 2.5-litre engine used an intercooled KKK turbocharger and produced 217bhp, and 243lb ft torque at 3500rpm, over a third more power and half as much torque again as was produced by the 944 at that point.

The gearbox was strengthened, and the suspension springs and anti-roll bars stiffened. A spoiler with integrated lamps graced the nose, an apron spoiler with 'Turbo' lettering the rear, along with an underbody spoiler designed to suck extra air over the exhaust, transmission and fuel tank. The cabin received various upgrades including electrically adjustable Recaro seats. The UK price was £27,500, over a third more than that of the regular 944.

The crucial date for 944 Turbo fanciers is September 1988, when a larger turbocharger resulted in power leap-

This later 250bhp 944 Turbo is equipped with desirable 'bridge' spoiler and is in the right colour, too. Wheels are from a 968 on this example





Pop-up headlights! What's not to like? Well, not much except that by modern standards, they are rather lacking in beam ability. Right: In the '80s everything was turbocharged - even aftershave and vacuum cleaners...

TIMELINE

September 1985
944 Turbo announced

September 1987
944 Turbo SE launched, power and torque increase

September 1988
SE now mainstream model, new design of wheels

July 1989
Engine receives a catalyst, no change in output

February 1991
944 Turbo coupe discontinued

September 1991
944 Turbo Cabriolet launched, 500 unit batch

frogging the 911 to 247bhp, and torque rising to 259lb ft at 4000rpm. The engine featured an external oil cooler and the brakes were uprated. In fact the previous November this engine spec had appeared in a run of 70 of the Turbo SE Limited Edition with 928 brakes and painted in Silver Rose metallic.

The new model was designated the 944 Turbo SE, with the non-SE model running alongside it for a short time. A large 'Turbo' sticker on the driver's side wing marked out the more powerful car, while extra equipment included a limited-slip differential, 10-speaker sound system, top-tinted screen and split-folding rear seat.

The most obvious difference between pre- and post-1988 cars is the seven-spoked alloy wheels which replaced the original "telephone dial" rims. The SE ran 7Jx16in fronts with 225/50 tyres and 9Jx16in rears with 245/45s; its price was now £41,250, over £4000 more than a 911 Carrera 3.2.

In summer 1989 the Turbo's engine was fitted with a catalyst with no loss of power, and a 959 style 'bridge' rear spoiler was added. The coupe was discontinued in February 1991, but that wasn't the end of the turbocharged 944 as in September of that year it was made available in Cabriolet form for the first time, this in a batch of 500, 100 of them right-hand drive.

DRIVING THE 944 TURBO

For its day the 944's turbo was a top installation, and once the turbo is on song the engine offers a deep reserve of usable power. What you don't get, obviously, is the 911 flat-six's frenzied wail, the motor not in

the least stirring, even when the turbocharger is spinning.

The five-speed gearshift is short, but the distance between it and the gearbox inevitably means some stiffness, hence a firm and deliberate push is needed each time, although in contrast the clutch is, or should be, sweet and light.

The powered steering is perfectly weighted, and with its level of grip, the sheer controllability of the tail under power and the ultra communicative feel of the chassis, the 944 Turbo was without doubt the best handling road car of its time – and is still impressive.

Enter the 944 and you could almost be in a 1980s Audi, the fittings bland but well made. However, the 944 is a much easier car to live with day to day than a contemporary 911, thanks partly to normal pedals rather than the 911's floor-hinged items, and heating and ventilation that works properly.

WHAT YOU'LL PAY

While you can still buy 944s for £5000 or a bit less, 944 Turbos now start at nearly £10,000, and the ability, with a service book convincingly full of stamps, to elevate the

SPECIFICATIONS

Porsche 944 Turbo (coupe)

	944 Turbo 4/2479	944 Turbo SE 4/2479
Engine (cyl/cc)	4/2479	4/2479
Power (bhp/rpm)	217/5800	247/5800
Torque (lb ft/rpm)	243/3500	259/4000
0-62mph (sec)	6.3	5.9
Max mph	152	161
Average mpg	30.4	28.1
Weight	1350kg	1400kg
Wheels (front, rear)	7Jx16-inch, 8Jx16-inch	7Jx16-inch, 9Jx16-inch
Tyres (front, rear)	205/55 VR16, 225/50 VR16	225/50 VR16, 245/45 VR16
Built	1985-1988	1988-1991

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- Rebuild turbo system £2160
- Fit new camshaft and balancer shaft belts £550
- Replace water pump £300
- Front brake discs and pads £460
- Augment Automotive replacement ECU £1380 (not including mapping)
- Replace body sills (per side) £2160
- Four premium brand tyres (225/50 VR16, 245/45 VR16) £650
- Parts and servicing prices supplied by Augment Automotive (01452 831710, augmentautomotive.co.uk)

WHAT YOU'LL PAY

£8,000–£10,000: High mileage cars in private sale, may need work
£10,000–£15,000: Main price range for private sale of solid cars with no issues
£15,000–£20,000: Usually the starting price at Porsche and sports car specialists
£20,000–£30,000: Expect under 75,000 miles and a full service history
£30,000–£40,000: At this price must be in "time capsule" condition, with sub-30k miles

price to £15,000 for a private seller, and up to £20,000 in a Porsche specialist showroom. If you want low mileage, say under 80,000 miles, expect to pay over £20,000.

The Turbo, along with other 944s, is a car that is migrating from mainstream sales websites to specialist classic car sites. For example, Car and Classic had 25 of them for sale when we checked. The highest priced "normal" example we saw was the 73,000-mile Grand Prix White coupe at Hamilton Grays in Loughborough, Leicestershire for £24,950, but you now also see "time capsule" cars appearing at £30,000 to £40,000. An Austrian classic dealer was asking £39,000 for a 60,000km (37,500 miles) car described as in 'nearly perfect condition'.

WHAT TO LOOK FOR: ENGINE

The engine is not particularly stressed by the addition of a turbo, and remains as reliable as the normally aspirated 2.5, according to David Barker at Gloucestershire-based 944 specialist Augment Automotive. 'It should show about 3.0 bar oil pressure at idle and 4.5 bar plus above 2000rpm, and should run and tick

over quietly, though the oil-filled tappets can make a clacking noise if they are not run regularly, which should stop once the engine warms up,' he explains. Smoke from the exhaust needs to be investigated with the usual compression and/or leak down tests and checks.

Oil leaks are an annoyance, most often from the balance or camshaft seals on the front of the engine, but this is easily dealt with as part of a camshaft change. It is also common for the rear crank seal to leak. 'Unfortunately this can only be fixed by removing either the engine then the clutch or by removing the gearbox and torque tube, either of which is costly and time consuming,' David warns.

