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UP FRONT

The classic Porsche market has been through a price correction, but for quality that's been a good thing

Has there ever been a better time to buy a Porsche? Possibly not, but then every year is peak Porsche when it comes to buying, because the more the years roll on, then the more Porsches there are on the market, whether new or old. I would say, though, that there has never been a better time to buy a classic Porsche, which is why we've gone for the 'Your first classic Porsche' theme for this issue. You don't need me to tell you that the classic Porsche scene has been through something of a price correction in recent years, rather like the rest of the classic car market.

For years and years, old 911s bumped along quite happily at a sub £20k level for just about anything. If you weren't quite ready to buy, then it didn't matter, because you weren't going to miss the boat. These prices rather reflected the

“ Classic Porsche prices are higher, but the quality has never been better ”

cars themselves, many of which were coming to the point where they needed significant work. Prime original examples increased in value to reflect that, while others underwent the work required to make that leap, because it became worth doing. The market adjusted itself accordingly and the upshot is that, while the prices for classic Porsches are higher, the quality has never been better. And there's still value in the market, too. I mean, have you seen the price of an old Ford Escort or Capri these days in comparison?

And yes, the market certainly overheated for a time and early 911s are still crazily priced, but sub £50k, where we've pitched our feature, is full of very good classic Porsches, many of which have been restored at the expense of someone else, which is the best way assuming it's been done properly.

And then there's the modern classics. Yes, early Boxsters and 996s now classify as such, which is where most of the 911&PW crew has taken refuge. A few grumbles aside, we've never had it so good!

STEVE BENNETT
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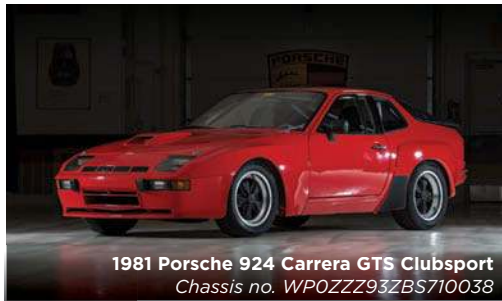
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YOUR FIRST CLASSIC PORSCHE

With the classic Porsche market now rather less volatile and with some great quality cars out there, now is the time to buy. We pick the best sub £50k cars: 944 Lux, 968 Sport, 911 2.7 Targa, 911 SC, 911 Carrera 3.2, 964 Carrera 2, 993 Carrera 2 **50**

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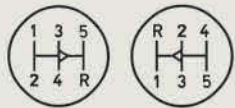
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ALL THE PORSCHE NEWS AND VIEWS

NEWS

New RSR racer features 4.2-litre, normally aspirated engine * Lightweight prototypes feature at Goodwood * Heritage packages for 911s * Massive 356 parts haul at Karmann Konnection * Porsche wraps it up



PORSCHE'S ATMOSPHERIC NEW 911 RSR RACER

Naturally aspirated motor lives on in '95 per cent new' competition car

Reports of its death have been greatly exaggerated in recent years. But with the latest 911 RSR racer, Porsche has once again proven its commitment to the iconic naturally aspirated flat-six motor.

For the new RSR, the flat-six has been extensively rebooted and at 4194cc is now the largest such engine to be fitted to a works Porsche. The new mill is said to offer even better drivability over a wider

rev band compared to its 4.0-litre progenitor. Depending on the size of the intake restrictor fitted, output is quoted in the region of 515hp and would no doubt be much higher without the restrictor.

Power is delivered to the rear wheels via a weight-optimised, more rigid sequential six-speed constant-mesh gearbox. The new powertrain in the Porsche 911 RSR ensures faster gear-shift times and increased efficiency. The two exhaust pipes now exit on each side in front of the

rear wheels. The new exhaust gas ducting saves weight and is claimed to offer aerodynamic advantages. Specifically, the repositioning of the tailpipes has freed up space for an optimised rear diffuser, which produces increased downforce.

Drivability and servicability have also been critical development targets for the new car. The cockpit has been reworked with the focus on better usability and based on extensive feedback from drivers. Similarly, the RSR's carbon-fibre reinforced



plastic body panels can be swapped out quickly at pits stops, which is a major advantage during long-distance races.

To give drivers better protection, active and passive safety elements in the Porsche 911 RSR have been overhauled, too. The proven collision warning system allows drivers an even better overview to detect approaching prototype vehicles in good time, while the optimised roll cage and side impact door panels, along with additional impact protection for the legs, all improve passive safety in the event of an accident.

According to Pascal Zurlinden, Director GT Factory Motorsport, Porsche is pretty pleased with the new racer. "We've extensively analysed all factory and customer campaigns with the Porsche 911 RSR. Our engineers noticed room for improvement in a number of areas. We have

made significant progress in the development of our car for the next three-year homologation period, especially in the complex areas of drivability, efficiency, durability and servicability. Ninety-five per cent of the car is new. The only components that we've kept unchanged from the predecessor are the headlights, brake system, clutch, driver's seat and parts of the suspension," says Zurlinden.

Indeed, the car has been a long time coming. "We've been working on the concept of the new Porsche 911 RSR since 2017," reveals Zurlinden. The RSR made its world moving debut at the Goodwood Festival of Speed in July. Its first race outing is expected to also be in the UK on the 1st September at the season-opening round of the FIA World Endurance Championship (WEC) at Silverstone.

Finally, for the first time the factory race RSRs from Weissach will be decked out in two different designs. The typical Porsche white will continue as the dominant colour on the No. 91 car. Added accents include a centrally-placed red stripe extending from the bonnet over the roof to the rear apron, as well as red side sills, all complemented by grey highlights on the car's flanks.

For the No. 92 car, the white and grey colours are reversed and the rear wing and the wing mirrors are black instead of white so that fans can differentiate between the two.

Of course, the last remaining question is what the new RSR says about future road-going 911s. Strictly speaking, it's all speculation for now, of course. But let's just say we wouldn't be surprised to see a 4.2-litre, normally aspirated motor in a 911 GT car one day.



PORSCHE CELEBRATES LIGHTWEIGHT SPORTS CARS AT GOODWOOD

GT4 and Spyder debut alongside greats from the past and a glimpse of the future

Porsche went big at the Goodwood Festival of Speed in July with a tour de force exhibition of everything from its racing heritage and hot new road-going GT cars to the future of the brand in the form of electromobility.

It was indeed the annual motoring festival at the famous Goodwood House in West Sussex in the south of England that Porsche chose for its worldwide debut of the 718 GT4 and Spyder twins, with both cars getting multiple runs up the famous hill climb along with static display on the Porsche stand.

Another Porsche to get its debut at Goodwood was the new RSR racer in all its widebody, side-exhaust, 4.2-litre glory. Not quite as new but every bit as head turning was the reborn 935 (see Andrew Frankel's column on p30 of this issue for driving impressions of this and the 935 'Baby' Turbo), the long-tail trackday special based

on the latest 911 GT2 RS and packing 700-plus horsepower. Rounding out the newness was the new 911 Speedster, with its 4.0-litre motor and individual throttle bodies proving that natural aspiration is very much alive.

As for period Porsches, the Porsche Museum has gathered together a stunning line-up of icons from its collection in Stuttgart with the aim of showcasing the evolution of lightweight sports car technology. The featherweight 384kg 909 Bergspyder from 1968 is perhaps the ultimate example of the lightweight approach, and made its UK debut at Goodwood after running for the first time in over thirty years at the Gaisberg Hillclimb in Austria at the end of May.

2019 also marks the 50th anniversary of the iconic 917 sports racing car, which built its reputation on victories at legendary race tracks like Le Mans, Spa and Daytona. An

impressive line-up of 12 chassis made their way to the Festival of Speed, including an evocative 'Gulf'-liveried race winner.

Lesser known but fascinating classics included the 1976 935 'Baby' and its tiny 1.5-litre turbo flat six, plus the 1970 908/03 Spyder. Weighing in at 545kg, it's not quite as gossamer-light as the Bergspyder, but with its foam-reinforced plastic bodysell accounting for a mere 12kg, the 908/03 remains a technical marvel, for its day.

As for the future, a glimpse of that came in the form of a near production-ready Taycan. Porsche's first pure-electric car is due to be revealed in final form this Sept. There's little doubt it will offer technical excellence. Its staggeringly swift but near-silent progress up the hill, with ex F1 ace Mark Webber at the helm, however, hints at the challenge EVs have in connecting emotionally. That said, if anyone can make an exciting electric car, it's Porsche.

Porsche's lightweight sports prototypes featured at this year's Goodwood Festival of Speed

OUR TAKE

YET MORE CONFIRMATION OF PORSCHE'S AFFINITY FOR ATMO'

For those willing to listen, Porsche has made it clear enough that it is committed to atmospheric engines in at least some of its sports cars. Despite that, commentators have been predicting the demise of the iconic naturally aspirated flat six. The latest 911 GT3 has routinely been referred to as likely the last with an atmo' engine. Many thought the new GT4 and Spyder twins would be turbocharged.

But here we are with those 718 specials returning to the atmo' fold and a new RSR racer with natural aspiration. Meanwhile, 992 mules with big wings and spewing out the unmistakable shriek of a high revving atmospheric engine have been seen on numerous occasions hammering around the usual race tracks. And it was only last year that Porsche motorsport operatives spoke openly about the existing 4.0-litre engine's untapped potential.

Long story short, those atmo engines aren't going anywhere any time soon. Whether the new 4.2-litre makes it into a road-going 911 is probably more a question of when than if. Hard facts are difficult to come by, but our hunch is that the next GT3 will remain a 4.0, while the next RS could well be a 4.2.

Meanwhile, the other atmo' 4.0, the one in the 718 Spyder and GT4, looks set to find a wider audience. That guru of all things GT, Andreas Preuninger recently said that the engine would find its way into less hardcore models. For starters, that will be the much-rumoured 718 '6', which will slot in below the GT4 and Spyder and quite

possibly replace the flat-four GTS models.

Of course, that would make for the odd situation where one could buy a non-GT 718 with an atmo' flat six, but not a 911 thus equipped. Maybe nobody cares. But there has to at least be a chance that Porsche will drop the 'lesser' 4.0 into the 911. An atmospheric Type-992 911 T? This isn't the first time such a possibility has been mooted and it only looks more and more likely as Porsche continues to prove its commitment to atmo' engines.



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PORSCHE PREPS FURTHER 'HERITAGE DESIGN PACKAGES' FOR 911 MODELS

More Pasha for your new Porsche

Not content to allow the likes of Singer to reinterpret the iconic 911, Porsche is getting in on the game. Not restomods, per se, but rather taking iconographic elements from its classic models and graft them onto the latest 911s.

The project is known as the Porsche Heritage Design Strategy and it's a collaborative effort between Porsche Exclusive Manufaktur and the Style Porsche design department at Porsche. These Heritage Design models begin with special paintwork and liveries and extend to interior detailing, resurrecting old colour and equipment cards and taking inspiration from museum vehicles and period design elements.

"We took all this as our inspiration to reinterpret the design language of the past", says Ivo van Hulten, the Director Interior Design Style Porsche. Interior textiles are a significant part of the package. Classic fabrics, including corduroy and the Pepita, tartan and, yes, Pasha patterns have been redesigned, comprehensively tested and produced with cutting-edge material characteristics.

"To us it is vital to transport the brand's values into the future. Heritage Design models represent an intentional addition to contemporary hybrid and electric vehicles as part of which technical

innovations are in the focus", says Boris Apenbrink, Director Exclusive Manufaktur Vehicles at Porsche AG. "Porsche sets benchmarks in terms of design and styling from the outset – vehicles from different eras are style icons nowadays. We are bringing back these iconic looks and thus proving that Porsche will stay true to its roots, even in the age of electrification", van Hulten adds.

Porsche says more Heritage Design models will be made available in 2020. But for an idea of what to expect look no further than the latest 911 Speedster, which was offered with an optional Heritage Design Package. That package involved GT Silver paint with '60s inspired white detailing for the front bumper that also flowed into the front wings. Black brake calipers with white Porsche lettering were also part of the exterior styling.

Inside, the Speedster gets a two-tone Black and Cognac leather treatment. The Cognac leather bucket seats feature embossed Porsche crests in the headrests, while the seatbacks and some interior trim are also finished in same GT Silver. No doubt the Speedster represents a starting point for Porsche's Heritage Design plans and we can expect to see even more comprehensive packages next year.

Porsche's future is in its past. Expect to see more 'Heritage Design' packages for 911s, like the optional package fitted to the latest 911 Speedster

KARMANN KONNEKTION'S 356 PARTS PLUNDER

Essex specialist receives a container of rare 356 parts from California

With the huge popularity of old Porsche of late, you'd think that pretty much every barn, shed and warehouse in Christendom has been thoroughly scoured for old 356 and 911 bits. But perhaps there are still some treasures to be found. Like the 40-foot container of parts that Karmann Konnektion of Essex has just had shipped over from Los Angeles.

The parts were collected over 40 years by a friend of Karmann Konnektion's head honcho, Richard King. The container was full to the brim of new and used original 356 parts, plus accessories, literature and tools. Karmann Konnektion is now busy cataloguing and loading the parts onto its KK Klassik Porsche Swapmeet page on Facebook, Instagram and eBay. But the outfit says buyers should get in touch if there is anything they need but can't locate online. Chances are, Karmann Konnektion has it. KK also suggests that while you are on Facebook and Instagram don't forget to follow King's 'Lightest 911 Ever' project as it progresses.

If you're wondering who and what Karmann Konnektion is, it's grown over the last 32 years to become a leading supplier

of restoration parts and accessories for Porsche 356 and early 911 vehicles. Their aim is to help restore and maintain classic Porsches courtesy of knowledgeable staff who are on call six days a week.

Karmann Konnektion's new store is located in Southend, Essex, just off the A127 and even before the container find the outfit had large stocks of parts along with a

good selection of Classic Porsche vehicles for sale.

With over 30 years of mail order experience, Karmann Konnektion promises parts will be dispatched with speed and efficiency via courier or the Royal Mail world wide service. For more info head for karmannkonnektion.com or hit up 01702 340613 or info@karmannkonnektion.com.



Massive early 356 parts haul has arrived at Karmann Konnektion

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Porsche is well advanced with testing for its new Formula E race car. The powertrain is now finalised and the season starts in November

PORSCHE FINALISES FORMULA E POWERTRAIN

The racing starts in November

Porsche has finalised the powertrain for its upcoming Formula E racer, with homologation due this summer and the first race incoming in November.

In Formula E, the chassis and battery are standardised, but with all drive components developed by the competing manufacturers. That includes the electric motor, inverter, brake-by-wire system, transmission, differential, driveshafts and the suspension components attached to the

rear-axle, as well as the cooling system and control unit.

With Porsche moving aggressively into electrification for its road cars, the kudos and indeed marketing value of a Formula E entrant is obvious enough. For now, Porsche is not revealing any technical details of its F E powertrain. But we have little doubt Porsche will soon be linking the battery-electric powertrains in its upcoming road cars to its racing activities.

PORSCHE DIGITAL LAUNCHES ONLINE CAR LIVERY CONFIGURATOR

A 'second skin' for your prized Porsche

Funky car wraps and vinyl coverings are all the rage, and not just among the 'yoof' contingent. To prove it, Porsche Digital is launching its own online custom livery service, collaborating with renowned artists, design studios, foil providers and vinyl paint manufacturers.

Known as Second Skin, Porsche says the online configurator enables customers to apply customised livery designs to vehicles at the 'push of a button'. In addition to classic designs rooted in motorsports, it will also be possible to implement designs inspired by a wide range of sources, including fashion and the arts. Genuine and previously unavailable classic Porsche colours will also be available for selection.

"As the livery segment is a very fragmented market, we have created a central port of call with Second Skin to guarantee quality and offer a comprehensive approach to finding a solution," says Simon Weiss, head of the project at Porsche Digital. Thus, the entire design and ordering process is fully processed in Second Skin. Customers select the vehicle model and can design the livery independently or as part of a consultation, following which a non-binding offer to do the work is generated and the order can be completed online.

To demonstrate the spectacular potential results, Porsche kitted out one of its customer 911 RSR cars in the Project-1 during the 24 Hours of Le Mans this summer with a design by artist Richard Phillips. The New York Pop-Art-Artist combined three of his most popular works in a unique livery.

"We wanted to use the project in Le Mans to demonstrate what we can do in terms of automotive design and that there are no limits to the imagination with Second Skin. The greatest challenge was to apply a three-part image on a vehicle. We are also very happy with the result because the effect of the colours is unique," explains the Director of Digital Business at Porsche Digital.

The Second Skin range should be available by the time you read these words at secondskin.design. All current Porsche models are supported, but the service also extends to vehicles from other automotive brands. Prices start at around 4000 euros or a little over £3500 in old money.



For the ultimate in personalisation, Porsche's 'Second Skin' concept allows buyers to livery their cars exactly as they wish, online or via a consultation

PORSCHE ENGINEERING REBOOTS NARDO TEST TRACK

Famous high-speed bowl up and running again

Porsche's international engineering services offshoot, Porsche Engineering Group GmbH, has just reopened the famous 7.8-mile Nardo high-speed bowl in Apulia, Italy.

The renovation works for the iconic circular track involved a total investment of 35 million euros lasting seven months and are part of the strategic development of the testing ground. Along with the re-asphalting of the main track, an innovative guardrail system that has been developed by Porsche Engineering specifically for the high-speed testing activities.

The works also included the complete

renovation of the dynamic test facilities, which span an area of 106,000 square metres. That includes 20 tracks used by 90 automotive customer companies and employing more than 150 people

Nardo was founded in 1975 and has been host to numerous world records, including the first car to break 400kph (the Mercedes C111-IV in 1979) and the 24 hour distance record (a Porsche 928 covered 6377km in 1993). Since 2012, Nardo has been operated by Porsche Engineering Group GmbH, a wholly-owned subsidiary of Dr. Ing. h.c. F. Porsche AG, Stuttgart.





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Michelin's Pilot Sport Cup tyres, now in their second iteration, have been the footwear of choice for Porsche's modern GT cars. Until, perhaps, now. Goodyear is getting into the game with its new Eagle F1 SuperSport RS. Said to be custom-made for the latest Porsche 911 GT2 RS and GT3 RS models, track performance is the core competence for the new tyre. Sized 265/35ZR20 (99Y) XL (front) and 325/30ZR21 (108Y) XL (rear), the tyre offers what Goodyear calls a 'pure racing compound' for maximum dry grip and extremely precise steering behavior by combining very stiff tread elements with a reduced tread depth. The new tyres carry the requisite Porsche 'N' rating and will be available through Porsche Centres. Pricing is TBC, but you can find out more from news.goodyear.eu.



GO WITH THE FLOW

To celebrate the 50th anniversary of the legendary 917 racer, UK-based competition wheel specialist Revolution has created the new CR10 line of flow-formed wheels for Porsches. Available in sizes from 15-inch right up to 19-inch and for a wide range of models from classic 914s right up to modern Boxsters and Caymans, Revolution says advanced computer programmes and flow-forming manufacturing techniques make for a lighter, stronger and more durable wheel than previously available. With offsets machined to customer specifications, turnaround times from receipt of order have been reduced to three to five days, with worldwide shipping also available. Pricing varies with size, application and finish. For more information, head for revolutionwheels.com.



MIXED GRILLES

Not exactly Porsche's finest hour. That's the generous take on the design of the front radiator air intakes on modern Porsches. At least, regarding non-GT cars. The specifics involve wide gaps in the grilles, allowing large pieces of high-speed debris to connect directly with the somewhat exposed air-con condensers and rads. GT models, by contrast, use a much finer mesh which delivers far better protection. Happily, Rennline does a range of mesh kits for late water-cooled models. The mesh fits neatly behind the OEM grilles and the latest kits cover all Boxster models from 987.1 through the latest 982/718 cars. Pricing is around \$300 plus taxes and shipping depending on the model in question. Kits are available for all the modern sports cars, plus the Macan, from rennline.com.





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SCREW THAT

Quality, power and design in perfect symbiosis. So says Hazet of this six-piece screwdriver set. And who are we to disagree? Details include a hanging hole in the handle, non-slip Hazer three-component handle, matte chrome-plated blade and burnished tip. The six drivers comprise of four flat head drivers: 3.0 x 80mm (1/8"), 4.0 x 100 mm (5/32"), 5.5 x 125mm (7/32") and 6.5 x 150mm (1/4"), plus a pair of Phillips head drivers: No 1 x 80mm and No 2 x 100mm. And the pièce de résistance? The Porsche Motorsport branding. Does Porsche Motorsport actually use these drivers? Who knows, but they'll add a little Le Mans to your tool box, that's for sure. If you're tempted, head over to www.stoddard.com and search for part number HAZ-810-6PD. Pricing is \$68.11 plus any taxes and duties.



GET YOUR COATING

Paint protection gurus Xpel have conjured up their latest high-tech coating. Fusion Plus is a new 'applied' ceramic coating that's specifically formulated for use on Xpel Paint Protection Film (PPF), along with naked painted surfaces and glass. Xpel reckons Fusion Plus bonds at the molecular level, sealing and protecting PPF painted surfaces from environmental contaminants, harmful UV rays, and insect acids. Backed by a three-year guarantee from its initial application date, Fusion Plus is said to be very long lasting when applied correctly, making the need for constant detailing or paint correction a thing of the past. Pricing varies with application. You can find a factory trained Xpel coating installer at xpel.com.



STIFFEN UP

Originality for its own sake is all very well. But when there are easy opportunities for modern improvements, well, why not? Enter Powerflex's Heritage Collection of polybushes. Available in both Powerflex's signature purple or low-key grey if you prefer the OEM look, bushes are offered for all classic 911s from the very earliest cars up to the end of the G-body series in 1989. The latest additions to the range include front strut top mounts, rear strut top mounts and the shift rod coupling bush. Powerflex offers the bushes in multiple compound stiffness, so you can choose between maximum steering precision and maintaining a little comfort. Prices start at just £12.95 including VAT, so these bushes really do represent significant bang for buck. Find out more from powerflex.co.uk...



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SWISS TRIPLE

True quality rarely comes cheap, but Exoto's stunning 1:18-scale die-cast models are now at their lowest ever prices at the emporium of prime Porsche products that is www.selectionrs.com. Let's kick off with this Lubrifilm 934 RSR, piloted by the Swiss trio of Herbert Müller, Angelo Pallavicini and Marco Vanoli to GT class win in 1979 at Le Mans, while also placing fourth overall. As it happened, 911-derived Porsches absolutely cleaned up in 1979, with the first three places occupied by 935s. Anywho, the level of detail on offer from this die-cast model is extraordinary. Pop the hood and you'll find a scale model of the racing fuel tank, the cross bracing – the works. The original retail price was just short of \$1000. Selection RS are now doing it for just €299.95 plus shipping or around £275.



AN AWFULLY PRETTY PORSCHE

Give it up for the 910, surely one of Porsche's prettiest racers. The second of our Exoto Racing Legends collection from SelectionRS, this 1:18-scale model immortalises the 1967 car driven by Patrick and Mitter at Sebring that year to a class win and third overall. Not bad for a mere 2.0-litre car with 200-odd horsepower. Porsche actually arrived at Sebring in 1967 with a pair of Carrera 6s and a pair of new 910s, fresh from their debut at Daytona. This Exoto model captures the number 36 car just as it was raced at Sebring that year and in truly ludicrous detail, right down to the taped-over headlights. Originally priced by Exoto for a hefty \$1195, this stellar scale model can be had at selectionrs.com for just €299.95 plus shipping or around £275.



SIX HOURS OF SILVERSTONE

The starting grid at the Silverstone 6 Hours in 1977 was dominated by turbocharged Porsches. The first six cars were the Group 5 bad boys, the 935 Turbos. With a lone Group 5 BMW following the 935s, next up were the Group 4 or GT class 934 RSRs. Italian team Jolly Club's 934 was helmed by Vittorio Brambilla and Gianpiero Moretti. In the end, Porsche absolutely dominated the race, with the Stuttgart machines taking no fewer than 13 of the top 14 places. The race was attritional, with lengthy pit stops for fuel and repairs, but Brambilla and Moretti eventually took Group 5 class honours. That result is preserved in 1:18-scale precision by the last of our Exoto trio from selectionrs.com. Originally priced at \$995, it's yours for just €299.95 plus shipping or around £275.





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LETTERS

Got something to say? Need to express an opinion on the Porsche world? E-mail us on porscheworld@chpltd.com

THE NEXT BIG THING

I suppose you lot have to have something to talk and write about, but is bigging up the market and trying to predict the next big thing really that important? I refer to Jeremy Laird's musings (The Usual Suspects, *911&PW* Aug 2019) on Porsche investments for the future. He comes down on the Cayman 987's potential for profit.

As a Cayman 987 owner, in some respects I suppose I should be flattered, that perhaps I've bought wisely and my investment will flourish. I know it's all speculation, but that's the last reason that I bought my Cayman and the last reason that I would buy any car. As soon as the potential to add value is applied, then the ownership experience is ruined.

I have previous in that respect: A lovely 911 Carrera 3.2, which I owned for many years, with a value of probably £20k. And then the market went crazy and I stopped driving it, fearing I would ruin its sudden increase in value. Yes, I made some money on it, but purely by luck than judgement. My wife was delighted because it got her a new kitchen and I had enough left over for a Cayman S, which I love.

The water-cooled cars will never go as crazy as the air-cooled and Jeremy might be right, that the 987 Cayman's relative scarcity will result in future classic/value status, but I'm going to pretend I never heard that and just keep driving mine.

Paul Stokes, via email



Bigging up Cayman values? Guilty as charged, but we forgot to mention the R. Now that will surely be one to watch...

SCARE TACTICS

They say you create your own reality, but is *911&PW* becoming the profit of doom, when it comes to all things M96 engine related and M96 engine meltdowns (Tech Topics, *911&PW* August 2019)? Where do you find them all? Every issue seems to be a horror fest of worn bores or pistons and self-destructing engines. Surely, not every specialist is clogged up with broken engines for you to pore over and photograph?

If these meltdowns really are as common as you seem to purport, then I must have been seriously lucky, because I reckon I have owned most of the dead cert problem cars, starting with a 996 Carrera 2 and now a gen 1 997 3.8 S (with a couple of Boxsters in between), which seemingly has bore scoring as a no-cost option. I can't understand, then, why mine has done over 100,000-miles and according to a recent borescope, is in fine fettle. Frankly, I'm feeling a bit cheated.

Maybe it's because I warm the engine meticulously and change the oil every 6000-miles and I've replaced the coolant, with decent stuff. That's me, but I can't account for how previous owners have treated it.

Anyway, don't get me wrong. There is an element of 'there but for the grace of god, go I,' and there is certainly a morbid fascination, but perhaps it's time for some rather more uplifting tales from the workshop, if any exist.

Gary Donohue, via email

Steve Bennett replies: Well, Gary, it's kind of good news. Turn to the Tech Horror pages in this issue, and you'll see that Porsche is now selling complete M96 short engines for just a shade over £5k, which adds another solution to the world of M96 engine fixes.



944 FAN

I was beginning to think that you'd forgotten about the 944 in *911&PW*. It was welcome to see a glimmer of recognition from no less than Andrew Frankel, in the August issue. But, then I recall Andrew waxing lyrical about both the 944 and 968 in other (none Porsche) publications over the years, which always gave me a glow of satisfaction, given the amount and variety of cars he's obviously driven in his career.

Yes, I am a proud 944 owner and Andrew is so correct in pin-pointing the S2 as being the sweet spot of the 944 range. The basic Lux is a lovely thing and a great long-distance machine, but just doesn't have the fire power to be really enjoyable from a handling point of view. There's just not

enough power to get the chassis to dance. The Turbo (I've had a few) is a thrilling machine, but as



Andrew observes, its peaky power delivery makes it unpredictable on the limit.

But the S2? That's got it all. Plenty of power and a broad spread of it, too. It complements the chassis perfectly and you can really make it move about and squat out of corners with that typical 944 stance. Add comfort, practicality (I can get my bike in the back of mine) and a great driving position, it's the best Porsche ever in my admittedly biased book. How about a bit more 944 coverage in the future? **Jim Mays, via email**

Steve Bennett replies: We've got a bit of 944 action in this issue and look out for a couple of 944 features coming up...

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THE USUAL SUSPECTS



DAN TRENT
The enthusiast

Is there a real 911 hiding in the 992, Manthey's dominance dazzles at the N24 and dressing up road cars as racers

NEW 992: MATURITY AT THE EXPENSE OF THE FUN?

It's a dilemma many of us face at work. Having amassed the skills, maturity and experience to really do our dream job justice...we get promoted out of it. All well and good if your goal is to shimmy a little further up that greasy pole. But a dilemma for those loving what they do.

Andreas Preuninger is an honourable exception but across the industry you often see passionate, talented engineers promoted into senior corporate roles and losing that valuable hands-on contact with the product, rather wasting their real expertise. Same happens in this gig, too. It's a great honour to sit in the editorial chair and Mr Bennett deserves full credit for keeping this esteemed publication on an even keel. But I know from having done it there are moments you think 'hang on, I'm sat here doing admin while everyone else gets to have the fun!'

My point? I'm wondering with the 992 if the Porsche 911 has reached that stage in its career, too. It's a more mature car than ever with a broader operating range and greater capability than its predecessors. It is absolutely the logical extension of the 911's original role, and embodies everything Porsche has learned in the half century it's been building them. And yet I wonder if it too has been promoted into a management role, watching the job it used to love being done by the younger, fitter members of the team instead.

