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END OF AN ERA

EVERYBODY HAS A favourite classic 911. Some prefer the simplicity and elegant styling of the early models, some enjoy the technology, refinement and sure-footed driving experience of later cars. Many try to achieve the best of both worlds by taking the new and dressing it up as the old (hello to all you Singer fans out there), a pursuit that highlights how much the air-cooled 911 evolved during more than three decades of production.

If you're after the most modern of Porsche's air-cooled 911s, then the 993 is it. In this special issue of *Ultimate Porsche*, we celebrate the model, which ceased to roll out of Stuttgart exactly twenty years ago. Combining many of the most popular features of its predecessors with updated styling and a raft of mechanical upgrades (including a long overdue six-speed transmission), the 993 - a former Formula One safety car - is widely regarded by many both inside and outside of the Porsche enthusiast community as being the ultimate incarnation of the manufacturer's air-cooled sports car concept.

Take time to read through the following pages and you'll find a selection of excellent examples of the 993 to feast your eyes on. Be it the Lakeside Classics Turbo S (a wonderful illustration of the work carried out at Porsche Exclusive), the ATR Gulf-themed Carrera, the wide-arched RWB monster or the mix of standard and heavily tuned machines we've presented as part of our look back on the

history of what was the 964's successor, there's plenty for you to get stuck into.

Offering a different take on the air-cooled format, we've pointed our cameras at a GT-aping 914 with an impressive Stateside racing history made possible by a tuned 2.4-litre flat-six. The raucous roadster delivers fantastic fun on the public highway (yes, it's street legal) and high-octane thrills at the track. Have a butcher's by flicking to page 36.

Transaxles get a look-in too (not least of all in the form of my 944 Turbo project), with Malcolm Lovie's gorgeous 928 GTS and 924 Turbo forming two-thirds of a trio of classic Porsches acquired by the proud Scotsman since he kicked-off his collection with a Ferrari-painted Carrera 3.2 twenty-five years ago. He still owns the car and enjoys taking it to club events, many of which are hosted by the organisations we spoke to as part of our research into the benefits of joining an enthusiast-driven Porsche owners group. Take a look out our findings on page 71, and be sure to contact me with details about your own club, its star cars and what its members have planned for the summer months ahead.

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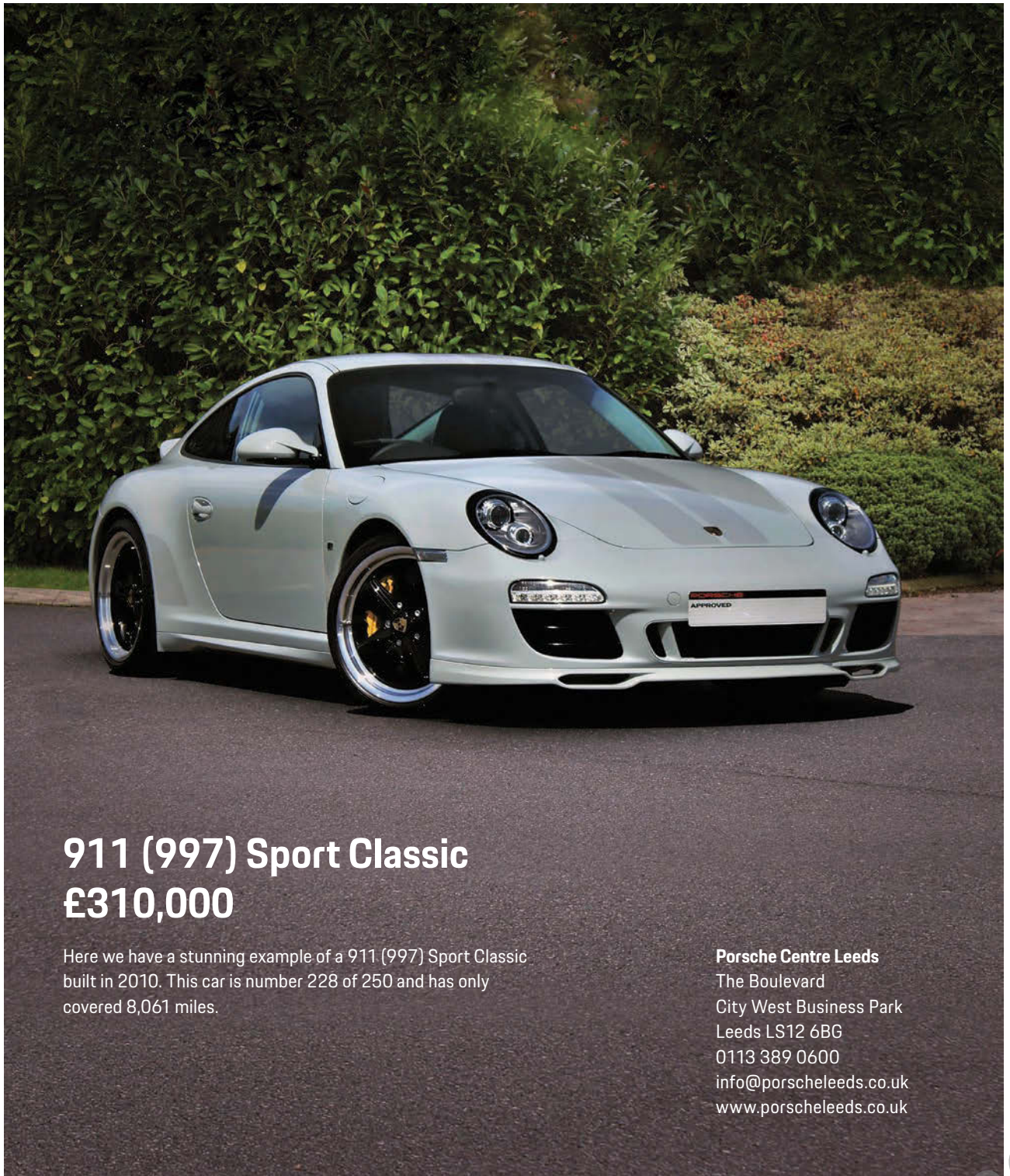
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The Porsche Classic oil service for all air-cooled 911 models, including Porsche Classic Motoroil and a genuine Porsche Classic red oil filter*, is now available at participating Porsche Centres. Prices start from £299** for 911 models (up to 2.7l G model) and £330** for 911 models with an engine capacity over 3.0l (up to 993 generation). For more information visit www.porsche.co.uk/classic



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*Porsche Classic 'red' oil filter not applicable to 993 generation models. **Participating Centres only. Fixed price Classic Oil Service tariffs may be withdrawn or varied at any time. Oil Service includes Classic Motoroil and oil filter and associated parts. Excludes any additional items and checks.



911 (997) Sport Classic £310,000

Here we have a stunning example of a 911 (997) Sport Classic built in 2010. This car is number 228 of 250 and has only covered 8,061 miles.

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993
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ISSUE



A CUT ABOVE

Is the 993 Turbo special enough?
Most would say yes, but Porsche Exclusive disagreed!

WORDS Emma Woodcock PHOTOGRAPHY Andy Tipping





A long hard arc, a subtle-yet-constant curve to its outer reaches. A horizontal slash of red. A deep, lipstick shade clashing against glimmering Schwarz Z8 paintwork. Stare a tad longer, and a line of uppercase script murmurs out of the rear panel to spell the name of our favourite sports car manufacturer. Your gaze continues past the strip of lights, to yawning, complex curves, shrugging away from the monocoque to form the rear wheel arches. The metal is broad-shouldered and close to the ground. There can be no doubt – you're staring at a widebody 993.

Raise your gaze and you'll spy a vertical slab, stretching from one side of the engine to the other before it plots a concave swoop towards a giant rear wing. This isn't any old 911, that's for sure! This is a Turbo. A Turbo with 408bhp, 398lb/ft torque, four-wheel drive and total production lower than 6,000 units. It goes without saying that this is an incredibly desirable modern classic.

Drink the details a little deeper and questions creep in. Didn't Turbos leave the

factory with a single-plane rear wing? Yes, most of them did. Shouldn't those exhaust tips be a pair of single squished ovals? Correct. Welcome to Porsche Exclusive and the sublime 993 Turbo S.

Before we start our journey into the wonderful world of this wild 993, let's take time out for a brief history lesson. Porsche Exclusive has been around since 1985, operating from Weissach and creating low volume runs of officially-sanctioned tweaked and tuned production cars. Since unveiling its first specially-prepared 911 (a 935-style Turbo, in case you're interested), Porsche Exclusive has produced a colourful catalogue of showstoppers, including the 993 Speedster, 964 Turbo Cabriolet, 930 LE and 964 Turbo S Flachbau. As you can probably guess, these air-cooled curiosities represent the rarest of the rare.

Introduced in 1997, the 993 Turbo S marked Porsche Exclusive's first step into relatively high volume production. The model paved the way for future projects, including the 997 Sports Classic and 997 Speedster. Don't go thinking the earlier car was comparatively common, though. The total number sold was tiny, coming in a 345 units worldwide. Of those, just twenty-six ➤➤

Above Turbocharged M64/60 S delivers 444bhp and 433lb/ft torque thanks to twin K24 turbos and a tweaked map

Right Porsche Exclusive added yellow calipers, which help those with a keen-eye identify the Turbo S from afar

THE 993 TURBO S MARKED PORSCHE EXCLUSIVE'S **FIRST STEP** INTO RELATIVELY HIGH-VOLUME PRODUCTION



DRIVER

Q&A



HENRY THOMAS

Occupation
Luxury car trader

First Porsche
IROC RSR evocation

Favourite Porsche
Any of the twelve raced IROCs

Best thing about your 993 Turbo S
Its looks, originality and how well it has been maintained

Worst thing about your 993 Turbo S
Sadly, I don't get to drive it every day!



» examples were configured for right-hand drive. The metallic black stunner featured in our photographs is one such car, having been ordered with all the trimmings – a sunroof, a compact disc multi-changer and a top-tinted windscreen – by a Singaporean Porsche customer back in 1998.

Fate and a local market crash promptly intervened, resulting in this particular Turbo S never making it to Asia. Instead, the car sat in Stuttgart for a short time before arriving at its first owner's home in the town of Guildford, located in southern England. Since that time, the black beauty has been enjoyed by careful keepers before landing at Lakeside Classics (lakesideclassics.uk.com), a recently-founded luxury car specialist in Shrewsbury.

"We've always had a passion for Porsche," explains Henry Thomas, one of the brothers who operates the firm. "We left university a couple of years ago before moving into the

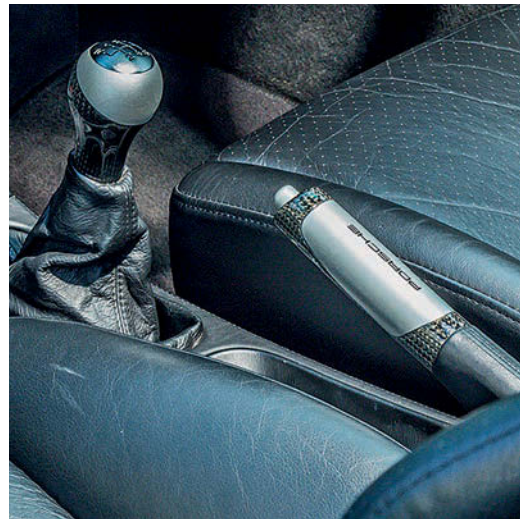
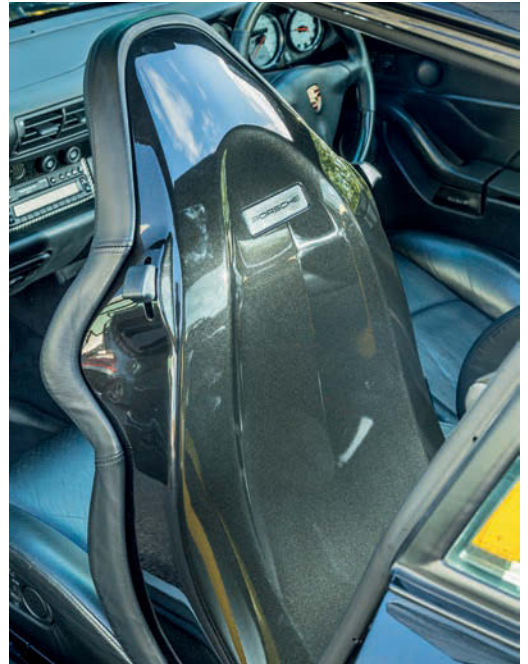
sports car trade. Luxury vehicles are our passion, resulting the preparation and sale of a Jaguar XK150 DHC. Subsequently, we amassed a nice collection of motors. As the values of classic cars rose sharply, we turned our interest into a business. There's definitely been an exciting learning curve of ups and downs, and we've come to realise that the sale of classic sports cars isn't exactly a fast-paced pursuit, but we're keen to keep going. To that end, we've been exhibiting our stock at shows, meeting enthusiasts and sourcing cars that are perfect in every way. There's a lot of satisfaction in what we do."

PERSONAL MISSION

Though the Thomas boys started their careers in the car trade with a vintage Jag, they love Stuttgart's finest. "One of the things we aim to do is to buy, sell and experience as many Porsches as possible, enabling us to continue our journey to becoming marque experts. As

True story

Few would argue against the suggestion that the Turbo S is one of the very best 993s money can buy, but it's easy to forget that even the entry-level 993 stands as one of the very last air-cooled Porsche products. The switch to the water-cooled 996 was a dramatic change in course for the manufacturer, but while more modern 911s might be more dynamically capable and loaded with far superior electrical wizardry, the 993 is less bloated and considered by many to be the last 'true' Porsche.



Above The immaculate condition of this particular 993's carbon-dressed interior is the result of just 15k miles covered from new

Top right The hard shell backing of 993 Turbo S seats are colour-coded to the host vehicle's exterior paintwork

if to prove the point, we use Porsches as our personal cars. I own an RSR IROC evocation, while my brother enjoys a 997 Turbo. The only problem is that when we buy a car as special as a 993 Turbo S, we really don't want to sell it!"

Learn more about the model and it's easy to see where Henry is coming from; once you know where to look for the improvements over a standard Turbo, the hand of Porsche Exclusive can be detected throughout. "They're small alterations," he continues, "but they really stand out if you know what you're looking for." Starting in the engine bay, the original 3.6-litre air-cooled flat-six remains, but the stock KKK K16 turbochargers are ditched in favour of a pair of larger K24 units. When combined with an extra oil cooler and an upgraded ECU, the snail-shaped bhp boosters push peak power up to 444bhp and 433lb/ft torque, which is enough to see the Turbo S reach 60mph in 3.6 seconds and merit the M64/60 S engine code.

Mechanical changes elsewhere on the car are similarly subtle. The Turbo S keeps the Turbo's stock tyre profiles, brakes and eighteen-inch, hollow-spoke Technology alloys, but introduces altered suspension. Updates here amount to a carbon-coated strut brace, reinforced strut domes and 15mm shorter coil springs.