All cars are over 25 years old and the cylinder head gaskets will be suspect. 'They tend not to actually fail, but they do rot away and allow the cooling water to bypass the rear of the block and engine,' David explains.

But what of the model's unique aspect, the turbocharger? 'Turbochargers can leak oil, so if the car smokes then the turbo may be the cause,' David says. 'Some idea of its condition can be gained by removing a pipe from the intercooler, on top of the engine, and if you see lots of oil inside the pipe, the turbo needs to be investigated for worn

WHAT THE PRESS SAID

'There's masses of grip and quick, accurately obedient turn in, and in most circumstances the rear tyres stick to the road like marmalade to a blanket. It would be hard to imagine power steering any better than this car's. The assistance plays a stunning role to response, accuracy and informative feedback, but the driver needs to exert no great effort at the helm when parking.'

Motor, 944 Turbo Road Test, July 3, 1985

'Always the 944 Turbo remains well mannered and controllable. Instead of threatening to punish the person behind the wheel for every mistake as the 911 does, the 944 Turbo is extremely forgiving. It is the sort of car that makes you look good. Tyre and wind noise are well suppressed, and the sonorous exhaust note is certainly less intrusive than the chainsaw yell of the 911 at maximum chat.'

Car, 944 Turbo/911 3.2 Carrera comparison, March 1985

bearings and seals.'

Removing the turbo is often a time consuming job due to seized bolts in difficult places. The wastegate can also suffer from long term heat damage, with cracked valve seats, broken valves, a failed diaphragm and broken springs. 'There are good, reasonably priced, direct-fit aftermarket wastegates that work reliably,' is David's view.

GEARBOX

It's durable, so accept any whines from it as excusable after quarter of a century. However, there are clutch issues: worn plates, noisy release bearings, worn operating forks with damaged spindles and

The 2.5-litre, 8-valve unit is very strong and well up to the stress of a turbo. Indeed, it was one of the first truly modern turbo installations



Interior in fine fettle on this studio shot example. They can become scruffy with age, particularly the seats. Dashboard tops can crack in the sun, but very few will have to endure a lifetime outside these days



USEFUL CONTACTS

Augment Automotive
augmentauto.co.uk
 Well established workshop in Cinderford in Gloucestershire with deep expertise in four-cylinder, front-engine Porsches, and technical consultant for this Buyers' Guide. Offers useful modifications for ease of ownership

Hartech
hartech.org
 A 924/944/968 specialist based in Bolton that goes back many years. Provides all workshop facilities including complete engine rebuilds

Porscheshop
porscheshop.co.uk
 An essential entry in 944 owners' address books, be they aiming to maintain or modify their cars, the Midlands firm's parts catalogue for this era of Porsche is vast

9apart
9apart.co.uk
 A business in Lancashire that is a great source of used parts, for example interiors that can no longer be purchased new

Design911
design911.co.uk
 This Essex-based specialist caters for the "real world" Porsche owner, and holds a very large stock of parts.

bearing. Dealing with the clutch is another expensive 944 operation, so it's worth carefully investigating any weakness or noisy operation.

SUSPENSION AND BRAKES

The aluminium suspension arms introduced with "oval dash" 944s in 1985 stored up added expense as, unlike on the original cars, the ball joints cannot be removed, rather the entire assembly must be replaced. 'When the bushes wear out the handling goes floppy and there will be probably be a lot of clonking going on,' David tells us. 'The alloy parts are expensive, but cheaper alternatives are to be found in the independent Porsche parts business.' Worn and weak shock absorbers spoil the excellent handling, but Koni and Bilstein supply aftermarket replacements.

The Turbo's brakes use Brembo calipers which can suffer badly from seized brake nipples and/or seized pistons. 'Should the calipers need to be replaced, they are expensive, and not many of the caliper repair companies seem to like rebuilding them,' David observes.

ELECTRICS

The 944 Turbo has an ECU-managed control system comprising a main ECU for

the general engine functions, and one for the boost pressure and to operate knock detection; in addition there is an airflow meter and a variety of engine sensors. 'Over the years we've had issues with all parts of this system,' David tells us. 'Obtaining secondhand parts to replace them can be difficult, and often the "new" parts don't work properly anyway, as they too are old.'

The engine bay wiring looms can be unreliable after prolonged heat and vibration under the bonnet. 'We've built and designed our own ECU and made in-house wiring looms to solve all the various issues,' David says.

BODYWORK

Bodywork is usually very good, with the exception of the sill-box structure. 'Inspect this area carefully – as a quick check, look for the small diamond in the middle of the sill towards the bottom, which should be clearly present. There should also be a vertical seam between the outer sill and the front of the rear wing in line with the back edge of the door. This should also be clearly visible, so if it isn't, suspect filler covering rust.'

Also carefully inspect all along the sill bottom, the area where the rear axle beam is bolted in and the bottom of the front of the rear wing. Look at the front wing

bottoms and also the area under the battery in the boot.

INTERIOR

The interior is quite likely to be tatty, but the only cost-effective cure is to install the seats and trim from a better example; in particular, the high-sided seats on the Turbo are very prone to wearing through. Seats can be re-covered but it is expensive to do correctly, and cheap repairs often look worse than worn seats.

VERDICT

Not everyone likes turbos, but the blown 944 is one of the best transaxle cars made. The turbocharger added flexibility and mid range torque rather than merely top end power, and the perfectly balanced 944 chassis was an ideal home for the uprated motor.

The 944 Turbo is essentially no less reliable than the normally aspirated models, and is still generally a bargain even if some of the best ones are beginning to be advertised at £30,000 plus. So get one while you can – you're unlikely to be disappointed. **PW**

SPOTTED FOR SALE

Private seller
 1987 Porsche 944 Turbo, red, cream leather, 123,000 miles, repaired Cat C write-off, £7999, Hampshire

General used car dealer
 1990 Porsche 944 Turbo, blue, black leather, 149,000 miles, £14,995, Surrey
summitcars.co.uk

Porsche specialist
 1990 944 Turbo, grey, black leather, 78,437 miles, air-conditioning, £24,950, Leicestershire
hamiltongrays.com

BUYERS' CHECKLIST

If the exhaust is smoking, it may be due to a leaking, worn turbo
 The turbo wastegate can deteriorate over time due to the extreme heat
 Poor engine running may mean a replacement ECU is required
 Oil can leak from the balance or camshaft seals on the front of the engine, or at the rear crank seal
 Floppy handling usually means the suspension bushes are worn out
 The Brembo brake calipers may be seized
 Rust mainly attacks the body side sills, front wing bottoms and the battery tray in the boot

DEALER TALK:

PIE PERFORMANCE

Whether you're looking for a sub-£10,000 four-cylinder Porsche or a collectable 911 Turbo costing six figures, you're likely to find what you want at this Suffolk based Porsche specialist headed up by Chris Lansbury



How long have you been in the Porsche business?