Maybe I just need to spend more time in the 992 because, hand on

heart, I haven't had one of 'those' drives in one yet. A few laps around Goodwood with none other than Richard Attwood as my chaperone was a personal thrill. But his advice to just leave everything in automatic and let the car do the work was, ungrateful as it sounds, not the driving experience I was hoping for. Maybe he'd had a long day of being razzed around by over-excitabile hacks and just wanted a chilled ride for a few minutes. I wouldn't have blamed him. But it did rather plant a seed of doubt in my head that the new 911 was just a little too aloof for its own good. To the point I wouldn't have been surprised to turn my head and realise I was actually in a Panamera.

Our recent Carrera 4S shoot gave me a chance to push a little harder and compare with its 996, 997 and 991 equivalents. The new car was fast, the fancy cabin was...fancy and, free to go Sport Plus for everything, it was sharper and more engaging. But only at speeds that'd have you locked up on the public road. At ones you might realistically be able to sustain? The car didn't feel especially interested and, as a result, nor did I.

I wonder if this is an inevitability. And if the people who once bought 911s as sports cars now buy 718 Caymans and Boxsters instead. Certainly these 'junior' cars have the performance and rawness we all enjoyed in older 911s. The 992? I hope to be proven wrong in due course but on my experience thus far seems to have accepted a supervisory role.



At 50+ years of climbing the greasy pole, by Dan's reckoning the 911 must surely be heading for retirement soon

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



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MANTHEY PORSCHE AT THE 'RING

I didn't do Le Mans or Goodwood this year, instead cashing in domestic credits for the Nürburgring 24-hour that came between them. I think it was the right decision, too. Those seeking an authentic 24-hour experience will find the French race increasingly more remote as spectators are kettled into pens to watch various identical prototypes battle for class honours. The real race is in GTE Pro and AM – recognisably different cars with their own distinctive sounds and, best of all, properly close racing.

Which is why N24 is so brilliant. With no prototypes the GT3 cars are the fastest on the track and the battle at the head of the field is unbelievably fierce, with Porsche, Audi, Mercedes and BMW all previous winners with home pride at stake. Chuck a few Aston Martins, Nissans, Ferraris and Lamborghinis into the mix and you've got a proper race on your hands, the fact this lot are sharing track space with privateers in Golfs, Clios and Toyota GT86s spicing things up further. That even after 20 hours of racing the top six cars were still bunched in a pack as they ducked and dived between the back-markers was breathtaking to watch.

It wasn't Porsche's year this time round. But it wasn't for lack of speed, commitment or utterly ruthless determination. Even against factory Audis and AMGs the Manthey 911s just looked another 10 per cent more committed and always relentlessly, ominously fast. The 'Ring is Manthey's home turf and you'd grant the team a certain sense of

entitlement. But far from resent the challenge from AMG, Audi and others they they instead seem to relish it. Winning is everything for Manthey. But sweeter still if you've had to work for it.

You can get so close to the action at the N24 you feel shockwave as the cars pass, the speed differential between the GT3 cars and those in lower categories enough to have you wincing. If the blue lights the leaders have in the corners of their windscreens aren't warning enough the headlight flashers get the message across loud and clear. One wag I was with suggested it might be a feature Porsche could add to the Sport Response button for clearing the Autobahn fast lane, having battled his way there in a 911 press car. They probably would if they could.

Watching Kevin Estre take to the grass at 180mph to pass an AMG was one of many

stand-out moments and typical of the commitment shown by the Manthey boys, to the point where I found myself taking a reflexive half step backwards any time I saw one of their cars approaching on the basis they always seemed to be pushing that bit harder than anyone else. The penalty that cost them the win and Estre's banzai final stint trying to pull a lap back on the leading Audi just added to the drama, too. They took second place graciously enough, even if they probably take a 'first of the losers' view of the result. Regardless, the mental image of a Manthey 911 scything through the Eifel forest at eleven tenths is my defining memory of a fantastic race. Fifth overall and a win in Pro-Am for the number 12 Manthey GT3 R was some consolation, Porsche drivers taking eight class wins out of the 24 competing in the race.



There are 24-hour races and then there's the Nürburgring 24-hour race. Porsche didn't win this year, but it put up a mighty fight

PORSCHE'S TRACK SUIT OPTION FOR ROAD CARS

It's probably a bit tragic given my age but I play a lot of Gran Turismo. And one of my favourite features of the game is a function where you can download sponsors' logos and stripes and apply liveries to your own cars. I know, I should get out more. But I was chuffed with the Salzburg 917 scheme I put on a Cayman GT4, likewise the Targa Florio Martini livery on a GT3 and – for a bit of fun – Rothmans colours on a 919 Hybrid.

Seems like Porsche has caught on to this

and now offers an officially sanctioned wrapping option called Second Skin. It costs around 4000 euros a pop and you can choose or create your own interpretations of famous Porsche racing liveries, meaning were I lucky enough to own a real GT4 I really could go full Salzburg on it.

Are racing liveries on road cars acceptable though? I've got mixed feelings. The odd stripe or retro door sticker is

innocent enough. And a Rothmans wrap on a GT3 RS like I saw on a recent Nordschleife track day is about the only way you'll stand out in the 'Ring car park in such a car. And it's one way to protect against stone chips. But, to put a tortuous twist on a well-known saying, you can put a Pink Pig livery on a road car. But it's still a road car. And I think this kind of thing might best be kept in the virtual world than the real one.



Adding a race livery to your Gran Turismo Cayman GT4 is one thing, but applying it to a real life road car? Porsche will do it for you, with its 'Second Skin' option, but should you/would you?

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Meteor grey with black leather
42,000 miles **£33,000**



911 997 "2S" 3.8 tip (07 - 2007)
Meteor grey with black leather
48,000 miles **£32,000**



911 997 "4S" 3.8 tip (06 - 2006)
GT Silver with black leather
62,000 miles **£32,000**



911 997 "4S" 3.8 (07 - 2007)
Atlas grey with stone grey leather
69,000 miles **£32,000**



911 997 "2S" 3.8 tip (06 - 2006)
Midnight blue with ocean blue leather
31,000 miles **£32,000**



911 997 "2S" 3.8 (57 - 2008)
Silver with black leather
59,000 miles **£32,000**



911 997 "2S" 3.8 tip (57 - 2007)
Silver with black leather
53,000 miles **£32,000**



911 997 "4S" 3.8 tip (06 - 2006)
Seal grey with ocean blue leather
55,000 miles **£31,000**



911 997 "2S" cab 3.8 (07 - 2007)
White with black leather
53,000 miles **£30,000**



911 997 "4S" cab 3.8 tip (06 - 2006)
Lapis blue with grey leather
68,000 miles **£30,000**



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



911 997 "2S" 3.8 tip (56 - 2006)
Atlas grey with black leather
72,000 miles **£29,000**



911 997 "2S" 3.8 tip (55 - 2005)
Arctic silver with black leather
67,000 miles **£27,000**



Cayman 2.7 pdk (65 - 2015)
White with sand leather/alcantara
10,000 miles **£38,000**



Cayman "S" 3.4 pdk (11 - 2011)
Basalt black with black leather
45,000 miles **£28,000**

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FRANKEL

If you consider the new GT2 RS based 935 to be a cynical marketing exercise, then our man Frankel urges you to reconsider. Despite its road car (albeit extreme) underpinnings, the retro-inspired machine is the real deal and for some will make the ultimate track day toy. And after pitching it against an original 1977 935 at Goodwood, there's no question to which one he would rather drive



ANDREW FRANKEL
The Porscheophile

A TALE OF TWO 935S SEPARATED BY 42-YEARS

Please forgive the somewhat one-track nature of this month's column but it's not every month you drive not just one Porsche 935, but two. And I justify their inclusions here not merely on the fairly obvious grounds that they are, well, Porsche 935s, but that neither is the kind of 935 referred to in this space in the July issue, which dwelt upon the 935's only victory at Le Mans in 1979 and the somewhat nefarious subsequent activities of two thirds of its driver line up.

Both drives came at the Goodwood Festival of Speed and, as is the way with such things, both were brief in duration and explosive in nature. Trying to understand first how a car is behaving, then remembering what it is telling you, while also driving it as fast as you can despite the fact you've never sat in it before, in front of a crowd of many tens of thousands of people lining a narrow, tricky and legendarily unmerciful course, is one of the more exacting arts of this occupation.

The last came first, namely the brand new 935, the GT2 RS-based track day car created as a tribute to Porsche's racing heritage, but itself a car that can neither be raced, nor driven on the road. It's fair to say it has received a fair amount of criticism for this limitation though I remember no comments being aimed at, say, the Aston Martin Vulcan. To me the proof of the pudding is in the buying and the fact I was told the 77-off run of 935s was ten times over-subscribed tends to support Porsche's decision to create it.

But not to everyone. Forget the fact that Porsche is a commercial organisation responsible to its customers, employees and stakeholders to make money, some still call this car 'cynical', as if making a car people actually want to buy is some kind of ethical no-no. To me if you have the means, opportunity and inclination to spend about £750,000 on a car based on a GT2 RS costing less than a third as much, good luck to you. You get a car with unbelievable looks and the on track performance to go with it, while Porsche gets to make a big fat profit for its troubles. Everybody wins. It's hard to see the harm in that.

Anyway, what we have here is indeed a car based on GT2 RS

running gear, including its 690bhp twin turbo flat six motor whose output remains unchanged. This surprises me slightly because I'd have thought that with no need for catalytic converters to road legal exhausts, Porsche could have tickled its output up a little further but apparently not, at least on paper. And for some reason it retains its cats. The seven speed PDK gearbox is unchanged, too, at least so far as its hardware is concerned. It has however been remapped to provide even snappier shifts.

So is that it? Well no, not even close. For a start much of that body is made from carbon fibre and provides the 935 with monstrous amounts of front and rear aerodynamic downforce, far more than standard suspension would be able to support. So full race suspension is fitted along with vast Michelin slick tyres. Interestingly items like the super-intricate roll cage, FIA-spec escape hatch in the roof and 115-litre safety fuel cell suggest the car has been prepped with racing in mind, so perhaps Porsche knows something about forthcoming regulations that we don't.

Anyway, it also comes with a Cosworth digital dashboard making the car look and feel like a GT3 racer. And even just ambling down to the start line, the 935 feels nothing like a GT2 RS. It kicks and bucks over the bumps, grumbling and rattling in a highly authentic race car way.

How should it be driven? There are no tyre warmers, so the slicks will be stone cold. I can warm the rears by turning off the traction control and going nuts off the line, but that just means I'll arrive at turn one with lots of grip at the back and none at all at the front. So I should just gently pull away and at least maintain the front/rear balance, right? Not in my nature I'm afraid. So I give it all the potatoes and am rewarded by so much wheelspin the car actually accelerates quite gently. But as I flick into second the rear end bites and suddenly I feel like I've been shot out of a gun.

The rest of the run is spent managing the understeer until, somewhere near the top, I feel the front tyres just starting to give some grip. The last corner, taken almost flat at ludicrous speed with now lots

Plenty have questioned the point of the brand new GT2 RS-based 935, but fact is, Porsche have sold the lot and our man Frankel would take it over the moody original any day of the week, month or year





Just like the original 935, there's a 911 hidden somewhere under all that widened bodywork. Right: 'Baby' screams up the Goodwood hill

of both aerodynamic and mechanical grip, is simply epic. The 935 crosses the line at around 130mph and I'll not hide from you I was yelling into my helmet as it did. I loved this car and way it delivered entirely on the promise of its mad appearance. I don't care what's underneath it: if I could afford it and could buy a place in line, I'd be there in a shot.

The other 935 could scarcely be more different. It had barely half the power and the smallest flat six motor ever built by Porsche, a 1.4 no less. Or no more. If you're scratching your head right now, allow me to introduce you to the car officially called the 935/2.0, but actually known to all as Baby. Baby had no brothers or sisters and she (Baby is always referred to in the feminine) was conceived for no other reason than to prove a point.

She was brought into the world because in 1977 the 'normal' 935 had become far too successful, insofar as few now paid attention to the top class of the DRM championship in which it raced: by now the only question was which one of dozens of conventional 935s would win. Porsche needed to get itself back in the headlines, all of which were being grabbed by an epic Ford vs BMW battle in the secondary sub 2-litre division. Which is where the idea for Baby originated.

In the lower class you could either use a 2-litre engine or a 1.4 turbo. So Norbert Singer was commissioned to create a new 935 eligible for that category. The only problem was he'd been given just two months. Incredibly given the changes made, he made it.

Baby looks a lot like a 'Moby Dick' 935, but its single turbo 1.4-litre motor was just the start of its modifications. All the structure ahead and behind the cockpit was replaced by aluminium tubing, a smaller, lighter five speed gearbox fitted, all new rear suspension designed and so on. As the 935 had started life as an extreme development of the 911, so now Baby had become a silhouette of a 935.

She failed first time out at the Norisring because no one had thought how to keep Jacky Ickx from roasting inside, so he retired

suffering from heat exhaustion. But at Hockenheim Baby and Ickx took pole position and led from flag to flag, claiming fastest lap on the way. Point proven, Baby was at once retired to a life of occasional appearances, such as that made by me in her at the Festival of Speed this year.

Despite her name and outlandish appearance, Baby is not only spacious but clearly 911-based inside. There's nothing difficult about driving her: three pedals, five speeds and you fire her up by merely twisting a typically drilled Porsche key. Or at least that's what it looks like on paper. In reality this is one bad-tempered Baby, who makes no attempts to conceal the fact that this is not her natural environment and this is not what she would choose to be doing.

Her clutch is infernally heavy and light switch sharp. Worse, far worse, is the fact she's blowing so much boost at high revs she runs a compression ratio of just 6.5:1. So she's more Beetle than Baby off boost. I've been driving this hill for 26 years and have never made a slower getaway. So slow was she out of the blocks I genuinely thought she was broken. Indeed I was wondering if I should park up, when at 6000rpm and with no more than a whoosh of warning she shot forward. With just 710kg to pull, she has the same power to weight ratio as a McLaren F1, so imagine a car going from Beetle to Bugatti in the blink of an eye.

But to retain her attention you'd need to use the full 9000rpm indicated on the clock and I'm afraid I'm not prepared to do that to a museum piece, so I change short of 8000rpm, the revs fall, the boost disappears and Baby's sulking again. We got to the top in the end, but it's not a run of which I'm proud. In truth, Baby called the shots all the way up and she got the better of me.

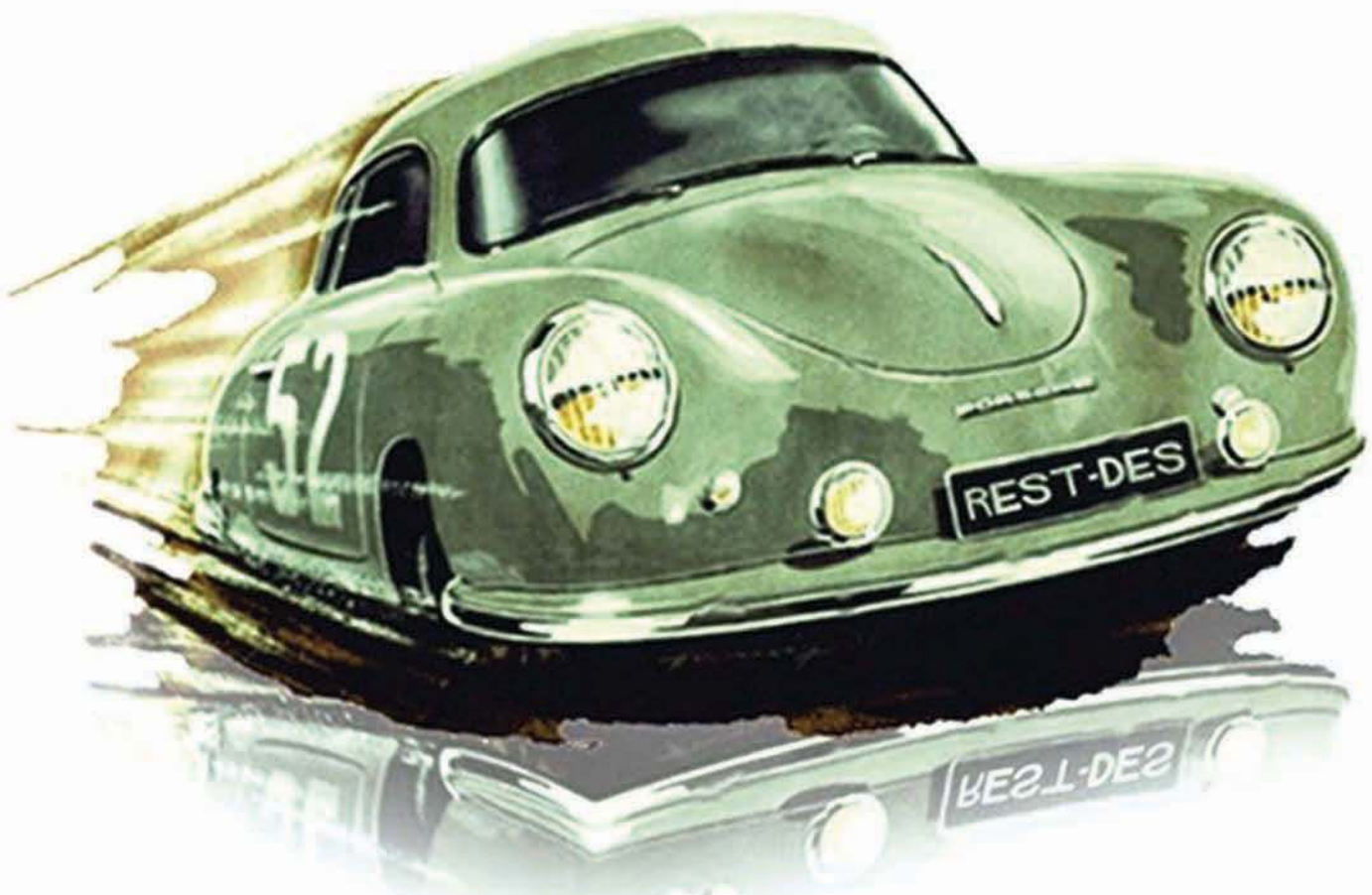
It was a fascinating experience, but given the choice of repeating it in the classic race-winning, Ickx-driven, Singer-developed unique Porsche racing car or the cynical modern GT2 RS in drag, I'd take the new 935 every day of week, month and year. **PW**

'Baby' 935 was created to take on Ford and BMW in the sub 2-litre class of the German DRM championship and, as such, featured a tiny 1.4-litre, single turbo flat-six. Performance is typically all or nothing



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A true piece of automotive history, this iconic 1975 Porsche 930 Turbo with matching numbers and the Certificate of Authenticity included, is for sale in its original color code#027 Guards Red with a black interior. Only 284 Porsche 930 Turbos were ever made in 1975, and this car is #255, and one of only 20 in the U.S., according to the 930 Turbo 3.0 Liter Registry. This rare find comes equipped with a manual transmission, factory electric sunroof, chrome drivers side mirror, power windows, Fuchs wheels, as well as a spare tire. Not many of these early 930's become available, but when they do, they certainly do not stay on the market for very long. This is a unique opportunity to join a select group to own a piece of what many regard as the purest and most original expression of the 911 Turbo. It had the same owner since 1986 and is mechanically sound.

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This 1977 Porsche 911S Coupe shown here with matching numbers is available in its original color code#936 silver with a black interior. It comes equipped with a 5-speed manual transmission, power windows, sunroof, Fuchs wheels and includes the spare tire. It has a lot of potential and is mechanically sound.

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This 1974 Porsche 911S Targa with matching numbers is available in its original color code#936 silver with a black interior. It comes equipped with a 5-speed manual transmission, air conditioning, Fuchs wheels and includes the spare tire, tool kit, jack and the original owner's manual. The vehicle is mechanically sound.

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1968 Porsche 912 Coupe Stock #10982
The 1968 Porsche 912 Coupe with matching numbers is available in white with a black interior. It comes equipped with a manual transmission, dual carburetors, Fuchs wheels and includes the spare tire. This is a very presentable and highly collectible vehicle which is mechanically sound.

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This 1987 Porsche Carrera Targa with matching numbers comes in grand prix white with a tan interior. It comes equipped with a G50 transmission, air conditioning, power windows and Fuchs wheels. This is a very presentable and excellent original car which is mechanically sound.

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1968 Porsche 912 Coupe Stock #11044
This extremely presentable 1968 Porsche 912 Coupe with matching numbers is available in its original color code#6806 Irish green with a tan interior. It comes with the Certificate of Authenticity and is equipped with a manual transmission, wood steering wheel and chrome wheels. This is an excellent original California car which is mechanically sound.

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1973.5 Porsche 911 CIS Targa Stock #10759
This 1973.5 Porsche 911 CIS Targa with matching numbers and includes the Certificate of Authenticity, is available in its original color code#936 silver with a black interior. It comes equipped with a manual transmission, NARDI steering wheel, Fuchs wheels and includes the spare tire. It was previously owned by a PCA owner and is mechanically sound.

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1963 Porsche 356B Super 90 Coupe Stock #10746
The 1963 Porsche 356B Super 90 Coupe featured here with matching numbers is available in white with a black interior. It comes equipped with a manual transmission, dual carburetors, solid wheels and includes the jack, spare tire and tool kit. A highly collectible vehicle which is very clean and presentable. It had the same owner for many years and is mechanically sound.

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1968 Porsche 911L Soft Window Targa Stock #10296
This very rare and collectible 1968 Porsche 911L Soft Window Targa is available in this gorgeous color combination of brown with a black interior with Pepita inserts. It comes equipped with a 1968 period correct 2.0 liter with a manual transmission and Fuchs wheels. An extremely clean and presentable vehicle which had the same owner for many years. The Targa is a limited production and is also mechanically sound.

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1965 Porsche 356C Cabriolet Stock #10998
This stunning documented one-family-owned 1965 Porsche 356C Cabriolet with matching numbers is available in its original color code#6405 champagne yellow with a black interior. It comes equipped with a 1600cc engine, manual transmission, AM radio, chrome wheels and it includes the jack, spare tire, service receipts and the original driver's manual and service booklet documenting services up to 9,000 original miles. This is truly a remarkably original example that has been with the same family since its first purchase. This is a highly collectible and mechanically sound Porsche.

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1956 Porsche Speedster Stock #10362
This legendary 1956 Porsche Speedster featured here includes the Porsche Production Specification, and is available in a beautiful color combination of vibrant red with a tan interior. It is equipped with a 1600cc engine and a manual transmission, wood steering wheel, very desirable beehive tail lights, and chrome wheels. An extremely desirable sought after and a highly collectible vehicle which had the same owner since 1969. An excellent original blue-plate California car which is mechanically sound.

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1985 Porsche 930 Stock #09881
This one-owner 1985 Porsche 930 with matching numbers and a very low 38,987 miles on the odometer is available in its original color code#700 black with a black interior. It comes with a clean CarFax and has mostly original paint. It is equipped with a 4-speed manual transmission, power windows, TRV seat belts, Fuchs wheels, sunroof and includes the spare tire, jack and over \$3,000 in recent service records. An extremely clean and presentable vehicle which is mechanically sound.

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GREY EXPECTATIONS

Dean Jones builds and restores award-winning classic cars for a living hence it will come as little surprise to learn that his personal pride and joy is every bit as good as his customers vehicles

Words and Photography: Paul Knight

Dean Jones hails from Hertfordshire and is a self-confessed air-cooled addict. We should also mention that he restores classics for a living and has been responsible for countless show winning and magazine-featured vehicles. Therefore it comes as little surprise to find that the man that builds beautiful cars for others via his business, Classic Car Revivals, just happens to own one of the nicest early 911s we've seen in quite some time.

Dean commented, 'Over the years I've owned various Beetles and vans plus a string of water-cooled VWs and a Porsche 911S, but I really had a hankering for a fresh, early 911 project this time round'. In fact, we should explain that whilst Dean has tackled the restoration, it's actually part-owned by his father-in-law, Nigel, who was also keen to get involved with a classic Porsche project, albeit with Dean at the helm. Working together, the guys calculated their combined budget and started to look for a decent base project via the usual online forums, club pages and car sales sites over in the USA – the plan being to find a nice, tidy car that required light resto rather than a total basket case, which

would require a lot of welding or accident damage repair.

WEST COAST CLASSIC

Having enquired after a few cars, Dean eventually stumbled across a tidy-looking 1970 (registered in 1971) 911T, which was for sale at Beverly Hills Car Club in Los Angeles. Dean explained, 'The car was originally painted 7474 Sepia Brown but had been refinished in red some years later'. He continued, 'However, it looked to be solid and was a complete, running and driving, matching-numbers car, so we requested a few additional photographs, which arrived the next day'. Even with detailed photos to hand, there's still nothing like viewing a car in person, but the logistics and the costs involved in flying out to the States led Dean to trust his instincts and take a gamble on buying it 'unseen'. He told us, 'It took eight weeks to arrive and I was really hoping that it was going to be as good as it looked in the photos as I'd been losing sleep worrying about it!' The good news is that it turned out to be even better than they had hoped...in fact, it was so good that they were able to simply rectify a few minor issues in order to make it

roadworthy, and Dean was soon getting to know the '71 throughout the summer of 2015.

THE BIG BUILD

By October, Dean had made a plan and had ordered some parts to get things started, hence he took the car off the road and set about stripping it back to a bare shell. As the front wings required repairs to the headlight bowls and lower sections, he also removed them from the body before sending everything off to be media blasted. Dean said, 'The body was pretty good, but that didn't mean that it didn't need any welding...'. Moving from the front to the rear, Dean found rust issues in the front fuel tank support panel, both A-pillars and sills, plus some perforation in the rear seat buckets and also some corrosion around the rear torsion housings. This is where his day job stepped up to bring this project to the next level, as Dean and the expert team at CCR set about repairing each and every body issue to the highest possible standard.

For instance, the outer sills were removed to gain access to the inner sheet metal and jacking points etc. These were repaired and 'blasted prior to being treated with a modern rust inhibiting finish, which will ensure that this

Dean Jones (right) and his mate Kenny McBride enjoying a cuppa, with Dean's rather pristine Slate Grey 911T in the foreground



car will not suffer from rust issues in the future. Once happy with the inner sills, Dean went on to fit the outer sills, which were fitted as per the factory panels. Looking through the restoration folder we were impressed to see that the repairs and welds were all ground back to provide a faultless finish, and that traditional lead-loading was used on seams and body joins, too.

If you'd like to see the entire folder of restoration images, you should look up Classic Car Revivals on Facebook.com where you'll find literally hundreds of photographs detailing every stage of the metal repair process. You'll see exactly what we mean when we say that the workmanship involved is truly outstanding.

A CLEAN SLATE

With the metal and body repairs completed, the body was treated to several coats of high build primer, before being left to sit for five days (i.e. enough time for the 2k primer to 'sink' and settle). This was then block-sanded to reveal any high or low spots before receiving a further coat of high-build primer (and repeating the curing/sanding process once more). From here, it was a case of priming and sanding with progressively finer grades of paper culminating in a wet-sanded, 800-grit finish prior to the application of the topcoats. This was also the point at which the seams were sealed and the floor/underside

“ It took eight weeks to arrive and I was really hoping it was going to look as good as it looked in the photos ”

was treated to a factory style stone-chip finish.

Dean commented, 'Initially we had planned to repaint the car in the original Sepia Brown, however, I noticed that there were already quite a few brown cars around, and I didn't want this to be just another Sepia 911'. He went on, 'However, I've always been a fan of Slate Grey, which I felt would work perfectly with fresh brightwork and a red leather interior.'

The Slate Grey 2k paint was applied to the underside first, followed by the interior and engine bay/beneath the bonnet etc. The body and panels were then sprayed in the same hue before being clear-coated and colour-sanded to perfection. As you can see, the end result is absolutely top-notch – and Dean was right, the Slate looks great!

FIT ME UP, BUTTERCUP

The next step was to overhaul and reinstate the suspension and braking systems, which involved 'blasting and repainting each and every piece of hardware as well as

Originally finished in Sepia Brown and then repainted in red, Dean decided that Slate Grey was the colour for him, with a contrasting red leather interior



The 2.2-litre engine has been rebuilt and taken out to 2.5-litres by Porsche specialists, Jaz. Power is now around 200bhp



replacing bushes, joints, seals, pipes, dampers and brake components throughout. As you would expect, the same level of detail was applied to the body refit, which includes all new seals as well as rechromed door window frames (and various other smaller pieces, too).

The gearbox was in good order, hence Dean treated it to a thorough clean'n'detail session before bolting it up with fresh

installed a factory-spec Blaupunkt radio, which has been modified by ChromeLondon to include Bluetooth connectivity (Dean can stream music/make calls via his phone).

By now the project was really starting to take shape and it was soon time to refit the original engine. Of course, having gone to such great lengths to assemble a superbly finished Porsche, Dean wasn't about to cut any corners regarding the engine, hence he

of Zenith carburettors and a set of SSI heat exchangers (with a stock muffler), Dean estimates the power output to be somewhere around 200bhp now. As you can see, the engine has been detailed well and now looks and sounds great – it really is the icing on a very nice cake!

A classic McQueen style Slate Grey early 911. Dean is a very lucky chap

“ I try to use it as often as possible, especially through the summer ”

mounts and filling it with fresh oil.