In the car's cabin, the transformation from Turbo to Turbo S is far more pronounced. Extensive additional leather wraps itself around everything from air vent surrounds to the steering column. The auxiliary control buttons get a look-in too, while carbon-fibre trim can be seen everywhere; the dashboard, binnacle, door handles and mirror cases are all littered with lightweight weave. The steering wheel features carbon inserts, and were that not enough, the handbrake and gear stick are constructed from a combination of carbon-fibre and aluminium. A leather headlining, ➤

THE DRIVING EXPERIENCE WAS FAR AHEAD OF ITS TIME WHEN THE CAR WAS NEW




» model-specific sill covers and colour-coded, hard-backed front seats complete the look.

Exterior alterations elevate the Turbo S from merely muscle-bound to completely ripped. Aerokit II front and rear spoilers – complete with that dual-plane rear wing – are the most obvious upgrades, while yellow calipers, special centre caps and a quartet of angry tailpipes enhance the pumped aesthetic. Four air inlets (two in the front bumper and one ahead of each rear wheel arch) provide a striking and functional reminder of Porsche Exclusive's intention to deliver a turbocharged 993 with vastly improved capabilities.

Any Porsche fan will look at these changes and itch to jump into the pilot's seat, but with barely 15,000 miles covered from new, this 993 Turbo S delivers a conundrum of the highest

order: is this a 911 many will consider to be more automotive artwork than rapid road racer?

"I've driven the car, and I can tell you without doubt, it performs with more poise and urgency than any higher mileage 993 Turbo S," confirms Henry. "You can climb inside and drive without a care in the world. The experience was far ahead of its time when the car was new. That said, the Turbo S is still an astounding machine to be in charge of today, and this particular example is in perfect condition!"

Whatever you'd choose to do with it, there's no denying this is one burningly desirable air-cooled classic. And thanks to the Thomas brothers' decision to buy and sell only the best powerful Porsches, this brilliant black 993 won't hang around the Lakeside Classics showroom for long. You know what to do! 

Turbo tales

Before the arrival of the 993 Turbo S came the 964 Turbo S. The model was equipped with a 3.3-litre flat-six with a single turbo. It produced 375bhp and benefitted from extensive weight reduction. Changes included thinner glass, bucket seats, the removal of sound deadening material and a rear seat delete. Eighty-six examples were built. In 1994, Porsche Exclusive built a series of seventy-six 3.6-litre 964 Turbo S cars, each featuring a 380bhp engine. Proving that transaxle cars were capable of getting in on the action, Porsche produced a run of sixteen 968 Turbo S cars in 1993. Based on a 968 Clubsport shell, each car featured NACA ducts, a front spoiler, an adjustable wing and a roll cage. Power was delivered by a way of a 944 Turbo head and 944 S2 block producing 305bhp.

Above Giant rear wing adds huge amounts of road presence to an already-striking widebody 993 silhouette



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Racing world mourns Dan Gurney

**Driver secured
Porsche's only
works F1 victory**

Porsche owes its only success as a vehicle manufacturer in Formula One to American racing driver (and later, race car constructor and team owner), Dan Gurney, who sadly passed away on 14th January 2018. Gurney was the first competitor to win races in Sports Car, F1, NASCAR and Indy Car championships, a staggering achievement matched only by the efforts of Mario Andretti and Juan Pablo Montoya many years later.

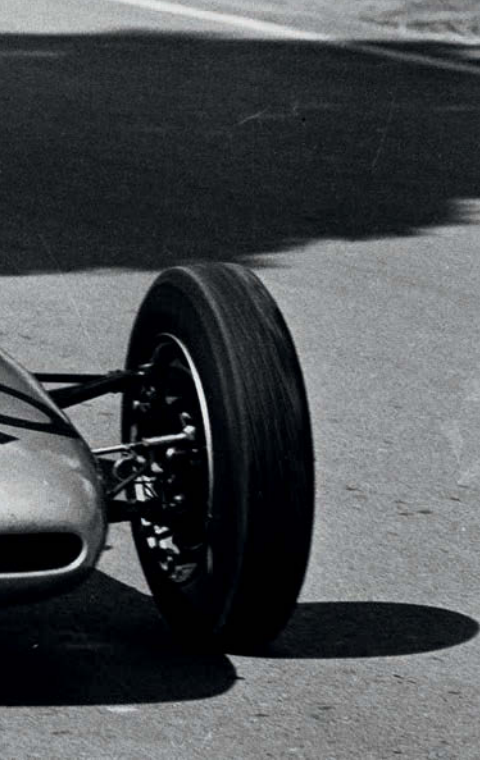


Gurney won the 1962 French Grand Prix in Rouen in a Porsche 804. A week later, he led from start to finish at the Solitude track near Stuttgart. His team-mate, Joakim Bonnier, followed close behind to secure Porsche first and second place honours in front of the manufacturer's home crowd.

Gurney's further outings for Porsche would leave lasting memories. As he once reflected, "it was with Porsche that I really learned how

to drive. The firm gave me cars that didn't break, allowing me to lay down kilometres faster than ever before."

In 1967, after winning at Le Mans, he spontaneously sprayed champagne while celebrating on the podium, a custom now observed at many motorsport events. In similar trendsetting vein, Gurney was the first F1 driver to use a full-face safety helmet, as observed during the 1968 German Grand Prix.



As co-owner of All American Racers (along with Carroll Shelby), Gurney developed the 'Gurney Flap', a small, downforce-increasing tab projecting from the trailing edge of a race car's rear wing. Imposing only a small increase in aerodynamic drag, it proved popular with race teams, including those campaigning the 962.

The only driver Jim Clark ever feared on the track, Gurney is survived by his wife, Evi and six children.



Seventy years of Porsche sports cars

Fast. Pure. Emotive. For the past seventy years, the Porsche brand has been synonymous with sports car construction at the very highest level. As many of you will know, the first vehicle to bear the Porsche name was registered on June 8, 1948. It was the 356 No. 1 Roadster. The model turned Ferry Porsche's dream of a sports car into a reality. "His vision at that time embodied all of the values that still define the

company to the present day", commented Oliver Blume, Chairman of the Executive Board of Porsche AG, when quizzed just before we went to press. The manufacturer is celebrating its special anniversary year with a series of events, kicking off with exhibitions at many of the world's best-loved automotive museums. We'll be sure to report on all of them in forthcoming issues of *Ultimate Porsche*. Stay tuned!



Walter Röhrl's silver anniversary

Exactly twenty-five years ago, Porsche signed two-time World Rally Championship title holder, Walter Röhrl, as chief development driver and brand ambassador. At the time of his appointment, he was already looking back on a fruitful relationship with Porsche; Röhrl's first car was a 356, and in 1977, his personal 911 rally car paved the way for a contract with the Fiat team. By 1981, he was sitting at the starting line of the German Rally Championship from behind the steering wheel of a 924! He was involved in the development of the 959 and the all-wheel drive technology that was ported from the sensational supercar to the 964 Carrera 4. Additionally, he has worked with Porsche on the 918 Hybrid project and the Panamera. Röhrl continues to serve our favourite car maker on exciting projects including all new 911 and GT models.

See you there...

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The Petersen Automotive Museum in Los Angeles will team with Porsche Cars North America to host one of the most comprehensive displays of the marque outside of Stuttgart. Opening February 3rd, *The Porsche Effect* will focus on the impact of the iconic German brand from a cultural and design perspective, offering a selection of sports and race cars along with renderings, engines and advertising billboards. For info, visit petersen.org

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This must-attend event for any discerning classic car owner, collector or enthusiast brings together output from the greatest manufacturers, clubs and product makers under the roof of London's Excel, one of the city's best-loved events venues. Among the attractions will be an indoor driving runway where classic cars can be fired-up and driven! See, hear and smell a superb mix of vintage metal by visiting the show between 15th and 18th February. Book tickets today at bit.ly/lccshow

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Premium workshop tool manufacturer, Sealey, is celebrating its fortieth year in business by thanking its loyal customer base with a special promotion featuring massively discounted prices across a wide range of products, including an all-new anniversary line starring heavy duty trolley jacks. Available with a load rating of either three or four tonnes, each jack makes use of a Rocket Lift arm producing maximum lift with the minimum number of pumps.

Polyurethane wheels deliver smooth manoeuvrability, while a magnetic parts tray means you won't be scurrying around your garage floor looking for that difficult-to-find wheel nut! Available in three striking colours (yellow, orange and green), each jack can be paired with colour-matched

axle stands (rated at three tonnes) offering superior strength and safety with multi-pin load support.

Add to that a two-year warranty and the availability of a patented LED-illuminated inspection lamp with 360° swivel and tilt, 120° spread of light, a long-life 2.2Ah lithium-ion battery, micro-USB charging and 300 lumen light output, and it quickly becomes clear that Sealey's special celebrations are not to be missed. But hurry - up to 55% discount off RRP is only available until the end of April! Visit the Sealey website to view all qualifying products, and to order a copy of the company's latest catalogue.

Price: Varies
www.sealey.co.uk
or call 01284 757500



993 BUYER'S GUIDE

Having this essential 993 buyer's guide in your back pocket is like having a real marque expert by your side when it comes to inspecting a prospective Porsche purchase! Featuring a unique points scoring system, this excellent, no-nonsense, A5-sized, full-colour publication will help you to correctly identify running costs, areas of concern, vehicle authenticity and detailed specification regarding the 993 you're looking at.
PRICE: £12.99 www.bit.ly/993buying



MOMO INDY HERITAGE

The heritage of Italian automotive styling outfit, MOMO, is reborn with the company's Indy Heritage steering wheel. Measuring 350mm in diameter, featuring brushed aluminium spokes and finished in beautiful glossy mahogany, this retro-styled cabin furniture harks back to MOMO's earliest products after the firm was established in 1964, just twelve months after the launch of the 911. Class, quality and style. We love it!
PRICE: £242.39 www.momo-uk.co.uk

GAZ CUSTOM MONOTUBE COILOVERS

Leading performance damper specialist, GAZ Shocks, has extended its one-off custom build service to include monotube coilovers. These gas-charged parts are far lighter than other types of coilover thanks to the use of lightweight billet aluminium parts which reduce unsprung weight, making them ideal for trackday or competition use. They also react quicker, and can be used in an inverted position. Each kit comes with dampers, silicone chrome springs and the required mounting hardware, with adjustable platforms to enable altered ride height. Bump and rebound settings can be adjusted by way of a knurled collar to the top of each damper. Bespoke valving and a choice of spring rates are available to choose from.

Price: From £1200
www.gazshocks.com or call 01268 724585



CARSPUNK 'THE JAR' PROWAX

Did you know that Jeremy Clarkson's great-great-grandfather invented the Kilner jar? Today, the distinctive glass container is being used to great effect in the industry Jezza inhabits. Don't believe us? Take a look at Carspunk's ProWax! Producing a durable, glossy finish whilst protecting your classic Porsche's paintwork with a sealing deep gloss shine, this berry-scented T1-grade Brazilian carnauba wax includes beeswax and natural oils in its ingredients list, all generously packed into a 503g, 250ml Kilner jar. Highly water repellent, this bright pink wax is just the ticket for anybody who wants to add to their collection of detailing products with decidedly *top gear*. Ha!

Price: £45
www.carspunk.com or call 01772 455474

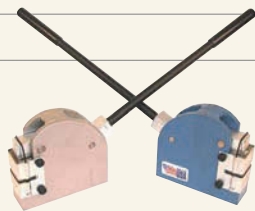


FORGE MOTORSPORT WATER-COOLED WASTEGATE

The need for a wastegate capable of shrugging off temperatures of over 1000°C (yes, really!) led the designers at Forge Motorsport to produce an impressively compact water-cooled external 44mm wastegate from 304-grade stainless steel and aerospace-grade aluminium. The cooling system of the part is designed in such a way that the o-ring and cylinder remain within their optimum operating range, dramatically reducing the chances of failure. The ideal choice for those pushing for extremes of boost and power, this wicked wastegate offers a range of between 4psi and 26psi with the option of 'tuning' through a changeable selection of bespoke Eibach wastegate springs.

Price: £537.13
www.forgemotorsport.co.uk
 or call 01452 380999





SHRINKER/STRETCHER

Now you can fabricate custom metal parts in your home garage or workshop thanks to the Mittler Bros Shrinker/Stretcher tool. As the part's name suggests, it enables you to stretch or shrink metal to shape, plus create an inside or outside curve with a radius as small as three-inches. The technique is easy to master with minimal practice. The body of the tool is produced from cast iron. **PRICE: From £204.59** www.mittlerbros.eu



WEBCON GROMMETS

For decades, Webcon has supplied the finest quality cups and grommets to allow flexibility when mounting DCOE carburetors. The company has just announced that it's now offering these parts as complete sets. Manufactured to a specific thickness and depth, the grommets are made to Webcon's renowned standard of hardness and flexibility. **PRICE: £11.89** www.webcon.co.uk

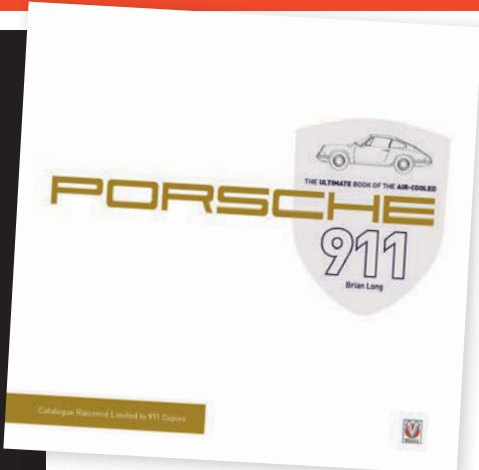
RECOMMENDED READ

THE ULTIMATE BOOK OF THE AIR-COOLED PORSCHE 911

From the earliest design studies to the end of 993 production, every iteration of the classic 911 is covered in this 592 page, slipcase-contained, individually numbered book (limited to just 911 copies!) authored by marque expert, Brian Long. Featuring more than 1,250 photographs and illustrations, this giant coffee table tome reveals chassis numbers, production volume, detailed technical specifications, reproductions of original brochures and adverts, prototypes and Porsche history in detail, demonstrating how the air-cooled 911 remained at the top of its game despite changing fashion and politics, not to mention challenges from rival sports car manufacturers.

Price: Leather-bound £295, cloth-bound £175

ultimate911.veloce.co.uk



PLUSH TUSH LUXURY BOOSTER SEATS

British leather automotive interior accessory firm, Plush, was established when the company's founder, Susie Wilson, was unable to find a child's booster seat that matched the interior of her luxury sports car. She promptly introduced the Plush Tush to the world, a carefully designed booster seat crafted using sumptuous premium leather hides that offer unrivalled quality and comfort. Not only is each seat made to OEM standards and double-stitched for strength (with a smooth Alcantara base that protects existing upholstery), but Plush products can be custom finished with perforations and multi-panel covers that match the look and feel of your Porsche's factory leather, making these brilliant boosters the perfect complement to your four-wheeled friend's existing interior. Supplied with VCA safety approval and suitable for children aged between six and twelve years, the Plush Tush enables all members of your family to travel first class!