I have been around Porsches all my life – I was very lucky, as my parents had these cars when I was growing up. I restored my first 911 when I was 22 years old, and from this time on I was hooked. My business has been running over nine years now and we grow from strength to strength with more services being offered.

What Porsches do you specialise in?

We specialise in everything Porsche from the first air-cooled 356 and 911 up to the most current models. We have the Porsche PIWIS diagnostics system to support the most modern models. Until quite recently we had a Porsche tractor in stock!

What's your cheapest, and most expensive Porsche presently in stock?

Our range of stock varies from front engine transaxles to modern turbos. The least expensive car in stock is a Porsche 924S priced at £6995 and the most expensive at the moment is a two-owner, Rubystone red 911-model 964 Turbo at £135,000.

What would you recommend as the best "first Porsche" to buy?

Being honest, it's very much dependent on budget. We like to advise our customers as to the running costs of a Porsche, and

work with their budget to get the best car they can. All Porsche models are fantastic, and having such a varied stock level, we can cater for all levels.

Where do you get your stock from?

We have a very big customer base and the majority of our stock comes from our customers changing to a different model from us. Alternatively, we buy from other Porsche dealers or go searching privately.

What warranty do you give, or sell?

The warranty packages are sold under PIE Performance. Every car comes with at least six months, but further packages can be purchased. However, we offer two years' warranty on all engine builds, and a lot of our stock will have had a full engine rebuild, and they come with other benefits, for example Evans Waterless Coolant.

What's 'hot' at the moment?

Low mileage, clean examples of all the Porsches range are good news. We have seen a real demand for gen 2 996-model 911s this year, with low mileage examples starting to command a premium.

What's best value at the moment?

I am a big fan of the gen 1 997 911 Carrera S, because at the moment these cars offer real value. Prices are starting to rise, so I would recommend buying a

good example before prices creep up even more.

Name a car that you recently sold, that you would happily have kept for yourself

We recently sold a 911 Carrera 3.2 that had been lovingly cared for by the same owner for over 20 years. It came into stock and even before I had chance to drive the car it was sold – the same day it arrived! That was one I missed, and wished I'd kept.

What car do you drive every day?

My daily driver is a gen 1 997 Carrera S, with factory sports chassis pack, a car I have owned for some time and one that I will not be selling.

What are your plans for the future?

We are planning a move in 2018, this to accommodate a new larger engine shop, a rolling road, further trained in-house remapping team and a purpose-built building for the development of our racing team, PIE Performance Racing.

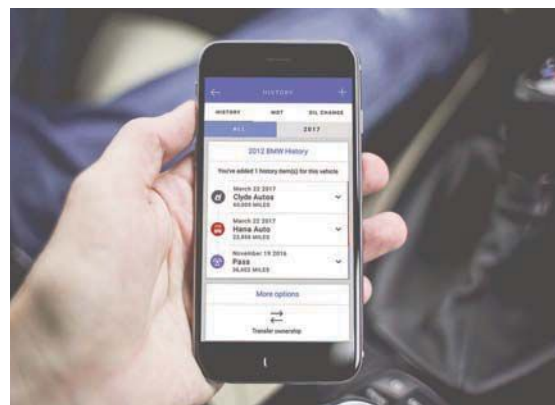
PIE Performance,
9 Hill Farm, Lavenham
Road,
Brent Eleigh,
Suffolk CO10 9PB
+44 (0)1787 249924
pieperformance.co.uk

HELPING YOU RUN YOUR PORSCHE

CREATE YOUR OWN ON-LINE SERVICE HISTORY

"Accidents" happen sometimes. It's not unknown for a car's service booklet to go missing, which may be convenient for the person selling the vehicle, as the one instant way of checking whether mileage is genuine or if past maintenance has been carried out is not available.

Those buying such cars can expect them to be worth up to 20 per cent less when they come to re-sell. However, a newly launched free app, Servicefy, aims to "reclaim" lost histories by building up an online database of cars' service records, the man behind it, Ching Patel, planning to strike deals with lease companies to release information. Presently you can upload your own Porsche's history to Servicefy, thus "underwriting" its value.



HELPING YOU MAINTAIN YOUR PORSCHE

BEFORE USING A GARAGE, CHECK ITS CREDENTIALS

Many Porsche owners will have a good and long standing relationship with the garage that looks after their car. But if you're not in that fortunate position and don't know whether a garage is good or not, help can come from The Motor Ombudsman, the motor trade's dispute resolving body.

Check whether a business is signed up to a Motor Ombudsman Code of Practice. If so, the garage will have pledged to the MO's Codes of Practice on workmanship and staff training. This should signify a good standard of service, including clear pricing, plus you get access to dispute resolution services should the worst happen.



CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

OCTANE GARAGE

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Servicing, MOTs, mechanical repairs/restorations, engine and gearbox re-builds, four wheel alignment, performance upgrades. Special projects undertaken.

Tel: 01892 652994 Email: info@octanegarage.co.uk
www: octanegarage.co.uk

Unit 6 Lexden Lodge Industrial Est. Crowborough, East Sussex, TN6 2NQ

914

9 - Apart
Parts specialists for 912
01706 824 053

Classic Car Insurance
CAROLE NASH
The care it deserves
0800 093 2953



914/6
Year 1970, GT conversion with flares, 7" and 8" original Fuchs wheels, front oil cooler, original body and rear susp, arms reinforcements (original GT spec), original GT style bucket seats, detachable rollbar as with factory GT cars, VIN number: 9140432101. Currently fitted with a 993 3.6L engine on carbs, can be sold with the documented engine. Tel: João Matos, +351 938 139787. Email: jmatos59@gmail.com.
120,000 Euros P0318/029

944

9 - Apart
Parts specialists for 944
01706 824 053

Classic Car Insurance
CAROLE NASH
The care it deserves
0800 093 2953



944 2.5 needs light restoration
My uncle's car, has been in the family for about 20 years, laid up about 9 years ago, new engine was fitted about 3 months prior, needs restoration, registered December 1984. Tel: 07988 657326. Email: leighweaver928@btinternet.com (Devon).
£2250 P0318/015