Dean then fitted up the overhauled and re-anodised 14-in Fuchs to get the project rolling once again, before calling up his buddy Phil at Bespoke Auto Interiors, who went on to complete the interior trim. Phil fitted a fresh headliner and factory-style carpets prior to rebuilding the original seats, which he then trimmed in red leather. The same red leather was applied to the dash pad before Dean refitted the gauges and

called on the assistance of Jaz Porsche in St. Albans. The old 2.2-litre motor has therefore been stripped and checked over before being reassembled, albeit with a few modification along the way. The original 66mm-stroke crankshaft and stock rods are connected to a set of 90mm pistons, which has upped the capacity to 2519cc and Steve at Jaz has also fitted a pair of 911E camshafts before porting and polishing the cylinder heads, too. With a fully rebuilt pair

THE KEEPER

As the project neared completion Dean and Nigel discussed the future of the car. To cut a long story short, they had initially discussed the possibility of building the car to sell on once complete, however, as time went on, Dean realised that the car was turning out to be very much his dream Porsche hence the plan changed. And, having driven the car for a year or so now, Dean explained, 'I just love driving it hence it's currently sitting in my garage alongside my VWs and I try to use it as often as possible, especially throughout the summer months.' Looking at the car we can understand why this one is still on the fleet – it's practically perfect in every way!

If you like what you see and would like to discuss restoration of your Porsche etc, give Dean a call on 01462 659833 or Email him via info@classiccarrevivals.com. **PW**

Dean and his father-in-law, Nigel, chose well with their project car, which arrived from America in pretty good shape and with very little rust





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NUCLEAR POWER

A 991 Turbo is a very fast and capable car by any standards. But as a trackday weapon? We were blown away by just such a beast at ATOMIC-SHOP workshop, a nanosecond from the Nürburgring



Those of us of a musical persuasion inevitably conjure up images of Blondie when ATOMIC is mentioned. However, when applied to a Porsche Turbo in the Nürburgring neighbourhood, we find ourselves dallying in the workshops of ATOMIC-SHOP – Performance Parts and Motorsport Equipment.

I've driven over from Blighty, having channel-crossed aboard DFDS Ferries' Club Lounge, and hustled the 986 S through the Low Countries to Germany's Eifel region. It's Nürburgring 24-Hours week, and the region is rammed with performance cars, engendering a buzz all of its own. My goal, though, is ATOMIC,

which has two premises locally: a showroom on the first floor of Nürburgring Boulevard, in which they display a car they've tuned as well as regular racewear and fan clothing. Their business nucleus is their workshop in Kelberg village, 5km from the 'Ring, and about the size of an aircraft hangar. I'm chatting here with ATOMIC's principal, Dmitry Ryzhak; lean, personable and with a twinkle in his eye, he explains (in perfect Russian-accented English) that, initially, the building was planned just as a workshop but then split into two as a car storage facility for their own cars and customers' cars – one of which happens to be a 996 GT2 from Japan in delectable Zanzibar Red. A couple of hunky Nissan GT-Rs are in the

throes of competition preparation, but centre stage is my core objective: the white 991 Turbo S, liberally peppered with ATOMIC graphics.

Dmitry explains the thinking behind its transformation from continental cruiser to trackable tornado. 'We use it mostly here for Nürburgring laps, and at some other circuits such as Hockenheim and Lausitzring, Spa in Belgium, Zandvoort and Assen in the Netherlands. We do multiple runs on the Nürburgring, trackdays and timed events, here or at Spa. On trackdays, the circuit's usually open for a full day, so you arrive in the morning and you can drive your session, which is like 30- to 45 minutes, depending on classes, or on certain days when it's





“open pit-lane” format – from morning until mid-day, and then after lunch it’s open again all afternoon. You can calculate lap times yourself, and I use Race Navigator – an on-board device to record videos and for lap timing.’ Dmitry takes the wheel on circuits, and his business partner Oleg does

for circuit use. The normal suspension works well, but it is a bit too soft, and sometimes you feel that it is dancing on the road, especially at the Nordschleife when you have very long, fast turns and you want it to be “glued” to the track.’ ATOMIC technicians installed the suspension and it

Turbo’s power was remapping the ECU. This was carried out by Dmitry’s work partner Oleg, whose speciality is tuning cars for circuit and drag racing. ‘We have several maps that we use to re-programme the ECU,’ says Dmitry, ‘and you can easily switch it from 560bhp (stock Turbo S figures), up to 650- or even 750bhp, in the space of 2–3 minutes.’ It might depend on the nature of the racetrack – Spa versus Nordschleife, for instance – the track surface, or weather conditions, how much power you need, but you can change the ECU mapping by plugging in the Cobb handset into a socket located in the passenger footwell. ‘When Oleg was doing some drag racing events he was using the most aggressive mapping in order to get the fastest time, so there are lots of things you can adjust with the ECU and the tools that come with it.’ It’s simple enough to set up the ECU monitoring apparatus, though actuating the electronics on the handset throws up myriad possibilities. ‘Once you’ve connected the cables to the car you have several options,’ says Dmitry. ‘For example, you can monitor the air-fuel power ratio, review temperature, ignition timing, check performance calibration in kph or mph. You can change the map of the engine ECU, and you can re-map the PDK as well. To do

Graphics aside, ATOMIC 991 Turbo looks relatively standard, but is hiding an explosive turn of speed

“ You can easily switch it from stock 560bhp, up to 650bhp, even 750bhp ”

drag racing events with it.

Dmitry describes the tuning enhancements: ‘obviously, even in stock condition, the 991 Turbo is very good, but we decided to go a little bit further, so we installed a sports exhaust with racing catalytic converters – though from the rear it looks stock – and we have fitted modified turbochargers with larger spinners, and we also installed larger intercoolers made by CSF, so output is now about 650bhp.’ It’s all very well upping the power output, but what about the handling? Dmitry explains: ‘This year we upgraded the suspension to KW 3-way Competition coil-overs, which is perfect

was set up by a racing driver who did the fine tuning and wheel alignment. Wide-rim 20in Advan Racing GT wheels enable fitment of slightly wider tyres, which are Michelin Cup 2, 265 instead of 245 at the front, and 325 instead of 305 on the rears. They elected to retain the standard Porsche brakes, because they work well, they’re lightweight, they don’t fade, and Dmitry likes their initial bite, which is powerful enough, and yet they can still employ standard pads. ‘I have not had any issues with braking, on the Nordschleife or any other tracks,’ he says.

However, the key factor in raising the 991



Hand held remote COBB ecu map and software controls everything from power stages to the speed of the PDK shift

that, you go to the Change map menu. There are mild and aggressive versions of the map, and it has a trouble-shooting facility which highlights errors if any of them show up so you can erase them, and a PDK channel so you can see what's happening with the transmission.'

The cabin interior is a suave blend of Alcantara and blue leather. The magnificent seats are from a 997 GT2, and they swapped the normal multi-function steering wheel for a sports wheel with paddle-shifts to actuate the PDK transmission. A perfect driving position. There's no roll-cage, contrary to what you might expect in a trackable car, but Dmitry believes that the chassis is already so stiff that the difference that a cage would make in raising torsional rigidity would make little benefit to the handling, though in terms of safety a roll cage could be beneficial. 'With every successive generation – from 996 and 997 to 991 – the construction of the chassis is better, so as a safety device we could fit a full cage, but I don't think just a roll bar would have much benefit. We have been thinking of fitting one for next season, but it

will make the car a lot heavier. So, yeah, it will be more like race car, but at the moment it's a really good street car and it's also very quick on the track.'

As far as future developments are concerned, Dmitry and Oleg are more inclined to focus on the sophistications of the aero: 'last year it had the front bumper and front lip from a GT3 Cup Car, but we returned it back to a stock bumper because of ground clearance issues, but soon we shall probably fit a rear wing from a GT3 RS instead of a small carbon lip on the original Turbo rear spoiler, and we will put on a front bumper from a GT3. So, if we do go deeper with the exterior stuff we will probably fit a roll cage as well.'

ATOMIC's roots go back to 2005 in the Ukraine, where Dmitry hails from, and the firm expanded in 2007 when he opened a company in Moscow. The name was already in use by Oleg's performance tuning workshop, and as well as redolent of immense power and fundamental energy, it was also a convenient acronym of his employees' initials. Dmitry was then in the process of starting his performance parts'

sales and distribution operation, and since their respective businesses complemented each other, they joined forces. Today, they are working close with many performance parts manufacturers, and in fact we were introduced by So-Cal based Ravi Dolwani, manager of CSF Racing & High Performance Radiators, whose decals appear on the car because it employs his intercoolers.

It was in Moscow that Dmitry was bitten by the Porsche bug. He acquired his first one in 2011, a Cayman 987 S with manual gearbox. Then, in 2013, he participated in the Russian Porsche Sports Cup, now called the Porsche Challenge. The Cayman came to a sticky end, however. 'I'd bought it with a friend, and we took it to several trackdays in Russia and Europe, including the Nürburgring, and on the first run with its all-new suspension set-up, my friend crashed it. Which was a bit disappointing! So, in 2013, I bought a 997 Turbo with manual gearbox, and I still have that car, which is now in Moscow, being rebuilt in GT2 style with just rear-wheel drive and GT2 body kit, and I shall bring it to the

ATOMIC's Dmitry Ryzhak with our man Tipler. They're discussing technical things, not where JT gets his shirts





Nürburgring to try it out.'

ATOMIC has enjoyed an inexorable expansion. In 2015 they started their Dubai branch, and in 2016 they set up here at Nürburgring, located initially in the automotive industrial estate at Meuspath, across the road from the long Döttinger Höhe straight, where many of the local race teams, tyre and suspension manufacturers are based. When the retail and display space became available on Nürburgring Boulevard, they took that and relocated the warehouse and the workshop to its present site. There's a different emphasis about the merchandise sales at ATOMIC's outlets. 'Here, at the Nürburgring, we sell racewear and tuning parts, as well as brake pads, discs, race seats and harnesses. We have an office in Dusseldorf in Classic Remise – a nice location where classics and sports cars can be stored and maintained. In Russia, we sell more hardware, brakes, suspension, exhausts and racewear. In Dubai they are selling more tuning parts for power increases, because, there, people want lots of power. In Dubai there is quite a big UAE Porsche Club, which is well organised, and they hold lots of events at the Dubai Autodrome and Yas Marina Circuit in Abu Dhabi, where there's an artificial skidpan, too.'

For ATOMIC, storage and maintenance at

Nürburgring are becoming big business, and customers come from around the world – one shipped a Subaru from China for safekeeping and easy access to the Nürburgring, 'Many guys prefer to have special cars that they only drive on the Nordschleife, and they like to keep it close to the circuit, so they come here in their everyday car, and collect their track car from the garage.' We contemplate the Zanzibar Red 996 GT2 in the workshop that's come from Georgia. It reminds Dmitry

be very fast and still feel safe, but with the 997 GT3 you are 30-seconds a lap slower, and you have to work much harder as well. So, after a couple of laps with the GT3 I climbed out of the car feeling completely wrecked, while in the 991 Turbo you drive with air conditioning, PDK, it's so much faster, and you get out feeling totally relaxed. So, it depends on what you want to get from the car, because each one has its own advantages.'

The 991 Turbo not only showcases what

Standard brakes are well up to the challenge of track work. Suspension is by KW using the popular Variant 3 set-up

“ In the 991 Turbo you can be very fast and still feel safe ”

of a recent event at the 'Ring, and in a way it sums up exactly why they created the ATOMIC Turbo: 'There was an event at the Nürburgring called the Grand Turismo, a very good track day organised by Swedes, not too crowded, and I drove part of the event with the 991 Turbo and part with a 997 GT3, and it showed up how these two cars are completely different in that context. You get very different pleasure from driving both of them, but in the 991 Turbo you can

ATOMIC can do, it's what Dmitry himself prefers to use on track. 'Many people are driving GT3s and GT3 RSs, but I wanted a car that could be comfortable on the street and also on the track. Even a 991 GT3 is not as hard work as a 997 GT3, and since the 991 Turbo S is easier to drive than the 991 GT3, you can hardly compare it to a 996 or 997 GT2. And, whereas the GT2 is rear drive, the Turbo is four-wheel drive and much easier to handle on the track.' As

Bigger turbos and modified exhaust pump in more air and remove more of the spent gasses respectively. 20in Advan wheels are shod with Michelin Pilot Cup Sport tyres





Above: Standard exhaust tips hide the modified system behind. Below: As fast as anything round the 'Ring, but rather more comfortable with it. The ultimate all rounder?

borne out by my recent outing with RSR Nürburg's Cayman GTS, there's nothing like a spot of on-track tuition in a properly set-up car, and last year Dmitry in the 991 Turbo joined several drivers with 991 GT2 RSs at the Nürburgring driving school. 'On one wonderful lap I was following one quite quick guy in his GT2 RS, and back in the paddock after the lap he came over and said, "what car is this?" because he could not believe a regular Turbo could follow his GT2 RS!'

Time to put it into practice. To start with, Dmitry takes me for a demo run to show just what this atom bomber is capable of. The first aspect to remark on is the gruff blare from the exhaust: normally turbocharged flat-sixes are somewhat muted, but this is one heck of a barker. When he started it up in the workshop I

thought, 'this is the loudest Turbo I've ever heard!' On the move, the ride is subtle, the suspension finely damped. 'It's much different to stock Porsche,' remarks Dmitry; 'nicely balanced suspension, which is good for daily driving on normal roads when it feels quite soft, but once you go into Sport mode it firms up aggressively and hugs the road surface. Also, the brakes are working better and responding quicker because the car doesn't have to change its attitude coming into a corner.' One slight drawback to this suspension and braking arrangement is the accompanying mechanical noises, but that goes with the territory.

We head out of Kelberg and soon turn onto a narrow hill road. With deftly applied squirts of power, we zing along the straight bits, heavy braking hauling us up dramatically – and noisily – for the recurring

corners that snake through the arable upland, then plunge down into wooded gulches and hurtle sharply back uphill again. There's no question that this is an extremely fast and well set-up chassis, unfazed by the compactness of the chosen route. It's a glimpse of how it could be on the swoops and dips of the helter-skelter Nordschleife, and yet it's perfectly civilised on the main road heading back to base. Dmitry sums up: 'This car is perfectly balanced, because GT2s and GT3s are a bit too aggressive for normal road use, especially the 991.2 GT3 RS, but the stock 991 Turbo is a bit too soft, so with these changes we have found the perfect balance, in my opinion. We can create a car exactly like this for our customers, all carefully calibrated and effectively hand-built. It's totally street-legal, and we can

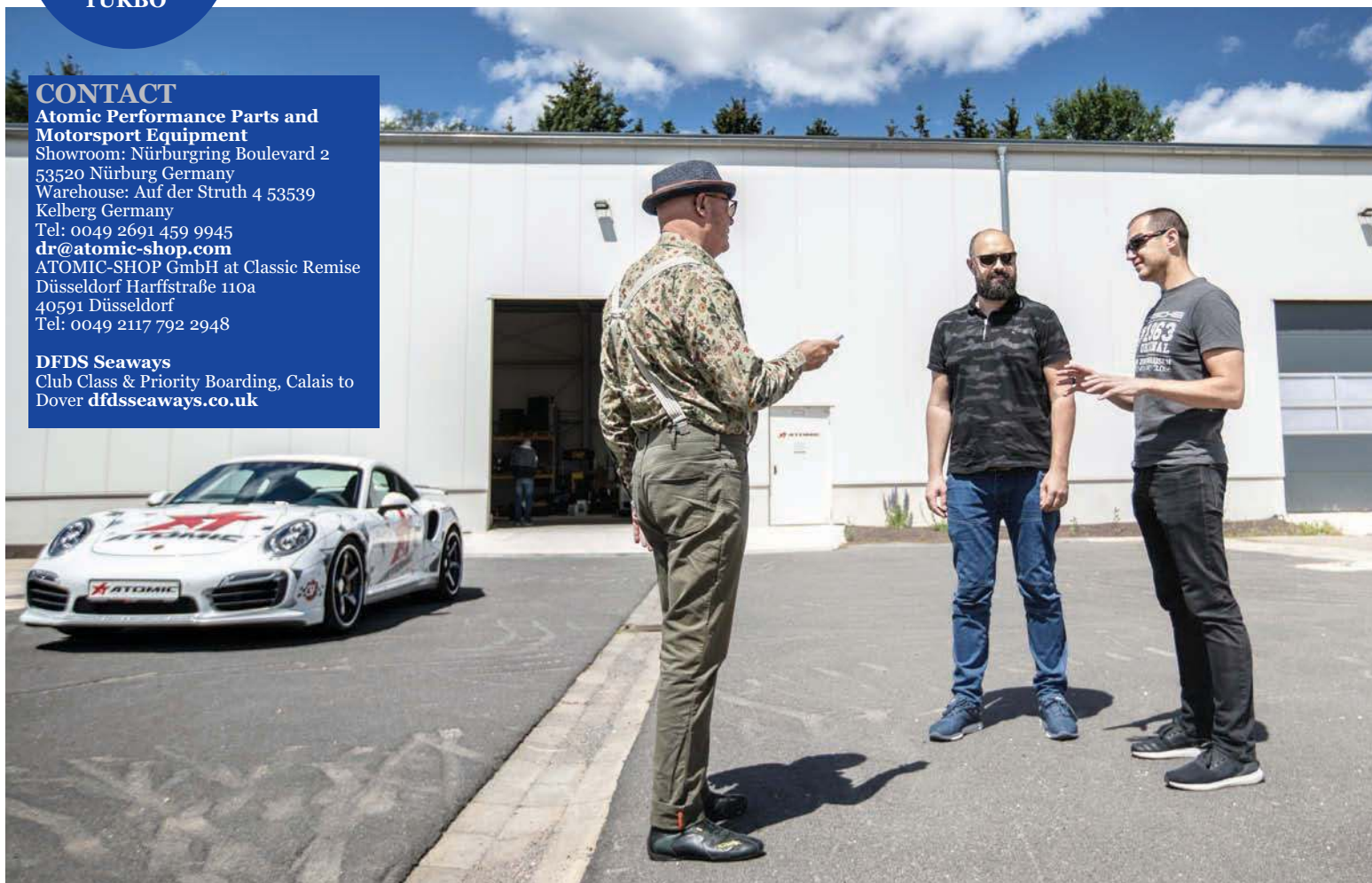


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also see good results on the track or on the quarter mile.'

We're not done yet, though. As I say, my visit happens to coincide with the 24-Hours of the Nürburgring, precluding an outing on the Nordschleife. However, on a recent visit to RSR Nürburg I discovered the Sudschleife, an almost forgotten extension of the old Nürburgring circuit, parts of which are still accessible, and they provided a bit of an opportunity to spread the ATOMIC Booster's wings. It gives you an idea of what the original Nürburgring would have been like, a winding country road flanked by trees and ditches and with no barriers till 1971. My snapper Kostas knows the area, and I head out with him to

record the action. To start with, the ATOMIC Turbo fits like a glove, thanks to those GT2 seats, and the regular steering wheel with its paddle shifts and lovely Alcantara rim feels just right. Driving it on my own terms, the level of control behind the wheel is perfect, the steering seems more sensitive than I would have expected. As I play myself in, I test the acceleration on a long straight: it picks up instantly and storms up and down through the PDK ratios as I tackle the wonderful open curves on these glorious Eifel hills, through which it is totally planted and confidence-inspiring. And then slowing down is a model of braking efficiency – if attended by scrape of pad on disc. It's a very seductive recipe:

the ultimate in roadable speed, handling and braking, in perfect comfort, accompanied by a delightful aural soundtrack, too. If this is what it's capable of on the road, then I'm signing up for a scud round the Nordschleife next time round.

Performance-wise, Oleg says that it will go from 0–100kph in 2.6 seconds, 'a little bit faster than standard, and we better that by 2/10ths, but from 100kph to 200kph it's much faster – just 5.3 seconds, compared with standard which is 7.10sec. I am not surprised. This is an astonishing car, an accomplished example of what goes on at ATOMIC, and it can roost in my garage any time. I'm going nuclear: Atomkraft? Ja, bitte! **PW**

Getting the lowdown. Dmitry Ryzhak (right) and partner Oleg fill JT's recorder with words of tuning wisdom



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Seats • PDK Gearbox • Touchscreen
Satellite Navigation • 19" Centre Lock
Wheels • 16,670 miles • 2012 (12)

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GT Silver • Black Half Leather Sport
Seats • PDK Gearbox • Touchscreen
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Paul Stephens, purveyor of the fine collection of classic Porsches arrayed before you on these pages, hits the nail on the head in an off-the-cuff comment as we're packing up for the day. 'I've come to the conclusion,' he sighs, 'that I don't really like modern cars. Not even modern Porsches.'

Of course, you may need to be of a 'certain age' to appreciate that observation. After all, a 992-generation 911 is so fast and so accomplished and so able, how could you not be enamoured of it? Got places to go in a hurry, it's awesome. And the really-not-so-old 997 GT3 RS and GT2 RS, even more so; beasts, the pair of them. Let's face it, a modern Porsche is a brilliant

thing, the absolute epitome of what a great sports car should be: well, apart from the SUVs, but you know what we mean. You simply have to adore them.

And make no mistake, we do. Why else would we produce a magazine dedicated to their celebration? So why are we suggesting that Paul Stephens has a point, that a classic Porsche could make a fascinating alternative – and perhaps even a better one – than a car from Stuttgart's contemporary line-up? Sort of makes no sense...

But this is where the 'certain age' factor comes into play. When you're younger, up until your mid 30s, say, pure speed is your obsession – how fast can I get from here to there and back again? Modern Porsches,

and modern sports cars in general, are explosive exponents of the race pace on the public road school of getting from A to B to A. With advancing years your view of life – and how to preserve it as long as possible – changes, and your focus shifts away from outright speed and more towards how much you enjoy each of those miles on the journey.

Sheer pace remains thrilling, but more fulfilling is your sense of involvement in how your car is making that speed. Or less speed, actually. Because being more in tune with how your car is moving down the road, realising how your steering inputs, your use of the throttle and brakes, your awareness of how the body rolls and the weight balance shifts and what impact that's

Standard 8-valve 944 Lux is the most capable and practical of the front-engined concept, which started with the 924 in 1976

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PORSCHE 944 LUX

Model tested: Porsche 944 Lux
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Body style: 2+2 Coupe
Top speed: 137mph
0–60mph: 8.2secs
Power: 165bhp at 5800rpm
Torque: 166lb ft at 4200rpm
Weight: 1290kg



“ Sheer pace remains
thrilling, but more
fulfilling is your sense of
involvement ”





all having on the handling as you shoot through a corner, is a reward that's ultimately more satisfying than watching big numbers mount up on the speedo.

Of course, you can get most of that sensation from a modern Porsche, but boy-oh-boy do you have to be going alarmingly quick before they reveal that side of their character, and even when they do your personal investment in the driving experience is tempered by the knowledge that there's a plethora of electronic aids assisting in the process.

But you can't blame Porsche: it's just the modern way. Which is why we're inviting you to think classic. To forget about three-figure B-road speeds and cornering forces that can rearrange your internal organs, and instead embrace – rejoice in – a driving experience that unites you, the driver, with

the machinery that surrounds you. That connection is what helps create the charm of an older Porsche and why the compromises involved in running a car made back in the 20th century is well worth the potential pain.

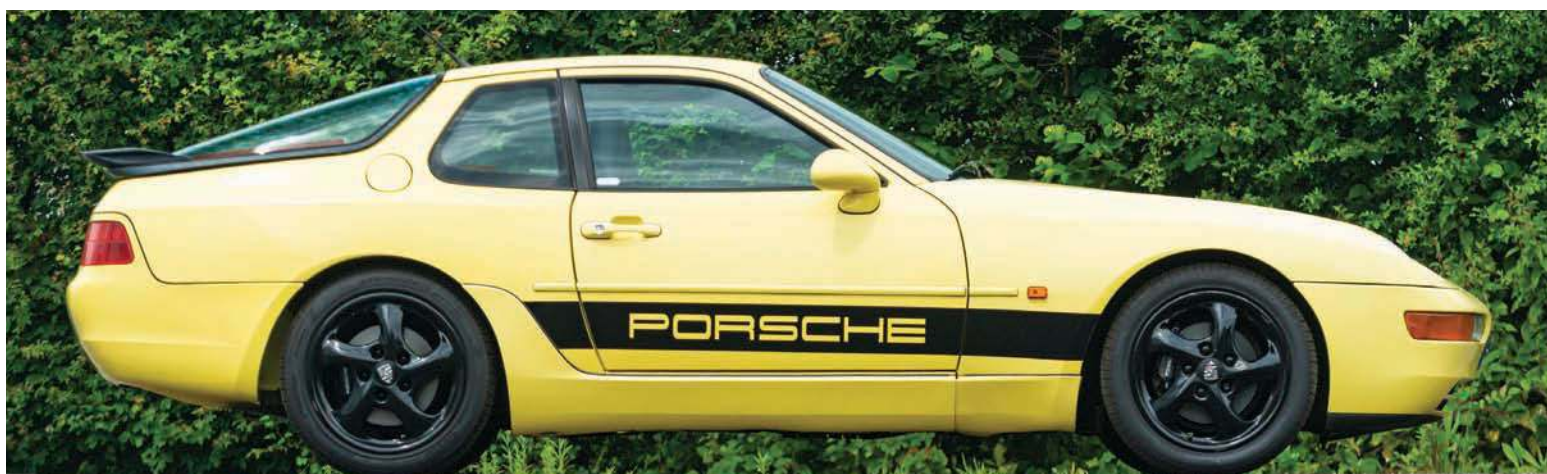
For the purposes of our story – this part of it, at least – we've decided to apply the term 'classic' to Porsches made within the era of the air-cooled 911s, meaning a cut-off point of 1997. But in recognition of the fact that Porsche Classic has added the 986 Boxster to the list of models it supplies parts for, we'll deal with that water-cooled car, and its 996 cousin, in a separate panel. We've also included a £50,000 price ceiling, so 356s don't make the cut, and neither do any of the special 911 derivatives such as the 2.7 RS. Even so, our line-up comprises a scintillating mix of classic machinery

covering several generations of 911 and a couple of (related) front-engined models. We might also have included the V8-engined 928, some great examples of which can be had within our budget, but as your first classic Porsche we figured that the maintenance might be too daunting...

So, what have we got for your delectation and delight? Well, our air-cooled history tour stretches back to a 911 2.7 Targa from 1977, the era when Porsche realised that if it added a touch more sophistication to the 911 then it could sell the car to a much wider audience. Next up we have the successor to the 2.7, the 911SC that made its debut in 1978, bring with it a 3.0-litre derivative of the flat-six engine and a much improved interior. Keeping in chronological order, we move on to the Carrera 3.2, which was introduced in 1984 and was, perhaps

They don't come much better balanced than a Porsche 968, the final incarnation of the 924 project

The 968's 3-litre, 4-cylinder Varioram engine put out a stonking 240bhp. It felt like it, too



PORSCHE 968

Model tested: Porsche 968 Sport
Engine: 3.0-litre 4-cylinder
Transmission: 6-speed manual
Body style: 2+2 Coupe
Top speed: 157mph
0-60mph: 6.5secs
Power: 240bhp at 6200rpm
Torque: 225lb ft at 4100rpm
Weight: 1370kg



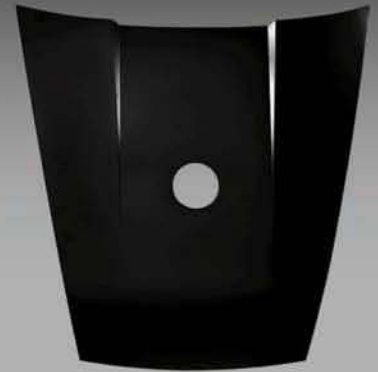
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591010RSR

Bonnet with fuel filler hole
in the middle "RSR look"
OEM quality, 17,5 kg



591110RSR

Bonnet with fuel filler hole
in the middle "RSR look"
OEM quality, 17,5 kg



591110RSRALU

Aluminum bonnet on steel frame
with fuel filler hole in the middle,
RSR look, 14,5 kg



591010RSR-6

RSR fuel tank cap



591010RSR-1

RSR Fuel filler kit complete
with fuel cap.
This kit will allow fuel filling through
the centre of the bonnet while closed



infamously, associated with the 'loadsa money' generation of London financial traders: until the money markets collapsed, that is.

Our next recommendation is the 964, launched in 1989 in all-wheel drive Carrera 4 guise, and then as the rear-drive Carrera 2 the following year. The 964 really moved the 911's game along with its 3.6-litre engine, heavily redesigned suspension, moveable rear wing, power steering and ABS. Further refinements arrived in the form of the 993, popularly regarded as the ultimate iteration of the air-cooled 911 when it was launched in 1994, and most assuredly the last. As swansongs go, the air-cooled generation couldn't have asked for a more exciting send-off, and being the most recent of our classic collection means that the 993 imposes fewer compromises on a 21st century owner.

The evolutionary timespan for our front-engined picks is far shorter than for the 911, but you won't be surprised to learn that. We

could have extended it back to the introduction of the 924 in 1976, as it was the very first front-engined, transaxle Porsche production car, but instead we're kicking things off in the early 1980s when the 944 assumed the mantle of 'Porsche for the people'. The example you see here is a 1987 944 Lux with the balancer shaft 2.7-litre in-line four-cylinder engine, and you can almost hear Duran Duran leaking from the speakers... Our final choice is a 968 Sport from 1992, the oft-forgotten sibling to the fabled 968 Club Sport. But while it lacks legend status, the 968 Sport is a mighty fine contender to be your first classic Porsche.