Price: From £165
theplushcompany.com
or call 01200 424332

RACING MODELS 1:43 993s

The Estoril Racing Porsche 993 entered Le Mans in 1998, but retired from the race due to engine failure. Despite this ill fortune, the bright yellow GT2 remains one of the most striking 911s to compete in the legendary endurance event. Similarly, the twin-tone red and white FAT International, Motul-sponsored GT2 that participated in the 1999 outing at Le Mans remains a firm favourite with fans of 993 racing machines, which is why the die-cast die-hards at model retailer, Racing Models, are offering these detailed Spark 1:43 representations for sale at a smidge over fifty quid each. Top stuff!

Price: £50.50
www.racingmodels.com or call 01908 225650





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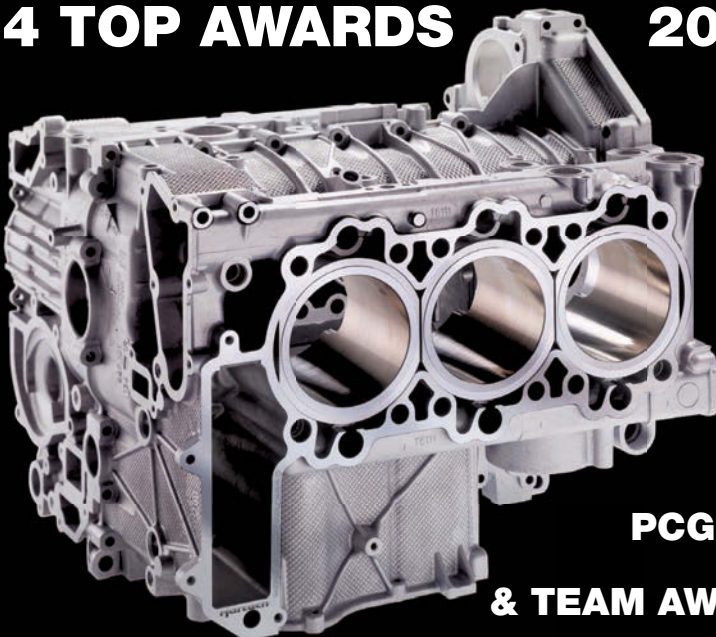


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Porsche people



“He preferred the Porsche, but loved the colour of the Ferrari!”

With a trio of modern classics from Stuttgart to play with, there's no chance of Malcolm Lovie feeling blue

WORDS **Dan Furr** PHOTOGRAPHY **Ade Brannan**



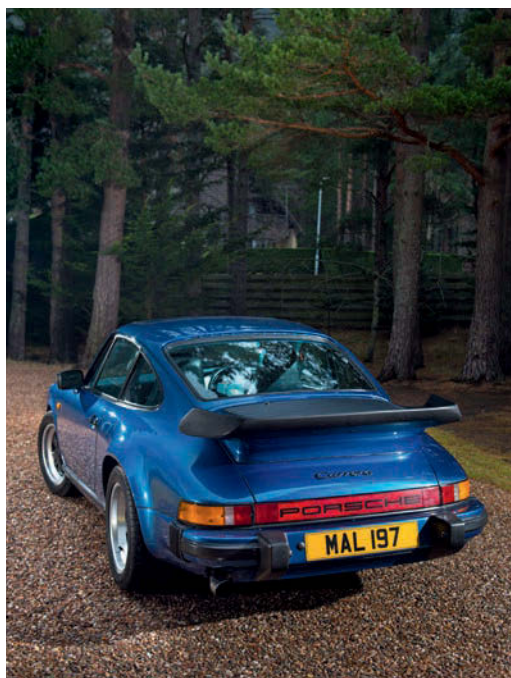


Porsche people

Looking at the three different flavours of classic Porsche spread across Malcolm Lovie's driveway, you'd be forgiven for thinking he was hellbent on buying blue sports cars. "I honestly don't go out of my way to buy blue!" he gasps. "It's coincidence that all three of my Porsches are the same colour!"

The keen-eyed among you will be eyeballing the finance manager from Aberdeen's 1984 Carrera 3.2 with suspicion. You may have recognised it as a 911 kitted-out with super-rare *Dr Fuhrmann* upholstery (light and comfortable orthopaedic seats designed by former Porsche Head of Development, Ernst Fuhrman, and offered as a hugely expensive cost option when new). The leather is finished in OEM twin-tone blue, but there's something about the car's paintwork that's making its colour difficult to identify. Which shade from the Porsche paint catalogue covers this Turbo-winged, Turbo-wheeled, air-cooled wonder?

"It's Ferrari Blue Ribot!" howls Malcolm. "The original owner wanted to buy himself a new supercar, leading to his decision to take both a Carrera 3.2 and a Prancing Horse for a test drive. He preferred the Porsche, but loved the colour of the Ferrari. Reasoning that he was in a position to afford the best of both worlds, he bought the Carrera and promptly had it painted in a generous coating of Blue Ribot!"



DRIVER

Q&A



MALCOLM LOVIE

Occupation
Finance manager

First Porsche
My 1984 Carrera 3.2

Favourite Porsche
1973 Carrera RS 2.7

Best thing about Porsche ownership
Amazing owners club experiences



Malcolm's name has been on the car's logbook for the past twenty-five years. "Before buying my 911, I owned a Volkswagen Golf GTi and a Mk2 Vauxhall Astra GTE," he tells us. "I'd always been a fan of performance cars, slowly working my way up to the point where I could afford a Porsche. Not long after my twenty-first birthday, I enquired about a blue Carrera 3.2 located in London, but before I got the chance to take a look, a 911 SC came up for sale at a specialist car dealer in Edinburgh, which is only 150 miles from where I lived with my parents. Unfortunately, the car sold by the time I arrived to view it, but the dealer told me about another 911 being prepared for sale in his workshop. To say I was surprised to find it was the blue Carrera from London is an understatement!"

There, finished in its funky Ferrari topcoat, was the very same 911 Malcolm had been asking about a week beforehand. He even had the print classified that piqued his interest stowed in the glovebox of the Astra that had carried him to Edinburgh! He immediately committed to buying the cool Carrera, reasoning that its factory-fit air-conditioning, cruise control, Turbo trim



Facing page Dr Fuhrmann trim was a hugely expensive cost option when new

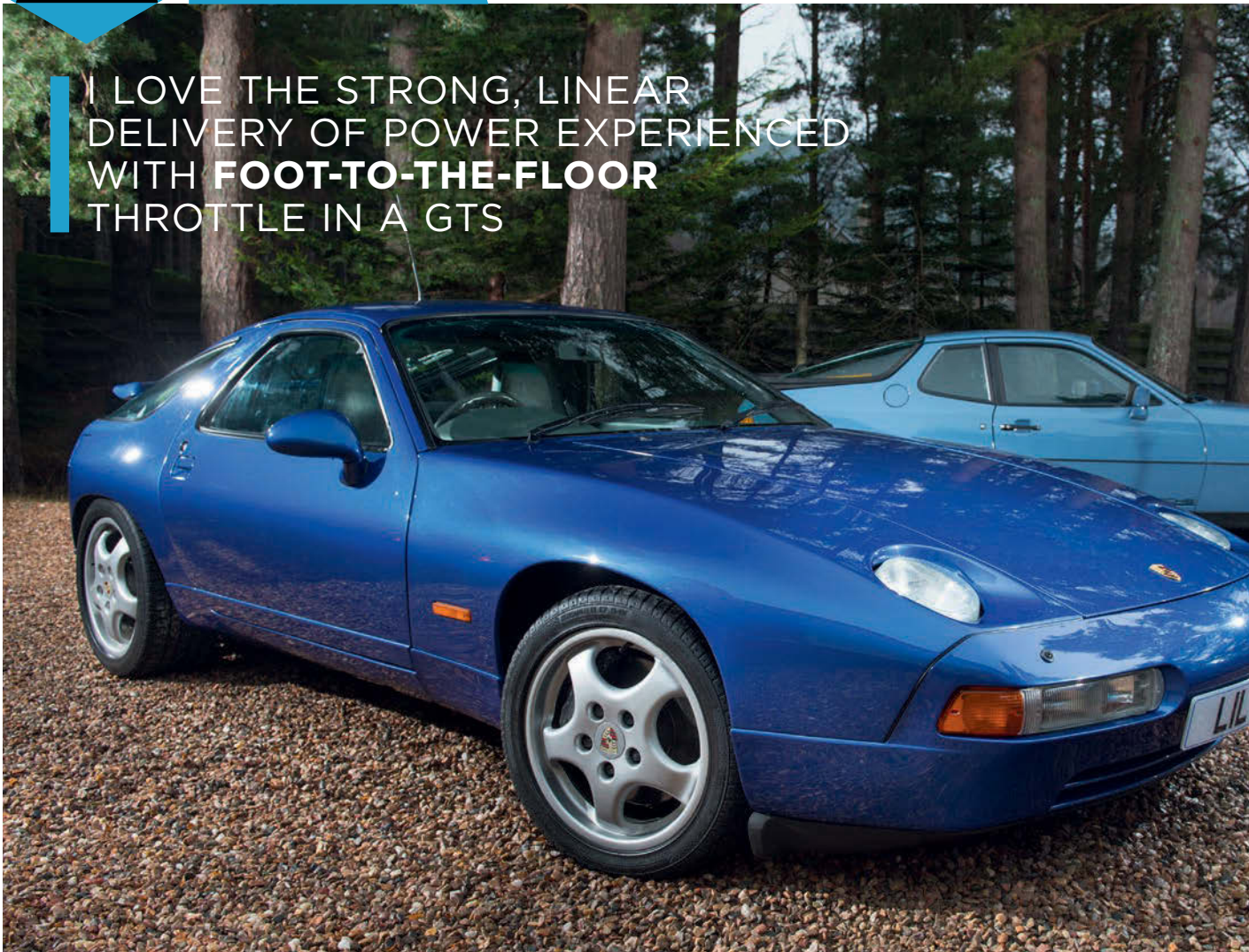
Above Ferrari paint might not please the purists, but there's no getting away from how good Malcolm's 1984 Carrera 3.2 looks





Porsche people

I LOVE THE STRONG, LINEAR DELIVERY OF POWER EXPERIENCED WITH **FOOT-TO-THE-FLOOR** THROTTLE IN A GTS



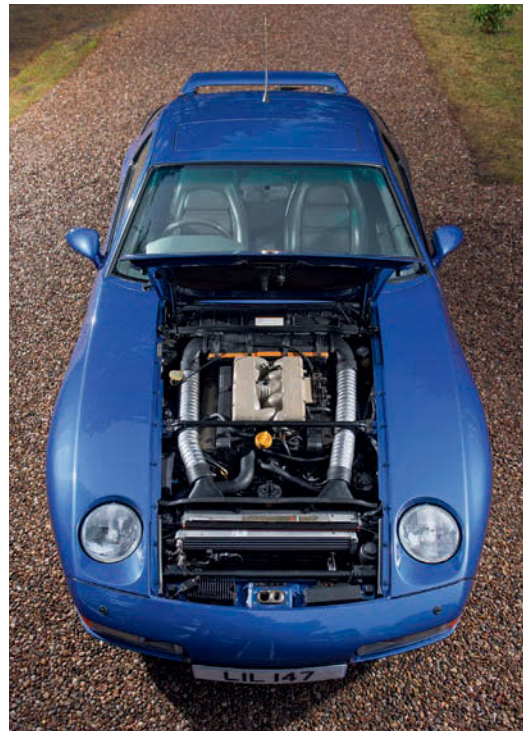
» and luxurious interior were worth every last penny he had to his name.

An air-cooled 911 is a different kettle of fish to an Astra GTE, so it came as little surprise to all present when Malcolm stalled his new ride the second he tried to pull away from the forecourt. “The clutch took a bit of getting used to!” he chuckles. From that point onwards, however, it was plain sailing, with countless weekends of racing along the open roads of rural Scotland.

In 2010, the car was treated to a glass-out respray at Aberdeen-based, Porsche-approved repair centre, Kinghorn Bodyshop. A new clutch, the application of specialist leather treatment products and regular servicing is pretty much all Malcolm has had to concern himself with during quarter century of ownership. It was this vote of confidence in Porsche products that led him to entertain the idea of purchasing of a Monaco Blue 924 Turbo in 2013.

“I’m not mechanically minded, but the great thing about a 924 is how easy the model is to work on for those of us not *au fait* with a set of spanners,” he continues. “I’d spotted photos of the Turbo on a thread posted on the excellent 924 Owners Club forum. I was bowled over by how good the car looked, and it didn’t take me long to ask its owner to give me first refusal if he ever wanted to sell.” A short while later, the pair agreed a price for the tidy Turbo to relocate to Chez Lovie, but at the last minute, the ’80-plater’s owner got cold feet. The deal was off.

Understandably disappointed, Malcolm vowed to fill the space he’d cleared in his garage with a Stuttgart-badged belter regardless of the unfavourable outcome of his attempt to buy a 924. Once again, he looked to Porsche’s transaxle family, resulting in the purchase of a 1993 Cobalt Blue 928 GTS. Kept in storage by a collector (“he had six of them tucked away in a barn”), the



last-of-the-line grand tourer was in a completely standard state of tune, but required a little TLC, as evidenced by the presence of a delaminating windscreen, small areas of rust, missing door trim and scuffed leather.

SECOND CHANCE

Malcolm quickly set about righting the few wrongs he inherited with his purchase. "It's an amazing car," he beams. "I absolutely love the strong, linear delivery of power experienced with foot-to-the-floor throttle in a GTS. Truth be told, I'd have preferred a late 928 with a manual gearbox, but there's no denying how good the model is irrespective of its transmission type."

Six months after he forked out for the V8-powered land shark, the phone rang. It was the owner of the 924. He'd changed his mind – the car was now available to purchase if Malcolm was still interested! "I couldn't believe it. I'd

spent all my money on the GTS, and now the 924 I desperately wanted to own was being offered to me!" he roars. Needless to say, he looked down the back of the sofa for every last penny.

The Pascha-trimmed Turbo is spotless inside and out, yet its fantastic cosmetic condition (partly the result of a recent respray at Kirkton Motor Body Repairs in Banchory) suggests little of the time the car has spent hammering around race circuits during open track days, a favourite pastime of the previous owner. Up-rated suspension, bigger brakes and a dash-mounted boost gauge hint at this activity, but it's not something Malcolm has planned for the future. "My intention was to return the car to outstanding cosmetic condition, and that's what I've done," he smiles. "924s are great fun, and I wouldn't hesitate to recommend one to anybody thinking of dipping their toe into the waters of Porsche ownership." ➤➤

Above Futuristic styling combines with Cobalt Blue paint to make this stunning 1993 GTS look every bit the modern sports car




Porsche people



Left Gleaming 924 Turbo engine bay is utterly spotless

Below Malcolm rates the Pascha-trimmed Monaco Blue transaxle as being huge fun

» Save for the aforementioned Pascha seats, pretty much every one of the Turbo's key components has been restored, refurbished or replaced by Malcolm at home, with ongoing assistance from the lads at Pringle Motor Engineering in Ballater. Porsche Centre Aberdeen is tasked with annual servicing duties (regardless of mileage), ensuring this terrific transaxle is kept in tip-top order. So what's next? Another blue Porsche?!

"I like the idea of owning a 914," muses Malcolm. "An ex-director of Porsche Club GB lives near me. He has a 914 finished in a striking shade of blue. I've admired the quirky roadster for quite a while, but I assure you the colour isn't why I've got a soft spot for the car."  You keep telling yourself that, pal!