BOXSTER



Rare Porsche Anniversary Boxster S Tiptronic number 1903
2004 Boxster S 550 Spyder, Anniversary model, numbered Limited Edition. This car is one of the last ever produced, number 1903 of 1953 and 1 of around 150 right-hand drive cars. This Boxster S model was designed to commemorate the 50th Anniversary of the legendary Porsche 550 Spyder. The car comes with the desirable and rare Tiptronic transmission, Porsche PCM, sat nav with all discs, on board computer, air conditioning, heated seats and only 52,000 miles. Correctly finished in GT Silver metallic, with leather interior, electric windows, electric mirrors, paddle shift, Litronic headlamps, headlamp jet wash and electrically operated roof. A sensational car and all correct, cherished number. Beautiful condition, will have fresh MOT, a real collector's vehicle, very rare, very special and an investment opportunity, full service history. Tel: David, 07836 228899.
£14,150 P0318/033



2001 Boxster S low miles
Low miles under 75K, 6 speed manual transmission, new black convertible top with glass back window, 18-inch rims and tyres, brand new a/c, brand new set of 2 keys for ignition, keyless entry. Car is very clean inside and out, I take very good care of my vehicles. Tel: Tony, 701-390-7727. Email: melissacopley@yahoo.com (USA).
£10,000 P0318/030

REGISTRATIONS



'JAZ 4911' private number plate
Private number plate, dateless number plate currently on a car, can be moved onto retention or onto your car, (JAS, JAS 911). Tel: 44 7944 494840. Email: pssall@hotmail.com.
£1000 P0318/031

L911 BAD

Porsche cherished number
'L911 BAD', complementary number for a special 911. Tel: 07415 252911. Email: keithnicko@aol.com.
£3850 P0318/016

GT03 DKT

'GT03 DKT'
On retention. Tel: 07711 713479. Email: bschalmers@hotmail.com.
£350 P0318/032

CI7RRA

Plate for sale
'CI7RRA'. Tel: 07599 459513. Email: thrpmrk@aol.com.
£2500 P0318/034

BA02 BOX

Boxster registration 'BA02 BOX'
Nice Boxster registration: 'BA02 BOX', available for immediate transfer. Tel: 07920 721956. Email: billyarmitage@virginmedia.com.
£800 P0318/012

T911 SSC

Private plate
'T911SSC', excellent registration on retention for your 911, must be 1999 onwards. Tel: 07796 784970. Email: web.ferret@hotmail.co.uk.
£750 P0318/035



Boxster 987 owners!!!
The finishing touch for your first or second generation Boxster 987! A dateless registration number that can only increase in value, on retention. Tel: 07763 719646. Email: pbeb@freeuk.com.
£1750 P0318/007

PORSCHE RELATED CHERISHED
REGISTRATION NUMBERS

911 ADS	RED 911H
REG 911E	911 HDL
S911 LER	911 WVS
TON 997X	911 SCR
POR 997T	911 FEG
POR 911K	911 MSD
1974 RS	CAR232A
993 POR	930 FF
993 RUF	XXX 911C
X993 POR	991 PD
VNZ 911	911 RWS
964 MC	B911 RSR
964 GC	A993 XXX
RSR 911K	D911 POR
RSR 911T	E944 POR
RUF 911T	1 YRS
WBZ 911	

All on retention certificates for immediate transfer

PCGB MEMBER TEL: 07730 007694
EMAIL: erha300@aol.com

REGISTRATIONS



Reg number for twin turbo
Private plate 'TT02 OWN', ideal for twin turbo car, complete with pair of new undrilled plates. On retention certificate so £80 transfer fee already paid but £25 extra to DVLA to swap into your name. Text: 07799 064911 as phone on silent most of the day.
£499 P0318/005

LES 190

'LES 190' registration for sale
Until recently on my 964 but have now decided to sell the registration, on retention certificate, no VAT or other charges to pay. Telephone with offers. Tel: 07425 153194. Email: lezdawes@gmail.com.
£3500 P0318/004

BOX 80Y
BOX 80Y

Boxster plate 'BOX 80Y' (BOX BOY)
Great plate for Porsche Boxster. Tel: 07767 818983. Email: steve@hayes-net.com.
£4000 P0318/003

AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

Your average motor trader might start to wind down as December approaches, but these days classic auctions carry on quite late into winter. David Sutherland took a look at some of the pre-Christmas action



918 Spyder, RM, £1,275,300

Traditionally the car market, classic and mainstream, has gone into hibernation over the Christmas period. Knowing few punters are in the mood to make a purchase, many dealers close up shop and, depending on how good sales have been throughout the year, head for some faraway winter sun or stay at home and watch Netflix.

But every year the classic auction business seems to make more and more effort to ignore Christmas, with sales now running into December whereas before most activity petered out after September or October. So what were people paying for their rather nice early Christmas presents?

RM Sotheby's, now easily the most ambitious international auction house, staging 13 major classic car sales in 2017 (nine in the US, two in Italy and one in France and one in the UK) and for the last four years number one by value of cars sold, pushed its calendar into early December with its Icons sale in New York. The cash flowing through RM's bank account totalled \$45.5m (about

£33.5m), although almost a third of that was for a 1959 Ferrari 250 GT LWB California Spider Competizione, while a Jaguar C-type accounted for a further \$5.3m (£3.9m) and a Bugatti Chiron for \$3.8m (£2.8m).

Porsches do not generally rival classic Ferraris on price, but a 2015 918 Spyder in "Weissach" spec with just 230 miles made it into the Icons top 10, selling for \$1,732,000 (£1,275,300). That price was towards the lower end of its pre-sale estimate, but it is nonetheless more evidence that although it's believed Porsche struggled to sell all the cars new (918 were built), they are now headed for classic superstardom, especially the 230 Weissach models with their stripped back trim.

But aside from this star lot, other Porsches in the New York event did not provide their sellers with the expected Christmas bonus, and that can be the result of one thing only – over optimistic reserves. A 911 GT2 from 1996, originally delivered in Japan and showing 11,470km (7170 miles) was expected to

sell for between \$1.1m and \$1.4m (£810,000–£1.0m) but this ultimate 993, one of 194 built, did not find a Yuletide inspired purchaser.

The 2003–2007 Carrera GT took time to win collectors' hearts, partly because too many (1270) were made, but eventually it did, which is why the Icons seller requiring a seemingly not outrageous \$775,000–\$850,000 (£570,700–£625,900) for a 2004 car that has covered only 695 miles and has not even been registered might have been disappointed. The third did-not-sell was a matching numbers 1966 911 entered with a \$200,000–\$250,000 (£147,300–£184,000) hope. It had been with the original owner for nearly five decades and had been re-commissioned but not restored.

In London, in early December, Bonhams held two classic car sales within four days of each other. No Porsches featured in the first, and only two were in the second, but they did give us a worthwhile indication of what might be classed as the "working man's" Porsche now

costs. The 1989–1993 964-model was once the unloved and unvalued 911, but it was forgiven for its unfortunate plastic body addenda some time ago and the 63,000-mile Carrera – moth-balled in 2002 and re-commissioned in 2013 – found a buyer at £51,750, in the middle of its pre-sale estimate range.