Assembled in Paul Stephens' back yard, what strikes you about our seven classic Porsches is how fresh they all still look, in spite of our eldest being the thick end of 46 years old. True, you'd never mistake any of them for being modern, but neither are they old-fashioned or quaint. In the case of the 911 contingent that's the corollary of a basic design motif that stretches back to 1963;

the iconic shape is now so ingrained into our psyche that even older versions have a contemporary currency. And as for the 944 and 968, their fastback coupe styling has in recent times being resurrected in the popular Toyota GT86/Subaru BRZ, while their flared, butch wheelarches are still being mimicked on the modified car scene, albeit with bolt-on extensions. So whether you favour front-engined or rear-engined for your first classic Porsche, what you're buying into is timeless design.

That said, some of the detailing of the 911 Targa 2.7 betrays its age. Although an impact bumper model, it hangs on to yesteryear's chrome door handles and mirrors, quarterlights, screen frames and headlight surrounds. Still, they tie in nicely with the brushed stainless steel cover on the roll-hoop and somehow manage to avoid marking out the Targa as 'old'. Interestingly, though, when you park the 911SC alongside it then suddenly the Targa seems a little less sports car, slightly more

Mix of chrome trim and black bellows and rubbing strips of the impact bumpers is as close to an early 911 look as you're going to get for our imposed £50k budget

Narrow body, impact bumper 2.7 Targa not to everyone's tastes, but these days they have an appealing simplicity to them. This one has been slightly modded engine wise



PORSCHE 911 2.7 TARGA

Model tested: 911 2.7 Targa
Engine: 2.7-litre flat six
Transmission: 5-speed manual
Body style: 2+2 Coupe
Top speed: 130mph
0-60mph: 7.8secs
Power: 165bhp at 5800rpm
Torque: 173lb ft at 4000rpm
Weight: 1120kg





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paul-stephens.com



grand tourer. The SC's use of black for the 'brightwork' rather than chrome gives it more visual toughness, as do the flares on its front and rear arches. Even the rectangular door mirrors make a difference to the eye, and this particular car boasts a set of deep-dished and polished Fuchs that help cement its presence as a driver's tool. The ducktail spoiler on the engine cover isn't a standard fixture, as many of you will probably have already surmised, but a recent addition as part of a personalised spec for its owner.

And talking of spoilers, check out the wing on the back of the Carrera 3.2, the full whale-tail and as much a status symbol as an aerodynamic aid back when the car was new. In Guards Red this example represents the yuppie dream, but just because that's perhaps a bit a negative association, it doesn't mean that the combo of colour and wing isn't a cracking one. It certainly makes our black 964 Carrera 2 appear subdued, and yet with its Cup wheels and those smoothed off bumper

units, this car exudes an air of quiet purpose – the 'quiet' part of that statement is obliterated the moment you start the car, but we'll get to that in a moment...

Meanwhile, cast your gaze to the 993, as masterful an update of a classic design as you'll see anywhere in the automotive firmament. Englishman Tony Hatter must have been both honoured and terrified when his vision for a new 911 was chosen to succeed the 964, because there was so much history and love at stake. But it turned out to be a genius transformation that hung on to the essence of earlier iterations while making the 993 sleeker, wider, meaner and more modern. And this was achieved despite having to retain the core structure of the 964...

Harm Lagaay faced similar constraints when designing the 944, having to base it on the 924's underpinnings. And yet he managed to turn a car that many refused to even acknowledge as a proper Porsche, into a neat, muscular sports car that was a credit to the marque and a boon to the

company's finances. Those fat arches provide the bulk of the visual brawn, a design signature you never tire of looking at. Given the short lifespan of the 968 – just three years – Lagaay's update of the 944 wasn't to have the budget for wholesale changes, but by revising the rear bumper unit and adopting the same type of coverless pop-up headlights found on the larger 928, he created a fresher-looking coupe.

Originally the 968 was intended to be the 944 S3, but the enhancements to the car turned out to be so significant – apparently 80% of the mechanical components were either new or modified in some way – that a new model designation was deemed necessary. Drive them both, though, and the differences don't seem that dramatic, certainly not worthy of a fresh badge. And remember that here we're skipping from the 944 Lux straight to the 968 and bypassing all the improvements wrought upon the car in its S2 guise. From the driver's seat there's little to tell them apart – you're

Slightly modded, but not excessively so, this 911SC looks the business in Arrow Blue

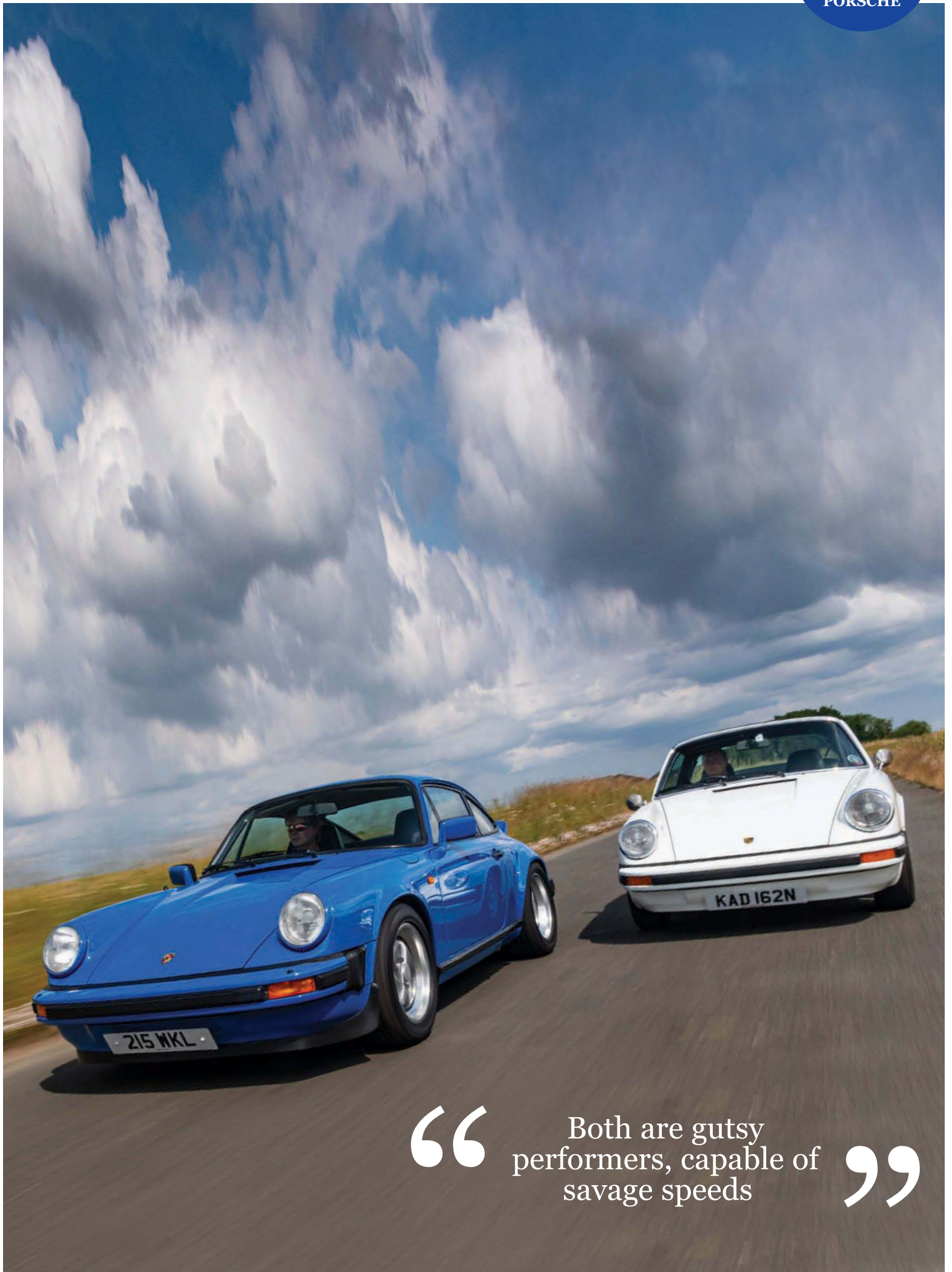
A 911 with Fuchs, a ducktail spoiler and a Prototipo wheel. What more do you want?



PORSCHE 911 SC

Model tested: 911 SC
Engine: 3.0-litre flat six
Transmission: 5-speed manual
Body style: 2+2 Coupe
Top speed: 146mph
0-60mph: 6.8secs
Power: 204bhp at 5900rpm
Torque: 197lb ft at 4300rpm
Weight: 1160kg





“ Both are gutsy performers, capable of savage speeds ”



seeing the same shallow fascia and slim A-pillars, the same slender door cards and switchgear. The 944 has a nicer steering wheel, though, just the right small diameter and thickness, the 968's helm enlarged by the need to accommodate an early and bulky airbag.

For performance and flexibility the 968's 240bhp 3.0-litre four out-muscles the 165bhp 2.7-litre unit propelling the 944: it's got proper wallop from as little as 2000rpm and then piles on speed with ever-increasing enthusiasm. Shame it sounds a tad flat and uninspiring, but that's easily enough sorted with a sports exhaust. But

don't assume you'll feel underwhelmed by the 944 – the 2.7 needs working harder but thanks to the balancer shafts it remains sweet at high revs and feels like it could stay up near the red line all day.

Furthermore, this particular 944 is one of the best we've driven, a very 'complete' car in that its power delivery, throttle response, gearchange, steering, clutch action, ride and handling are all in harmony with one another, no dynamic element of it outshining any other. That helps with the sense of connection we were talking about earlier, and means there are big rewards on a cross-country route if you drive with your

brains not your balls. This 944 flows down a winding road if you let it, partly compensating its power deficit against the 968.

The newer of our front-engined cars doesn't feel quite as crisp and even as its older brother, despite the chassis revisions that earned it a different badge. In part it's because a raft of refinements that made the chassis more palatable to a broader audience at low to moderate speeds stifles driver interaction a little – at higher speeds, when you've grabbed it by the scruff and are slinging it down the road, the chassis reveals a much greater depth of talent.

We've got a drone and we're going to use it! Is the Carrera 3.2 the ultimate classic Porsche 911? Could be...

Forget all that yuppie nonsense. A Carrera 3.2 in Guards Red rocks, OK! And 230bhp is pretty useful, too



PORSCHE 911 CARRERA

Model tested: 911 Carrera 3.2
Engine: 3.2-litre flat six
Transmission: 5-speed manual
Body style: 2+2 Coupe
Top speed: 152mph
0-60mph: 6.1secs
Power: 230bhp at 5900rpm
Torque: 209lb ft at 4800rpm
Weight: 1160kg



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The 2.7 Targa is another Porsche that doesn't reveal its full ability upon first acquaintance. Because of its age and its chrome and its flat, unsupportive seats, not to mention its mahoosive thin-rimmed steering wheel, first impressions are of a gentle cruiser, albeit one imbued with the spirit and soundtrack of a 911. It rides reasonably well and in a straight line at low speeds its steering wheel is active in your hands while having apparently little effect down at the front wheels. It's a good thing to potter around in, especially with the Targa roof.

After a little while, though, you begin to realise just how punchy the flat-six is, particularly as the shift on the 915 gearbox requires such slow, measured movements that you're encouraged to use all the torque instead. We have to confess here that this particular 2.7 is a special one, uprated by

Paul Stephens with high compression pistons and a polished crankshaft to reduce friction, and it's a belter. It picks up smoothly and vigorously from around 2500rpm and stays on the boil to about 5000rpm, helping to punch the Targa out of corners with true sports car zeal. At the time of writing Paul Stephens hadn't rolling roaded the car for a power figure, but it's going to be somewhere between the standard 150bhp and the 165bhp produced by the 2.7 S model.

Although more powerful than the 2.7, the 204bhp 3.0-litre SC (this particular car is from 1982) and 230bhp Carrera 3.2 don't immediately feel to have much advantage. Admittedly Paul Stephens' tuning package for the 2.7 is tilted towards the provision of mid-range torque, but both the more modern motors leave you wanting a bit more verve at modest engine speeds. That

all changes when your right foot gets down to serious business, though, and in the upper reaches of the rev range both of them are gutsy performers capable of savage speeds. The power advantage that the 3.2 seemingly has on paper is largely offset by longer gearing, so these two feel pretty evenly matched on the road.

They share other traits, too. Brakes that need a hefty stomp if rapid deceleration is your desire; a gearshift that won't be hurried and rewards precision direction of the lever between ratios; absolutely ace steering; firm but well damped suspension; cabins that are a step up from the 2.7's but share its overall look and haphazard switchgear placement; build quality of the hewn-from-a-solid variety; and an overall sense that you want to drive them ferociously hard everywhere and revel in each and every mile that you travel. And

The 911 rebooted. The 964 model 911 saw the first significant changes to the 911 concept, giving a modern, sleeker look

The 964 gained a gutsy 250bhp, 3.6-litre engine. This example looks great in black, with Cup wheels. Note deep bolstered Sports seats



PORSCHE 964 C2

Model tested: 964 Carrera 2
Engine: 3.6-litre flat six
Transmission: 5-speed manual
Body style: 2+2 Coupe
Top speed: 162mph
0-60mph: 5.5secs
Power: 250bhp at 6100rpm
Torque: 229lb ft at 4800rpm
Weight: 1380kg





“ The 993 disguises the animal side to its character. The 964 just puts it out there ”



you could, too, because while they are soul-sizzling quick, they're not winding themselves up to the outrageous speeds of today's 911s.

Earlier we mentioned the sound of the 964 when you fire it up. It's magical. Deep, throaty, crackling, aggressive. The stuff of goosebumps. A cat bypass is responsible for some of the music, but even with a standard exhaust a 964 has a more strident tone than the 911s that came before or after it. Much like the 944 described earlier, this 964 seems incredibly well sorted, with firm yet excellent damping control, brilliant steering, a 3.6-litre engine with a meaty mid-range, an urgent top end and superb throttle response, a gearchange superior to any of the cars we've driven up to this stage, decent brakes, and a cabin that

passes muster in the 21st century, plus outstanding Sports seats.

This 964 is the ideal example of the angry sports car, one that encourages you to go a little bit bonkers. All right, a lot bonkers. Which leaves us with a conundrum regarding the 993. Legend is that it represents peak air-cooled 911. With Porsche's VarioRam variable length induction system its 3.6-litre flat-six produces 285bhp to the 964's maximum of 247bhp, and its all-alloy multi-link rear suspension is superior to that of its predecessor, but its overall improvement in refinement masks the effects of those advantages to all but the most hardcore drivers prepared to push it to extremes.

Be in no doubt, the 993 is seriously bloody fast, not just in the context of sports

cars made in the mid 1990s, but full-stop. But it's almost too good at disguising the animal side of its character: the 964 just puts it out there, all the time. The 993 is the 911 in which you'd drive to the south of France without a thought – the same trip in the 964 would involve compromises in comfort, but you'd probably detour via the Route Napoléon on your way to the Riviera.

Your first classic Porsche? Well, that's very much down to personal taste. You may already have guessed that the 964 is our favourite from this bunch, but we'd be almost as happy with a 944 as good as the one we drove on the day. Our final message, though, is that if you're considering a Porsche for high days and holidays, open your mind to the idea of a classic – it could well be the Porsche that suits you best. **PW**

The ultimate and last evolution of the air-cooled 911 is enough to secure legend status for the 993

End of an air-cooled era. The 993 is fast, refined by 911 standards and very useable. The 3.6-litre VarioRam engine produces 285bhp



PORSCHE 993 C2

Model tested: 993 Carrera 2
Engine: 3.6-litre flat six
Transmission: 6-speed manual
Body style: 2+2 Coupe
Top speed: 171mph
0-60mph: 5.4secs
Power: 285bhp at 6100rpm
Torque: 251lb ft at 5250rpm
Weight: 1370kg





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THE ONES THAT GOT AWAY

Of course there are other options too. Here are some of the Porsches that didn't make the cut, but we would still recommend



PRE-1974 911

Where do we start? Well, let's start with why we haven't included an early 911 of any description? Sadly our nominal £50k budget just doesn't include the early cars of any description, not even a 911T or E.

If you are in the market, then there's a lot of good restored cars around now and for many it doesn't really matter whether it's a T, an E or an S – it's the early look that counts. That said, there is a cost factor, with late 911 2.4S examples at £150,000+ and a more basic T or E at below £100,000.

And then of course there's the 2.7 RS, but that's a whole different strata and totally outside of this guide's remit.

VERDICT: If you can afford it, then classic 911 nirvana awaits
PAY: Too much for us...

PORSCHE 912

It looks like a classic 911 and for some people, that's all that matters. And to be fair, the 912 has a charm all of its own, plus, engine aside, the 912 is pretty much identical. Yes, it lived in the shadow of the 911, but with 95bhp from the 356 SC derived 1.6-litre flat-four, it was far from embarrassingly slow. Most came with an optional five-speed gearbox, too.

The 912 was killed off in 1969, but made a reappearance in 1975 with impact bumpers, when the fuel crisis hit, using a 2-litre VW engine. Less weight in the rear makes the 912 a neat handling 911 alternative.

Many were culled or converted and the market is now strong and established, with good cars at our £50k max. Popular with the VW crew, great base for a hot-rod.

VERDICT: Not many bargains anymore, but a compelling classic 911 alternative and a bargain in comparison

PAY: Maybe sub £20,000 for a project, but good cars are £35,000+ climbing to £50,000

PORSCHE 914

Another Porsche and VW mash-up, the 914 was actually badged as both. Remarkably this is a classic Porsche that's still flying under the radar value wise, with solid cars at under £20k and seriously good examples at not much more.

Launched in 1969, it's worth remembering that this is one of the very first mid-engined production cars and flies very much in the face of Porsche's reputation as the anachronistic purveyor of the flawed, rear-engined 911.

Early cars came with a 1.7-litre, 80bhp VW flat-four engine, which grew to 2-litres and 100bhp, while the most desirable uses a pukka 2-litre Porsche flat-six, although with just 110bhp it's no rocket ship. However, that doesn't matter. The 914 is different, it handles superbly, it's not so precious that you wouldn't modify one (see our very own Keith Seume) and yes, you can still afford one!

VERDICT: Under-appreciated at the time, it's time could be now. Still to climb the value ladder

PAY: Sub £10,000 for a runner/project, under £20,000 for a good four-cylinder car. Pay up to £40,000 for good 914/6 models.



PORSCHE 928

If you're going to be a bear, then be a grizzly bear. Yep, the big banger, big bruiser 928 is very much in budget, with prices still resolutely all over the place, although good early and good late cars are firming up in the £40,000 to £50,000 range.

When Porsche launched the 928 back in 1978, it was hard to believe that it actually came from the same manufacturer whose model line-up consisted of the seemingly archaic 911 (even then) and a

project taken over from VW (the 924). The 928 was a game changer, but not the 911 replacement, that Porsche had envisaged. As a GT car, though, it was peerless, if not what the true Porsche enthusiast wanted.

Today it's not a car for the faint-hearted. A project could destroy you financially, but a good, well sorted car is remarkable value for money.

VERDICT: An acquired taste perhaps, but still a lot of car for the money

PAY: Well under £10k for a project. £20-£30k for all manner of very good examples. £40k+ for the very early/late cars



PORSCHE 924

The ideal starter Porsche and something of a sleeper. Yes, we keep saying it, but prices can only go up in a world where contemporary '70s/'80s Ford Escorts and Capris can command silly money.

Derided by some (yawn), this product of a marriage of convenience between Porsche and VW produced a great car for its time and one that still feels modern today, with tidy handling, thanks to front

engine, rear transaxle set-up. Early cars had a four-speed gearbox and gutsy 125bhp 2-litre engine, while later cars came with a five-speed 'box. The 170bhp 924 Turbo was a genuine, junior supercar and later 2.5-litre (from the 944) 150bhp 924S made for an effortless long distance machine.

The very, very best of any of the above examples will be under £20,000, and there are still good cars at under £10k.

VERDICT: A Porsche for relative peanuts
PAY: Under £10,000 for good, solid cars. Up to £20,000 for the very best



PORSCHE 944 S2/TURBO

While not the ultimate incarnation of the 924 project (that was the 968), the 944 Turbo and S2 took it well beyond its initial design parameters and it's certainly fair to say that Porsche got its money's worth out of the whole thing.

The 944 Turbo arrived with a 220bhp bang in 1985, with performance and a price to rival the 911 Carrera 3.2, and by most objective standards it was the better car, but then when did 'objective' ever come into it? Porsche's efforts to replace the 911 prove just what an anomaly it was/is, to the point that it was happy to compete against the 911 from within, safe in the knowledge that the icon could shrug off any such challenge, while broadening the product line.

The 944 Turbo developed into a 250bhp, 160mph machine, but arguably the 944 S2, which arrived in 1989, was the better option. With its 3-litre, four-cylinder engine it produced 210bhp with a mix of big capacity torque and 16-valve style revs. Its powerband was more consistent than the spikier Turbo and it had enough to exploit the balanced transaxle chassis.

Prices for both are similar, with the very best still coming up short of £20,000. Each will still very much cut it in the real world, making a contemporary 911 feel very much the classic car.

VERDICT: The 911 rival from within at a fraction of the price

PAY: From £10,000 to £20,000 covers good to exceptional





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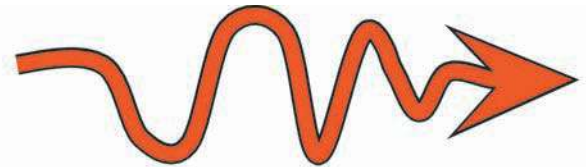
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Words: Steve Bennett Photography: Antony Fraser

MODERN CLASSICS

Classics? Really? Well, even Porsche describes them as such now, and with both the 986 Boxster and 996 model 911 now over 20-years old, these are the modern classic alternatives

Time to play devil's advocate. Forget about the selection of classics in the preceding pages. They're just old, uncomfortable and probably rusty. Most of them don't even have power steering for goodness sake, and as for air con, forget it. Oh sure, an old 911 is a lovely looking thing, but wait until you've jammed yourself behind the wheel and then contorted the lower part of your body to the left, so that you can work the pedals, which are sprouting vertically from the floor... Indeed, the reason classic Porsches don't get driven very much these days isn't to do with protecting the investment, or keeping the mileage down. It's because they're chuffing hard work.

So, let me introduce you to a new concept in the world of classic motoring: The modern classic. It's very much a 'thing' and even Porsche recognises it as such. This might make you feel a bit old, but the

996 and 986 Boxster are now both officially recognised by Porsche as 'classics' and so worthy and eligible for Porsche's classic maintenance scheme.

Be sceptical, but consider that the earliest Boxster 986 is now 23-years old and the earliest 996s are not far behind, launched in 1996 and (late) 1997 respectively. "But they seem so modern," I hear you cry? Well yes, in many ways they are compared to any sort of classic 911, all of which have components and panels that can be traced back to 1963. Even the front-engined cars in our 'First classic' feature are based on a concept that started on the drawing board in the early 1970s.

But modern compared to a contemporary Porsche? On the face of it, they share similar platforms and controls, that can be operated without contortion or possible light injury, but both are usefully smaller, lighter and devoid of the modern gizmo fetish, whether it be electronic driver aids, steering, damping,

handbrakes or just a myriad of infotainment systems, blue this and i-connect that. Both the Boxster and the 996 can be viewed as the dawn of the modern Porsche, but that dawn was a long time ago now.

So, I think both qualify as classics in their own right and are worthy of consideration as a starter classic Porsche. Leaving aside the driving experience for now, they have many positive attributes. For a start, a modest outlay will get you a good example of either. You would be hard pushed to spend any more than £10,000 on a 986 Boxster. That sort of money will get you an absolutely stunning low-mileage example and, in the great classic car/Porsche scheme of things, that's a mahoosive bargain. Or you can spend a lot less and still get something that's more than half decent and bring it up to scratch as you go along, or just leave it as it is.

Bargain Boxsters? Yes, the market is awash with them and if you are of a DIY





persuasion, then they are worth looking at, largely because they don't rust, so restoration is largely a case of replacing the worn-out bits. But here's the thing: a £3k Boxster usually ends being a £5k Boxster or more once you've sorted it out, and many

Porsche 'thing.' It's emerging from the shadow of the 911 as a desirable model in its own right. Good ones are sought after. The once unloved super-early 201bhp, 2.5s are being feted for their lightweight purity. Get in now, before everyone else does.

hardcore manual coupe isn't your thing, there's no shortage of hugely popular Cabriolets, with the Tiptronic transmission that suits them so well.

Amazingly, entry level is still at the £10k mark, but be prepared to spend a bit to bring such a car up to scratch and most haven't sunk to the poor mechanical level of the bargain Boxster. And don't be afraid of DIY. The 996 and Boxster were designed to be easy to put together and easy to pull apart. Both front and rear aprons can be removed in minutes, to reveal the cooling system at the front and the exhaust and other grubby bits at the rear. The biggest difficulties you will face is with corroded fixings, but otherwise there are a lot of jobs that are within the capabilities of the home mechanic and we've documented most of them in *911&PW*.

Between £15k-£20k is where the best 996s are, although if you want a C4S then you will need to spend more. That sort of

986 Boxster in foreground is an early 2.5-litre model. Once the unloved entry level machine, good examples of these are becoming much sought after

Interiors are pretty much identical, save for a few detail changes. The 996 (left) is likely to have been better specced by original buyer ticking the various options boxes

“ The 986 Boxster is starting to become the next big Porsche ‘thing’ ”

never get sorted out and bump along at that level until something goes terminally wrong. Cheap to buy, but not cheap to maintain. That's always been the curse of the bargain Porsche.

And here's a word to the wise. The 986 Boxster is starting to become the next big

And the 996? Well it's a 911 isn't it, which means its day will also come. In fact, it's happening right now. Good ones, with the right spec, are appreciating. Early manual 3.4-litre cars are in vogue for the enthusiast. If it's sans a sun roof, then even better. You won't miss it because it will have air-con. If





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PORSCHE 996 C2

Model tested:	Porsche 996 C2
Engine:	3.4-litre flat-six
Transmission:	6-speed manual
Body style:	2+2 Coupe
Top speed:	174mph
0-62mph:	5.2secs
Power:	444bhp at 6500rpm
Torque:	258lb ft at 4600rpm
Weight:	1320kg



money will get you a good, well maintained car, and if you stick with the 3.4-litre cars then you have the most reliable engine, too. The engine? Do we have to go there? Just about every 996 on the road has now had some sort of remedial engine work and those that were ever going to blow up, have. If you're really paranoid, then look out for a car that had a replacement/rebuilt engine from the likes of Hartech. Such a car might command a bit of premium, but it's a sad truth that the cost of such work will never be recouped by the seller. A win-win for the canny buyer then.

A canny buyer/owner can also be quite canny when it comes to spares and maintenance, too. Consumables like brakes, radiators and suspension parts can be surprisingly affordable if you shop around. A word of warning though, from someone who knows. You can't run a Boxster or a 996 for the same money as an MX-5.

While a few very early Boxsters and 996s are showing some signs of corrosion, they will never be killed by it in the way that a

classic Porsche can. Therefore the car that you buy now, as a second or third car for high days and holidays, is unlikely to deteriorate any further. It's why there isn't a healthy aftermarket for body repair panels.

But here's the best bit about a 'modern classic' Porsche: The real classics, that we've bigged-up, wouldn't see which way either of these two cars featured here, went Let's take the Boxster first. For the full experience, let the roof automatically retract and then settle into the narrow, comfy seat (if you're lucky, you will find one with optional Sport seats). Everything is where it should be, the steering wheel is narrow and tactile, the gear lever invitingly poised to swap the five ratios. The flat-six fires with a crack and settles into a smooth, slightly whining idle. It's a small capacity 2.5-litre six, so don't expect too much, but it's still got bags more character than any current four-cylinder turbo. Torque is a seemingly lightweight 181lb ft at 4500rpm, so yes it needs a bit of work, but it sounds wonderful with it and it will still crack

0-60mph in under 7secs and romp on to 150mph. I mean, really, how fast do you want to go?

At the rear, you've got a sophisticated, multi-link suspension set-up to keep the wheels perpendicular and the traction strong. The front is a more straightforward MacPherson strut arrangement, while lightweight, four-pot alloy brake calipers shed speed with strength and efficiency.

And it's mid-engined, and not only is it mid-engined, it's mid-engined with a flat-six engine, so the weight is exactly where you want it to be, which is on the deck. Anything else? Yes, it only weighs 1250kgs and it sits on relatively dinky 17in wheels.

The above attributes and its relative lightness give the early Boxster a flighty playfulness that has been replaced with an altogether more aggressive determination of the later Boxsters, with their extra power, increasing weight, heavier wheels and iron fist damping, not to mention the ever-increasing tech quota. This 2.5-litre Boxster is a reminder

The 996 does things the Boxster would never dream of in the handling dept, thanks to its famous rear-engined layout. It's not for everyone, though

Boxster's more conventional mid-engined layout and lower centre of gravity from flat-six gives the Boxster formidable cornering ability

PORSCHE BOXSTER

Model tested:	Porsche 986 Boxster
Engine:	2.5-litre flat-six
Transmission:	5-speed manual
Body style:	2-seat roadster
Top speed:	149mph
0-62mph:	6.9secs
Power:	204bhp at 6000rpm
Torque:	181lb ft at 4500rpm
Weight:	1250kg





The 986 Boxster might be basic by modern standards, but it still has handy features like an electrically retractable roof, and air con. The 17in wheels look tiddly, but they allow the Boxster a bit of movement on the road

of simpler times and it's quite exquisite for that. The notion that something this focused and really quite exotic can be for so little is really quite extraordinary. And it's no wonder that the Boxster has ruled this class of roadster since its launch; no one – not BMW, Mercedes or anyone else – has managed to create a mainstream open sports car that can satisfy the most enthusiastic of drivers, yet still fulfil a daily driver role with complete comfort. In the world of Porsche, to rule out the Boxster on sheer snobbery is to miss one of the great sports cars.