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Torque *Enthusiast*

John Rampton

You don't need to own a Porsche in order to appreciate the brand, its products and its rich heritage, argues automotive and commercial photographer, John Rampton...

I've always had a passion for photography and cars. As a child, if I didn't have a toy car in my hand, I had one in my pocket. With my cheap 35mm camera (and one of those strange disc-film Kodak things), I used to take snaps of every four-wheeler that interested me. Not much has changed!

My lifelong interest and experience in automotive photography has culminated in my occupation as a professional commercial photographer. I love what I do for a living, and outside of static, motion and light-painting commissions for my clients, I've combined my two passions by embarking on an ambitious project to photograph every variant of every Porsche model from the earliest to the newest. My hope is to publish the collection at some point in the not too distant future.

Clubs have been a great resource when it comes to unearthing rare Porsches for me to point my lens at. Groups of owners have often gathered together in a single location in order for their prized possessions to be included as part of my pet project. Despite my name not appearing on the logbook of a Porsche (I have a history of air-cooled Volkswagen ownership), I've never been made to feel like an outsider by the Porsche pilots I've encountered. In contrast to the cliquey nature of owner-driven clubs concerned with the output of Porsche's rival manufacturers, a love of Stuttgart-crested cars, their history and the marque's technical achievements is enough for anyone with a passion for Porsche to be accepted into the fold.

When you think about it, being a fan of the brand without owning a Porsche car makes perfect sense. After all, how many vintage railway enthusiasts own a steam train?! I'm not denying that it'd be great to open my garage door and see a classic Porsche waiting to greet me, but not having the keys to the object of my desire is no barrier to participating in club events or road trips with those lucky enough to be in charge of their own Porsche. Moreover, many of the owners I've met have been keen for me to drive their cars, enabling me to experience the quirks



and characteristics of each model first-hand. Similarly, Official Porsche Centre principals have regularly handed me the keys to the latest offerings in their showrooms.

Most Porsche clubs classify themselves as enthusiast groups, thereby promoting the idea that an interest or love of the manufacturer's output is enough for you to be welcomed as part of a thriving, worldwide community of Porsche fans, regardless of whether you're an owner. The Independent Porsche Enthusiasts Club (TIPEC), is a prime example of this ethos in action. If you're in any doubt, my status as TIPEC's joint regional organiser for the Hampshire chapter should prove the point. Non-elitist, unstuffy and offering a warm welcome – that's the wonderful world of Porsche!

Above John's personal project is to photograph every variant of every Porsche car produced

www.vroomphoto.com
 Twitter: @vroom_photo
 Instagram: @vroomphoto



How many vintage railway enthusiasts own a steam train?!





911 (993) Turbo £129,900

This is a stunning example of a 1997 911 (993) Turbo in Arctic Silver with 59,094 miles. It features a six-speed manual gearbox, air-conditioning, alarm, electric seats, electric windows and sunroof, leather interior, on-board computer, a Porsche sound system and the original Service Book and Owner's Manual.

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Torque Specialist

Mark Goody

Not only does Porsche Centre Hatfield principal, Mark Goody, get to spend his days in the company of extraordinary road cars, he's lucky enough to have spent time as trackside support for a famous 928...

Earlier this month, the 1978 928 raced by Le Mans hero, Richard Attwood, in last year's Historic Sports Car Club's '70s Road Sports series was offered for sale following an exciting season of motorsport which saw the car perform better than expected against stiff competition. This particular V8-powered Porsche holds a special place in my affections, not only due to my love of 928s, but because I joined five of my technicians in performing as trackside support when the car competed at Brands Hatch in July.

Readers of *Ultimate Porsche* will remember the showcase feature about the tough transaxle from its star turn in the September issue of the magazine (bit.ly/americanoutlaws-up). The car achieved a 100% finishing record across the season, securing three podiums along the way. Technicians from each of the four Porsche Classic Partner Centres (Hatfield, Leeds, Glasgow and Swindon) acted as pit crew when the car was competing at venues in their neck of the woods, hence my team's presence at Brands Hatch.

Attwood wasn't able to attend the meet, leading to the appointment of Carrera Cup racer, Tom Bradshaw. He's no stranger to the car, having been involved in its development in his role at Road and Race Restorations, the Manchester-based, Porsche-approved bodyshop that worked on the project after partnering with the Classic Partner Centres on the successful build of 924 GTP chassis 002, the resurrected Le Mans machine that starred on the cover of the August edition of *Ultimate Porsche* (check it out at bit.ly/legendsoflemons).

As the principal of Porsche Centre Hatfield, I'm lucky enough to do a job where I'm surrounded by the most amazing cars, but the opportunity to go racing with a 928 filled me full of adrenaline. Being part of the action was a thrilling experience, and all of us who participated were buzzing for a long time after the event took place.



I loved seeing the distinctively styled, race-ready 928 — a car decorated with the number forty in recognition of the model's age at the point it hit the track — on display in the Hatfield showroom before and after the trip to Kent's most famous race circuit. Parked next to the immaculate Crystal Green Metallic S2 thoroughly restored as a joint venture between my team and London's only Porsche recommended bodywork repair centre, M&A Coachworks, it encouraged me to reminisce about the second-gen 928 I owned at the turn of the century. I adored that car (a Porsche that more than lived up to expectation), its styling striking me as unlike anything else I'd seen on the road. Even today, more than four decades since it was launched, the 928 looks fantastic thanks to a design light years ahead of similarly aged sports cars. It really is a Porsche with an appearance that has stood the test of time. Here's to the model's next forty years!

Above Two amazing examples of the 928 (photographed at Porsche Centre Hatfield)

www.porschehatfield.co.uk
Twitter: @markjgoody911



I loved seeing the race-ready 928 on display in the Hatfield showroom



AMERICAN DREAM

This 2.4-litre 914 has made its way from the racing circuits of the USA to the leafy lanes of southern England

WORDS & PHOTOGRAPHY **Davy Lewis**



Worldmags.net



Worldmays.net



Lead to any auction house or classic car sale and there's one thing buyers value more than anything else – provenance. Indeed, you could argue that a car's recorded history is its most important feature. It certainly has a big impact on final sale prices, and many will tell you it's an essential part of what makes a great classic stand out in a crowded marketplace. If the documentation that accompanies a vintage vehicle highlights a colourful past, then all the better.

Tony Parker's 914 is a prime example of a cherished classic with a stonking (and verified) history. Having spent much of its life being flung around Stateside race tracks, the Targa-topped speed machine has an interesting past, one that started when the car was sold with its factory



Left and below Lack of rear window means cabin is full of the sound of all 2.4-litres roaring into action

Right The car's racing career is documented by way of numerous body stickers



two-litre specification by Jacksonville Porsche Centre in Florida forty-four years ago.

A potent 2.4-litre flat-six found its way into the belly of the Baja Red roadster much later, leading to a racing pedigree that dates back as far as 1984 and makes itself known through a variety of bodywork graphics. For example, there's a sticker that commemorates the 914's twenty-fifth anniversary race at Roebing Road Raceway, Georgia, an occasion that saw the car finish first in the expert hands of Andy McNeil and his brilliantly-named co-driver, Chuck Piazza. Among other silverware-securing successes, the duo went on to win the 1996 Savannah Enduro, not to mention a further two races at Roebing Road where Andy secured victory in a 914-only race before Chuck took the win in a multi-marque contest.

A short while later, the car was returned to the custody of Le Mans pilot, Rick Fairbanks, who'd enjoyed racing the nippy 914 prior to Andy and Chuck's adventures on asphalt. Subsequently, Rick entered the car into several races, not least of all Classic Motorsports Mitty and Historic Sportscar Racing Series events held at famous motorsport venues, including Daytona and the Porsche's old haunt of Roebing Road. "I've tried to find out more from Porsche Club of America," sighs Tony. "Many of the records held by the club have been lost, making my efforts harder than I thought they'd be, but I do know the car spent time competing in the Rolex Enduro Series," he confirms.

After much success on track, Tony's 914 was put into storage until 2011, when Black Forest Racing boss, John Forbes, awoke the car from slumber and transported it ➤➤

Price wars

Although the 914 was considered to be close in spirit to a small British 1960s sports car (such as the MGB), the model cost almost as much to buy new as an E-Type! In the present, enthusiasts are waking up to the 914 as being a modern classic, with the Boxster noted as following the 914's blueprint. Tony's meticulously maintained motorsport machine goes some way towards demonstrating just how much fun the 914 is, and it can be yours for £45k. Contact Canford Classics for info.



to his workshop in North Carolina. John is a Porsche-trained master mechanic, so it's safe to say he knows his way around classic Stuttgart metal. He equipped his new toy with a variety of parts, including a fresh fuel cell, new safety harnesses and a window net, before hitting the Virginia International Raceway Gold Cup in 2012.

Fast-forward to May 2015, and this retro racer arrived in the UK. "I'd been campaigning a 968 in a Welsh road rallying contest," recalls Tony. "A friend made it clear to me he thought the car I was driving was ill-suited to competition life, a train of thought that led me to scan online classifieds for a race or rally-prepared Porsche." The radiant red 914 caught his attention, and it wasn't long until the car was being loaded onto a ship bound for Blighty.

"The car is road legal," reveals Tony. "In the UK, however, few people I encounter outside of Porsche circles seem to know the 914 exists. Whenever I fill up with fuel, I'm approached by someone who asks what I'm driving!" he laughs.

Above Functional Porsche race car office is sparse, but does exactly what it needs to

An engine and gearbox rebuild were high on Tony's wish list. "Early on, I discovered that overfuelling was causing flames measuring three-feet long to shoot out of the car's exhaust system! I wanted my 914 to be the very best it could be, which is why I commissioned Nick Fulljames at Redtek to carry out a comprehensive overhaul of the car's modified mechanical components."

As regular readers will know, Nick has forged an enviable reputation for being one of the UK's leading independent air-cooled engine specialists. He set about rebuilding the 2.4-litre lump with JE forged pistons, new race-spec camshafts, new sensors and re-bored barrels that join already-present PMO carburettors. XDi Electromotive manually programmable ignition was also in place, a system Nick overhauled at the same time as fitting a Fuelsafe petrol tank and Aeroquip fluid transfer lines.

Other engine goodies include a Patrick Motorsports vented oil system and a racing clutch. Nick fabricated an updated wiring loom

BLIP THE THROTTLE, AND THOSE PMO CARBS CAN BE HEARD **DOING THEIR THING**



and added new rear silencer for good measure. It was, however, the car's Type 901 gearbox that revealed itself to be most in need of attention. Two new differential bearings were required, plus synchro and dog rings needed to be replaced. A new input shaft roller bearing was also necessary if the hard-working transmission was to shift sweetly once again.

ART OF NOISE

One thing's for sure – with more than £23,000 in receipts from Redtek, you can rest assured this classic Porsche is running better than ever. "I invested in new seats and a roll cage before submitting my 914 for checks that would ensure its status as a road-legal race car," Tony tells us. "I wanted to be able to drive it to and from whichever hill climb or track took my fancy. Mind you, the sound the back box makes is unreal, so I'd be mindful of driving any great distance without my ear defenders close by!"

The car has a raw, visceral feel to it. Turn the key and the flat-six barks into life behind your

shoulder. It's a noise made all the more apparent due to the lack of rear window. Blip the throttle and those PMO carbs can be heard doing their thing. It's a raspy, purposeful sound that's further amplified by the stripped-out chassis.

With little in the way of creature comforts, everything is felt through your contact with the car. Be it your hands tightly gripping the tactile Personal leather-trimmed steering wheel, or your backside nestled in a Cobra bucket, it's easy to feel as though you're an integral part of this mid-engined marvel.

The interior, though pared back to the bare essentials, is a wonderful place to be. Once you've made your way over the sill and into the perfectly positioned driver's seat (nice and low with plenty of legroom), the beautiful aluminium shift lever falls naturally to hand. The transmission is a dog-leg setup, offering an enjoyable throw as you snick into the desired gear. The race clutch is firm, but certainly not what you'd describe as recalcitrant, and the pedals are superbly placed for heel-and-toe. ➤➤

Big numbers

The 914 celebrated its 100,000th unit of production in May 1974. A limited edition known as the 'Jubilee' was launched in order to draw attention to the occasion. Powered by a two-litre engine, the model was available to buy with a choice of two twin-tone colour schemes (one being black and yellow, the other being red and white). Contrary to how they appeared in Europe, USDM 914s were never sold with VW-Porsche badges. Supplied to buyers in America by the Porsche-Audi partnership, these cars didn't wear Stuttgart crests or the VW link on their body panels.



THIS CAGED 914 CAN BE **THROWN AROUND WITH GREAT GUSTO**, WHEREAS HEAVIER MACHINES INVITE YOU TO WRESTLE

With no sound deadening or carpet, you get to experience every noise and vibration. As you might expect, the Bilstein-bolstered chassis – enhanced by Protech Motorsport – is the key to the car's sublime handling. "The 914's mid-engine configuration makes it an incredibly well-balanced machine," says Alan Drayson, owner of classic Porsche restoration specialist, Canford Classics (canfordclassics.co.uk), and the man Tony has charged with selling his gorgeous red pocket rocket following a thorough inspection and detail at the firm's Dorset headquarters. "When it comes to the 911, you have to tread carefully, but you can really push this car. In many respects, you can think of it as being a classic version of the Cayman."

By today's performance standards, a 2.4-litre

Above 914-6 badging is a nod to the 911 2.4-litre flat-six tucked behind the front seats

flat-six producing close to 290bhp isn't exactly the stuff of headlines, but as any race car engineer will attest, it's not simply a high number of ponies that matters; the weight an engine has to propel makes a massive difference, as does stopping and cornering prowess. At the end of the day, less bulk equates to a quicker car and nimbler handling. In other words, this caged 914 can be thrown around with great gusto, whereas heavier machines invite you to wrestle. "It's light, yet very powerful," smiles Tony. "Even on the public road, it feels like I'm driving a go-kart!"

STICKING POINT

This is a fantastic-looking classic Porsche too. Its exterior is presented with 914-6 GT-aping composite wide wheel arches. The bonnet, rear deck and doors are also made from light materials, while polycarbonate windows do their bit to shed even more weight. Fifteen-inch staggered Fuchs wheels interrupt the pleasingly angular body of the car, which is decorated in those all-important race stickers.

If you're on the hunt for an old-school Porsche, one that's guaranteed to attract the adoration of onlookers whenever you hit the road (or your nearest motorsport venue), then Tony's 914 could be it. Yep, this superb 2.4-litre racer is ready and waiting at Canford Classics for its next owner. Supplied with impressive paperwork documenting its time before and after arrival in the UK, this is every bit a classic car that stands out from all others.