The 928 was disregarded for even longer than the 964, but we've seen these cars – adventurously styled, but now a vintage version of the future – collecting new fans in the last year or two. The seller would have been happy with £24,000–£28,000, but his or her Christmas fund received an extra boost when bidding for the 1986 S2 with 59,000 miles, a detailed history and a number of concours trophies rose to £32,200.

Nothing particularly expensive was sold at the late November event hosted by Historics at Brooklands, one of our favourite "local" auction companies, but there were plenty of interesting Porsches. No one wanted the left-hand-drive, Japan-sourced 2008 997 GT3 RS, with an assumed reserve somewhere between £115,000 and £140,000, even though it was certified never raced or rallied.

A brave seller put a 2004 Boxster S550 Anniversary special edition model, one of 1953 cars, into the sale with no reserve, and got £12,880 for the 55,600-mile roadster. That looked about right for an original Boxster in good nick.

Air-cooled 911s can still be found for "real world" money, although you can't be fussy about model, spec or colour. Just £25,760 secured a 106,000-mile, 1990 Carrera 2 Cabriolet; the rather sudden

Cobalt Blue paint, white Linen seats and Tiptronic automatic gearbox no doubt kept it affordable. A 1996 993 911 Carrera Targa with 112,000 miles went for nearly £11,200 more, but that still looked reasonable for what at least until recently was the most coveted of the later air-cooled 911 generations.

The 914 isn't a car seen often in UK auctions, so it was interesting to note that this is clearly a Porsche that is finally beginning to fulfil its classic potential. For many years, £5000 seemed about as much as it was sensible to pay for the Volkswagen-Porsche collaboration of the late 1960s, but Historics hammered a 1972 2.0-litre 914 at £12,320, in the middle of its reserve range.

Normally, an even rarer sight at auction or anywhere else is a Porsche tractor. But, as we reported last month, Silverstone Auctions recently sold a 1962 Standard J model for £15,525 – and another, this time a 1957 Allgaier Tractor AP18, popped up at Historics, making £11,200. There's more to Porsche than sports cars, but they seem to already know that in Zuffenhausen. **PW**



914, Historics, £12,320



Standard J tractor, Silverstone, £15,525



993 GT2, RM, DNS



Carrera GT, RM, DNS



1966 911, RM, DNS



964, Bonhams, £51,750



Boxster 550, Historics, £12,880



Carrera 2 Cab, Historics, £25,760

TRIED & TESTED

With 911 & Porsche World's roving tyre kicker, Kieron Fennelly

PORSCHE CAYENNE V8 S (MANUAL) 2004 04-PLATE 108,588 MILES £6490



Most Cayennes have Porsche's Tiptronic transmission and those few fitted with the manual gearbox tended to be the entry level 3.2. This six speed 4.5 V8 is then a rare beast and for this reason alone caught Tyrekicker's eye. Like many of its generation, this Cayenne is finished in black and the paint has generally stood the test of time: there is no sign of new paint and a mechanical buffing should bring back the gloss. The plastic front valance though has faded badly and there is condensation in the none-too-clear headlight covers. Standard 19-inch rims have some slight corrosion, but protected by the tyre sidewalls show only one or two nicks. Those tyres are new Acceleratas on the rear and little worn Pirellis at the front. The front discs have recently been replaced and the backs have plenty of life.

Most striking about this four-owner Cayenne is the state of the interior: the leather upholstery is still supple and unmarked; the driver's seat naturally has a few creases. Equipment all appears to function, the facia has no loose or malfunctioning controls and steering wheel, gearknob and door pockets and cubbies all exhibit surprisingly few signs of wear; door thresholds are unscuffed and the door shuts remarkably clean, looking as if they have always been kept this way and the hinges are well greased; the catch on the driver's door needs minor adjustment to avoid having to slam it. The boot appears little used, though the hydraulic rams holding the heavy rear door are a little uncertain. The toolset and spacesaver wheel are complete and unused.

The service book is missing: the dealer had Porsche confirm OPC visits in 2008 at 63,000 miles and 2015 at 105,000 miles. MOT in May 2015 mentioned an exhaust leak, but the most recent certificate dated May 2016 has no advisories. The seating position initially seems high, but the gear lever falls to hand, the clutch takes up smoothly at the mid-point of its travel and we are underway. The V8 emits a distant, cultured rumble, exhibiting plenty of torque and responding readily to the right foot. The manual transmission makes for a more involved and enjoyable driving experience: the gearshift feels loose, but still slots nicely into its chosen ratio. The Cayenne can be driven lazily in third gear, using its immense torque, or with more verve, stirring the cogs and taking advantage of an engine which revs readily and remarkably smoothly to 7000rpm. There is no lift-off shunt from the transmission or discernible propshaft vibration; ride is reasonably controlled if a little crashy over Surrey's numerous potholes; the three-way adjustable dampers (the first fitting on a Porsche) seem to vary little between sport and comfort settings. More to the point there are no disconcerting rattles and the Cayenne steers with customary Porsche accuracy. The brakes bite well and pull this two-tonne leviathan up straight.

This very likeable budget Porsche will be sold with a fresh MOT and three months' parts guarantee. Subject perhaps to a professional opinion, especially to look at the vulnerable cooling system, and maybe an oil analysis, for £6.5k this might well be the Cayenne you have always promised yourself. **PW**



CHECKLIST

BACKGROUND

Ever since the Range Rover, Ferry had wanted to build a similar vehicle: in 1993, he said that if he had remained CEO rather than becoming chairman he would have pushed the project through. Wiedeking had already understood the possibilities: the SUV market was then ten times the sports car market. Porsche could have 10% of that – it was an opportunity waiting to be taken. Porsche fans winced, but the Cayenne's profits enabled it to keep its sports cars in production. Though the Cayenne is now outsold by the Macan, the two SUVs account for two thirds of Porsche sales and profitability.

WHERE IS IT?

Martyn's Car Sales is just outside Chertsey on the A320 Woking road. Martyn Neville has been selling cars "for thirty years." Formerly with BMW, Mercedes Benz and Lexus dealerships, he struck out on his own 15 years ago. He stocks about 100 vehicles, mostly sub £12,000. "I've always loved cars and I tend to buy the kinds of car I would have myself, rather than just a lot of diesel Focuses." His stock is pretty eclectic with older BMWs, Mercedes and SUVs and includes several Porsches ranging from a restoration-project 944 to a 996 Turbo. "I run an SC myself and I used to trade the aircooled cars, but they've moved right out of my price range. The Cayenne appealed to me because of its condition and manual gearbox." martyncarsales.co.uk 01932 283856/07768 017781

FOR

Unmarked body and interior, manual gearbox, smooth V8 petrol engine.