Jumping into the 996 Carrera 2 is a whole different experience, but only when you get on the move. The front half of the car is pretty much identical to the Boxster. The rear, though, is pure 911. That's to say the engine sitting out the back, which in turn gives the 911 a useful 2+2 layout and its legendary handling balance.

This is an early 3.4-litre car, in Arctic silver, with black leather interior and sans a sunroof. It's just lacking the standard 17in wheels to complete the purist spec. Indeed, it's rather like my own 996.

The 3.4-litres buys you near as dammit 300bhp at 6800rpm and 258lb ft of torque at 4600rpm. About the same as a modern hot hatch, then, but with a top speed of 175mph and a 0–60mph time that many mags managed to get below 5 secs when the 996

was launched. Like the Boxster, its performance is enhanced by its light on its Michelins 1320kg, which 996 spotters will tell you is lighter than a 996 GT3, by 30kg. Which is also why a 996 C2 will happily hang on to a 996 GT3 up to 100mph.

Whereas the Boxster has its mid-engined balance, the 996 feels altogether more three dimensional, in that there's always something going on behind you. At first it feels quite

wonderfully communicative steering and a fabulously flexible and sonorous, normally aspirated engine.

Like the Boxster, the 996 is one of the great bargains of our time and a product of Porsche's move into the mainstream. We bemoan the rise in prices of the air-cooled cars, but the truth is that the modern era cars make for a better driving experience at a far lower cost. It's no wonder that most of here at

“ Like the Boxster, the 996 is one of the great bargains of our time ”

strange, in a twisting, pitching sort of way. The trick is not to hang on, but to let the car find its own way and then start to use the weight to influence grip and direction and traction out of corners. Soon you'll be in the 911 groove and you won't want to drive anything else.

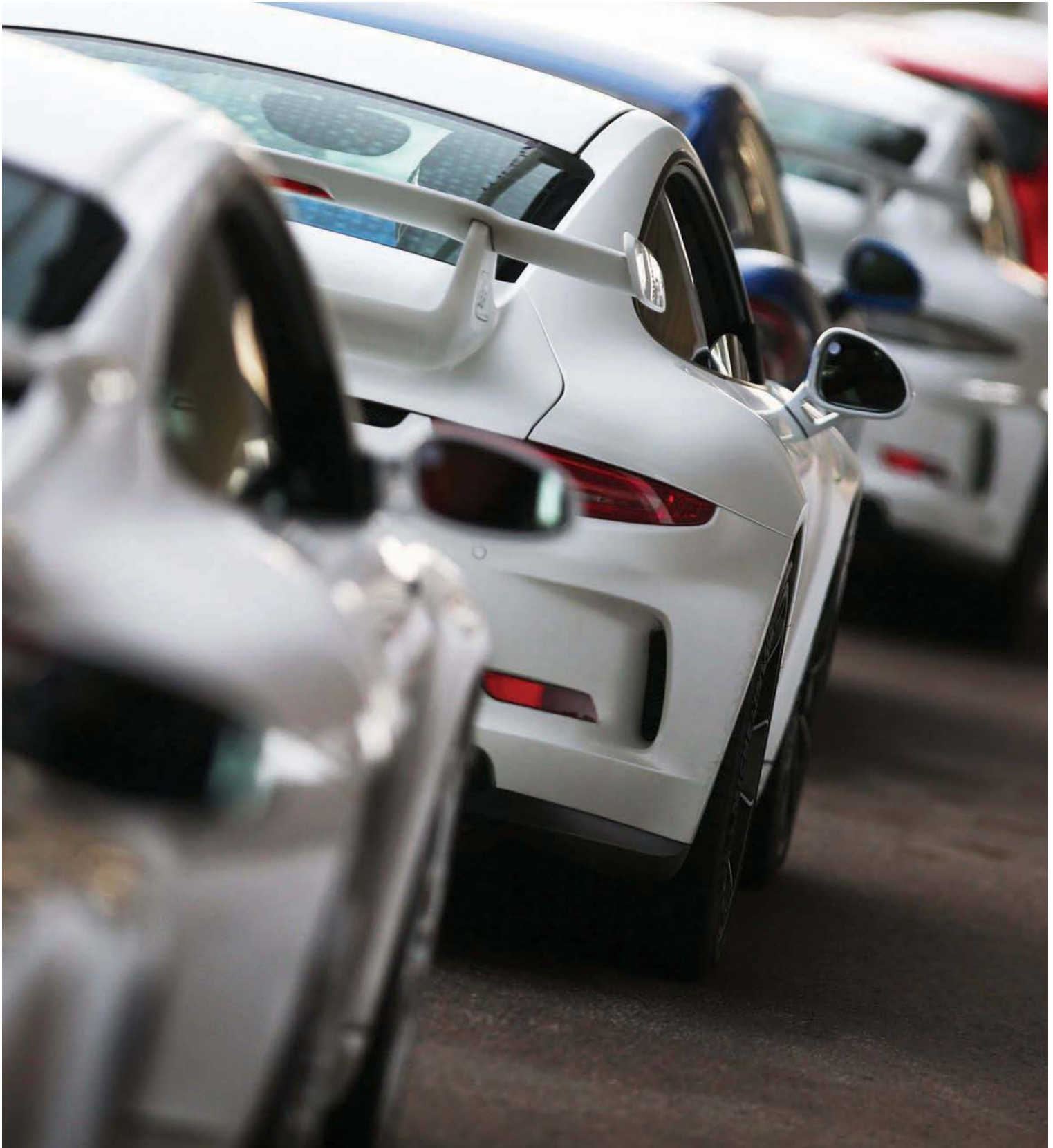
And on the right piece of road, it is almost effortlessly fast. Back in the day, and even in the wet, a 996 was about the only thing that could keep pace with a Subaru Impreza on a typical UK B road and even now that ability is in no way diminished. It's an absorbing, inclusive experience, one that's enhanced by

911&PW chopped in our classic air-cooled Porsches some time ago. You could say that's making a virtue out of a necessity, cutting our cloth accordingly, but there's few of us that regret the move.

These cars will never attain the level of value of the earlier cars and to that we say 'thank goodness', because there has to remain a strata of classic Porsche ownership that's open to us mere mortals. There's no shortage of cars out there either and even the very best are still very affordable. All hail the modern Porsche classic. **PW**

Don't be tempted to go above 18in wheels on either 996 or 986. The balance, ride and handling will be ruined. Powerful four-pot alloy brake calipers are a feature on both





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ONCE BITTEN

This classy 997 remix from RPM Technik combines retro and modern influence into one classy and fine-handling 911 with a character of its own

Words: Dan Trent Photography: Paul Harmer







There are plenty of highly regarded Porsche specialists out there making a decent living buying, selling and servicing cars of all eras to suit their particular customer base. Graduating from that to developing and building your own self-branded special editions is a big step though, and one requiring a fair degree of chutzpah. Not to mention investment and expertise.

It's a bet that's paying off for Buckinghamshire based RPM Technik though, the car you see here the 28th built under its CSR programme since it was first conceived back in 2010. Sales and servicing still form the core of the business but it's clear among both staff and

customers the CSRs are where creativity and passion for Porsches can be fully expressed in cars built to be driven, not tucked away as investments.

While there's no rigid blueprint for what qualifies as a CSR there's a consistent theme running through them all. Basically that involves a package of upgrades for 'civilian' Carreras, Boxsters and Caymans to sharpen performance and handling to something approaching that of the GT models but without compromising the usability or relative affordability of the cars on which they're based. Some have been built more as track cars, others under the self-explanatory 'Retro' banner. If not about headline-grabbing power outputs, or fixated on chasing lap times, then CSRs are more

for those who appreciate subtle tweaks that can turn a good Porsche into an exceptional one, enhancing the factory product without corrupting its style or intent. Or trying to be something it isn't.

So to the car we have here, based on a first-generation 997 Carrera S and christened 'Snakebite' in honour of the owner's original concept for the interior. One that didn't see it through to the finished product after the various interested parties – owner's wife included – decided a green and purple interior wasn't the way to go. Probably for the best. But the name stuck.

Brought to RPM as a straight, silver Carrera S with a six-figure mileage, the car is now a very different proposition, sitting low on KW Variant 3 suspension and fancy

Our man Dan, looking cool, calm and collected and relieved that the original 'snakebite' interior colour combo of green and purple was vetoed

Back in black! Well, it was originally silver, so quite a radical transformation. Black works, though



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HRE wheels and menacing in Brewster Green paint. The understated shade is a photographic challenge that has snapper Paul Harmer scratching his chin, unnecessarily as it turns out because, as you'll see, it looks as stunning on the page as it does in the metal. Where other CSRs

Something like a custom-spec, 997-shaped twist on the GT3 Touring, if you will. Minus the dealer politics or speculator mark-up.

So the bodywork has been left more or less original, an Aerokit front bumper giving a more ground-hugging stance while at the back there's a GT3 bumper with neatly

been replaced with figure-hugging, slim-fit Recaros. Green leather bolsters with houndstooth centres and gold stitching to match the wheels coordinate cabin with exterior, details including a Carrera GT inspired wooden gearknob and deep-dish Momo Prototipo wheel with airbag delete. Alcantara on the dash meanwhile completes the look, the quality of the stitching and finish all highly impressive for an operation of RPM's size. It's a timeless look incorporating respectful nods to Porsche traditions without pretending to be anything it's not, helped by the removal of the dated PCM module for a handy cubby, infotainment needs catered for with hands-free Bluetooth integration to the owner's phone. A neat solution that won't date like a built-in system.

So it looks good. But the kit that makes this a CSR is more out of sight, tucked away in the engine bay and chassis. KW Variant 3 coilovers have long been a favourite of RPM's, the quality of the damping and range of adjustability matched

Latest RPM build sits just right on lowered KW Variant 3 suspension. Front end is enhanced with an Aerokit front bumper

“ It's rather like a custom-spec, 997 twist on the GT3 Touring ”

have gone a little more extrovert with stripes and stickers this one is rather more subtle, in keeping with the owner's wish to have an upgraded Carrera capable of delivering its extra performance hit over long-distances. Hence the heated seats, air-con, the neatly integrated sub-woofer on the rear shelf and even a plug-in fridge, trimmed in houndstooth to match the seats.

integrated stainless steel mesh in the vents and the trademark CSR carbon ducktail. Set against the HRE wheels it's a classy and individual combination telling you all you need to know about the car's intent without shouting too loudly.

If the exterior is neatly executed the interior is a real demonstration of RPM's craftsmanship. The standard seats have

It wouldn't be a CSR build if it didn't feature a carbon ducktail. Right: Rear also features a GT3 rear bumper







with longevity and reliability for cars built to rack up hard miles on road and track. This one also gets KW's HLS front-axle lift kit, which reacts faster than Porsche's own and is pretty much a necessity given the road-skimming AeroKit front splitter. Combined with adjustable anti-roll bars, polybushed mounts, Eibach adjustable coffin arms and a full geometry and corner-weighting calibration there's plenty of room for tweaks, BTCC legend Tim Harvey adding some star quality to RPM's in-house expertise when it comes to set-up. The CSR ethos is more about working with the customer to settle on a package rather than dictate a fixed format, the package

therefore offering opportunity to tune the car to what the owner actually wants to do. Accordingly, this one is more to the fast road end of the spectrum, though others have gone the other way and been more track focused.

The CSR brake package involves a full strip down of the calipers, replacement of seals, pipework and pistons as required and then paint and logos according to customer wishes. The transmission meanwhile gets a short-shift kit, lightweight clutch and flywheel, RPM switching from the previous Wavetrac torque biasing differential to a more traditional plated limited-slip unit. Again, this offers opportunity to tune the

behaviour of the diff according to the customer's needs and taste, not to mention driving style.

This far and we've yet to discuss the engine. Main reason for that being it's not actually fitted to the car yet and, at the time of writing, is in RPM's test bay while the project team rebuild it with a wide-ranging package of upgrades to improve both longevity and performance. When the car first arrived it had over 100,000 miles on the clock, a typical CSR overhaul comprising a precautionary full strip-down and inspection, installation of uprated IMS bearing and a range of upgrades depending on how hard the car is to be driven. This can include a

The HRE wheels are stylish touch and make for a change from the more ubiquitous Fuchs option

Carbon weave of the rear ducktail lid is clear to see. The engine will be receiving upgrades in due course, but for the moment it remains as a stock, 376bhp X51 Powerkit unit



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third radiator, low temperature thermostat, deep sump extension kit and other sensible mods appropriate for cars likely to be given a hard life on track.

In this instance RPM are also looking at new cams and other upgrades to increase power, though with typical thoroughness is taking its time to make sure it all works as it

finished motor and how they intend to achieve them. But for now this is enough to be going on with, a GT3-style CSR centre-exit exhaust opening its vocal chords and in keeping with the look of new rear bumper.

Appetite suitably whetted it's time to find out if this car goes as well it looks...

Gripped snugly in the heavily bolstered

correct. This customer has opted for a rear-seat delete but you could, of course, retain that option if you want the full cake and eat it combination of stock 911 flexibility and sharper driving experience and many CSR owners have done just that. Each to their own on that one.

Stripped of distractions you're free to focus on the quality of the workmanship, both aesthetic and mechanical. And within the first few hundred yards you're appreciating details like the positivity of the short-throw shift and tactility of the ball-topped selector, the lack of hesitancy in the throttle response and the meaningful weight and lack of slack in the steering. That this comes without the hairtrigger clutch or lumpy idle of a GT3 is a sign of this car's wider brief and focus on usability, too, this being a 911 as comfortable as a daily as it would be for high days and holidays.

The lumpy B-roads outside RPM's gate offer no place for the suspension set-up to hide, the CSR mindset again about more street-friendly suspension travel and bump

Like any RPM build, the already focused 997 qualities are refined yet further, to create an even sharper driving machine

“ There’s a sharper front end than you get in any factory Carrera ”

should. In the meantime the car is running a stock gen-one 3.8 S motor with the X51 Powerkit, this factory upgrade offering a healthy uplift to around 376bhp with a small increase in torque and across the board improvement in response, power delivery and breathing. The guys are keeping their powder dry when it comes to goals for the

Recaros and with the dished wheel pulled close to your chest, the Snakebite CSR has a racy driving position for a supposed 'touring' configuration but this is no stripped-out, wannabe GT3 RS and retains the refinement and flexibility of a stock Carrera. And if you think that sounds like an appealing combination you'd be absolutely

Left: Momo Prototipo wheel is popular for a reason. Below: Recaros tastefully retrimmed in dark green leather, with houndstooth panels





The 917 inspired spherical wooden gearknob is a neat touch. Middle: Gratuitous close-up of HRE wheel. Nice hoops, if you can run to them

absorption than a tied-down, GT3-style track vibe. Saying that it's far, far more focused than any factory Carrera, there being a degree of head-nodding over harsher bumps and the occasional skerff as the splitter grazes the road. But the KWs have a soft edge, meaning the sharper edges of the bumps are successfully smothered and you get to appreciate the extra body control with the minimum of distraction.

So there's a far sharper front end than you'd get in any factory Carrera and a rich flow of feedback from the wheel, safely transmitted to your hands without any negative traits like camber sensitivity or kickback. This is a neat compromise, meaning the precision is there when you need it but when you're just cruising or racking up the miles there's no tiresome jiggling from the wheel or need for constant little corrections. Mature would be the best way to describe it, the sense being RPM – and its customers – appreciate you can have a more precise set-up without having to sacrifice too much comfort or refinement.

The sum of its parts. RPM's latest build shows what can be done with a 997 shaped blank canvas

The engine may just be a placeholder too but the car feels commendably complete as a package. True, it doesn't scream like a Mezger. But there's enough extra purpose in the exhaust note to elevate it above a standard Carrera motor and the low-rev lethargy in the stock throttle response is notable by its absence. In its place just instant urge and a wide, rich powerband to enjoy without the binary on/off character switch mid-way through the rev range. There's equal satisfaction to be had leaning on the torque as there is holding a gear and revving it out, the sound building to an inspiring crescendo that makes sense of the stereo delete. Pair your phone if required. But, for this drive at least, the engine is providing all the soundtrack required.

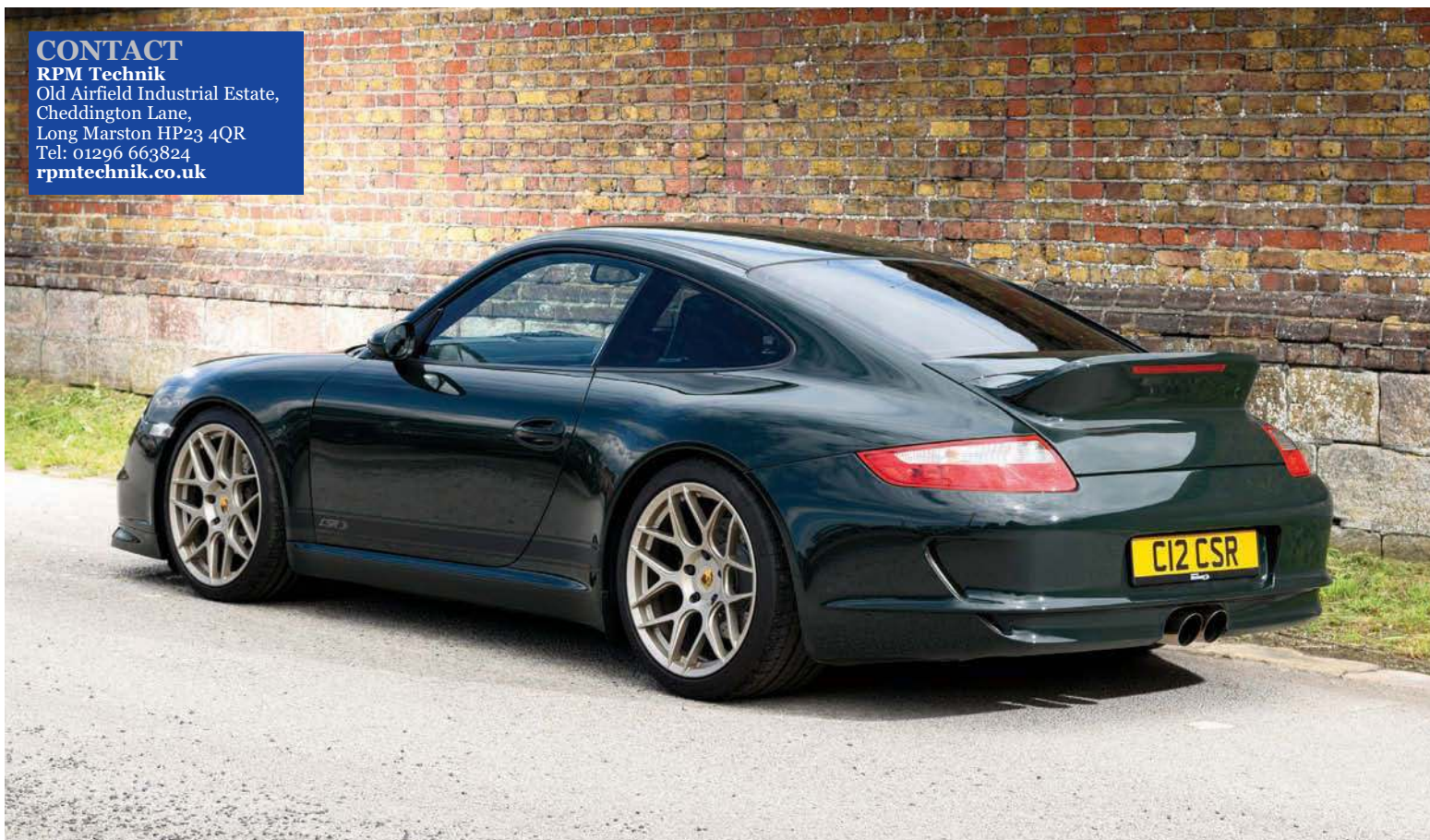
And performance. The finished package will likely be more potent than what you see here but, even now, this car punches harder than a standard Carrera, picking up speed without hesitation and giving you the confidence to carry it through the corners. The light-nosed turn-in you get in standard

911s is notable by its absence, increasing the sense of agility without making the CSR feel nervous or flighty and in no time at all you find yourself settling into the kind of rhythm that'll have you taking the long way home for the sake of it.

What RPM has achieved with this car is that elusive sense of flow many tuners, never mind manufacturers, struggle with. This isn't about power outputs, 0-62 times or v_{max} stats. It's about the interaction between steering, pedal response, damping, exhaust sound, shifter throw and the million and one other things that contribute to how a car makes you feel. The best Porsches combine all these things into one seamless package without the need for endless modes and configuration, leaving you to simply focus on the road and savour the experience. This is one of those 911s. It's not a car demanding huge commitment or focus to enjoy. But you know if you were in the mood for that it would respond in kind. That it's been carried off with such evident style is the icing on the cake. **PW**

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TECH: HOW TO

EXIT STRATEGY

An efficient and long-lasting exit for your 997's exhaust gases, that is. Chances are the car's original system is starting to show its age, perhaps even to fall apart, but some top-quality after-market pipework could dramatically improve it in several significant respects – and save you a load of money into the bargain. Here's how Maundrell & Co fitted a pair of Milltek stainless-steel silencers to a customer's Carrera 4S



It is fair to say – and we owe it to you to warn you – that this is not really a project for either the faint-hearted or certainly the inexperienced. And the same goes for those lacking in basic workshop facilities, tools and expertise, and not least an unusually large helping of patience and determination. It will most likely be, quite frankly, a brutal war of attrition against rusted and broken and often infuriatingly inaccessible fixings, and your language might make even a battle-hardened infantryman blush. Sadly, though, that's par for the course for just about any such task on what might be termed a middle-aged Porsche these days.

If you last the distance, however – or even if you pay someone else to do all the donkey work for you – the results should be immensely rewarding. Gone will be the probably shockingly corroded – and also surprisingly heavy – silencer box from inside each corner of the rear apron, and instead you will have the benefit of two beautifully made and usefully lighter stainless-steel jobs that should last the remaining life of the car. You stand to save quite a lot of money, too. Brand-new from Porsche, we are told, a

replacement switchable sports exhaust for this 2006-model 997 C4S would cost around £2500. Even the equivalent 'standard' set-up is currently listed at approximately £2000. (All prices exclude VAT.) This after-market Milltek system, though, costs just £1400, plus around £300 for fitting, if you take the easy way out and let a professional do it – but of course that figure would be the same for the Porsche parts.

And that's it. Ideologically, as it were, this job, this story, is no more complicated than that. Downsides, such as they might be, are an arguable dilution of the vehicle's originality (if that really matters), and in this instance an obviously redundant control button on the fascia, which might deter any subsequent purchaser. But that certainly didn't trouble this enthusiast – who had bought the car for its many other dynamic attributes, not some silly gadget designed merely to make it sound faster. And it wouldn't make any difference to us, either, given where we all now stand in the development and likely future of the petrol-engined Porsche sports car. If you are lucky enough to have one, basically, then just make it safe, reliable and efficient, drive it hard and fast, and enjoy it while you still can. **PW**

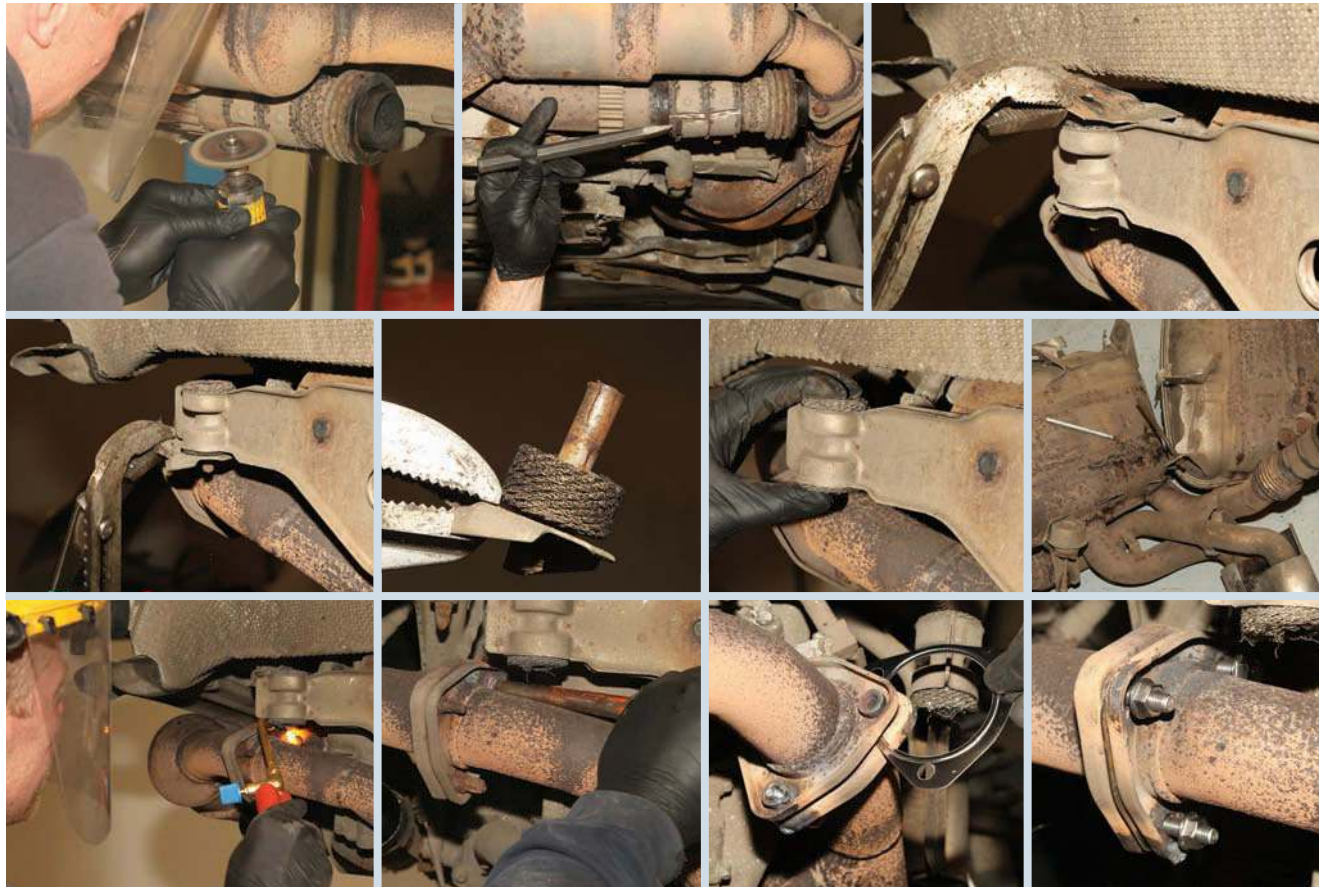
Milltek 997 kit replaces original Porsche silencers, whether standard or the switchable sport type, with a pair of beautifully made stainless-steel items, complete with all necessary additional pipes, olives, clamps and fixings – and all those in top-quality stainless steel, too. Manifolds and catalysis are left untouched. Bends in the Milltek parts are mandrel-formed to preserve correct internal diameter for optimum gas flow and thus efficiency. Guinea-pig car was a Maundrell customer's C4S, with switchable system that had long since ceased to function properly. Darren Gardiner (left) was the man on the tools for us, with occasional assistance from workshop manager Rob Clarke

The original silencers look fine from inside the wheelarches, but the full extent of the corrosion will become all too apparent soon enough. The process begins by raising the car and removing the rear lights and apron, the silencers' heat-shields, and not least the light-alloy bumper bar. Nothing particularly hard about that, but watch for broken fixings, either previously or when you undo them, and be prepared to order new ones as necessary – they are all available from Porsche for a proper job. Beware, too, the supposedly quickly detachable connections for the tail lights and then, when you pull back the apron, the number-plate light. There is a special tool for the task, but you can do it – carefully – as per photo top right

Switchable silencers are basically standard items each with an additional pipe, the latter presumably unencumbered by a noise-reducing restriction: the switching is/was done by a rather crude vacuum-controlled servo per side, themselves activated by a signal from the ECU. Joints between manifolds and cats were not leaking, as such, but naturally this would be the perfect chance to separate them, and replace the gaskets and fixings – more on this on the next spread. No less awkward will probably be 'undoing' the two nuts and screws securing each silencer to its support bracket on the side of the engine. The biggest issue will be corrosion again, but unforgivably the longer bolt at the front of the silencer was factory-fitted from above, before the power unit was installed in car. This means that even if it's not corroded you will need to cut the head off to extract it from below. New bolts can be refitted the same way – or just use appropriate threaded rod cut to length



TECH: HOW TO



This flexible coupling (far left) had already fractured, but best way to remove it from the catalyst is simply to cut and chisel: all pretty basic stuff. More cutting and tearing follows, to extract last vestiges of silencer bracketry. Be careful to preserve wire-mesh insulating pieces, one each at the top and bottom of each through-bolt, such that they will slot neatly back into position. Note, though, corroded and thus distorted and cracked anti-crush tube – that needs to be replaced, too. Inside face of each silencer (left) shows just how badly they had rotted, as well. Bottom row in this group of photos shows what might appear to be the brutality needed to replace those manifold-to-cat gaskets – but with original nuts and bolts eaten away like that there is really no viable alternative

THE KNOWLEDGE

Unsurprisingly, the biggest problem facing anyone tackling a conversion of this nature will be taking the relevant parts of the old exhaust system off the car. (The catalytic converters and manifolds remain untouched.) At best, that means safely raising the rear end high enough – whether on a garage lift or a pair of axle-stands – for easy access to the underside, and then removing the wrap-around bumper moulding, the two silencers' heat-shields, and not least the light-alloy bumper bar proper. We have taken only a very quick look at that here, though, in order to be able to devote as much space as possible to the heart of the matter. It's all straightforward enough.