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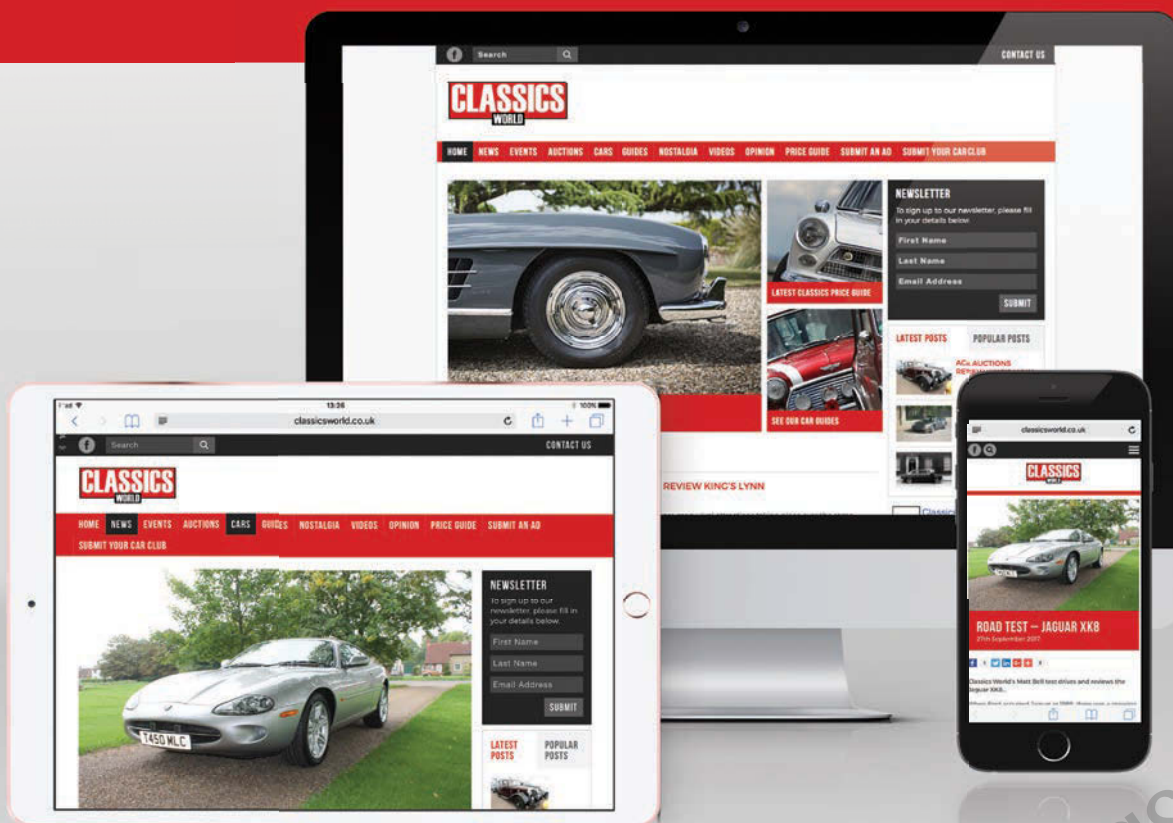
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Hans Mezger

If you're looking for someone to thank for Porsche's engineering success, you could do a lot worse than shake the hand of Mr Mezger!

WORDS **Jason Cooper** PHOTOGRAPHY **Porsche AG**

At the age of twenty-seven, Hans Mezger graduated from the Stuttgart Technical University with a degree in engineering before walking straight into Porsche's *Works 1* development department, where he was charged with overseeing the refinement of new valvetrain components for the Carrera engine designed by Ernst Fuhrmann, a man who had just left Porsche, but would return in 1971 in order to work his way up the chain of command to become chairman of the board.

Prior to Fuhrmann's return to the fold, Mezger moved to the Porsche design department and worked with Ferdinand Piëch to create the flat-six that would power the then-new 911 for the next thirty-five years. Mezger's first love, however, was motorsport, which is



German super-sports car, Porsche harnessed, refined, detuned and compacted the technology for road use, resulting in the birth of the 911 Turbo. It seemed as though everything Mezger worked on generated massive success for his employer!

With the Swabian working his magic, Porsche seemed to do little wrong; it was Mezger who helped to establish the Stateside Can-Am series, further emphasising his importance as one of the key figures in the Porsche story by managing to pull 1,200bhp out of the 917 Can-Am in 1973. He assisted with the development of the 935, 936, 956 and 962, and he delivered 917-esque power

He delivered 917-esque power figures with his famous TAG Turbo 1.5-litre F1 V6 engine design

why he dedicated most of his working life (all of it with Porsche) to extracting big bhp out of Stuttgart-crested racing machinery. He designed the 804's race-winning 1.5-litre flat-eight F1 powerplant, a pursuit that made him the obvious candidate for the position of Porsche Race Design leader, heading a team that produced the extraordinarily successful 917.

Speak of the Porsche 912, and most will think of the 'baby 911', but the same designation was slapped onto the flat-twelve fitted to the 917. An evolution of the earlier flat-eight, the

hugely powerful engine used a V12-style crankshaft to such great effect that Ferrari returned to the flat-twelve concept in three-litre guise (albeit water-cooled) for its F1 programme after seeing how dominant the 917 was in endurance racing competitions. Mezger's influence was spreading far and wide.

The 1970s brought with it a thirst for forced induction. It was Mezger who led the charge (geddit?!), playing with snail-shaped bhp boosters to deliver well over a thousand ponies from the 917/30. Sensing an opportunity to create the first

figures with his famous Techniques d'Avant Garde (TAG) Turbo 1.5-litre F1 V6 engine design, an astonishing creation that propelled McLaren to twenty-two Grand Prix wins in the mid-1980s. Niki Lauda drove his TAG-powered MP4 to bag championship silverware in 1984, as did Alain Prost in 1985 and 1986.

After close to four decades of ground-breaking work at Porsche, Mezger retired in 1994. He remains a Porsche fan, and makes frequent visits to the Porsche Museum in Stuttgart. This year he celebrates his eighty-ninth birthday.



FROM THE
VAULTS

1981-1993

A BREATH OF FRESH HEIR

The last of Porsche's air-cooled classics, the 993 married contemporary technology with aerodynamic style.

WORDS **Richard Gooding** PHOTOGRAPHY **Various**



1985 1986 1987 1988 1989 1990 1991 1992 1993

Through its many incarnations, the 911 has been updated with an ever-improving raft of technologies. The 964 brought innovations aplenty, including four-wheel drive, an advanced aerodynamic silhouette, a retracting spoiler and a semi-automatic Tiptronic gearbox. Porsche purists voiced mixed opinion, but it was obvious that a tech-laden successor to the G-series was required in order for the 911 to avoid the scythe of the Grim Reaper. Again.

On paper at least, the 964 would be a tough act to follow, but at the Frankfurt Motor Show in 1993 (the 911's thirtieth anniversary year), Porsche unveiled its 'last hurrah' for the air-cooled 911. 'Type 993' was the embodiment of everything the manufacturer had learned from

three decades of 911 development work. Arguably one of the prettiest generations of the legendary German sports machine, the "eighty percent new" 993 was styled by British designer, Tony Hatter, and project managed by Porsche legend, Harm Lagaay. Building on the aerodynamic qualities of the 964, the 911's signature shape remained, although gently modified bumpers, teardrop-shaped door mirrors and pantograph-style windscreen wipers brought the flagship Porsche production car bang up to date.

The biggest change to the 911's look was the loss of its 'frog eyes'; the 993's sloped headlights had more in common with the contemporary 928 and 968 thanks to ellipsoid units flush with the front wings. Inside the car, cabin architecture remained largely unchanged, albeit with repositioned switchgear. ➤➤

The arrival of the 993 signalled another superbly refined version of the classic 911 silhouette



FROM THE
VAULTS

OPTIMISED USE OF PLASTICS HELPED TO KEEP WEIGHT DOWN



► We may have made it sound as though the 993 was a simple updating of the 964, but the newer car featured the most significant changes to the original 911 since its arrival in 1963. While the unmistakable glasshouse and silhouette remained, the updated body masked radically-altered mechanicals. Increased track sat beneath wider wings. A new subframe-mounted aluminium multi-link rear suspension system brought enhanced handling, while the 3.6-litre M64/05 flat-six now boasted 272bhp. Revised with hydraulic lifters and a twin-ignition system, the six-cylinder powerplant transferred over 243lb/ft torque to the road through a fancy new six-speed transmission.

Optimised use of plastics helped to keep weight down. To that end, bumpers, sill covers, engine bay shrouding and the front luggage area were just some of the parts moulded from the stuff, most of it recycled. Further emphasising the 993's environmentally-friendly credentials, twin catalytic converters kept emissions low.

Ditching the 'fourby first' approach Porsche used when launching the 964, our favourite car maker introduced the 993 in two-wheel drive mode. Now simply badged 'Carrera', the newcomer was well-received by the world's motoring press, with its predictable and safe handling noted as less likely to catch the unwary off guard. With comfort, refinement and acceleration also improved, there was little not to like! Riding the wave of approval, Porsche took the opportunity to introduce the 993 Cabriolet at the highly anticipated Detroit Motor Show in January 1994.

LIFTING THE LID

The Cabriolet promptly accounted for forty percent of 911 sales, and the drop-top brought more tech treats that would keep sales strong; electric motors lowered or raised the well-soundproofed hood in just thirteen seconds (only when the handbrake was applied), while an optional electrically-operated windbreak

Top The gorgeous Carrera 4S

Top right To celebrate the build of one millionth Porsche, Ferry Porsche presented a 993 Carrera coupe to the Stuttgart Polizei on 15th July 1996

Right The last air-cooled 911 rolls of the production line, 31st March 1998

1985 1986 1987 1988 1989 1990 1991 1992

1993



Speed demon

Long a tradition in the 911 line-up, there was no official Speedster version of the 993. That said, Porsche Exclusive (originally the manufacturer's 'Special Wishes' department) created two 993s inspired by the 356 Speedster. The first, a dark green drop-top built in 1995, was given to Ferry Porsche on the occasion of his sixtieth birthday, while the second Speedster-themed 993 was custom-built in 1998 for US TV star and stand-up comic, Jerry Seinfeld.

automatically raised when the roof was down, minimising wig-whipping. The part could be removed and stowed away if the driver so desired. Perhaps most surprising of all was the fact that despite additional chassis strengthening to prevent flex, the weight of the open-top 993 was 1,370kg – exactly the same as the coupe!

TRACK ATTACK

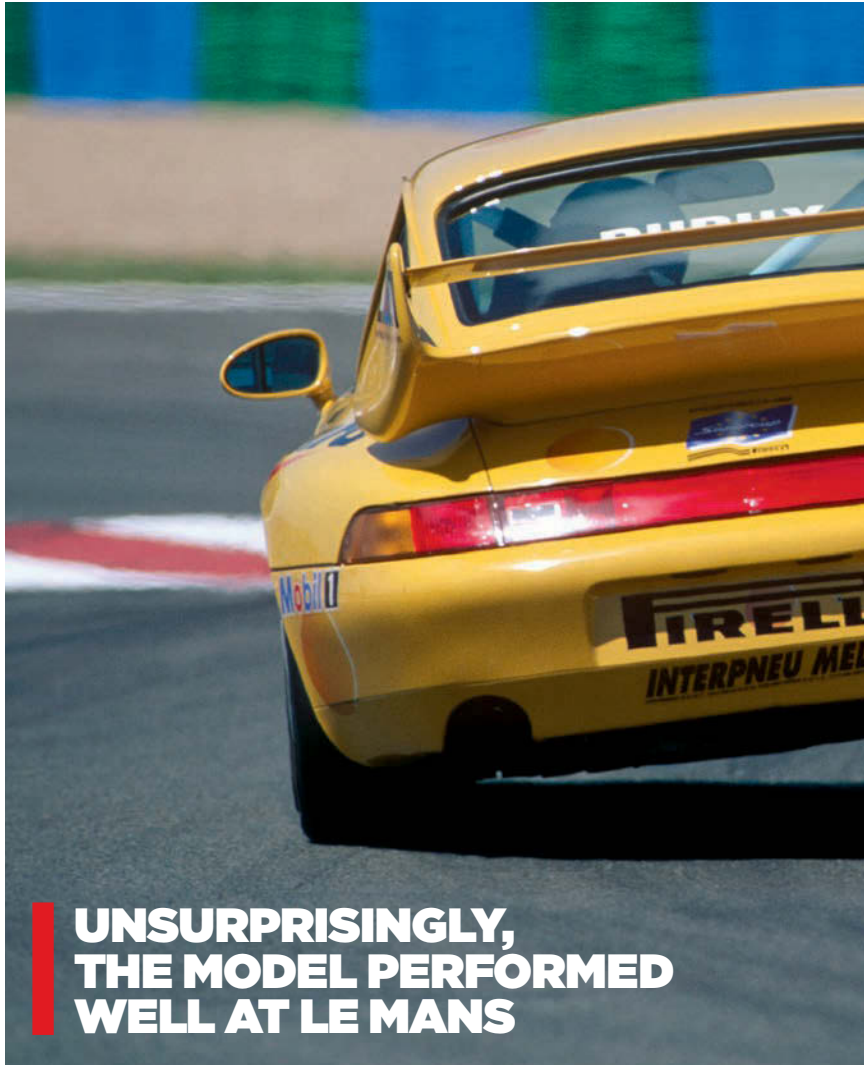
A four-speed Tiptronic transmission with an intelligent shift pattern (adapting to the user's driving style) arrived in May 1994, quickly followed by the first competition 993s. The 1,100kg Carrera RS featured a 310bhp, 3.8-litre flat-six and was capable of 0-60mph in just 4.7 seconds. One hundred examples were built, fifty-five of them spartanly-trimmed for road use. Another forty participated in the

F1-supporting Carrera Cup series, while the remaining five were built to intoxicating RSR specification. Boosted to a full-fat 350bhp, these mighty motorsport machines frequented the BPR Global Endurance Series.

Also featuring 3.8-litres of firepower, 790 road-legal RS and Clubsport 993s were offered for sale at DM153,350 a pop during the 1996 model year. Simple loop-style door pulls were a throwback to the 1973 RSR. Lighter glass helped to shed 100kg when compared to the Carrera. Front corner wings, a fixed rear spoiler and eighteen-inch Cup alloys signalled the RS's intent. Clubsports numbered 227, while fifty-seven racing versions came complete with an intake-equipped adjustable rear wing.

A year earlier, the four-wheel drive Carrera 4 joined the 993 line-up. Available in coupe and Cabriolet guise, this new four-pawed 911 ➤



FROM THE
VAULTS

UNSURPRISINGLY, THE MODEL PERFORMED WELL AT LE MANS

► made use of a multi-plate viscous coupling clutch which controlled torque split, a move forward from the electronically-controlled clutch-based system of the 964 Carrera 4. Understeer was less prevalent on the newer model, which was only fifty kilograms heavier than the two-wheel drive 993.

The 993 Carrera 4 could be identified by an all-red rear light strip, clear front indicators, titanium-hued calipers and a colour-matched script badge. Locking and automatic differentials kept the model on the straight and narrow. All corners of the motoring press praised the car. Indeed, several correspondents reflected on a more involved drive than they'd experienced from behind the wheel of the 964 Carrera 4. Job done!

A further run of 1,200 RS-badged 993s came with the added benefit of Porsche's Varioram induction system. Developed from the 'ramjet' system found on the 928 GTS, the variable-length induction trumpets altered depending on engine speed and throttle openings. At a

price of £65,245 (£8,750 more than a Carrera), only thirty RSs were sold new in the UK. A further hundred 350bhp Varioram RSRs were marketed, rewarding your £71,495 spend with a roll cage, a fire extinguisher, six-point safety harnesses, a front strut brace and thinner glass. An optional two-plane rear wing made RSR look even more fearsome. Unsurprisingly, the model performed well at Le Mans.