AGAINST

Service record incomplete; paint on front valance faded.

VERDICT

A calculated risk, but a lot of Cayenne for the money.

VALUE AT A GLANCE

Condition	●●●●●●○○
Price	●●●●●●○○
Performance	●●●●●●○○
Overall	●●●●●●○○

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£1999 P0318/040

REGISTRATIONS



Boxster plate

'P718 BOX', the perfect plate for the new 718 Boxster, serious interested parties please. Tel: 07487 834795. Email: gprien22@gmail.com.

£3730 P0318/010

REGISTRATIONS



Porsche 911 Arsenal plate

Great plate for any Porsche 911, lovely plate for any Arsenal fan, the *ultimate* plate for any Gooner, player or fan with a Porsche 911, 'P 911 AFC', it doesn't get any better. It is on a retention certificate, so very easy process to become yours, imagine this rolling up at the Emirates! If you want it, get in touch now. Tel: 07779 767605. Email: ticktock88@gmail.com.

£3500 P0318/036

PARTS



Boxster hard top for sale

To fit a 987 model in Seal Grey, collection only from Brackley, perfect condition.

Tel: 07711 182888. Email: pr@trade-events.co.uk.

£995 P0318/018

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BOSTOCK, ultimate plates

Selling a set of perfect plates for anyone named Bostock, the family set is on the market, due to a move overseas, we have plates for A, D, J, M and R Bostock, take a look at the list. You can buy one or all of them if you wish, as we will of course split them up, this is the best opportunity that you will ever get to own your perfect plate, they're all held on retention certificates. Tel: 07849 398598. Email: onward@rocketmail.com.

P0318/001

IIL 959

Porsche 959 cherished number

Cherished number for your Porsche 959, 'IIL 959'. Tel: 07988 657326. Email: leigh.weaver@btinternet.com.

£3750 P0318/037



'POR 911L' registration number

Would suit any 911 (August 1972 or later), held on certificate of entitlement (V750), no further fees to pay, easy transfer. You are buying the registration number and not the car in the advert. Tel: 07926 035523. Email: philipjelinek1960@gmail.com.

£6500 P0318/039

VGS 911S

Number plate 'VGS 911S' price reduced!!

Nice Porsche number plate 'VGS 911S', was £3000, now reduced to £2500. Tel: 07768 938967. Email: thedjrobinson@icloud.com.

£2500 P0318/013

PARTS

1977 Porsche 911 parts for sale

911 parts, bonnet, boot lid, bumpers, various instruments/ sundries. Tel: 07879 466740. Email: keith@seatown.co.uk.

P0318/017

IRZ 996

'IRZ 996' car registration on retention

I have available on a retention certificate so available immediately to transfer onto your 996, 'IRZ 996', an ideal number plate at a great price for your Porsche 996, please feel free to contact me if you have any questions. Tel: 07856 687137. Email: colin.fettes@azamour-solutions.co.uk.

£1200 P0318/006

JJI 9115

Registration for sale

'JJI 9115', number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com.

£2000 P0318/038

cmsporsche.co.uk EST: 1997

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BOXSTER 981 2013 '13' 52,840 MILES £26,995



One of the first 981s, this two-owner Boxster was registered in June 2013 and sold by Porsche Centre Reading which also carried out its three services at 14,242, 33,516, and 52,717 miles, this last invoice dated 5 October 2017. The MOT runs out on the Boxster's fifth birthday in June. The second owner, a neighbour of vendor Ray Northway, previously ran a 997; he acquired this Boxster from Reading in October 2014 and averaged about 14,000 per annum over three years. He was clearly a careful owner: the Guards Red bodywork is largely unmarked with only the odd stone chips around the front valance and the hood is clean with no signs of wear, though there is an unsightly four inch scuff on the passenger side. The cabin is equally impressive with no discernible wear on the usual contact surfaces or accumulations of dirt in remote crannies and a tautness to everything, which really summarises the whole car. By Porsche standards this is a fairly basic specification: the driver has only a Sport button and PASM in addition to the usual functions though the seat belts are red and the wheels are 19- rather than 18 inch. These are shod with third-worn Pirelli P Zeros at the front, and at the rear Goodyear Eagles, the left half worn, the right almost new. The noticeable, though not MOT-threatening, lip on the brake discs, is in keeping with the mileage.

Underway, the first impressions are how much the

981's interior is improved over its predecessor. Changes are subtle and mainly concern materials as the basic ergonomics were, being Porsche, flawless. The cabin too manages to be an inch or two wider (the bigger 991 chassis) and the windscreen has slightly more rake, but the intimacy of the strictly two-seater cabin is unaffected. The gearshift combines an agreeable lightness and precision with none of the looseness which can afflict earlier cars; the clutch is light by 911 standards and bites in mid-travel. Once warmed up, the engine is a peach: Porsche's smallest water cooled flat-six is here in its fourth incarnation and is by far the best yet. In our modern, turbo-everything world, the 2.7's torque output is modest at 207lb ft which means it has to be revved (isn't that one of the main reasons for buying a sports car?) and that indeed is what it wants to do. Combine the engine's penchant for being solicited with steering response and especially chassis control which are measurably superior to the already outstanding 987 and you have an entry level Porsche which is an absolute joy. This '13' plate example has PASM and the setting seems rather better adapted than the 987's to our roads; the 981 also had better brakes: this car's are well up to standard.

Offering almost everything a pure, open-top Porsche enthusiast could want this recently serviced Boxster simply feels nicely run-in: for a shade under 27K it's a fine example of less is more. **PW**



CHECKLIST

BACKGROUND

The 981 Boxster moved the game on considerably from the 987 model: the new 991 chassis meant the junior Porsche gained a longer wheelbase as well as a wider front track. With noticeably shorter overhangs and a revised, 'corporate' rear, the 981 Boxster traded a certain slenderness for a more potent appearance, though without the stockiness of the 981 Cayman. The 981 S now used detuned versions of the 991 Carrera's 3.4, while the previous indirect injection 2.9 was superseded by a new DFI unit of 2706cc, on the Boxster producing 265bhp. The 981 was the last Boxster priced below the Cayman, the base 2.7 costing £37,600 against £39,200 for the bottom specification Cayman. *Autocar* could not praise the 981 enough, describing a cabin build quality "normally found far north of the asking price" and heaping praise on the new 2.7 engine.

WHERE IS IT?