After that, it should – and could – be simply a matter of separating the pipe joint between each catalyst and its corner-mounted silencer, and then unbolting the latter from its supporting bracket. In practice, however, you will easily enough cut through the pipework with a grinder (and on the right-hand

side of this car the joint had already separated, thanks to corrosion), but then, due to limited access and our old friend corrosion, have to spend considerable time extracting the two bolts passing through the bracket.

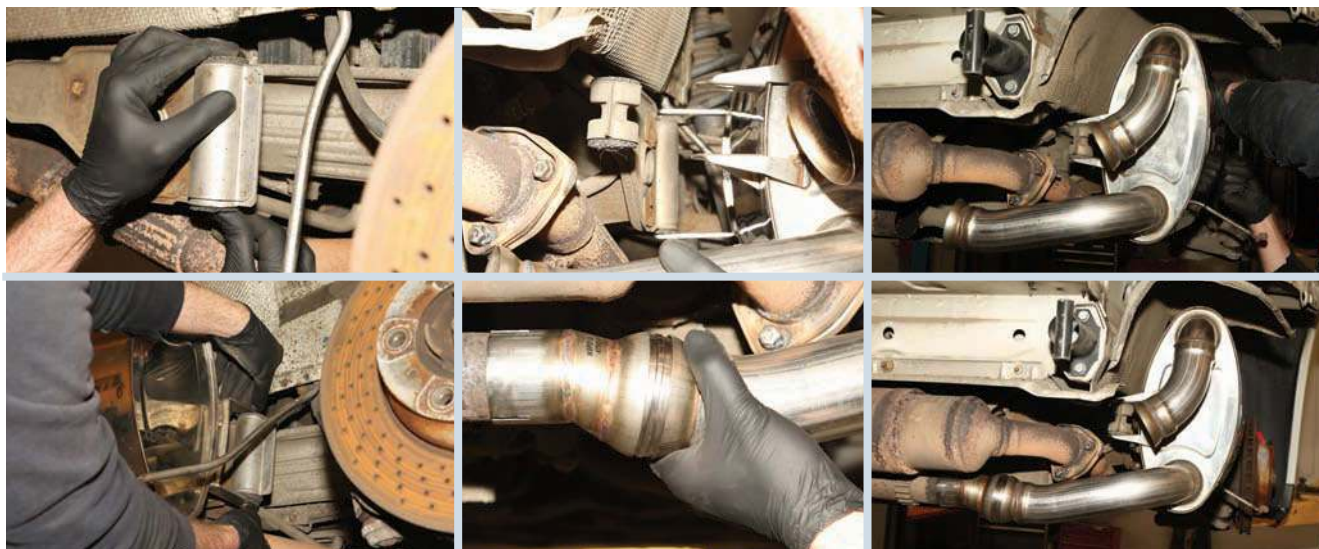
The Maundrell technicians – Darren Gardiner and workshop manager Rob Clarke – also took the opportunity to renew the triangular gasket in the joint face between each exhaust manifold and its adjoining catalyst. Not because they were leaking, as such, but because they might well start to do so in future, and in which case the shamefully corroded fixings would have been far more difficult to deal with. As it was, those had to be torched and ground off – and naturally replaced with first-grade stainless items.

Then, of course, comes the genuinely enjoyable part: offering up those beautifully made and attractively shiny silencers, and sorting through the bags of clamps, sealing rings and short, specially shaped tubes to make the connections with both the catalysts – which, given

the natural tolerances in both the pipes and the car, might require a little bit of trial and error – and, ultimately, the tailpipes.

That final stage, too, required a bit of improvisation by Darren. Each Milltek silencer has a single outlet that – on this car, anyway – emerges in the middle of each aperture within the rear apron. But each original Porsche silencer – a switchable sports job, you will remember – had two exit pipes (one slightly smaller than the other), and thus a doubled-up tailpipe trim. These wouldn't fit the new set-up, so Darren sourced a pair of second-hand trims from a standard 997, with – as you will see – a centrally positioned connection to the single Milltek pipe.

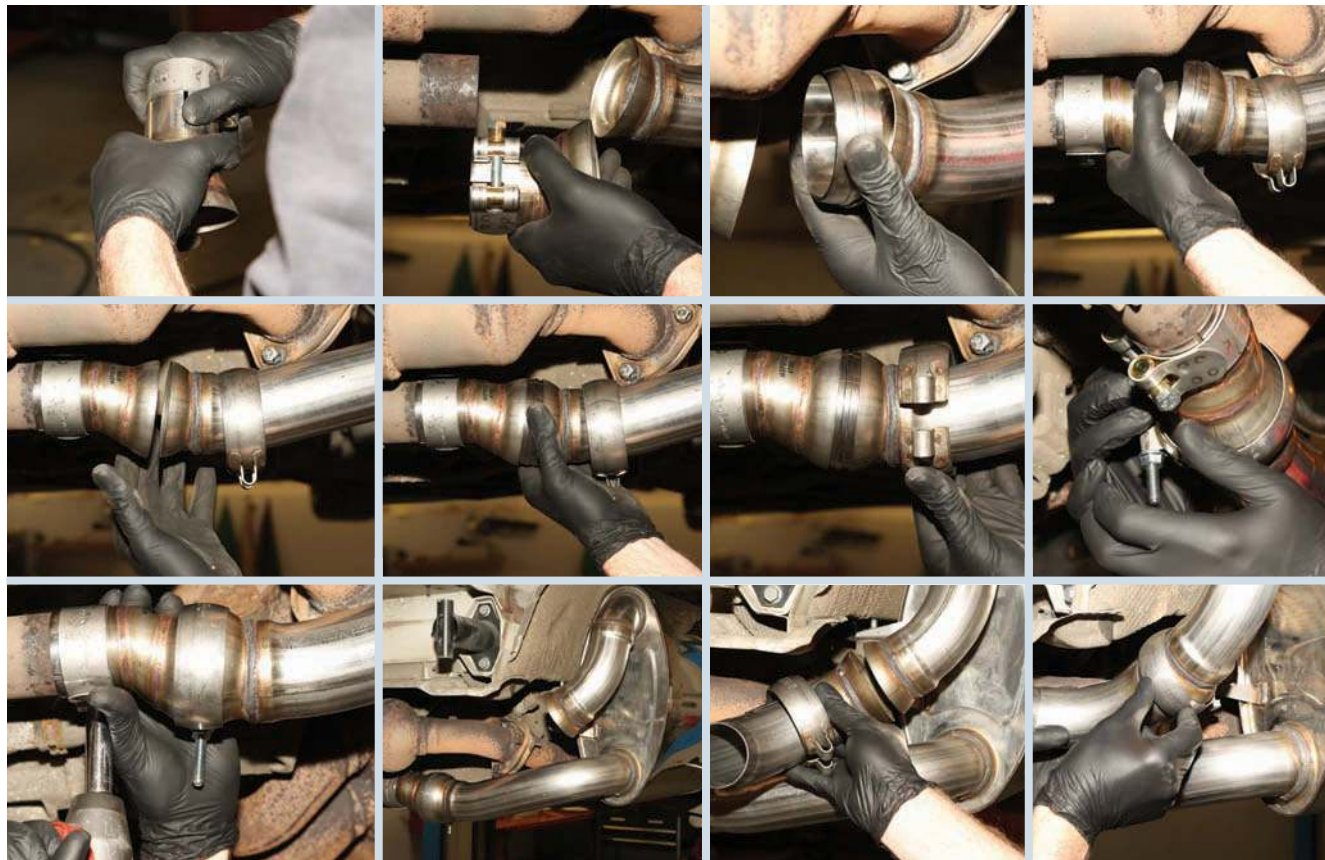
Job done. A broad smile from Darren, naturally pleased with the results of his labours, and an even broader one from the car's owner when he collected it – after more mechanical work, including a clutch change. That's the next few years' driving taken care of, then.



Fitting the new Milltek hardware is, by comparison, a very pleasant walk in the park. The silencers line up perfectly with the original brackets, and the geometry, precision and not least adjustability of connecting pipes gives a perfect fit. If it doesn't then there is surely something wrong with the car...

That said, the obvious trick with these components is to fit all of them loosely (with the benefit that each silencer is effectively a self-contained assembly) and only then, when you have twisted and turned the pipes and olives to obtain that perfect fit, to tighten the clamping screws gradually and evenly.

Oddly, several of those securing screws were too long, but it was a simple matter to cut off the excess for a professional-looking job



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Its Porsche line-up begins, chronologically speaking, with the 996 Carrera 2, Carrera 4 and Turbo, followed by both generations of the 997 in Carrera and Carrera 'S' form, and also the GTS. The 991 range is somewhat sparser – just GT3 and RS – reflecting, perhaps, the inherent complexity of the 'standard' models. There is nothing for the 986 Boxster, sadly, but for 987 enthusiasts a system for both the 3.2 and 3.4, and likewise the 987 Cayman 3.4 in both its iterations. The later 958-model Cayenne Turbo is covered, as well.

Perhaps the best thing we do at this juncture is let the company's own mission statement tell its story.

'Our enviable motorsport heritage, working with championships like the BTCC, the Volkswagen Racing Cup, and gruelling events like the Nürburgring 24 Hours, gives us the technical insight to develop exhaust solutions that truly work – offering both power and aural enhancements for an extensive range of sports, prestige and competition vehicles.

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without the loss of mid-range torque. All of our systems endure a comprehensive acoustic development process to deliver a tone that is sporty and crisp, without ever inducing NVH [Noise, Vibration, Harshness], drone or cabin resonance.

'Our devotion to perfection and our continual desire to improve means that we have been awarded the coveted ISO 9001 2015 quality standard and, thanks to one of the most comprehensive dealer networks in the after-market, you can buy our products in over 90 countries around the world.'

For more information, and the address of your nearest agent go to milltekspport.com, call 01332 227280, or e-mail info@milltekspport.com. Maundrell & Co, which is one of Milltek's UK agents, is based near Wantage in Oxfordshire – and can handle all other Porsche servicing and repairs, too. Call 01235 762033 or go to maundrells.co.uk.

Nearly there: upper row of pics shows silencers installed and tightened – and looking almost too good to cover with that big plastic apron.

That did, however, reveal one issue: each tailpipe trim from the old switchable system has two functioning exits, but Milltek pipe only one, causing the trims to foul against the bumper. The answer was a pair of second-hand trims from a 997 with a standard exhaust, and a single central clamp mounting onto the Milltek pipe. Only other job was to plug redundant vacuum pipes and tuck them out of the way – just in case they are ever needed again



			
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PARAGON

Not all Porsche specialists are created equal. For Sussex based Paragon Porsche they believe it is their expertise, customer care and attention to detail that sets them apart from the rest

Words: Paul Knight/Hannah Simpson Photography: Paul Knight



Jamie Tyler is the Sales Manager at Paragon Porsche based in East Sussex and believes that he and his team offer the best Porsche experience around. As he took us on a tour of the operation, Jamie explained more about Paragon's history and what it has to offer customers today.

Whether you are buying, selling, servicing, repairing or you're just after some general information, the team at Paragon

are renowned for their honesty and straightforward approach.

Paragon has been in business for over 20 years and that history and longevity stands the business in good stead with both long-standing customers and those who may be looking into buying a Porsche for the first time. As soon as you approach their premises you can tell the quality of the cars that they deal with – in short, the very best! Older classics sit alongside modern masterpieces – all with the signature

Paragon cosmetic and mechanical check-up. As we approached the showroom we saw a number of convertibles sitting outside, one of these being a 2011 Carrera 2 GTS with only 10,000 miles on the clock. Inside there were a number of 996 and 997 models including an impressive Arctic Silver GT2, which was one the most powerful cars that Porsche had ever produced (boasting 460bhp) – this 2002 model has only covered 49,000 miles from new.

The roots of this successful business are

A selection of the cars on sale at Paragon. From classics to modern models including a 997 Carrera GTS cabriolet. Below: Hardcore 996 GT2





based in the fast and furious world of motor racing with the first Paragon-campaigned 911 race car being built in 1994 (a 1978 SC, which was raced in the Porsche Classic Championship). This was the beginning of something special and, for over 20 years now, they have been building, developing and racing Porsche vehicles. Paragon is proud to support its own race team via the state of the art facilities and skilled team of mechanics. Paragon can even boast that managing director, Mark Sumpter, has not only been the British GT Champion but has won the 24 Hour Britcar Race, too. Of course, it goes without saying that he was driving a Paragon prepared Porsche for the win.

Sumpter's most recent race car is

currently on display in the showroom (and is also for sale). It's a heavily modified 996 C2 with plenty of heritage alongside the obvious modifications and styling etc.

The racing pedigree of this company has

transportation and trackside support. You could also opt for modifications where the team will work with owners following a personal, consultative approach to learn about their individual driving style and

“ The first Paragon 911 race car was built in 1994 ”

built nicely into a business that truly offers outstanding motorsport (and road going) services. Expert services on offer include full race preparation such as tuning,

aspirations. And, of course, they offer full track day services to offer customers the full, adrenaline fuelled track day experience of their dreams.



Mark Sumpter's race car is up for sale at Paragon. This picture shows £64,995 - but this is now reduced to £59,995

TECH: SPECIALIST



996 Turbo having brakes checked during a service. Service bay is impressive and super clean

Don't think that the story ends there. Paragon is most certainly not all about racing, thrills and high-octane adventures – this really is a full-service operation. Not

tyre wear and condition checks as this is a vital component in any service and the tread depth and wear profile checks on all tyres is often teamed with thickness

trained technicians and the latest diagnostic computer equipment, Paragon is able to offer the ultimate in service and aftercare'

The level of equipment in the workshop, which included the latest Hunter WinAlign wheel alignment kit, impressed us. This alignment equipment is laser precise and can capture a full set of readings in as little as three minutes. The mechanics can then adjust your tracking and camber without the need to jack up the car (i.e. whilst on the rig). The settings can also be tweaked for standard day-to-day driving, fast road use, track preparation, track use or whatever the customer might desire.

During our tour there was one particular car that really stood out. On display, for a limited time only, was a 911 GT1 Evo. This purpose

911 GT1 Evo on display in the showroom. Paragon had this amazing car on their premises for a limited period

“ On display for a limited time only was a 911 GT1 Evo ”

only can Paragon handle day-to-day checks and procedures like suspension checks, bodywork, tyre condition inspection, brake disc run outs and history checks etc, but they also offer full servicing and MOTs, too. There are the very latest facilities onsite for

tolerance checks on brake discs.

'One thing that sets us apart from many Porsche dealers is the fact we have invested significantly in having all the facilities we could need for service, repair and preparation onsite'. Using Porsche



Paragon are proud to have Hunter WinAlign equipment on site. Other services, as you can see, are tyre change and detailing



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Below right: Service Team from left to right is Adrian Gibson, Will Butler, Ian King, Dave Miller, Keiran Ashdown, Luke Wilmer
 Below left: Mark Sumpter (Paragon Managing Director)
 Below: Sales Team from left to right is Jason Shepherd, Jamie Tyler and Kees Deacon

built sports prototype produces 592bhp from a 3.2-litre flat-six engine and famously hit a speed of 205 mph on the Mulsanne Straight in practice for the 1996 Le Mans 24 hour race. Only 41 GT1s were ever produced so this is a special model to be able to see up close in any Porsche showroom.

Another key part of the Paragon business is the used Porsche sales operation. When selecting, evaluating and preparing a

Paragon Approved Used Porsche the team at Paragon are rigorous in their approach and a comprehensive 12 month/12,000 mile parts and labour warranty is included with every approved model. Every potential car is appraised by either MD, Mark Sumpter, or Sales Manager, Jamie Tyler, who have an impressive 40+ years of Porsche experience between them.

Spending time in this showroom and

workshop and speaking with staff and customers it is easy to see why potential and existing clients flock to this countryside corner of Sussex from all over the UK and Europe. Whether customers are buying a Porsche or trusting Paragon with their pride and joy for a service, they can rest easy in the knowledge that the team work hard to always be friendly, approachable and full of enthusiasm. **PW**



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THE TEAM

STEVE BENNETT

996 C2



Well get me, just driving around in my 996, not a care in the world. Yes, I'm pretty much at that point where the big stuff has been done and I can just enjoy the drive. That's usually the time to sell, isn't it?

KEITH SEUME

PORSCHE 914



Just back from a 2000-mile trip to Germany and Belgium, which went without a hitch. New exhaust system installed and about to embark on the five-lug conversion – but more about those subjects next time...

CHRIS HORTON

924S, 944 LUX



Fun and games with crankshaft speed and reference sensors this month – mostly on my old BMW M535i, but there is a direct Porsche connection, honest! Full story in Technical Topics, pages 108/110

PETER SIMPSON

356C, 3.4, 2.7, GARAGE



The roof is on, woohoo! I've just made it watertight and the cars are rolling in. Although I've run out of funds to actually work on the cars, but as I'm lightening the fleet the funds will be back!

BRETT FRASER

BOXSTER 986 3.2S



Want to destroy the composure and grip of your Michelin Pilot Sport Cup 2s? Then get yourself a foot-pump with a dodgy gauge and over-inflate them by about 15psi. It's a great workout for your legs, too...

JOHNNY TIPLER

BOXSTER 986 3.2S



After a run to the Nürburgring and back for the 24-Hour race, ongoing issues with the Boxster's blowing exhaust and wheel imbalance are finally sorted at William Hewitt Porsche. It feels like a different car

JEREMY LAIRD

BOXSTER 987 3.2 S



All is seemingly well with the Box III, but what would be life be with a Porsche without an impending bill? Next up? Some new boots. Do I try narrower tyres on the 18in rims, or go for a set of 17in wheels/tyres?

AND SO THE PROJECT BEGINS

Our man Seume can't leave anything alone for long, but then part of the reason for swapping a modern Cayman for a classic 914 was so he could play with it at the weekend. Now, where's that cheque book?



There's been a lot going on since my last piece, which told of how I shipped the car across the Atlantic, collected it from

Southampton docks and started the registration process. With a new MOT and all the paperwork sent off to DVLA, I hoped it would be a quick and easy process. It wasn't.

I had sent the forms to Swansea by 'signed for' post, along with a postal order (remember them?) to cover the £55 first registration fee. A quick check on line showed the package had been delivered, so I sat back and waited...and waited... You can do an on-line chat with DVLA, so in an effort to see if there was any news, I gave it a try. The results weren't encouraging as there was no record of my application in the system. 'It can take a few weeks to go through,' said the faceless voice of DVLA. Oh great, I replied.

I e-mailed DVLA, having managed to get a case number out of them – but that didn't make me feel any better as I was informed that my application hadn't even been received! When I pointed out that it had been signed for by the DVLA mail office, the

response was to the effect that it hadn't actually been signed for by DVLA, but just a mail centre in Swansea. It was suggested I reapply, at which point I lost my cool asking how that would be possible as my original submission included the car's US title, the bill of sale, the NOVA forms – and my money.

Next, though, came the news that the car would need to be inspected! I decided at that point that staff at DVLA hated me, hated Porsches and probably hated cars in general. It took a further two weeks for SGS, the company used to carry out inspections, to send their man to the house where he spent an hour or so looking round the car, taking photos before readily admitting that he didn't have a clue what he was looking at. But at least he did agree that the VIN number matched the paperwork, so all was good.

It took a further ten days for the system to churn out a registration number, meaning that I was finally able to drive the car legally. Not that I had driven it illegally, of course... All in all, the process had taken six weeks – six long, exhausting weeks.

I had a list of things I wanted to do to the



KEITH SEUME

914/4

Occupation:

Editor,

Classic Porsche

Previous

Porsches: 914/6;

'74 Carrera 2.7;

912; 928; 912/6;

Junior tractor

Current

Porsches:

1975 914/4

Mods/options:

2056cc engine on

dual Webers

Contact:

classicporsche@

chpltd.com

This month:

Getting registered

and hitting the

road at last...

First proper trip out was to drop in on the Roger Bray open day in June. 190-mile round trip with the roof off made me realise how much I'd missed driving a 914

SGS inspector spent about an hour going over the car looking for what I'm not quite sure. But the end result was that the car is now registered and issued with a UK number plate



Above left and right: CSP bell-crank linkage has done wonders for the feel of the throttle pedal; a visit to Williams-Crawford sorted out the front-end suspension alignment

car, starting with trying to make the throttle pedal a little easier on the foot. The cross-bar linkage fitted when I imported the 914 was not a great design and I worked away at trying to improve the alignment of the throttle cable in an effort to make the pedal feel lighter. In the end, it was clear that the throttle cable itself was part of the problem, so I bought a new one and set about replacing it.

Now, if there's somebody in your life you really dislike, ask them – no, force them – to replace the throttle cable on a 914 which is fitted with a center console. It is the very definition of being a PITA. You need to remove the console, the footboard behind the pedals, the carpet, etc, etc, and then work blindly as you thread the new cable down the centre tunnel from the rear of the car.

Having small hands helps, but of even greater use was an eBay-purchased endoscope attachment for my iPhone! This allowed me to look down inside the tunnel to make sure the cable was correctly routed. Sadly, the end result was a throttle pedal that felt just as bad as it did before...

In a bid to improve matter once and for all, I contacted my friends at CSP in Germany and they kindly sent me a bell-crank linkage which was designed for using a Type 4 (or 914) engine in a Beetle. With some work, I got it to fit and the throttle action is vastly better. There is still room for improvement, but it is a whole lot smoother than before.

One major improvement has been to install a new pair of seats to replace the originals which were badly split at waist level on each side. This is a common problem on 914s, and

many other cars of this era, as the vinyl becomes brittle with age and exposure to sunlight, meaning the seat's side bolsters are easily damaged getting in and out of the car.

Remarkably, a pair of near perfect seats appeared for sale on Facebook Marketplace, of all places. They were being sold by someone who was rebuilding their 914 as a trackday car. A deal was done and the seats arrived about a week later, their condition far exceeding my expectations. Another job crossed off the list...

When imported, the 914 was fitted with a set of four-lug Fuchs wheels shod with 195/55 tyres. I have to be honest, I have never been a great fan of four-lug wheels on any car, and had already planned to change the wheels for five-lug Fuchs, or similar. I bought a set of 14-inch Fuchs from eBay, which need a mild refurb, but a conversation with Jonathan Sage at Group 4 Wheels convinced me to purchase a set of his excellent 15-inch Fuchs replicas.

The natural choice would be to use 6J rims, but after some time spent looking on 914world.com, I decided to go for a set of Group 4's '7R' rims, which can – I am assured – be made to fit under the stock narrow body, assuming you don't go too crazy on tyre size.

I've had the wheels painted a sort of gunmetal grey and am now waiting to get my new hubs and discs back from the engineering company which has been redrilling them for me in five-lug pattern. Watch this space.

In the meantime, those 195/55 tyres were clearly wreaking havoc with the overall gearing, meaning the car felt very under-

geared on a long drive. I had a set of 195/65 Vredestein tyres lying around from my El Chucho project, so decided to fit those as a temporary 'fix' ahead of a planned trip to Germany. The ride is far better, and the final drive ratio now closer to the original factory spec for more relaxed cruising.

One thing I had spotted early on was that the top mounts of the two front struts were in wildly different positions, side for side. I have no idea why this should have been the case, but the right (passenger) side strut was set as far back as it could go, giving massive caster on one side of the car. You could hear the tyres scrubbing at low speed, suggesting all was not right.

I booked the car into Williams-Crawford to have the alignment checked and adjusted, where it was found that it was well out of whack in just about every way possible. This smacked of the car having been reassembled at some point (following its repaint, maybe?) but never realigned.

The difference was remarkable, although there is still work to do as there is far too much camber on the left rear of the car, meaning the inside of the tyre rubs slightly on the inner wheel arch when the car is pushed through a right-hand turn. Resetting the camber requires the use of camber shims, which we didn't have to hand, so a trip back to the workshop is on the cards soon.

I've done a whole lot more since the above, culminating in a 2000-mile trip to Germany and Belgium. It's great to own an old car again – one that I can actually work on myself. Unlike the Cayman... **PW**

Below, left to right: Seats have now been replaced with a pair which came up for sale on Facebook, of all places; new discs and hubs have been redrilled ready to accept five-lug wheels; Group 4 Wheels' '7R' rims are now ready to install





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ENGINE OPTIONS: THE THIRD WAY

You might remember that I began my back-to-back Boxster feature in the August edition by – gently – berating our modern consumer society for the wide and confusing choice it offers. Gently – or so I hope, anyway – because no choice at all would be very much the worse alternative. So now here's another strand to add to the seemingly never-ending water-cooled flat-six 'thread' – and, I trust, without merely adding to all the background noise.

Both Hartech and Westwood Cylinder Liners offer their own take on the problem of, well, let's just say failed water-cooled Porsche engines. (See the July issue for more on the Westwood way, and December 2018 for a lot more on Hartech's approach.) But not necessarily for Rob Nugent, workshop manager at BS Motorsport (bsmotorsport.co.uk; 01296

658422). Faced with a blown bottom end in a customer's 996 Carrera 3.6, he did a few quick calculations and some searching on the Porsche 'PET' system – the company's on-line parts catalogue – and concluded that the most cost-effective answer would be a brand-new replacement, direct from the manufacturer.

This has long been what you might call the ultimate solution for any such problem, but previously at what would for most owners – and many repairers – be prohibitive cost. Now, though, you can buy a 'short' engine from Porsche – minus cylinder heads and ancillaries – for £5382.01 plus VAT, exchange. That is £6458.41 including tax. Hardly an inconsequential amount, then, but look at what you get for your money, and I think you will most likely begin to appreciate Rob's logic.

The crankcase halves, for

instance, appear to be brand new, not cobbled together from the fragmented wreckage of some other poor soul's engine. This means they have no serial number in the usual place on the underside of the left-hand half, just the type number – here M96/03 – and the letters 'AT', which I am told indicate an exchange replacement. But demand for so-called matching-numbers 996s or 997s is still some way off, and I sincerely hope never becomes a 'thing', so no great issues there.

Brand-new, too – or so one has to presume – are the crankshaft and its bearing shells, and by no means least all six pistons and their ring sets. Whether those new cylinder bores will be any more resistant to scoring and cracking than their predecessors is a moot point – and the controversial 'open-deck' construction of the blocks

remains – but one would hope that even Porsche has learned something about the basic metallurgy of these units over the last 20-odd years.

You also get a new water pump and pulley, two knock sensors, the two timing chains and their guide blades and tensioners and, perhaps most usefully, the later 'large'-diameter intermediate-shaft bearing. Famously this cannot be removed for renewal without laboriously separating the two crankcase halves, but failures seem to be a thing of the past. Those parts/modifications alone would cost several thousand pounds, including labour, to install in your own unit.

There remains, of course, the labour charge for refitting the (refurbished?) cylinder heads, plus the cost of all the additional components they might need – gaskets and oil seals, for instance, and to be

on the safe side perhaps even 24 new valve seats. (See this column in the August issue.) 'But there's no way we could rebuild a used engine to this level for that kind of money,' argues Rob, 'and it would tie up one of our technicians for far too long, when he could be working on one of the air-cooled cars we specialise in.'

I am always keen to repair rather than to replace where possible, but even to me this sounds like the classic win-win situation. And by avoiding the need for the special tools needed to refit the pistons and gudgeon pins it also makes the overall job immeasurably more practicable for a competent DIYer. You will still need some 'specials', of course, and not least the understanding of a good (ie genuine Porsche) workshop manual to set the camshaft timing, but rocket science it is not. Worth a look, anyway.



Why go to all the trouble – and resulting expense – of rebuilding your water-cooled flat-six, argues Rob Nugent at BS Motorsport, when for just under £6500 including VAT you can buy a so-called 'short' engine like this, with brand-new cases, pistons, bearings, timing chains, guides and tensioners, and not least the latest 'large'-diameter intermediate-shaft bearing. You will still need your own serviceable cylinder heads – and an 'exchangeable' motor in the first place, but it's an option to consider

SO YOU THINK YOU'VE GOT PROBLEMS?

Back in the July issue I wrote about the trials and tribulations I was experiencing with my old red 924S – and specifically the fact that it would neither start nor run reliably. Having explored the most obvious lines of enquiry – or so I thought – I began to suspect a fault in the crankshaft's individual speed and 'reference' sensors, and that led me to describe the neat gap-setting tool for these devices being manufactured by Dave Gundersen in the US.

Long story short – and I hang my head in shame as I tell it: the problem, eventually discovered by the car's latest keeper, my godson Simon Roney, turned out to be

nothing more sinister than a faulty distributor cap. He fitted a new one, and the engine fired and ran immediately.