BACK TO THE FUTURE

The return of the prodigal son was announced at the 1995 Geneva Motor Show. Yep, forced induction was back! Packing 408bhp, 398lb/ft torque and a Turbo badge, the 993 was finally the full-blown supercar many hoped it would be. Lessons had been learned from the 959 project; twin-turbochargers and intercoolers improved throttle response at low engine speeds, while ABS helped to bring ballistic speed to an abrupt halt. 30-70mph was dispatched in 3.4 seconds, a full 2.6 seconds quicker than the same test when carried out from the pilot's seat of the Carrera 4.

Top Be it road or race, the 993 was a force to be reckoned with, as demonstrated by cars competing in the ADAG GT Cup and various other punishing motorsport contests

1985 1986 1987 1988 1989 1990 1991 1992 **1993**



Topping out at 180mph, the turbocharged 993 instantly became Porsche's fastest-ever production car. Highlights included hollow-spoke alloys, 25mm wider bodywork and a fixed rear wing with upturned edges. The 0-62mph time of 4.5 seconds was as impressive as the 2.6 seconds the nippy 911 took to decelerate to a standstill following the application of 322mm cross-drilled brake discs. And for those who fancied an open-topped Turbo, fourteen 993 Turbo Cabriolets were built by the legendary Porsche Exclusive department.

Varioram became standard for all 1996 model year 993s, pushing the Carrera's power output to the 285bhp mark. Now capable of reaching 171mph, there was more torque in the mid-range. The car scampered to 62mph quicker too – the benchmark sprint now took 5.4 seconds. Also new for 1996 was a rear under-window spoiler with high-level brake lights and rectangular exhaust tips, plus a stalwart which had been missing from the 911 range since the demise of the 964. Yep, it's time to talk Targa!

Thoroughly reinventing the Targa concept, the semi open-top 993 did away with the classic brushed aluminium roof hoop and removable panel, instead introducing a full-length, electrically-operated sliding glass roof which slid back from above occupants' heads to rest behind the rear window. Even though the fully weatherproof roof was made from 7mm thick laminated and UV-proofed glass, a nifty blind blotted out the sun's rays when the roof was closed, making the Targa feel more like a coupe.

Lagaay proclaimed the 993 Targa to be "a wonderfully elegant solution" which retained the 911's iconic side profile whilst improving and maintaining torsional rigidity. The 285bhp Varioram-fed 3.6-litre engine powered the £64,250 model, a car notable for its two-piece seventeen-inch wheels.

Meanwhile, the 993 Carrera 4S was essentially a Carrera 4 with the Turbo's wider body, sans rear spoiler. Wings grew to 30mm to cover eighteen-inch Turbo-style wheels. Lowered by the same 20mm as its turbocharged sibling, the ➤

The right track

If the tantalisingly-badged Turbo appeared to be the ultimate street-legal 993, then the GT2 was on another planet! With 430bhp from a 3.6-litre twin-turbo lump (and available to order in road or race trim), the model was super-exclusive. Rest to 62mph took 4.4 seconds, but the stripped-out speed machine reached 125mph from a standstill in a blistering 13.2 seconds. Weighing in at DM234,600 in 1995, Porsche found 141 buyers for the car, with a further forty-nine GTR2 dedicated race cars taking to the track.



» 4S also shared the same bigger brakes and limited-slipper. With a price tag of £74,795, the model was £12,300 more than the cost of a Carrera 4, but not as fast as the Turbo, and less 'pure' than the two-wheel drive Carrera. Many reckoned the 4S was caught between a rock and a hard place, but that didn't stop 2,485 enthusiastic buyers from driving the model out of their local main dealer's showroom!

The Carrera S followed the same wide-body, naturally aspirated formula as the 4S, but in two-wheel drive. A nifty in-car telephone was now part of the home market's standard kit list. Eight models strong, the 993 range proved to all of the manufacturer's critics (and there were many!) that the 911 was in rude health.

MAJOR MILESTONE

Happily, the one millionth Porsche rolled off the production line on 15th July 1996, signalling the company's return to profit. This special jubilee car (a 993, of course!), was presented

to the Baden-Württemberg autobahn police, yet a limited run of 443bhp Turbo S 993s (see page eight) from Porsche Exclusive gate-crashed the celebrations. Front air vents, a bi-plane rear spoiler, yellow calipers and 185mph afforded the special edition plenty of swagger. Unavoidable parallels were drawn with the 959 due to a near-identical power output and the familiar twin-turbo, four-wheel drive configuration.

The Turbo S was the last of the air-cooled 911 Turbos. In total, 5,978 993s featuring forced induction were built during a three-year production cycle.

The last 993 left Zuffenhausen on 31st March 1998, signalling the end of the line for air-cooled 911s. Revered ever since, the 993 is recognised for playing an important part in the 911 story. Blisteringly fast in Turbo specification, many see the model as the most pleasing incarnation of the 911 concept thanks to a wide range of trim options, range-topping power, steadfast reliability and racing thrills.



Above Few 993s are as visually engaging as this 1995 GT2 Evolution 'Harlequin' racer

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Builds

SIGNS OF LIFE

For the first time in years, Dan's 944 Turbo is running under its own steam

WORDS AND PHOTOGRAPHY **Dan Furr**

With my long-dormant 951 now at Banbury-based 944 specialist, Retro Restorer, work to resurrect the troubled Turbo can start in earnest. Before

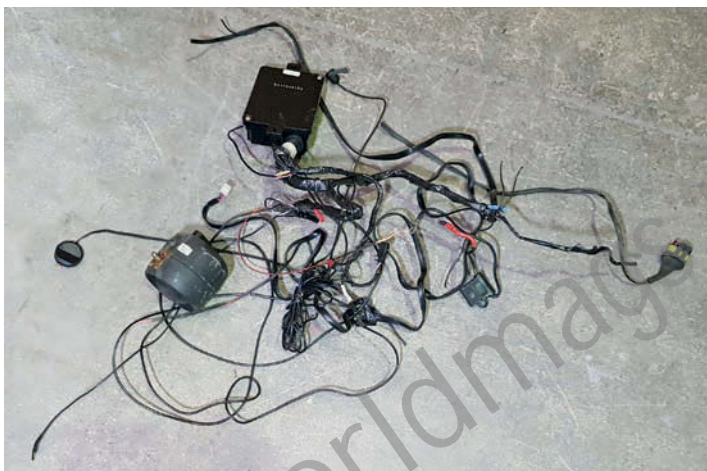
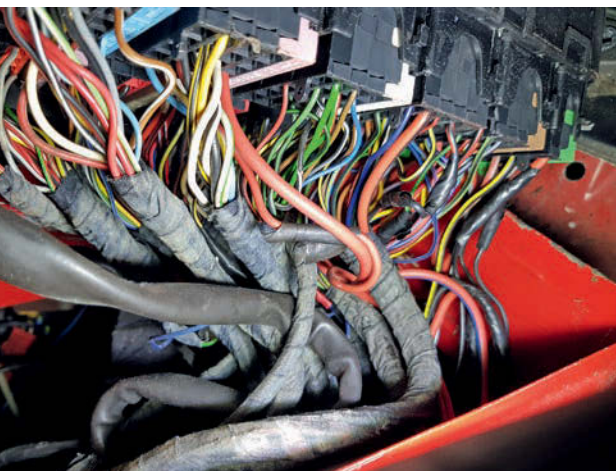
correcting the car's neglected metalwork, however, Retro Restorer head honcho, Nash Hunter, set about removing the oodles of alarm and immobiliser hardware added by previous owners over the course of the past thirty years.

The various aftermarket systems in place (including a speed gun radar scatter detection system!) had been hastily integrated into the factory security system. Unsoldered wiring joints gingerly held together by rotten insulation tape joined alarm loudspeakers and electronic control units on the floor of Nash's workshop after he'd finished tracing and extracting the offending network of spaghetti, much of it compromising the feed for the car's Digital Motor Electronics (DME) relay, which enables the fuel pump and ECU to operate. Fortunately, the slapdash installation of each kit made removal less of a headache than Nash had anticipated (as mentioned in an earlier update, immobiliser activation keys were missing), although this does make one wonder how effective they were in the fight against car theft!

After the original loom was repaired and restored to its original state, Nash carried out a series of tests on other hardware. The starter motor proved itself to be seized, with a spare from the Retro Restorer stockpile temporarily replacing the faulty unit while it is undergoing repair. Continuing the theme, the fuel pump was also seized solid. Once again, a Retro Restorer replacement part came to the rescue, and my shopping list grew accordingly.

Obviously, all fuel pipework is to be replaced as part of the restoration, but it was important to pressurise the system and check for leaks to save Nash's workshop floor from being doused in petrol while engine testing takes place. Thankfully, everything checked out, as did the results of sensor testing before the car's timing belt and oil was renewed. The 2.5-litre lump turned perfectly well by hand, and with the coil unplugged, my Porsche's powerplant could be primed, allowing oil pressure to rise before that all-important turn of the key.

Huzzah! The engine sprang to life without complaint! Furthermore, a compression test delivered the desired results, allowing Nash to crack on with the replacement of oil seals, the thermostat, water pump and numerous other parts safe in the knowledge that the engine is operating as it should. Similarly, the transmission and clutch operate without





Builds

fault, as proved after the application of fresh gearbox fluid and testing. A massive milestone in the project has been reached, and new life has been breathed into the car following its half-decade stint lying motionless in the previous owner's garden.

Nash methodically checked all of the car's electrics, detecting little more than blown bulbs as points of concern. While he was busying himself with pop-up headlights, the car's staggered sixteen-inch Teledials were being treated to a thorough restoration at Huntingdon alloy wheel repair and restoration centre, Wheel Genie.

Each wheel was stripped of its old rubber before being checked for buckles and flat spots (pothole damage). Ordinarily, out of shape rims will be straightened on Wheel Genie's five-tonne straightening lathe, but my 944's Teledials were in good shape, negating the need for this step of the process. They were, however, chemically stripped and bead-blasted to remove any old coatings and corrosion, after which, any signs of minor kerbing would have been removed. If major damage had been detected, TIG welding would have been required. Thankfully, that wasn't the case.

Hand-flattening followed, ensuring a smooth finish for powdercoating. Yet more flattening preceded the removal of any detected imperfections in the powdercoat before the application of base colour and two coats of crystal clear lacquer cured at high temperature. After final inspection, new valves were fitted, along with fresh Toyo Proxes T1-R tyres and weights deemed necessary by digital balancing.

I've used Wheel Genie for the restoration of wheels on many of my non-Porsche projects. The finish and attention to detail exercised by company boss, Keith Dickens, is always brilliant, which is why I was confident that my Turbo's Teledials would look as good as they do. I can't wait to fit them, although with the amount of bodywork lined up for the car, something tells me I'm going to have to be patient. Watch this space!



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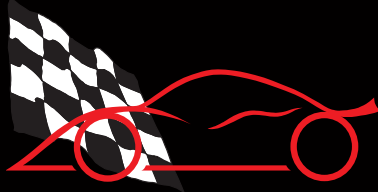
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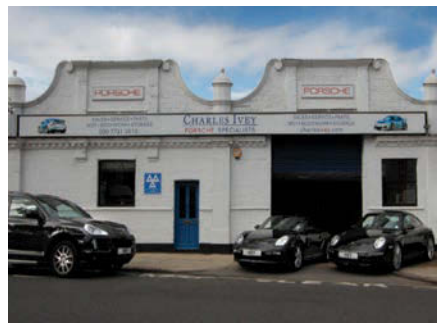


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Five minutes with...

Alvaro Crego

Who are you and what do you do?

My name is Alvaro Crego. I'm Company Director at Charles Ivey (Specialist Cars) Limited.

Pleased to meet you, Alvaro! When was the company established?

The story starts in a hazy Kensington mews setting back in 1970. The firm was the culmination of Charles Ivey's love and fascination for all things Porsche. The business quickly outgrew its premises, and in 1974, moved to its current location in Fulham. Charles' enthusiasm for Porsche generated a great working environment. Furthermore, his sense of fun and adventure led to the formation of Charles Ivey Racing, which enjoyed great success throughout the 1980s and 1990s. It was a busy time, but the fundamental principle of providing Porsche owners with an impeccable service was never compromised, nor was the warm welcome that was extended to everyone, whether they brought their car in for maintenance, or simply popped in for a chat. Today, Charles is enjoying his retirement, but the business he started all those years ago endures.

When did you join the company?

I arrived as an apprentice straight from school in 1978. I bought a fifty-percent share of the company in the early 1990s, and the remainder when Charles decided he'd like to enjoy the fruits of his labour in sunnier climes!

How has the business changed since its inception nearly fifty years ago?

Like the 911, it has evolved. Charles Ivey (Specialist Cars) Limited now provides a diverse portfolio of services. Whether it concerns maintenance or restoration, each is designed to enhance the overall customer experience. The one thing that hasn't changed, however, is the company's commitment to excellence.

How many work at the firm?

We have fourteen members of staff spread across our sites in Fulham and Surbiton.

Tell us about the history of your recently restored Surbiton building.

In keeping with our philosophy that technical innovation and tradition can sit comfortably alongside one another, we were fortunate to acquire the building formerly occupied



by Cooper Cars from 1934 to 1965. We've sympathetically renovated the listed building, preserving many of its original features for present and future Cooper enthusiasts to enjoy. At the same time, we've equipped the workshop and MOT station with the latest technology, and, of course, introduced the Charles Ivey heritage we're so proud of. The end result is, we believe, a place where Porsche owners can bring their cars safe in the knowledge that our facilities and expertise will result in a service that is second to none. Should time permit, they can also enjoy a cuppa in an environment steeped in automotive history and excellence!

How did you stumble across John Cooper's old stomping ground?!

What can I say? Sometimes you just get lucky! We happened to be looking for premises when the iconic building became available. I immediately recognised it as a perfect fit. Pleasingly, restoring the place that was once home to Cooper Cars enabled us to breathe new life into an iconic marque.

What's your favourite classic Porsche?

1973 Carrera RS 2.7.

What's the best thing about owning a classic Porsche?

The driving experience.

Can we follow your adventures online?

Ultimate Porsche readers are invited to visit the company website, www.charlesivey.com

Thanks for your time, Alvaro. It's appreciated!

Above Alvaro is pleased to be able to offer a wide range of services to Porsche owners with cars of all ages

ART ATTACK

Belgian graphic designer, Jean-Denis Claessens, has treated his client's 993 Carrera track toy to a painted finish inspired by the GT3 R Hybrid

WORDS **Dan Furr** PHOTOGRAPHY **After The Race**

The art car subculture has been simmering away for decades, with daring artists (such as Roy Lichtenstein and Andy Warhol) enthusiastically taking a four-wheeler and using it as a blank canvas to create a unique, eye-catching work. John Lennon's psychedelic 1964 Rolls-Royce Phantom V is one of the more famous travelling *objets d'art*, but his fellow musician, Janis Joplin, aligned Porsche with the movement when she bought a Pearl White 356 SC in 1968 before encouraging her roadie, Dave Richards, to decorate the car in *The History of the Universe* (read all about the crazy Cabriolet by ordering a copy of the September issue of *Ultimate Porsche* at bit.ly/americanoutlaws-up).