From his base west of Reading, Ray Northway has long traded in used Porsches alongside his main business servicing post-1973 Porsches. This spring he sees two distinct tendencies in used prices: consumer uncertainty over diesel is causing diesel Cayenne prices, especially for pre-2009 (introduction of Euro 5) to fall away compared with the consistency in values of petrol versions. The interest in air cooled shows no sign of weakening: within hours of posting a tired LHD G50 Carrera 3.2 with 280,000km for £25,000, his mobile phone was "red hot" and he had to remove the ad from his website. The position of the steering wheel meant that much, though not all of the interest, came from the Continent. northwayporsche.co.uk Tel: 01189 714333

FOR

Flawless two owner car with comprehensive history and manual gearbox.

AGAINST

Too ordinary for poseurs; may have too few options for some buyers.

VERDICT

A nicely presented 981 Boxster at a very competitive price.

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●

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£2000 P0318/043

Porsche 911 Cabriolet hood cover
Porsche 911 Cabriolet hood, black, to fit 1984 - 1989 model. Tel: 07932 605497. Email: alfdixon@gmail.com (Cheshire).
£150 P0318/022

Cayenne spare wheel
Genuine Porsche Cayenne alloy wheel with Continental Sport Contact 255/55R18 tyre, no damage or repairs, 4 - 2.5mm tread, used as full size spare, pictures available. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire).
£65 P0318/009

Porsche Boxster (987) alloy wheels
4 OE alloy wheels with tyres, excellent condition, fronts 6.5x17, rears 8x17, tyres Michelin Pilot Sport NO, buyer collects or plus carriage. Tel: 07960 170380. Email: nigel2@btinternet.com (s.Manchester).
£500 ono P0318/023



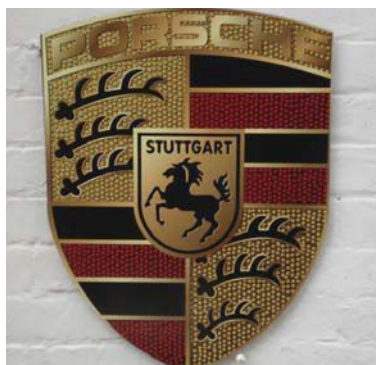
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£1095 P0318/008

PARTS

Porsche 911 Turbo alloys
Porsche 911 Turbo 17" alloy wheels to fit 1984-1989 model. Tel: 07932 605497. Email: alfdixon@gmail.com (Cheshire).
£300 P0318/024

964 RS America door cards
Elasticated pockets let in, black vinyl, complete with RS leather covered door pulls, red webbing pull releases and all rosettes. Used but as new, with screw attachment holes at outer edges, £400 new, asking £250. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire).
£250 P0318/008

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Panamera dealer sales book
Dated 12/2008, 169 unmarked pages, hardback, plus price/options list, 81 pages, dated 05/2009, both as new condition, great gift! Tel: 07399 359072.
£12 P0318/025



The Ultimate Owners' Guide Porsche 911 (993)
This handy govebox-sized book offers you the key information to own, enjoy and maintain the Porsche 911 Carrera and Turbo models built from late 1994 to summer 1998, the aim is to provide an introduction to the fun of owning a 993, and be a primer for some of the easier home mechanic tasks. Book given to me as a gift but never opened, very collectable (see Amazon). Tel: 07949 499492. Email: johnchappell46@tiscali.co.uk (Lancs).
£240 P0318/042

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Issues no 1 to 200 consecutive, (1 to 36 are bound), 214 to 261, all in excellent condition, reluctant sale of my collection, offers for all preferred. Can be collected from Shrewsbury SY4 or mid Wales SY25 areas, any questions please ask. Tel: 07494 209144. Email: davidwalters2009@hormail.co.uk (Shropshire).
Offers P0318/026

Porsche engine stand
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Wanted 911 997 Gen 1 C2S or C4S manual
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P0318/045

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WANTED

Wanted all Porsche models pre 2005!
All conditions wanted, from restoration projects to concours, right and left-hand drive. Complete collections purchased, cash buyer, discretion assured. Please contact me if you are interested in selling your Porsche and are looking for a prompt hassle free cash buyer! I am especially interested in the following models: 911, 911SC, 911 3.2, 964, 993, and low mileage 996 and 997. Tel: 07787 528131. Email: sales@torosportscars.com. P0318/011



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Wanted early 911 literature
Early 911 literature wanted (especially 2.4), eg driver's hand book, document wallet, sales brochure, anything of the period, service records etc. Tel: 07545 234505. Email: richard@uplandsorchard.co.uk (Herefordshire). P0318/028

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TIME MACHINE

Editor Bennett peruses the archives of *911 & Porsche World* from days gone by. What's changed? That will be everything and nothing...

MARCH 1999 (ISSUE 60)

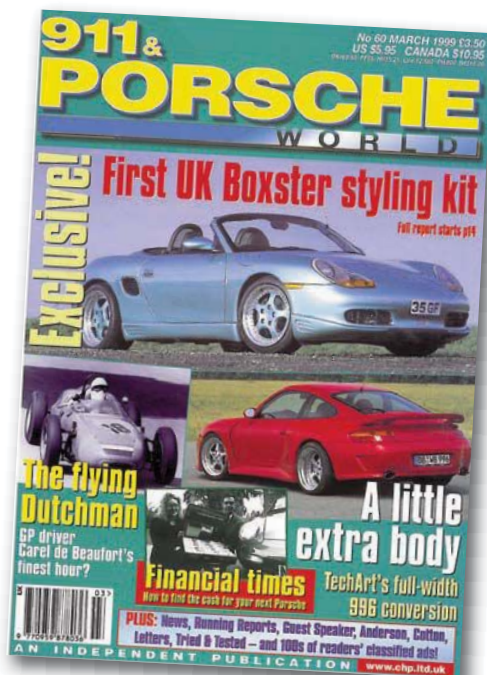
Rewind with us now to the March 1999 issue and check out a very busy/colourful front cover, designed to catch the eye in WHSmith or perhaps an airport. Inside there was certainly plenty to read, so let's take a quick look...

If there was a theme, it was definitely modifying and Editor, Horton, even admitted in his editorial that he had warmed to the concept in a 'life is too short to be precious' about such activities. As ever with these things, mods then were different to mods now and they do rather show their age. The front cover starring Boxster is rather more dominated by its colour than the bodykit, but you can't argue with the wheels, which are a nod to the original Boxster concept and would look equally good today.

The TechArt widebody kit certainly gave the snake hipped 996 some attitude and previewed the arrival of the 996 Turbo with its rear wing scoops and spoiler. In a world of silver 996s it certainly stood out.

Leaving modified Porsches aside, we took a look at the various financing options available to Porsche buyers from good old cash to contract hire. These days everybody finances, but nearly 20-years ago things were rather different, although it was still quite possible to get a Porsche on the drive without expending too much up front.