I am still convinced that when Simon and I first attempted to get it going we tried the cap from my Stone Grey car (along with various other easily removed ancillary components), but my memory isn't what it used to be. And perhaps, because the caps are so awkward to remove, and particularly to replace, we fitted the HT leads alone. I just don't remember. Either way, the moral of the story is crystal-clear. Never overlook the blindingly obvious. And, above all, don't be put off just because some diagnostic

routine happens to be inconvenient. You need to eliminate all possibilities.

Just for the record, I very much doubt that it was this faulty distributor cap that had caused the car to break down in the hands of its previous owners in Scotland several years ago, then never to restart. And, given the subsequent replacement of other items, including the fuel pump and filter (and not least the temporary installation, by Simon, of two brand-new after-market crankshaft sensors), we shall never know the answer to that question. Just one of those things.

Ironically, however, the situation caused me to

discover – or perhaps I should say rediscover – several important lessons about these sensors, albeit on a BMW of the same period, and I pass them on here for obvious reasons. I had for some time been planning to resurrect my E28 M535i, dormant on the driveway for goodness knows how long. Earlier explorations, a year ago, showed that, like the red 924S, it had a good, strong fuel-injector pulse, suggesting that the ECU – Bosch Motronic, as in the Porsche – was working, but there was no spark at the plugs. (No fuel, either, so the pump is almost certainly dead. But there's no point worrying about petrol until there is also

some way of igniting it.)

Learning from that mistake with the 924S, I checked the distributor cap – here only slightly less difficult to remove and refit – but that was clean and dry inside, and with no sign of hairline cracks. Testing the impedance of the sensors, although by no means conclusive (see bottom of next page), suggested that they might be faulty, and crucially there was no sign of the so-called 'tacho bounce' when cranking the engine on the starter motor. That pointed to the speed sensor having failed. (It 'counts' the teeth on the starter-motor ring gear.)

Simon still had the two new sensors he had tried on the



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Porsche, so the next step was obvious. Measure the length of their leads and, if they looked anywhere close to the BMW's, see whether fitting them to the latter vehicle made any difference. (Stop press: they are too short for the BMW. An eBay search for some with longer leads is under way.) It would mean extracting the old sensors, but how hard could that be? Quite unlike in the 944/924S, they are easily accessible from beneath the car, and surely they would simply pull out of their mounting holes, once I had undone the securing screws?

Yeah, right. The screws did, indeed, come undone quite easily, but even then, and with the aid of a pair of hefty water-pump pliers, I could twist the

rearmost device (the speed sensor) back and forth through no more than a few degrees, much less begin to pull it out towards me. A squirt of Würth's usually highly effective Rost-Off Blue Ice penetrating and releasing spray made no difference, and using any kind of lever to assist the process was clearly going to end badly.

Then I had a brainwave. Well, sort of. What I needed was a pair of self-grip pliers attached to some kind of slide hammer that would enable me to exert a more or less straight pull, and with the added benefit of some kinetic energy behind it. A quick search on Google and then Amazon found the very thing – Laser Tools' 'Slide Hammer Locking Pliers'; see photo below – and just 12

hours later I had one of these ingenious contraptions in my hands, ready for some heavyweight action. Say what you like about on-line shopping killing off the high street, but I'd never have obtained one that quickly any other way.

It worked like a dream, too. Gripping the sides of the speed sensor's external body as tightly as I dared, I quickly attached the slide hammer part, via the special link provided, and with just two short, sharp blows the sensor popped out of the torque-converter housing like the proverbial cork from a bottle. But my elation was short-lived. The business end of the device didn't look quite as I remembered it from 2001, when I last did the same job

on my 944, and peering into the housing confirmed it. The wretched thing had left behind its steel outer casing, no doubt stuck fast in the aluminium by galvanic corrosion.

Where I shall go from here I can't say. I'm satisfied, if that's the right word, that the sensor was and is genuinely open circuit (and the other one, thus far untouched, isn't looking too good), so I haven't wasted my efforts on a job that didn't need doing. But the experience highlights the value, I think, of being as systematic as possible when trying to get to grips with problems of this nature, and obviously of having even just a basic so-called multi-meter that you can rely on. And not least of slathering all components of this nature

with grease or some other anti-seize compound when you first assemble them. If only Porsche – or in this case BMW – had troubled to do the same 30-odd years ago.

As an aside (and since this is a Porsche magazine...) I have to admit that my combined slide hammer and locking pliers would probably be of little use in extracting the sensors from a 944 engine while it was still in the car – there's just no room to get the jaws and slide bar at the right angles – but it would equally likely make the job a breeze with the engine out. Either way, it's well worth having in your arsenal of dismantling tools, I reckon, and I'm sure I shall find another use for the device soon enough.



Combined self-grip pliers and slide hammer made pleasingly short work of extracting BMW engine's speed sensor, and later the identical reference sensor, but the former device left behind in the torque-converter housing its steel casing. That, and various other problems, could mean engine and transmission have to come out. Horton was hoping to use spare brand-new sensors bought for the red 924S (see previous page), but sadly their leads are far too short for the E28. Back to the drawing-board, then...

TESTING, TESTING...

The best way to check these speed and reference sensors, aka 'Hall' sensors, is to use an oscilloscope to examine the waveform of the signals they generate. They also need to be fitted to the car, and with the engine turning over on the starter motor. You can, however, gain a reasonably informative picture of their health with a common-or-garden multimeter, set to read resistance (also known as impedance).

With the connector block(s)

orientated as shown in the photo (right), use the meter's probes to check the resistance between the terminal on the far left and the one in the middle. You should see a reading of between 600 and 1600 ohms. (Make sure the meter is set not only to measure resistance, but also to the correct scale.) Now repeat the test with one probe again on the left-hand terminal, and the other on the right-hand one. This should give a reading of more than 1 megohm (one million ohms).

The first sensor I removed from the BMW is 'open circuit' on both counts – that is to say there is no continuity, either because of an internal fault or perhaps a break in one or more of the external cables, itself possibly the result of twisting them while the device was being removed. The second sensor shows the required reading (around 900 ohms) between the left-hand terminal and the one in the middle, but again the other circuit is apparently open.



With sensor plug orientated as here, check resistance between first the left-hand terminal and the middle one, and then between left and right. BMW's were decisively open circuit, ie unserviceable

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BUYERS' GUIDE

PORSCHE MACAN

The Macan, launched five years ago, is unlikely to ever be considered a classic, its role to sell in large numbers and help generate the profit needed to develop tasty GT Porsches. But there could soon be room for nostalgia, because when a new, all-electric range debuts soon, some will say, 'Remember when you could buy a Macan with a "proper" engine?'

More importantly, a lot more people will be able to buy one, period. Resale values remained stubbornly above £30,000 for a long time, but now Macans are seen for £25,000 or less, bringing the compact, dynamically impressive SUV into affordable territory. And you'll see lots, for example Auto Trader in the UK listing 600 when we checked, just over half of them petrol.

When the Macan (the Indonesian word for Tiger) was launched in April 2014, cars emerging from the Leipzig factory were the 3.6-litre, twin-turbo V6 Macan Turbo with 395bhp and 406lb ft torque, the 3.0-litre V6 Macan S making 335bhp/339lb ft (also twin-turbo), and the Macan S Diesel using the Cayenne Diesel's 3.0-litre V6 tuned for

255bhp/428lb ft. All had a seven-speed PDK transmission, and four-wheel drive transmission featured Porsche Traction Management (PTM)

The S models rode on steel springs, with the PASM active suspension optional, this being standard on the Turbo. Air suspension was extra, lowering the Porsche by 15mm on the normal setting, and offering higher and lower positions, too. Electro mechanical steering was fitted. Prices were £43,000–£59,300 in the UK, \$49,900–\$72,300 in the US (the diesel not sold there).

The first development came just weeks after launch, when a base model, the four-cylinder "Macan" slipped quietly on to the price list, powered by Volkswagen's Golf GTi engine, uprated to 234bhp/258lb ft torque. The next addition was Porsche's well tried GTS formula, the Macan GTS launched in October 2015 to fit in between the S and S Turbo. The engine from the Macan S was tweaked up 20bhp to 355bhp, and by 30lb ft to 369lb ft torque. A sports exhaust was standard, as was a 15mm suspension drop and a more sporty setting for PASM. Twenty-inch diameter RS Spyder

alloys were fitted, and exterior body accents were finished in black, while inside "GTS" sports seats with Alcantara centre panels were seen. The price was £55,188.

At the same time, improvements across the range were announced: a seven-inch screen for the Porsche Communication Management (PCM) and with a more intuitive operation, LED headlamps and re-tuned steering. Two equipment packages, exterior and interior, became available for the Turbo, the exterior one including Sport Design door mirrors, black trim for some details and smoked rear lights, and the interior one introducing carbon sill kick plates, Alcantara trim and decorative seat stitching. In March 2016 the base model, which had hitherto been a token offering in Europe, became a fully fledged model, engine output increased to 249bhp/273lb ft.

Five months later a Macan Turbo with a new Performance Package was announced, delivering 434bhp/443lb ft torque. Brakes and suspension were also tweaked, and the price was a heady £68,073. In late 2017 the S Diesel was dropped.



OVERVIEW

The Macan drives in a very un-SUV manner, with the Weissach pedigree always abundantly evident. While lacking the seat-of-the-pants element of a Cayman or 911, the Porsche hatchback has a beautifully balanced chassis, plus of course the added traction of four-wheel-drive. Every engine delivers the Porsche experience, too. Steve McHale, director at JZM Porsche in Hertfordshire knows of no major weaknesses at present, unsurprising given that few have covered more than 50,000 miles.



SPECIFICATIONS

Macan

	Macan*	Macan S	Macan GTS	Macan Turbo**	Macan S Diesel
Engine (cyl/cc)	4/1984	V6/2997	V6/2997	V6/3604	V6/2967
Power (bhp/rpm)	249/5000	355/5500	355/6000	395/6000	255/4000
Torque (lb ft/rpm)	273/1600	339/1450	369/1650	406/1350	428/1750
0-62mph (sec)	6.7	5.4	5.2	4.8	6.3
Max mph	142	159	160	166	144
Average mpg	38.2	31.4	30.1	30.7	44.8
CO2 (g/km)	167-172	204-212	207-215	208-216	159-164
Weight (kg)	1770	1865	1895	1925	1880
Wheels (F,R)	8Jx18in, 9Jx18in	8Jx18in, 9Jx18in	9Jx20in, 10Jx20in	8Jx19in, 9Jx19in	8Jx18in, 9Jx18in
Tyres (F,R)	235/60, 255/55	235/60, 255/55	265/45, 295/40	235/55, 255/50	235/60, 255/55
Years built	2014 to date	2014 to date	2015 to date	2014 to date	2014-2017

All figures from Porsche; *Macan data for 2016 model; **Turbo with Performance Package has 434bhp/443lb ft, 0-62mph in 4.2sec, 170mph max and 217-224g/km CO2

THE PROBLEMS

Engine

Inevitably, many Macans have spent their time so far in towns and suburbs, and this has had a very definite impact, Steve has found. 'Many Macans seem to be used only for short journeys, and that prevents the DPF [diesel particulate filter] regeneration, in other words there is not enough engine heat to clean out the DPF. The engine warning light will come on and the engine will go into limp home mode.' There is a workshop procedure to regenerate a DPF, so replacement may not be necessary.

Fuel system

The fuel system on petrol and diesel models has created some employment in the JZM workshop. 'Ad Blue [the solution that lower NOX in diesel emissions] leaks from the fuel-injectors in diesel cars, and the twin high pressure fuel pumps on petrol engines can wear and make a "ticking" noise,' Steve notes.

Recall

In October 2015 Porsche announced a recall of petrol Macans due to a possible leak in the low-pressure fuel line inside the engine management compartment. This affected 58,881 cars (1198 of which were in the UK) and the fuel line was replaced as a precautionary measure; you should check that this free recall has been carried out.

Transmission

There were problems with the transfer box (the unit which splits torque to the two axles) on the four-wheel drive transmission on early models. 'Put the steering on full lock and if there is a shuddering noise as the vehicle moves, the box is one of those affected,' Steve advises.

Electrics

The sole issue Steve has come across is the tendency of the PCM navigation to freeze, perhaps showing a different map to the present location. 'Take the fuse out and do a hard re-boot, that usually fixes it,' is his advice.

Servicing

Many Macans for sale will be in sight of their 40,000-mile service, and Steve warns not to expect this to be cheap. 'All Macans requires the PDK gearbox oil and filter to be changed at the 40,000 service,' he explains. 'Also, diesels require a fuel filter at that point, and petrol engines need spark plus which bumps the price up.' The JZM rate for a 40,000-service on all models is over £700. **PW**

WHAT YOU'LL PAY

£20,000-£22,000: High mileage base models, and S, S Diesels at auction
£22,000-£25,000: Lowest price for S, S Diesels offered from used car dealers or privately
£25,000-£30,000: Average mileage S, S Diesels at used car dealers
£30,000-£40,000: Porsche Centre S, S Diesels start here
£40,000-£50,000: The budget needed for a Turbo or GTS.

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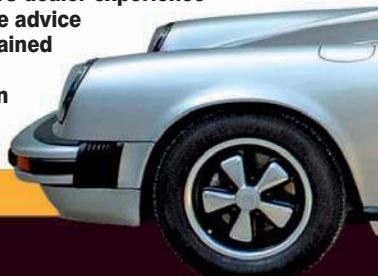


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SOLD AT AUCTION

This month we focus exclusively on the 911 theme, looking at models from four successive decades, the 1960s, 1970s, 1980s and 1990s, and which were sold recently by Bonhams, Historics Auctioneers and Silverstone Auctions. Images Bonhams/Silverstone Auctions

PORSCHE 912

The Porsche 912, like the Cayenne decades later, is frequently credited with having saved the German carmaker during a period of financial uncertainty, as the then new and much costlier six-cylinder 911 was viewed with some scepticism by marquee loyalists. In the half-century since its introduction, however, the four-cylinder 912 has won an appreciative and loyal audience, given its slightly better chassis balance, pleasant road manners, and relative ease and lower cost of maintenance. The early (1966–1969) 912s handily outsold their 911 siblings; 28,333 four-cylinder coupes were produced, along with just 2562 Targas, the retail price a major factor.

This Karmann-built 912 was produced on 8th March, 1968 and finished in the Light Ivory over black leatherette that it still wears today. Previously owned by the president of a local Porsche Club America chapter in Nebraska, this 912 has a non-original engine that has been bored out to 1720cc and paired with a 5-speed 902/1 transmission. The engine breathes through a set of Webers with MSD electronic ignition and was the recipient of a \$5500 service in October

2017 by European Collectables in Costa Mesa, California.

Among the work undertaken was a top end engine rebuild, refurbishment of the cylinder-heads, new fuel lines, oil return lines and seals, and a valve adjustment. The car was given a bare metal re-spray in 2014. Sitting on 15-inch Fuchs wheels with replica Recaro-style sport seats and a Momo Prototipo steering wheel, this short-wheelbase 912 is sure to excite.

The big bore kit certainly gives the additional power a stock example lacks, with immediate response; handling is superior, too. The clean retro look of this car and the Fuchs give this car the proper look and appearance of an athletic sports car. Local shows and weekend drives are



The mild hot-rod look suits this 912, a now desirable alternative to early 911s and good value at £33,600

912

Sale lot no:	124
Year:	1968
Chassis no:	12803530
Auction:	Bonhams, Greenwich Concours d'Elegance Auction
Where:	Roger Sherman Bladwin Park, Greenwich Connecticut, USA
When:	June 2, 2019
Pre-sale estimate:	\$50,000–\$60,000 (£39,400–£47,300)
Sold for:	\$42,560 (£33,600)

just right for this well sorted 912.

The proceeds from the sale of this car, from the Tsuru Collection, will be deposited into a Donor Advised Fund and then distributed to multiple philanthropic organisations locally, regionally, nationally and globally, the Tsuru family said.

PORSCHE 911S 2.7 TARGA

This Grand Prix White 911S Targa was owned by the President of the ELPA classic car club in Greece for many years. It was partially restored in 2015 and was sold by Silverstone Auctions with the owner's wallet and handbook, Certificate of Authenticity, its UK V5c and an MOT valid until March 2020.

The first upgrade to the 911 came in 1966 with the introduction of the 911S. Externally distinguishable by its Fuchs five-spoked alloy wheels, the S featured a heavily revised engine producing 160bhp. The lengthened wheelbase introduced in 1969 improved handling, and then in 1970 the air-cooled flat six engine underwent the first of many enlargements, to 2.2 litres. In 1974 all 911 variants received the 2.7-litre unit, hitherto reserved for the Carrera when the latter went to 3.0 litres.

Although in non-Carrera tune the 175bhp 2.7-litre unit made slightly less power than the previous 2.4, it had been skilfully reworked to produce significantly more torque. Coupled to a tolerance of low-lead petrol, vastly superior economy, and increased tank capacity, the new 911

proved superior to its predecessor in every way as a fast, long-distance tourer.

Two years after the coupe's introduction in 1964, a convertible 911 – the Targa, named in honour of Porsche's numerous victories in the Sicilian classic event – became available. Expected US safety legislation had prompted an ingenious approach to the soft-top 911, the Targa sporting a hefty roll-over bar to protect the occupants in the event of an inversion, together with removable roof and rear hood sections, which were stowed in the boot. For 1969 a quieter and less leak-prone fixed rear window replaced the less than perfect rear hood.

This "matching numbers" 911S Targa was dispatched from Zuffenhausen in March 1976 to the Hahn dealership in Fellbach, Germany, equipped with a radio antenna, front/rear anti-roll bars, "S" instruments, black exterior trim, and tinted glass. It was purchased by the vendor in October 2018.

Although difficult to substantiate from the history file, as a large part of it is in Greek, the odometer reads a believed genuine 20,000km (12,500 miles). It's understood

PORSCHE 911S 2.7 TARGA

Sale lot no:	319
Year:	1976
Chassis no:	9116311122
Auction:	Silverstone Auctions, Heythrop Classic Car Sale
Where:	Heythrop Park, Enstone, Oxfordshire
When:	11th May, 2019
Pre-sale estimate:	£38,000–£44,000
Sold for:	£39,375

that this 911 has never been abused or involved in any accidents, and was presented in generally very good condition.

A Targa 2.7, with just 12,500 miles on the clock probably justifies £39k



PORSCHE 911 TURBO TARGA (930)

UK-delivered in Guards Red paintwork and with linen piped red leather-trimmed electric sport seats, this 1988 911 Turbo in rare Targa form showed 71,725 miles and a complete and documented maintenance schedule recorded over two service books. It presented in fabulous condition, the paintwork retaining a deep gloss and the interior showing very little wear.

The production-ready 911 Turbo was shown at the Paris show in autumn 1974, and not surprisingly in an era when turbocharging was seen as rather exotic, captivated the world's motoring press. For 1978, engine capacity went up from 3.0 to 3.3 litres and an air-to-air intercooler was positioned under the rear spoiler, and power rose 40bhp to 300bhp; the spoiler was re-profiled and raised slightly to make room for the intercooler assembly, and this meant saying goodbye to the "whale-tail" but welcoming the equally distinctive "tea-tray".

With a four-speed gearbox and the big power delivery a touch peaky, a scenic drive occasionally turning into a drive through the scenery. However, in 1988 the 930 was offered with Porsche's G50 five-speed gearbox, smoothing out the power curve and resulting in a

much more user-friendly driving experience. The G50 equipped cars from 1988 were undoubtedly the ultimate incarnation of the '90s series 911 Turbo.

This right-hand drive Targa was delivered new on 22nd November 1988, and as a final year model is one of very few 930s benefiting from the G50 'box; this in itself makes it both sought after and desirable. It was also ordered with the Targa removable roof panel offering open-top motoring, and of course the added benefit of security. Also ticked on the options list were heated electric seats, a Blaupunkt Toronto SQR 46 Stereo Radio Cassette player, amplifier, and top-tint screen.



PORSCHE 911 TURBO TARGA (930)

Sale lot no: 316
Year: 1988
Chassis no: WPOZZZ93ZKS010066
Auction: Silverstone Auctions, Heythrop Classic Car Sale
Where: Heythrop Park, Enstone, Oxfordshire
When: 11th May, 2019
Pre-sale estimate: £75,000–£85,000
Sold for: £78,750

The Porsche remains in remarkable condition, with excellent panel gaps, almost flawless paintwork, a smart interior, and a very tidy engine bay. Within the owner's file are some old MOT certificates, the original book packs, and a spare set of keys.

Pre-sale estimate said £75k–£85k, so a sale price of £78,750, was probably spot on



911 TURBO (993)

The 993 Turbo, introduced in mid 1995, retained a tight hold on the torch of the most powerful 911 variant while continuing the general development and improvements to the breed as a whole.

Among the new features on the Turbo was an electronically controlled, viscous coupling all-wheel-drive system. Something Porsche had not offered on a turbocharged model since the 959 and a system that greatly improved the driveability of the car.

Under the engine cover, now topped with a sculpted spoiler tail with downturned edges, lived the 3.6-litre, flat-six force-fed by twin K16 turbos. Combined with bigger brakes, fatter tyres, a wide body and lower stance, the 993 Turbo was one of the fastest cars on the planet. With all four wheels helping to evenly distribute great handfuls of power, 0–60mph was dispatched in a staggering 3.7 seconds, 100mph whistled by in a further 5.7 seconds and the linear forward thrust continued until the speedometer needle had said goodbye to 180mph and you were on conversational terms with the horizon.

This is a breathtaking example of the iconic Porsche 993 Turbo, offering up 408bhp from the epic twin-turbo Mezger engine. Having had only four owners from new, this UK supplied Turbo has led a

cherished life and has one of the best history files you could wish for. Presented in Polar Silver with black leather interior and with 18-inch Turbo Hollow Spoke alloys, this collectable example is specified with power adjustable hard back sports seats, sunroof, top tint windscreen, Xenons, a third brake light high mount and rear wiper.

A huge paper file containing an abundance of invoices and previous MOT test certificates detail the thousands spent on cherishing this car by its previous keepers. The car is now on its second service book with 24 stamps, 13 of which are official Porsche Centre stamps and the most recent from Northway Porsche in December 2018.



911 TURBO (993)

Sale lot no: 201
Year: 1996
Chassis no: WPOZZZ99ZTS37174Z
Engine no: 61T03150
Auction: Historics Auctioneers, Mercedes-Benz World Sale
Where: Mercedes-Benz World, Brooklands, Surrey
When: May 18, 2019
Pre-sale estimate: £83,000–£94,000
Sold for: £86,000

It was offered with two keys, the original book packs, tools and a fresh MOT. The car was serviced at an Official Porsche Centre, Evans Halshaw, until August 2004 when the mileage was 81,536, and since then at independent sports car specialist Addspeed Performance Cars in West Sussex.

At £86,000, this 993 Turbo seems like good value, compared to recent £100k+ figures



The images and description of the 912 appear courtesy of Bonhams (+44 (0)20 7447 7447, www.bonhams.com); the images and description of the 993 911 Turbo appear courtesy of Historics Auctioneers (+44 (0)1753 639170, www.historics.co.uk); the images and descriptions of the 930 911 Turbo and the 911S appear courtesy of Silverstone Auctions (+44 (0)1926 691141, www.silverstoneauctions.com). Sale prices include the buyer's premium

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£85,000 P0919/004

911



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911



911 2.2 T 1971 LHD not used since 1989

Pretty rare, car was only 18 years registered, 911 Coupe in Tangerine Red, five pieces of 6" x 15" Fuchs rims with stamp 71, S-options, interior black, with German registration documents, car comes with huge stock of spares new and used, in 1988 the rear axle tube had been replaced. Please feel free to ask any questions or for detailed pictures, car is located one hour from Munich airport. Tel: +49 16098 985969. Email: andgo@web.de (Germany).
£35,600 P0919/003



991.2 GT3 RS (LHD)

VAT paid, private ownership, 4800 kms (car in current use so may rise), 520 PS - 383 KW, Racing Yellow, Porsche warranty: 07-2020, wheels painted in black (satin gloss), leather interior with Alcantara/Alcantara seats, 918 lightweight Sport bucket seats, interior package decorative stitching and embroidery (Porsche exclusive manufacture), Chrono package and pre-equipment Lap Trigger, 90 litre fuel tank, Porsche ceramic composite brakes (PCCB), LED headlights black incl Porsche Dynamic Light System (PDLS), Clubsport package, 6-point belt for passenger side, Bose, DAB, sports exhaust, indoor car cover, further details see classified ad on 911porscheworldmag.co.uk. Email: b1gso@yahoo.com.
£204,995 P0919/048

2003 Type 996 Coupe Tip 38K

Seal Grey with black leather, good specification with sat nav and sunroof, complete service history, supplied new and maintained by Porsche Tonbridge for owner and son, reducing collection. Tel: 01732 700310 (Sevenoaks, Kent).
£21,950 P0919/013

996 C4S Tip 65K

Arctic Silver with black embossed leather, FSH, IMS upgrade. Excellent condition, unmarked original Turbo wheels with new tyres, suspension refresh with new top mounts and coffin arms. New radiators, PSM, air con, Bose, sat nav, Park Assist and telephone, memory seats with Porsche mats. Two keys, loads of paperwork, really clean car that has been looked after very well. Tel: 07790 779407. Email: sammuhsin@hotmail.com (Tyne & Wear).
£27,000 P0919/019

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911



911 930 935 SC RS project VIN 9114101***

911 Coupe 2.7 of 1974 (first reg Nov '73), with huge stock of spares to choose from to build SC RS, 930, 935 etc. Engine 2700cc K-jetronic, gearbox 915. Started 13 years ago, completely dismantled, welded, sandblasted, prime coated, all parts are in boxes, some new parts (front wind shield, rubbers, brakes, gaskets, etc), please feel free for any further questions or pictures 1 hr to airport. Tel: +49 16098 985969. Email: andgo@web.de (Germany).
£19,935 P0919/018

911

991.2 Carrera, £21K extras

Newer 3.0 turbo model, immaculate inside and out, all original, accident free, Porsche owned for first 5K, then myself as first private owner, ultra rare 7 speed manual combined with big spec. Bordeaux Red leather interior, adaptive Sport seats plus (18 way), Burmeister high end surround sound system, e/sunroof, carbon pack, front axle lift system, reversing camera, e/folding mirrors, heated and air cooled seats, LED lights including Porsche Dynamic Light System plus, Park Assist front and rear, rear wiper, 20-inch high gloss cloud crested unmarked Carrera alloys, Sports Chrono package including sports switch, sports exhaust, TV tuner, navigation module, factory mats and additional over mats, air con, cruise, ABS, Tracker, transferable Porsche warranty till Nov 2019 (extendable), never smoked in, private sale, HPI clear, sorry no part exchange, plate not included. Tel: 07803 042618.
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DEALER TALK: FLAT SIX CLASSICS

Sean Dewhurst packed in a career in advertising and moved from London to Devon to pursue his dream of establishing himself as a Porsche specialist, and to stand out from the crowd decided to major in early Boxsters, which he reckons are under-valued



How long have you been in the Porsche business?

I'm a relative newcomer to selling Porsches, but have been a fan of the marque from my car-obsessed childhood in the late 1970s and early 80s – it's a cliché, but I did have the black Porsche 930 Athena poster on my bedroom wall! After a career in advertising in London, we moved to North Devon in 2005, since when I have run a number of classic car related businesses, including a classic car hire operation with a Guards Red Carrera 3.2 on the fleet. A long held ambition realised, Flat Six Classics was established in early 2018.

What Porsches do you specialise in?

Low mileage, well historied 986 Boxsters, and we also sell gen 1 987 Caymans when we find (or are offered) a really nice example. I chose the 986 Boxster as I believe they are fantastic value for money, and are starting to be acknowledged as a true modern classic. With so many well established Porsche specialists out there, choosing a niche with no one currently in it, and working hard to deliver the best cars available, should help build a reputation and credibility.

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

Our entry level car is a manual 2000 Boxster 2.7 taken as a part exchange. With 87,500 miles and a good service history (16 stamps in the book), it's £4995. At the other end of the scale, we have a perfect Boxster 2.5 in Ocean Blue and the best Savannah Beige interior I've seen. Just 16,340 miles and two owners from new, it's £13,995.

What would you recommend as the best "first

Porsche" to buy?

A 986 Boxster of course! Then it's down to personal choice: the 2.5 cars have a lightness and purity, the 3.2 S offers a serious level of performance (especially in facelift 260bhp spec), and the 2.7 cars sit right in the middle – lovely balance and handling, with just enough power and torque.

Where do you get your stock from?

We buy a lot of cars from private sellers, plus we have established links with Porsche and other performance car dealers who offer us appropriate stock. We are also starting to find that owners of really nice Boxsters are contacting us directly to offer cars. And we're starting to see repeat business, so a couple of our cars have been in stock before.

What warranty do you give, or sell?

It's self-funded, as we want to be able to look after our customers without the involvement of a third party. We cover our cars for six months or 6000 miles, with very few exclusions. We do ask customers to bring their car back to us if any warranty work is needed, and we use the same Porsche specialist (North Devon Porsche) that prepares our cars.

What's 'hot' at the moment?

Low mileage, low owner cars with perfect histories always sell quickly, regardless of specification. The majority of 986 Boxsters were sold in subdued colours – silver, black and blue – so when we get a great car in classic Guards Red it doesn't hang about long!

What's best value at the moment?

All 986 Boxsters are great value for money – a low mileage, mid-engined classic sports car from

the world's greatest sports car manufacturer, for around £10,000, is incredible really. There's never been a better time to buy, as values of the best ones are starting to rise.