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993
SPECIAL
CELEBRATION
ISSUE

MAKING THE FINISHED PARTS LOOK **PROPERLY DISTRESSED** PROVED CHALLENGING



spanner-wielding friends who know their way around the inner workings of Stuttgart's finest. A graphic artist by trade, it was when Jean-Denis spotted a 911 stripped bare in a mate's bodyshop that his vision of creating 911-themed car art that could be hung in the home hit him.

"The car's removed body panels were patiently waiting their turn in the spray booth," he recalls. "I remember looking at the long bonnet and thinking what a great surface area it provided to work with. I've always loved classic Porsche race cars, from works Le Mans contenders through to the steeds of less well-known independent teams where I live in Belgium, and I immediately recognised the opportunity to pay tribute to them by way of 911 bonnet-based artworks."

Left How the 993 looked before its transformation

Top right The project ended up being part Porsche restoration, part custom paintwork!

Contrary to what might be suggested by the outlandish paintwork decorating Lennon and Joplin's rides, not all car art has to be free of function. Nowhere is this more apparent than at the race circuit, where all manner of lairy livery has wrapped itself around motorsport machines, helpfully allowing spectators to recognise drivers and team sponsors at a glance. Often, well-executed design applied to race cars becomes so iconic that many will attempt to replicate the look on their road cars. In this regard, few finishes have been as aped as classic Porsche Gulf Racing livery.

"For every ten classic 911 bonnets I'm commissioned to decorate, eight will be covered in Gulf graphics!" laughs art car designer, Jean-Denis Claessens. A Porsche fan with a string of desirable air-cooled classics to his name, he's spent years hanging around the workshops of





His goal was to create carefully painted (no stickers here, thank you very much!) bonnets that would look as though they'd just finished umpteen hard-fought laps at a circuit or rally stage. He knew he could apply paint, but making the finished parts look properly distressed proved challenging. Enter Belgian street artist, Edmond 'Pogo' Thonnard.

Driven by a love for hyperrealism, Pogo stressed the need for Jean-Denis to create authentic patina by making use of materials from real-world motorsport environments. Consequently, in addition to paint, the tools of his trade now extend to expired motor oil (taken only from the engines of air-cooled 911s), genuine race tyre rubber and, perhaps most extraordinarily of all, dirt collected from active rally stages. "It's all part of the process," he smiles. "I go along to rally events and fill small bags with soil from the track after competition cars have flown past in anger. Authenticity is key when it comes to the different ingredients that make up one of my finished works."

ONLINE ATTRACTION

His website (www.aftertherace.be) proudly displays many amazing finished pieces. It didn't take long for Porscheheads to get excited about what they were seeing; pleasingly, orders came thick and fast. An unexpected commission came from bosses at Porsche Belgium who requested various decorated bonnets to hang in many of the nation's main dealer showrooms. Naturally, an incredibly excited Jean-Denis was happy to oblige, his work promising to be clearly visible

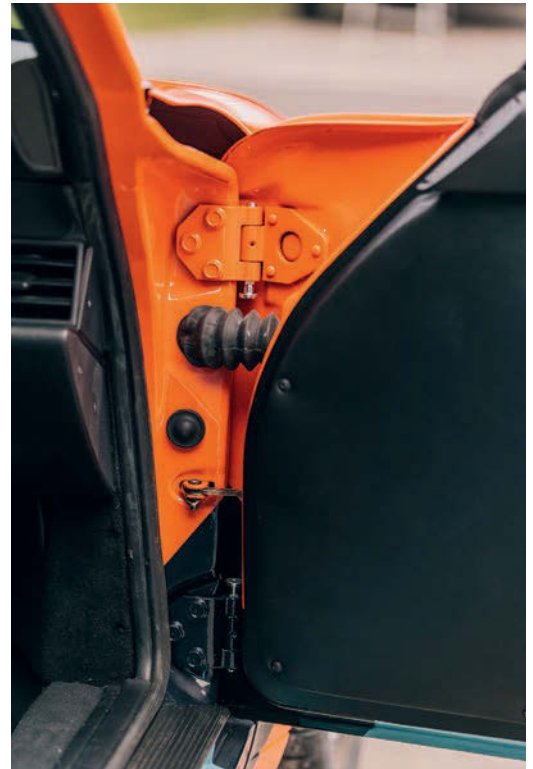
to the many customers wandering in and out of Official Porsche Centres in the country that plays host to the headquarters of NATO and the European Union.

Porsche Belgium was so pleased with the work Jean-Denis produced at the request of its top brass, he was invited to attend FIA World Endurance Championship rounds as an official guest of the manufacturer. He was understandably thrilled for his work to be so earnestly appreciated, but at the back of his mind, he wondered what his next challenge would be. His decorated 911 bonnets had proved to be a great success, and he'd extended his portfolio to include genuine classic 911 door panels, but he yearned for a bigger, bolder

Twice the fun

After the Race is a partnership born out of a thirty-year friendship between Belgian graphic designer, Jean-Denis Claessens, and multi-disciplinary artist, Edmond Thonnard. Proud to be from the land of Porsche legend and six-time Le Mans winner, Jacky Ickx, the duo is passionate about performance motoring, a love that has produced unique, celebrated art applied to classic 911 bodywork.





project. All arrows pointed in the direction of a bespoke painted finish for a complete air-cooled 911.

“I received an enquiry from an excited 993 owner who lives in Paris,” he reveals. “He’d seen my work and was keen for me to paint what was a green Carrera being readied for track action. When taking commissions, I expect a brief, but this guy was refreshingly free-thinking!” The chap’s cavalier attitude amounted to an instruction for Jean-Denis to paint the 993 however he saw fit. Exercising caution, however, our man from Brussels cobbled together a quick drawing by hand and showed it to the car’s owner. Better to be safe than sorry!

Avoiding “yet another classic Gulf livery”, Jean-Denis designed a Gulf-inspired finish heavily influenced by the look of the 2010 GT3 R Hybrid. Beyond the pencilled sketch, development work needed to be applied to the asphalt attacker’s bodywork directly. Before long, the car was stripped of all detachable panels. Jean-Denis identifies the project as part-restoration due to the corrective work required before fresh Gulf-correct colours were applied.

ALL BASES COVERED

Engine cover and luggage area interiors were painted matte black in a nod to the 1967 911R, while striking exterior stripes continue along sills and jambs, ensuring the design is aesthetically pleasing and uninterrupted whenever doors are left open. The attention to detail is excellent, affording the car just as much ‘show’ as it packs ‘go’, the latter made possible by reduced-thickness carpets, composite body panels, lightweight Recaro buckets, a rear seat delete and more than

Above and below Paintwork has been carefully designed to flow uninterrupted even with the car’s doors open

300bhp released from a flat-six loaded with racing camshafts, a modified ECU and a custom stainless steel exhaust system.

Handling is kept in check by chassis stiffening, a roll cage, Bilstein PS9 coilovers and 993 Turbo brakes hiding behind black Michelin-hugged five-spokes, but there can be no doubt regarding the car’s best feature. “Sorting the bodywork preparations, corrections and paint was a real labour of love,” beams Jean-Denis. “The project took five months, often six days a week for what was sometimes fifteen-hour shifts.” The fantastic results speak for themselves, culminating in an immensely attractive 993 that joins his fabulous bonnet-based creations in positioning Porsche at the heart of the art car movement once again.



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The existence of a supportive owners club can be the deal-breaker when it comes to buying a classic car

Kindred spirits

Football hero, David Beckham, once admitted that being part of a club with a solid support network was vital when it came to him being able to enjoy his chosen career to the fullest. Outside of the terraces, he's known for driving an evocation of the Slate Grey classic 911 made famous by Steve McQueen in the cult movie, *Le Mans*. It might not yet have occurred to ol' Golden Balls, but the principle of being part of an organised club managed by folk passionate about a common interest will serve him as well on the asphalt as it has on the pitch. Just ask Porsche Club Great Britain (porscheclubgb.co.uk) general manager, Chris Seaward.

"Porsche owners clubs serve to provide you and your car with opportunities and activities that you probably won't be able to take advantage of by not being a member." He should know – PCGB was founded in 1961, has a contract of endorsement from Porsche AG, is the second largest Porsche-specific owners club in the world, the largest in Europe and has a membership that has soared in number from 12,000 in 2014 to 20,000 today.

"There's a misconception that being a member of an owners club means you have to take part in organised activities at all times, but nothing could be further from the truth," continues Chris. "Those who wish to enjoy passive PCGB membership can

Above Invitations to exclusive events are an exciting feature of owners club membership



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Above Club membership affords you the opportunity to visit places of interest with like-minded petrolheads

Right In the age of digital communication, it's great to see clubs take time to produce high quality printed publications for their members

» sit back, relax and enjoy our monthly magazine, *Porsche Post*, plus the benefits of discounted parts and services from our trade partners. Additionally, friendly advice from marque experts is on tap whenever required, not to mention the availability of a free Porsche Certificate of Production for a member's car."

Some of you will be pleased to learn there's no pressure to participate in PCGB's regular club activities, whether they be the annual *Classics at the Castle* bash (read our show report in the November issue of *Ultimate Porsche* by ordering a copy at bit.ly/rapidrides) or local get-togethers organised by representatives from any of PCGB's thirty-one regions, but a quick glance at the club's calendar of events for the year ahead highlights the fact that regardless of how much (or how little!) PCGB action you're able to participate in, the club will always provide a packed diary of Porsche-themed celebrations

for you to dip in and out of at your leisure. "In addition to a strong presence and display of club vehicles at forty-six major car shows, each with discounted admission fees and free refreshments for our members, PCGB hosts twenty track days a year at some of the UK's best-loved race circuits," explains Chris. "Facilitating a member's desire to participate in motorsport is a large part of what we do, and has led to the introduction of the semi-professional PCGB hill climb and speed championships, as well as club stands at the Goodwood Festival of Speed, Silverstone Grand Prix and Autosport International. We're also proud to offer our members regular tours of the Porsche factory in Stuttgart," he adds.

The breadth of benefits PCGB offers its members is beyond the scope of this article, suffice to say the initial sign-up fee of £70 (followed by a discounted renewal price of £60 per annum) represents excellent value, and »





» is a far cry from the lofty prices demanded by stuffy, elitist clubs concerned with the output of other premium manufacturers. In short, whether you have a 924 or a 959, PCGB's full-time staff want to look after you.

We wonder how Facebook-based owners groups have impacted club membership in recent years. "It's not something I'm concerned with," confirms Chris. "Social media is a place for instant gratification, which is fine if that's what you're looking for, but there's no getting away from the fact that, on the whole, unfiltered feedback from Facebook groups amounts to poor quality information. If anything, clubs managed in this way do a great job of highlighting what real-world owners clubs like PCGB have to offer!" he chuckles.

His is a sentiment shared by Jason Gibson, who until recently was head of The Independent Porsche Enthusiasts Club (*tipec.net*). "Facebook does a great job of connecting people spread across a wide geographical area, but TIPEC's network of twenty-four regional groups removes

what many perceive to be obstacles to meeting Porsche owners in the flesh. You'll be surprised at how many of our members live in the same town or city as you!"

Why should a Porsche owner join TIPEC instead of PCGB? "They're not mutually exclusive," stresses Jason. "Both clubs happily occupy the same corner of the motoring world, and many UK-based Porsche owners are known to be members of both organisations. That said, TIPEC has traditionally attracted owners of entry-level Porsches, be they Boxsters or 924s. In fact, the wider transaxle family of cars makes up a high number of TIPEC member rides, which is no surprise considering its origins as a club for 924 and 944 owners. In the present, of course, owners of all models are welcome to sign up."

TIPEC is managed by unpaid volunteers, but this status doesn't stop them investing time organising high-profile events, such as the respected Simply Porsche day held at Beaulieu each year. The club also provides its members with a wide range of attractive discounts from



insurers, parts suppliers and independent Porsche specialists, and produces its own bi-monthly publication, *All Torque*.

"Be it an event we've organised or one we've been invited to exhibit at, TIPEC delivers on its reputation for offering an incredibly relaxed environment for Porsche owners and enthusiasts to meet in," says Jason. "We present stands at various car shows, including Donington Historic Festival. Our regional organisers regularly host days out and fun runs, giving members the opportunity to hit the road in the company of other Porsche pilots. Overseas trips have become a feature of TIPEC life for those that want to travel further afield."

SOUND INVESTMENT

Chris and Jason agree that when it comes to the attractive features of their respective clubs, members are able to dictate just how much value they get for their money. "On a practical level, discounted prices on everything from insurance to show tickets will cover the

cost of membership in next to no time, but arguably more importantly, being able to view a fellow Porsche owner's car and ask about their experiences behind the wheel may open up a whole new world of enjoyment from your Porsche that you don't yet realise it offers you. This is especially true if you have aspirations of engaging in modifying, road trips or track days," suggests Jason.

Even if you join an owners club that celebrates all Porsche cars, model-specific groups can play an important role in helping you to maximise the enjoyment you get from owning your chosen chariot. Put simply, a community of owners dedicated to promoting a specific model will provide you with a wealth of fit-for-purpose information unlikely to be matched anywhere else.

These guys want you to get the best out of your car, and they'll do whatever they can to help you enjoy plenty of smiles to the mile. "It's not always the case that a Porsche owner is looking for a new social scene," reflects ➤➤

Facing page and top PCGB's annual *Classics at the Castle* celebration in Essex is billed as Europe's largest gathering of classic Porsche cars

Above PCGB's general manager, Chris Seaward



Above Club stands give you the opportunity to proudly present your Porsche to your punters at car shows

Below Phil Watson, marketing man for the 924 Owners Club



» Phil Watson, marketing coordinator for the 924 Owners Club (porsche924.co.uk).

“Often, a 924 owner will join our club because he or she wants to discover more about the car they’ve just bought. It might be that the 924 in question is known to our members, or the person enquiring might want to increase their technical knowledge. It’s true to say that the 924 Owners Club has a busy social calendar populated by exciting events, including an organised trip to the Le Mans Classic, but we respect the fact that not everybody has the time, means or desire to participate in group events that take them away from home.”

Bucking the trend in the wake of social media, the club Phil represents has a thriving online forum, yet he considers conventional methods of communication to be of the upmost importance. As if to prove the point, the group’s excellent thrice-yearly publication, *TwoFour*, is put together with such care and enthusiasm that it recently bagged the coveted *Classic & Sports Car Club Magazine of the Year* award. Nice!

“The forum provides instant access to specialist expertise, project threads and up-to-the-minute event information, as well as details of 924 cars and parts for sale, but only a third of our membership is active online. *TwoFour* enables us to reach all of our members, and has proved itself to be a highly respected and brilliantly useful tool in this regard,” says Phil.