In the Guest Speaker slot, Porsche Club stalwart and racer, Bill Goodman, stepped in to defend the 996, which was still very much the new 911 in town and rather a departure from its air-cooled predecessors. It was, to put it mildly, controversial. Nothing new there then! You'll have heard all the criticisms before, which are trotted out



for any new 911: too refined; it's a GT now and not a sports car etc. Sound familiar? Predictably, living with the 996 for a few days put everything into perspective and Bill was smitten concluding: "If you wish to drive fast – in real safety and without shouting about it, I simply cannot think of any other car that will do the job any better; or, for that matter anything like as well."

MARCH 2007 (ISSUE 156)

Big story in the news pages as we scooped the new Panamera with some very accurate computer generated images from Germany's Autobil magazine. They were certainly pretty much spot-on although they did make the leviathan look a little smaller and rather more handsome than the 2009 reality. Indeed a rather chubbier version of the current Editor, Bennett, commented as such and then predicted that the Panamera would make up for the shortfall in Cayenne sales, now that it was "suffering the backlash of the anti-SUV and off-roader brigade." Hmm, well, clearly that didn't last for very long.

Elsewhere in the issue we dropped in on number one Porsche historian, Karl Ludvigsen, who was working on a book on the early days of Dr Ferdinand Porsche. Sticking with people, we also hitched a ride and interview with Richard Attwood, whose fame as Porsche's first Le Mans winner has guaranteed him an association with the marque ever since and one that keeps on developing, as witnessed by the Ltd edition Le Mans 991 model launched in 2017 to celebrate Attwood's 1970 victory with Hans Herrmann.



MARCH 2005 (ISSUE 132)

A smart looking 964 RS replica on the front cover of the March 2005 issue, belonging to frequent 'Running report' contributor, Keith Calder. As a sign of the times, Editor Horton reckoned that Keith would have balked at such a project a couple of year earlier, what with 964 RS prices at around £20,000, but now in 2005 and RS prices at £30,000, such a project makes sense. Flipping to the classifieds and the evidence is plain to see, with Gmund Cars offering a Maritime Blue example at £31,000. Oh for a real time machine, eh?

Sticking with the classifieds briefly and whose attention wouldn't be grabbed by a 959 replica built around a 1973 911T? Details are a little scant – the bodykit cost £15,000 and the leather trim a further £5000 – and we don't know whether the original 911T engine is retained, but who wouldn't be tempted at £17,995?

In this issue we report on an ambitious round the world trip in a 928. Back in 2005 we featured a similarly ambitious journey from Plymouth to Dakar in a £300 Porsche 924. The duo of Nick Gibbs and Simon Laidlow made it, too, with just a single puncture and a broken clutch cable hindering progress.

In his regular 'Carte blanche' column, resident hot-rodder, Keith Seume, argued the case for modifying in all its forms insisting that Porsches are just a 'blank canvas' for those with modding in their blood and who cares what others might think. Can't wait to see what Keith does with his new Cayman!



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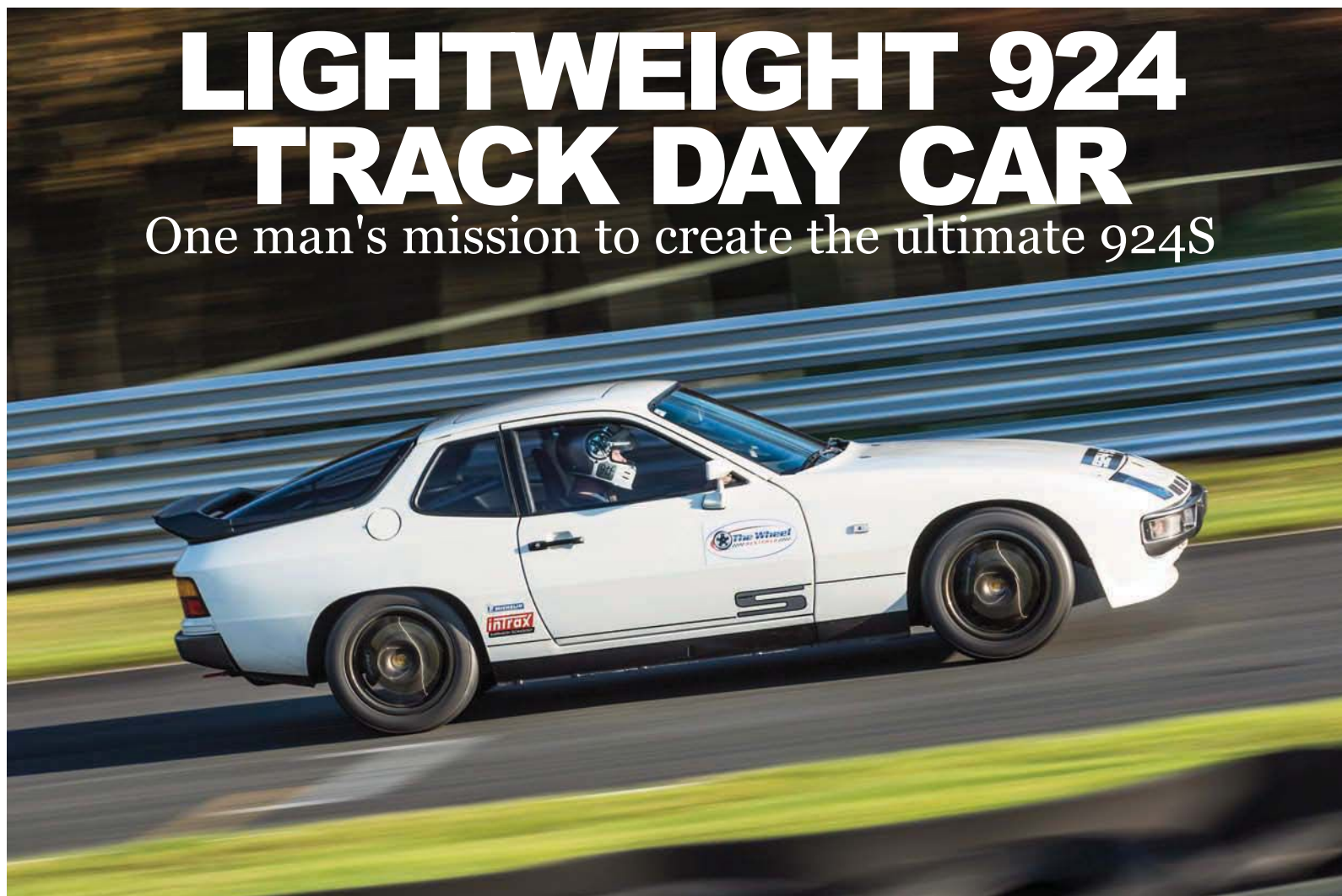
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// 981 Boxster/Cayman EXHAUST SYSTEM

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