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

A 2003 facelift 2.7 Boxster in Guards Red with black extended leather. The chap I bought it from had had it since it was three years old, it had been meticulously maintained and had just 32,000 miles recorded. It drove like a two-year old car, and the original paintwork was flawless.

What car do you drive every day?

If the weather's good and we've got a car in stock that needs exercising or a road test, then I take a Boxster. I have a trusty old W211 Mercedes E320 for towing duties, and a track prepared BMW E36 M3.

What are your plans for the future?

To grow the business steadily by focusing on offering the best cars available, and building long term relationships with our customers. In time, I would like to expand the range of cars we sell, adding 996/997 era 911s and more 987 Boxsters and Caymans.

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HELPING YOU MAINTAIN YOUR PORSCHE

Active suspension without complex electronics, and available as an aftermarket fitment – that's what spring and damper specialist Koni is promising for a wide range of cars including 964, 993- and 996 model 911s, and also 986 Boxsters. Essentially the new system consists of integrating a special valve system the firm patented some years ago, and has been supplying as an OE part to the car industry, to a Koni damper.

It's called Koni Special Active, and the clever bit is the valve with multiple channels which varies the flow and pressure of oil in the damper, enabling it to react to road conditions. This Frequency Selective Damping (FSD) operates mechanically. If your Porsche's dampers are tired, the Koni system could be worth investigating; a typical price for a 993 coilover setup is £825 including VAT but not fitting. Visit koniuk.co.uk



PICKED OUT FROM THE CLASSIFIEDS: 2006/06 CAYMAN S, £10,975

Back in the 1980s white used to be a popular colour for 911s, and they did look good in that hue. White lost favour for a long time, but now it's back, the new black. And this manual Cayman S from 2006 caught our eye simply because it looked so stunning in Carrera White, particularly with the contrasting black wheels. There's black leather, climate control and heated seats.

Offered for £10,975 by sports car specialist Junction 17 in Peterborough, it had covered a high-ish 138,905 miles, but that's not necessarily a bad thing if it was regularly maintained, and it does have a good collection of service stamps, PC and specialist. And sometimes a well used Porsche engine of that era can be less prone to the dreaded bore wear issue. Visit junction17cars.co.uk



CLASSIFIEDS

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911

911 (993) Turbo

125K mileage with good service history. In Midnight Blue with Marble Grey ruffled leather interior, it's just had a major service and went through massive maintenance work on 2 February 2019, invoice costing a total of £13,249.20. It comes with every option on the list, full backpack and toolkit etc, no advisories on last MOT test certificate, MOT till 10/10/2019. Tel: 07435 45645. Email: kamgills@hotmail.com (Leeds).
£89,995



P0919/054

914

914 GT perfect rustfree project + spares

914 project car with 916 steel flared fenders with huge stock of spares, car is 1972 and comes with US title and German customs' confirmation. Engine flat 4 cyl 'W' dismantled, gearbox not complete, some set of axles, second set of doors, lots of other spares double. Car and parts are located one hour to Munich airport in Germany, please ask for pictures, will help with shipping. Tel: +49 160 9898 5969. Email: andgo@web.de (Germany).
£6640

P0919/021

CAYMAN



Cayman Design Edition 1

Regrettably, my wife and I are selling our mid life crisis due to lack of use! We bought this car four years ago and have only covered a few thousand miles, nearly always in the dry summer months. Stunning, limited edition Cayman from Porsche Design – only 777 made and only a few in the UK to my knowledge. Awesome power and torque from the 6 speed 3.4 sport motor! This car carries the Turbo alloys and is 10mm lower, along with a host of other unique features, embossed seats, stainless steel design entry guards, Alcantara leather etc. Full history, serviced last year and had the coil packs and spark plugs replaced at the same time, PZeros all round, front probably have several thousand left. The car comes with a Stormforce cover, trickle charger and Design Edition presentation pack, both keys present, private plate not included, viewing/inspection welcome. I am not a dealer and please, no stupid, blind offers – this is a fast appreciating collectible car! Tel: 07710 596501. Email: paulrwest2000@yahoo.co.uk (Surrey).
£18,000

P0919/032

968

Very rare 968 Convertible with manual 6 speed gearbox, original UK specification, full service history (16 stamps) and factory manuals, invoices since 2005 appr £14,000 to £15,000 (recently >£5000 spent), power roof/mirror/seats/windows etc, full service kit etc. Additional pictures and information available, car has got German MOT and is located less than one hour to German airport. Tel: 0049 16098 985969. Email: richard_haering@web.de (Germany).
£11,500

968 Convertible 6 speed manual 95,200 mls

P0919/034



Cayman 3.4S

Design Limited Edition (number 88), Tiptronic, paddle shift, black with black hide, only 2 owners, 55K, PASM, Bose, 19" alloys, FSH. Tel: 020 8459 0005. Email: lesbar459@gmail.com (NW London).
£17,495

P0919/035

REGISTRATIONS

PORSCHE RELATED CHERISHED REGISTRATION NUMBERS

98 RSR	35 SYX
300 RS	911 PYT
987 MD	911 FEG
J911 GTN	911 MSD
REG 911E	CAR232A
S911 LER	911 FJX
OO05 CAY	930 FF
POR 997T	XXX 911C
P911 SCH	991 PD
POR 911K	911 RWS
POR 911N	911 MPY
POR 911Y	918 MHH
993 POR	S918 POR
993 RUF	A993 XXX
VNZ 911	TON 997X
964 MC	997 CSS
964 GC	WBZ 911
RED 911H	P993 POR
RSR 911T	CAB 911X
RSR 911X	VOP 911S
B911 RSR	E944 POR
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RS18 POR	RS68 RSR
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HOT 918S

Registration 'HOT 918S' for sale

Ultimate 918 registration, currently on retention (transfer fee already paid), may be interested in a 911 related registration for trade. Tel: 07527 316258. Email: g.todd@hotmail.co.uk.
£4995 or offers/trade

P0919/030



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Excellent personal number plate for anyone named Jackson, Jack, Jacko, etc, etc, 'JAXXO'. Overseas move forces the sale of this cracking plate, I have now put it on to a retention certificate to make the transfer of ownership simple, you can put it on your vehicle now or keep it until you want to, absolute bargain and sure to appreciate in value. Tel: 07858 580557. Email: saltydog1@gmail.com.
£1800 ovno

P0919/029



911 Targa 'TAR66A' registration no

1963 private registration number to suit your new or classic 911 Targa model, 'TAR66A', sensible offers will be considered. Tel: 07786 021882. Email: bristolgs@virginmedia.com.
£3500

P0619/042

REGISTRATIONS



'TEL 993' registration for sale

Immediately available on retention certificate. Tel: 07885 108955. Email: john@selectshopfitters.co.uk.
£2500

P0919/009

L8 RCO

L8 RCO

'L8RCO' plate

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P0919/002



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RS66 WOW

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P0919/031



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P0919/001

AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

The market for specialist “GT” Porsches that have been selling for way above their original list price appears have fallen back. David Sutherland takes sounding from one specialist in this niche to see what you presently get for your money



The price of high end models, like the 911 R, is coming down. Well, relatively speaking that is...

This month we're looking at some bargain Porsches. No, not early 997-model 911s or old Cayennes, but the various “GT” models of the last 20 years. You'll see quite a few of them for sale at Porsche specialists, and all you need is around £300,000. Take for example the 2010, two-owner left-hand drive 911 GT2 RS in Carrera White and with 8900 miles – yours for just £312,900 at Hertfordshire specialist JZM Porsche.

Yes, really, they're great value because although that sum may be equal to your mortgage, it's a third less than it would have been two years ago. A bargain is always relative. 'The market has undergone a big correction,' acknowledges Steve McHale, director at JZM. 'Everything has come down in the UK, and it's because as a country we're not exactly stable at the moment, and the investors are taking their money out of the market.'

Another car to tempt you into JZM's showroom, surely one of the highest

concentration of GT Porsches for sale in the UK, might be the 2016 911 R, the model Porsche introduced in that year to offer an 'unfiltered driving experience'. The Carrera White over brown leather and houndstooth has just 1744 miles on the clock, and was also offered for £312,900.

That may be over twice the £136,901 asked for the bestripped coupe when new, 991 of which were built, but it's cheap compared to the €515,200 (£444,200) paid for a 400-mile example at an RM Sotheby's auction in Paris in early 2017. Since then RM has sold two more, at considerably lower prices: a 2016, sub-20 mile car at Pebble Beach in Monterey in 2018 for \$379,000 (about £299,700), and one of 296 delivered in the US), and a 37-miler for £332,735 in London in September 2018.

'Two years ago prices of the Porsche GT cars were on a massive high,' Steve explains. '911 Rs were £500,000 then but now they've dropped

£200,000. We do a lot of cars on sale or return and we did a ring round a couple of weeks ago and told people that we had to lower prices. Otherwise we would just be storing their cars for them.'

What else does a £300,000 budget command in the UK market, so far continually cooled off by the ongoing, and perhaps even deepening, Brexit crisis? For £33,000 (the price of a usable air-cooled 911) less, at £279,900, JZM offered a left-hand drive, 9500-mile GT2 RS in Clubsport trim and originally delivered in Austria and registered in the UK two years ago. Steve argues that falling prices have not meant an over supply: 'GT2 RS's are becoming increasingly more and more difficult to source at present.'

If this is still too steep, then the gen 1 and gen 2 GT3 RS versions of the 991-series 911 are usually in the £150,000 to £200,000 band. JZM had a gen 2 (introduced in early 2018) with 2559 miles and in the striking Lizard Green hue.

This highly optioned example was priced at £209,900; the before-extras new price of this was £141,346. This shared showroom space with a left-hand drive gen 1 RS first supplied in France and subsequently imported to the UK but so far unregistered and with still only 370 miles. It was stickered at £169,900 – the same price as a 2010 997-model gen 2 GT3 RS with 12,191 miles and in the highly distinctive grey with vivid red wheels.

So many special 911s became instant investment items that will probably never record more than their present, extremely low mileage. But some are driven, and these cars are clearly less attractive to collectors who demand the cleanest examples. One was a gen 2 997 911 GT3 Clubsport from 2010 with 25,770 miles, and previously sold by JZM, offered for £109,900.

And the “cheapest” special 911 in the JZM showroom? This was a gen 1 991 GT3 Clubsport from 2007 in hard to

miss Speed Yellow and showing nearly 37,000 miles. It's a UK spec car, supplied new by Porsche Silverstone, and at £85,900 almost a car you could drive and enjoy without worrying too much about denting its value!

Away from the 911, the other new model notable for its price depreciation is the “hardcore” Cayman GT4, launched in 2015 priced at a basic £64,500 but more likely to end up at £80,000 with options. 'When they first came out they were fetching a premium, they were making £105,000 to £110,000,' Steve recalls. 'Now you can get them in the seventy thousands, and that's probably where they should be.'

JZM was asking £81,900 for a 2015, 8500-mile Cayman GT4 carrying the optional £2700 Clubsport pack, this particular car in Sapphire blue one the firm had sold previously. Interestingly, Porsche Centres – banned by the car maker from selling new cars at over list price – were happy to join in the “used” GT4 bonanza, and three years ago were asking over £110,000 for them. Now, their prices are mostly £70,000 to £80,000.

So, you've broken the piggy bank and now there's a GT3 RS of some kind in your garage. When is it going to start going up in value? That, as always, is the trickiest question. They may go up in price soon or they may not, or they may go down,' says Steve, who admits he lacks a crystal ball. 'I've always found that the people who do best out of classics are those who buy the cars because they love them and want to own them.'



LHD GT2 RS, JZM, £312,900



911 R, JZM, £312,900



911 R, RM Sotheby's, £444,200, Paris 2017



RM, 911 R, £332,755, London, September 2018



GT3 Clubsport, JZM, £85,900

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£2000 P0919/036



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Offers P0919/015



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PARTS



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I have for sale a set of 4x 18-inch Turbo Twist style wheels and tyres recently taken off my 1996 model 993 C2. The wheels are in very good condition, there is a minor scratch on what was the front near side wheel. The wheels are high quality Italian made replicas which were supplied to a previous owner by Paragon in 2008 at a cost of £1400, they described the wheels in their invoice as 18-inch TWS, the front wheels are 8.5J x 18 H2 with 52mm offset, the rear wheels are 10J x 18 H2 with 65mm offset. The tyres, which have only covered approximately 3000 miles, are Pirelli P Zero Rosso - 225/40 ZR 18 N4 at the front and 265/35 ZR 18 N4 at the rear. I have been advised that in addition to the narrow body 993, the wheels will fit 996 narrow body models, 993 Carrera RS and 944 Series 2. Offers are invited in the region of £950, for further information please contact Fraser at 0118 979 2141 or 07760 288331. Email: motoringmemorabilia@yahoo.co.uk.
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TRIED & TESTED

With *911 & Porsche World's* international Porsche adventurer, Johnny Tipler

911 TURBO '930' * 1981 * 132,000 MILES * £69,995



I have a vested interest in this 930 as I'm currently writing a book about Turbos, and this one certainly provides grist to the mill. It's striking looking, too – not your standout Guards Red, but Zinc Metallic, which is a very subtle variation on...well, silver.

First, the price: I couldn't help think it was not as expensive as some other 930s on the market. Like all air-cooled models the 930 has risen in value – watch me weep... but this one is priced at the lower end of the money pile. Bure Valley Classics' proprietor Oli Tappin endorses that view: 'It is an affordable 930,' he says, 'because so many of them are garage-queen, low-miles, high-budget cars, under 70,000 miles and hence over £100 grand. This one has done a few more miles, but it has had an engine rebuild as well as a new clutch and gearbox rebuild. It's not a show-winning car, though it's had a full bare metal repaint for which there's an invoice for £8 grand. It's an option for somebody that wants a 930 to use, rather than be kept under wraps as a garage-queen. And it's a shade under £70 grand.'

Why's it for sale? The previous owner had a substantial collection of cars and bikes and the 930 became surplus to requirements. It's had 16 previous owners, which Oli doesn't regard as particularly excessive: 'if they're not stashed away, cars like these 930s do tend to change hands quite regularly, hence the mileage; someone's had fun with it, and then it's passed on again.'

And as for the mileage, it's thoroughly substantiated by the paperwork. Oli waxes lyrical: 'It's got the original manual and service book, and it's got the Porsche Heritage Certificate of Authenticity, proving it's a matching numbers car.' Its documentation is contained in a lever arch file that includes most of its previous MOT certificates, and it's bulging to such an extent that the next owner will need to start a fresh folder. Here's the potted history. In the first place it was delivered to Scottish concessionaire Glen Henderson who had Porsche dealerships in Edinburgh and Glasgow. It then moved around the country quite a bit: its records log 35 services, with maintenance carried out by Tony Greator of Stockport, Lancaster OPC, Colchester OPC, Autostrasse at Leeds – who did a full suspension rebuild – Evans Halshaw Leeds and, latterly, Autowerke in Norwich who've looked after it for the last four years. The main actions have been spread widely across its life history. The gearbox was rebuilt at 85k miles by Steve Bull in 2009, the engine was rebuilt at PCT Cars in Birmingham at 96k miles, and then it underwent a bare metal repaint at 121k miles – Zinc Metallic's paint code is Z8Z8 in case you're interested. It's recently had a major service at

Autowerke – whom I know well – including valve tappet adjustment, plugs, filters, front discs and pads, plus a minor service and pre-sale inspection as well.

Panel gaps line up evenly and doors shut with the requisite clunk. The cabin interior has been re-trimmed, though not to the original dark blue spec. Instead, the seats have cream inserts to the blue, with cream piping around the edges. Personally, I think they look great, and help lighten the cabin environment. There's a Prototipo steering wheel and the original gear knob. It's on its original 16in Fuchs wheels, which are in good condition and shod with matching Bridgestone S02 tyres, which are almost new. It's had a new speedo head, which was fitted and documented a couple of years ago by Autowerke. 'I think 930s are renowned for having speedo heads play up, and this one had failed,' Oli explains, 'so it was replaced with a brand-new Porsche unit and photographed at Autowerke. So, 134k is obviously the total mileage, and we're seeing 242 on the odometer now. Otherwise all the other electrics are working, including the windows and sunroof, but the air-con hasn't been upgraded. Oli tells me it does drop a small amount of oil, which is not unusual with a flat-six of this age, 'but it is not at all excessive.' Some say that if a 911 doesn't drip oil there must be a problem!

The 930's driving position is as you'd expect, though the diminutive Momo wheel is something you'd either get used to or replace pretty quickly. Sure, it gives you more clearance between wheel and thighs, and you could argue that it makes the steering more responsive. For me, though, it doesn't become a 930. The ride is pretty amazing, and out on the bumpy back-lanes hereabouts I'm not really noticing the



CHECKLIST

BACKGROUND

A well-presented, matching-numbers, 4-speed 930, finished in Zinc Metallic, originally supplied by Glen Henderson Porsche Edinburgh, and first registered 10th August 1981. Options include air-con, sun-roof and sports seats, with blue leather interior. Comprehensive service record supports 130k mileage, including rebuilt engine, gearbox and suspension, plus bare-metal re-spray.

WHERE IS IT?

Oli Tappin's Bure Valley Classics is located in the Norfolk countryside, ten miles northeast of Norwich, at the rural Business Centre, The Street, Lamas, Norfolk NR10 5AF
Tel: 07919 851048
Email: oli@burevalleyclassics.co.uk
Web: burevalleyclassics.co.uk

FOR

Great looking 930, stout performance as befits a 911 Turbo, very good ride and handling. Mechanically in decent shape with bills to prove, comfortable cabin with interestingly re-upholstered seats.

AGAINST

High turnover of previous owners – 16 – though maintenance records suggest they all apparently cared for the car. And that Momo wheel: I'd replace it with a bigger diameter rim; it seems too tidily for a 930.

VERDICT

A really nice 930 in a subtle colour, one you could happily use as weekend warrior if not a daily driver; certainly one for enjoying all the foibles of a mid-period 930 in, with arguably the nicer 4-speed gearbox.

VALUE AT A GLANCE

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

bumps at all. We're soon on the military roads that surround the perimeter of the former Coltishall aerodrome, with long straights and a half-decent surface, and now, on boost, it really comes alive. There's a wonderful solidity about the 930's build quality and this one certainly has that. It emits a gorgeous exhaust note as well.

This is a very nice example of a 930, and I think you'd struggle to find one in the £60ks that's up and running as well as this one, and ready to use, too. **PW**

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911 & Porsche World issue no1 to current
911 & Porsche World magazines, from the very first issue number 1 to June 2019, 300 issues. I have subscribed from the very start, house move necessitates sale, collection only from North Worcestershire. Tel: 07971 573388. Email: steve.plant@hotmail.co.uk.
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MISCELLANEOUS

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TRIED & TESTED

With 911 & Porsche World's international Porsche adventurer, Johnny Tipler

996 CARRERA 4S * 2002 * 76,000 MILES * £27,495



In my own back yard. Near enough for a gander; too near, in fact. No need to hustle a Chunnel or ferry crossing, just meander round the corner to Bure Valley Classics, where proprietor Oli Tappin hosts a coterie of lovely Porsches – plus a handful of interesting classics. Honestly, you'd think he'd cornered the market in original Minis. I know his dad Steve, who deals in automotive memorabilia including classic motoring books and photographs. But that's not what's brought me to Oli's barn door. I spoke to him a few months back when we did the Value Porsches feature and he had a couple of candidates for that. He mentioned that he might be taking in as a part-exchange a 996 C4S in Speed Yellow that had the honour of being Porsche GB's press car and featured on their Motor Show stand at launch in 2002.

I am a pushover when it comes to more or less anything painted Speed Yellow, especially if it has a bit of genuine provenance like that, so I had my guard up, even though I could have been open to persuasion. The barn door was open, and there it was, a shaft of sunlight highlighting the front of the car.

I stand and stare. Is this love? Not the same as when I first saw 964 Peppermint Pig, but close. Remember to put tongue back inside mouth. Before hitting the road, Oli provides the lowdown. 'The most interesting thing about this car is that it was a Porsche GB press car in 2002, so Porsche Cars GB UK Ltd was registered as the first owner. I don't think there are very many Speed Yellow C4Ss made, and this is unusually spec'd with black leather bucket seats from the factory.' As the NEC Motor Show car, it was appropriately upgraded, with black OEM Turbo front splitter, carbon back bucket seats, matching yellow belts, carbon detailing on the dashboard, Alcantara headlining, front window tint and sports exhaust. Pretty quickly it featured in *EVO* magazine, in November 2002 and January 2003. On a 700-mile haul across France to Mont Ventoux hillclimb, my erstwhile colleague from *Car Week* days, Dickie Meaden, enthused, 'through the corners the 911 allows you to work beyond its limits, and even fitted with quasi-race seats and throaty sports exhaust the C4S is a comfortable long-distance partner; it demands more input than the Jag or Maserati but provides more stimulation

whilst retaining some semblance of civility.' The second *EVO* feature is written by another former emap associate, Peter Tomalin, who describes the C4S as, 'a mouth-watering amalgam of 911 Turbo girth, normally-aspirated flat-six muscle, four-wheel drive, and a host of detail changes mean the C4S could be the pick of the current Porsche line up.' And it still could. Value for money, there's not a lot to touch a C4S in terms of looks, specification and capability. No quibble about the price for what is a relatively special car.

Considering it's 17-years old, it's only clocked a modest 76,000 miles. And it is in great condition, and has clearly been well looked after. The original book pack is all present, along with a stamped service book, the driver's manual and folder of past invoices. It's had six previous owners, one of whom has gone to the trouble of obtaining the Porsche Certificate of Authenticity, and its two original keys are also to hand. Its maintenance history includes 15 services at main dealer Porsche Centre or independent Porsche specialists, the last of which was a major £2.5k service carried out by Nine Excellence late last year, at 75,200 miles. It has recently had a full suspension refresh, with Ruf lowering springs and 15- and 18mm RSS spacers fitted at JZM. There are new top-mounts, drop-links and ARB bushes, plus geometry alignment. It's also had new AC condensers, coil-packs and spark plugs in the recent past, and was inspected by Precision Porsche before Bure Valley Classics took it on, who gave it a clean bill of health. More significantly, the bore-score test was carried out at 68,000 miles by Performance Hub, which revealed no issues. I like the GT3-style Alcantara steering wheel, and the centre console and rear seats are absent, although Oli has them in store, should the new owner want them reinstated.

The throaty flat-six is a gorgeous sound, just right on the decibels, with a nice rasp to it. And actually, the firmness of the ride is about



CHECKLIST

BACKGROUND

A 996 C4S finished in dazzling Speed Yellow, with serious historical provenance, having been displayed at the 2002 NEC Motor Show, as well as serving as Porsche GB's press car and starring in contemporary magazine road trip features. Its spec is also enhanced by figure-hugging factory-fitted bucket seats, and aftermarket trim and running gear.

WHERE IS IT?

Oli Tappin's Bure Valley Classics is located in the Norfolk countryside, ten miles northeast of Norwich, at the rustic Business Centre, The Street, Lamas, Norfolk NR10 5AF
Tel: 07919 851048
Email: oli@burevalleyclassics.co.uk
Web: burevalleyclassics.co.uk

FOR

That exalted Motor Show exhibit status, plus media mentions, but mainly its stunning appearance and low-slung presence. Relatively low miles, recent bore-score check.

AGAINST

Domestic commitments mean I can't afford it. Otherwise, almost nothing, though I would get the wheels powder-coated black.

VERDICT

One to keep – and enjoy, as you bask in the golden glow of its bright yellow hue.

VALUE AT A GLANCE

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

right, too, given the bumpy back-lanes, and on these country bends I notice the drive through the front wheels as well, though once on smooth blacktop its potential is revealed as the long-haul cruiser. The steering feels absolutely spot on, and complies readily with where you want to go with it. There's no question about the acceleration: it just pulls hard, and can obviously sustain higher speeds with no trouble. As a relatively low-mileage 996 C4S should, of course.

And why am I scribbling these words, instead of polishing the Yellow Peril in my own back yard? Prudence prevailed, in the shape of a domestic dictum that decorating the drawing room took priority over vehicular indulgence. Simply that. **PW**

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Porsche 964 Speedster
1994, Manual Gearbox, LHD,
Guards red.



Porsche 911T 1972 Targa 2.2
Manual Gearbox, LHD, Tangerine
with black leatherette interior.



Porsche 912 Coupe 1967
Manual Gearbox, LHD, Bahama
Yellow.



Porsche 9944 S2 3.0L 1989
Manual Gearbox, RHD, Glacier
Blue with linen interior.



Porsche 993 Carrera 2 1995
Tiptronic Gearbox, RHD, Iris Blue
Pearl with custom tan interior.

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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...

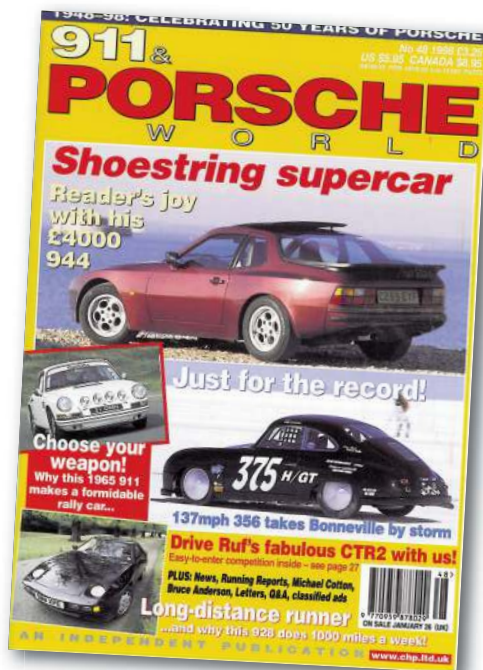
SEPTEMBER 1997 (ISSUE 45)

The all new 996 model 911 featured on the front cover of the September 1997 issue. In this issue we're suggesting that the 996 has become a classic in its own right at the ripe old age of 22. Well, a modern classic at least. Whatever, the 996 was certainly viewed as a very modern 911 in 1997. It was the first all-new 911 since the model's launch in 1963 and to say that it had been eagerly anticipated would be to understate it a bit. We'd done the tech de-briefs, the official launch pics. This was drive time. No pressure then!

We didn't have anything to worry about. The view across the car scribbling world was pretty unanimous. Porsche had done it. The 996 was every bit a 911 and a better one at that. Lighter, faster, better handling, space, ergonomics. Sure, there was the inevitable and slight loss of some of the air-cooled 911's 'character' but, frankly, it was only the hardcore that ever bought into that stuff anyway, as witnessed by the 996's somewhat stellar sales figures. This was the 911 for a much broader audience.

In 1997 the 996 Carrera 2 cost a little under £70,000, so call it £75,000+ with a few choice options. That a decent example can be had today for £15,000 has to be a good thing. Although, as we point out in the Boxster/996 'Modern Classics' feature in this issue, buying in is one thing, running one is another.

Elsewhere in the issue, we dropped in on Southbound Motor Trimmers, then as now the go-to outfit for top quality Porsche interior trim. Top man, Dave Nunn, generously attributed Southbound's early success and exposure to an advert that he took out in



this very rag, and was in urgent need of a new member of staff to cope with demand.

Also featured on the front cover was a rather curious creation from Canada, called the Wingho Spyder. Based on a 928 and taking its styling cues from the 550 Spyder, we're pretty sure that this was the only one built. Is it still around?

SEPT 2010 (ISSUE 198)

Porsche bosses come and go, but in 2010, we were worried that Matthias Müller – very much a VW man – was going to take the company down a very different path. One of parts and badge sharing. Oh, for a crystal ball. This, of course, was in the wake of the Wendelin Wiedeking implosion and Porsche was consumed/saved by VW. You could see why we might have been worried. I've never been much into offering advice, particularly to those running car companies, but for some reason I used my editorial leader to offer this on how to plot Porsche's future: 'If Herr Müller were to ask, then I'd recommend a guided tour of the Porsche museum. No, I haven't got my head in the sand, but as long as Porsche retains even a fraction of the inspiration and spirit that's displayed there, then it will do just fine, even if that does mean the odd VW component here and there. Oh, and for goodness' sake Herr Müller, try to exercise some of your influence and get Porsche back to Le Mans. Surely, there's nothing left to prove with Audi and diesel. Win at Le Mans and we'll probably forgive you just about anything.' Maybe he did listen!



SEPT 2003 (ISSUE 114)

Happy birthday, 911. Porsche was celebrating 40-years of the 911 with a special, limited edition model 996 and we were celebrating with a series of supplements. Sixteen years on and another three generations of 911 and 60-years of the icon is not that far off. I wonder how we will be celebrating that milestone?

Porsche was, of course, still cranking out new models. New in the model cycle was the 996 Turbo Cabriolet. Of course we trotted out the hardcore view that chopping the roof off a 911 just isn't the done thing, but Porsche hadn't flown us to southern Italy for nothing, and so we were completely beguiled by 420bhp, twin turbo, roof down motoring. Fickle? Us?

Modified Porsches have always been part of the mix in *911&PW*. Reader, Steven Pidcock's, 993-engined Carrera 3.2, was a prime example of the art of modification, with subtle looks and a sting in the tail. Power was rated at 300bhp from its Ninemester built engine. With some work, both owner and engine builder were reckoning on a 996 GT3 challenging 360bhp.

In the news pages we gave an extensive review to Karl Ludvigsen's new edition of the epic *Excellence was expected* Porsche history. Look out for an extract of the latest edition in next month's issue...



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