Some of those who think they’ll abstain from

group activities flick through the pages of a club magazine and find it to be something of a Trojan Horse, as Phil explains. “Nothing opens up the opportunity for you to explore the hidden depths of your car more than chatting to experienced owners of the very same model. After reading printed articles or following forum threads, there’s every chance you’ll want to see other people’s cars and ask questions. I wasn’t looking to engage in club life to the extent I currently do, but the more I witnessed the enjoyment others were experiencing with their 924s as a consequence of club membership, the more involved I became!”

ONE LOVE

Like the aforementioned clubs that cater for all Porsche cars, the 924 Owners Club enjoys a good working relationship with the manufacturer. The group’s £30 membership fee is excellent value for money, and allows owners to tap into knowledge from 924 specialists and enthusiasts from all walks of life. “A car club brings together people from all backgrounds. Outside of Porsche-related activities, there may be little you have in common with another member, but the passion you have for your pride and joy is one that any enthusiast can appreciate wholeheartedly. That’s what makes owners clubs like ours so much fun to be a part of,” concludes Phil. On that note, we’re off to find our membership fees. You should do the same!





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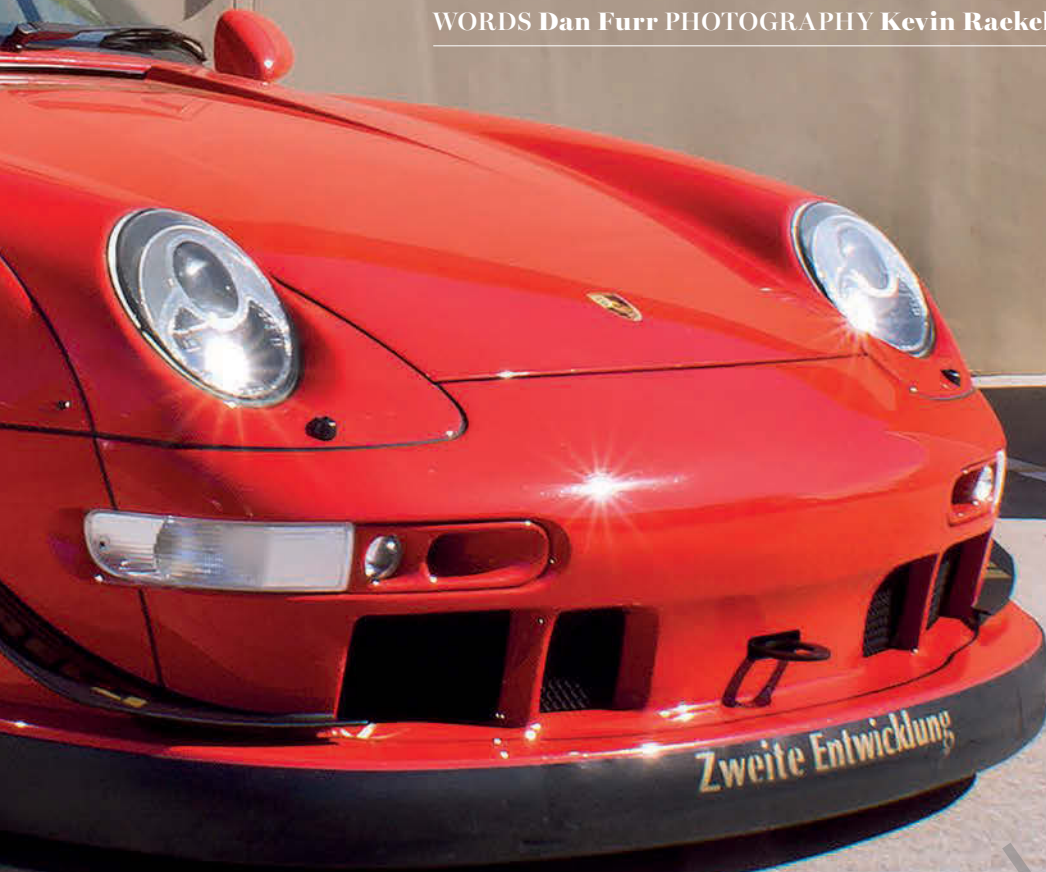




ROUGH RIDE

Despite styling with its roots at the race circuit, RWB Porsches continue to split opinion

WORDS **Dan Furr** PHOTOGRAPHY **Kevin Rackelboom**



Worldmags.net



Not only is the 911 one of the most iconic sports cars of all time, it's also one of the most modifiable, which is why such a large number of tuners are attracted to Porsche. Even the manufacturer is in on the act, as evidenced by the work of its own Special Wishes department (latterly known as Porsche Exclusive). We could wax lyrical for hours about how all Porsche road cars are essentially detuned track weapons thanks to extensive circuit-based development work that precedes a model's arrival in main dealer showrooms.

With so many of you embracing the opportunity to tweak and tune your air-cooled classics, it's surprising that the work of RAUH-Welt Begriff (loosely translated as *Rough World Concepts* and mostly recognised by the acronym, RWB) has proved so polarising. Perhaps that's because there's a misconception regarding the suitability of an RWB-fettled four-wheeler to perform as anything other than a show queen. "All of my designs are intended to enhance the appearance of a car without inhibiting its performance characteristics," explains RWB founder, Akira Nakai, defiantly.

A quick look at how his company came to be established illustrates the point; back in the early 1990s, Nakai was part of a drift team named *Rough World*. Toyota's iconic AE86 was his weapon of choice. In order to slide around circuits and twisty mountain roads in the Land of the Rising Sun as quickly and efficiently as possible, each car – be it Corolla Levin or Sprinter Trueno – was heavily modified with increased track width. Recognising that half a rim sticking out of a rolled wheel arch is somewhat unsightly, Nakai started experimenting with custom arch extensions.

The parts he created dramatically altered the appearance of the track-focused Toyotas, and it wasn't long until he was being approached by race spectators keen to get hold of the same parts to use as styling equipment for their own AE86s. Subsequently, RWB was born, although it wouldn't be until the late 1990s that Nakai started to play with Porsches.

A chance encounter with an accident-damaged 911 at a bodyshop he was visiting allowed him to look at a powerful Porsche up-close. He was immediately hooked, and promptly bought a 1985 911 Turbo (930). The car has become the test mule for many



RWB creations, and is famous for bringing global attention to the RWB brand. Further emphasising the suitability of the company's body kits for Porsches with serious firepower, the matte black beast is propelled by a 360bhp 3.8-litre flat-six breathing through PMO carburettors and a custom exhaust system. Complemented by MSD ignition and a 915 transmission with a custom-ratio gear set, the stripped-out sports machine is primarily used for circuit racing.

LIVING LARGE

Nakai offers complete RWB styling kits with a choice of wheel and suspension options through his online store (www.rwb.jp), yet none of his creations are as aggressive as the package available to those lucky enough to own a 993. Comprising custom front and rear bumpers, side skirts, wide wing extensions, a carbon-fibre bonnet, rear quarter panels, a GT2 or RS-style wing (or a double-decked part featuring elements of both!), a giant splitter, canards and the option of adjustable suspension, staggered SSR or Work wheels and performance rubber, the collection is guaranteed to transform the look of a stock 993 from mild to wild.

As soon as a kit is ordered and shipped to an RWB customer, Nakai makes contact and arranges to visit the car destined to be altered, regardless of where in the world it happens to be located (builds have taken place in the Philippines, Malaysia, Taiwan, Australia, Saudi Arabia, Canada, Russia, Britain, America and the Netherlands). He personally assembles every RWB-dressed Porsche, limiting his creations to one per client. Even working for one of RWB's recently-founded overseas operations doesn't make it easier to speed-up the process. It is what it is. You wait in line. There are no exceptions. If you have to push your build date, you lose your place in the queue. And believe us when we tell you that it's a very long queue.

In part, that's why RWB now has bases in Atlanta and Los Angeles; orders from Porsche owners outside of Japan were coming thick and fast into Nakai's inbox, with a huge surge of interest registered by those living in the USA. The East Coast office, staffed by Porsche enthusiast, Joey Chang, was set up to deal with the bulk of RWB's Stateside enquiries, although it didn't take long for him to add his name to the company's customer list. "I'm a firm believer that the 993 is the very best of ➤

Above and facing page
Nakai names every one of his creations, and saw fit to provide Joey's wide-arched 1995 Guards Red Carrera with the moniker, 'Jennabelle'

Screen star

You can fire-up your YouTube app and watch various videos of Nakai transforming tame-looking Porsches into RWB-kitted monsters in locations all over the world. He reckons he's currently converting close to sixty cars a year across the globe, only resting to race his own wide-arched 911, a 1985 Turbo. He's a regular competitor in the Japanese 12hrs Idlers Endurance race, a popular annual track event. RWB Australia (another of Nakai's overseas outposts) documented the last Idlers race Nakai competed in, releasing the footage as an hour-long documentary named *Life After Birth*. Point your browser at www.rwbfilm.com and view the trailers.



Porsche's air-cooled classics," he muses. **»»** "With this in mind, I bought a 1995 Guards Red Carrera in mint condition and promptly placed an order for an RWB 993 kit. Nakai flew from Japan to Los Angeles in order to work on my car and two other Porsches stored near where I live. Seeing him do his thing was an amazing experience made all the better when he asked me if I'd like to help him modify the body of my Carrera prior to the installation of its new exterior panelwork and paint!"

INSIDE STORY

The resulting winged wonder features the aforementioned RWB exterior updates, plus a stripped interior populated by various Sabelt-branded parts (GT600 carbon-backed seats, safety harnesses, steering wheel) and lashings of Alcantara, which at first glance seems to cover everything from the Nakai-autographed dash to the RS-spec door cards. A rear roll cage helps to stiffen the car's chassis, which has been beefed-up by JRZ RS Pro Sport adjustable coilovers, an ERP spherical bearing lower arm kit, adjustable camber plates, Tarett Engineering drop links, H&R anti-roll bars and a GT2 strut brace.

Stopping power is enhanced by Brembo four-pots with 355mm drilled discs, while engine and transmission upgrades have been limited to a CAE Ultra Shifter, Fabspeed headers, a Supercup exhaust, a Sport Cup crosspipe, a BMC air filter and a carbon-fibre airbox. Further mechanical modifications are on hold due to Joey's desire to invest in a Rothsport Racing four-litre flat-six.

"Prospective customers regularly ask me if an RWB kit will compromise the performance or handling abilities of their classic Porsche," admits Joey. "The answer is 'not at all'. That's why Nakai has been so successful. Sure, RWB



Above Outrageous double-deck rear wing is an RWB cost option known as 'Kamiiwaza'

products are bought because they look fantastic, but it's wrong to assume that ferocious exterior updates come at the expense of the much-loved classic Porsche driving experience."

He's not wrong. Flared bodywork, wide wheels and giant wings have been 911 staples for decades. Love or loathe the look of RWB kits, there's no denying they follow a tried and tested path of aesthetic updates inspired by the function-and-form of successful Stuttgart-crested competition machines, not to mention Nakai's own experience punishing Porsches (and Toyotas!) at the track. Besides, it's great to see that even in an age where classic Porsche values have rocketed skyward, there's still a high number of owners who aren't afraid to distance themselves from standard specification. After all, the world would be a very boring place if we all drove the same car!



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Under the hammer

Hammer time!

We set sail for King's Lynn in order to find out what's hot (and what's not) in the eyes of those fighting to put their names on the logbooks of Anglia Car Auctions offerings...

WORDS Dan Furr PHOTOGRAPHY Your mother's special friend

UNSOLD!



1996 993 CARRERA 4

Recently MoT'd and gently recommissioned, this superb 993 Carrera 4 has seen little road action in recent years, racking up just 68,889 miles supported by a hefty history file. Owned by the vendor since 2006, the car was offered with documentation highlighting the details of all five previous keepers. Additionally, the Polar Silver Porsche's service book is rammed full of Official Porsche Centre stamps. Every one of the car's MoT certificates issued from new is present, as is a substantial collection of invoices

(including one totalling £4,400 for pre-auction work) and a Dick Lovett bill of sale dated summer 2002. Unmarked Marble Grey leather and unblemished bodywork go to show how well previous owners have looked after this four-wheel drive example of the last air-cooled Porsche. In fact, this is one of the nicest standard 993s to roll through Anglia Car Auctions in recent times, which is why it came as such a surprise to see a lack of bids despite an attractive lower estimate of just £45k.



1992 968 CABRIOLET

If there's a positive to be drawn out of the fact that few casual car fans seem to know about the 968's existence, it's that the model's sale prices remain low. As if to prove the point, this silver drop-top (vender owned since 1997) hit Anglia Car Auctions with a ridiculous lower estimate of just £7,500. Thankfully, the silver stunner went under the hammer for a significant sum more than was predicted, proving that those in the know have a lot of love for the final evolution of Porsche's ace water-cooled, front-engined, rear-wheel drive family of sports cars.

SOLD FOR
£11,812



SOLD FOR
£30,450



1983 911 SC

Little is known about this gorgeous 911 SC, other than the fact that it has covered 136k miles in its thirty-five year lifetime. Described by its seller as "running and driving as it should", the Turbo-winged wonder features a superbly presented

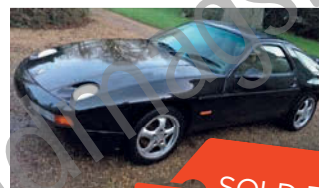
flat-six and pristine paintwork, which was more than enough to get bidders excited. Colour-coded half-leather, Turbo-spec Fuchs and new Nankang tyres ensured this sexy SC exceeded its lower estimate of £23k by a significant margin.



1995 928 GTS

We love the 928, especially in last-of-the-line GTS guise. This right-hand drive example was supplied new to the UK domestic market in 1995 and has covered just 98k miles since that time. Benefitting from a comprehensive service history, the car has been enjoyed by six previous owners, the last spending more than two grand at the end of January on a major service and related works. A combination of jet black exterior paintwork, and light leather might not be everyone's cup of tea, but it was enough to get bidders excited in King's Lynn, resulting in a surprising final auction sale price of more than £10k over the listed upper estimate.

BIG SPENDER



SOLD FOR
£50,400



Under the hammer



SOLD FOR
£19,687

1991 944 TURBO

Presented in the rare colour of Cyclamen Red, this superb 944 Turbo has been in the possession of only two owners from new, with the change of hands taking place in 2015. Sympathetic recommissioning followed thereafter, work that amounted to a full service, new timing gear, refurbished alloys and fresh rubber. A Porsche Certificate of Authenticity, an unused spare wheel, a complete tool roll, Linen leather, Turbo wing script, less than 72k miles and every MoT certificate since 1994 joined a fully stamped service book in encouraging bidders to knock on the door of twenty grand.



SOLD FOR
£31,500

1976 911S 2.7 TARGA

A 'matching numbers' car, this USDM left-hooker has been treated to a bare shell restoration and a recent coat of Guards Red. Imported to the UK in 2016, the semi-open top beauty has undergone a mechanical overhaul, including a full service, new ignition equipment, plus a new fuel tank, refurbished Fuchs alloys and new Pirelli tyres. Having covered just 36k miles from new, the car attracted a lot of attention during the Anglia Car Auctions pre-sale inspection session, yet even the added bonus of a restored hood couldn't encourage bidders to meet the upper estimate of £32k.



SOLD FOR
£11,550

1986 928 S2

Another six-keeper, this bright white 928 S2 boasts unmodified specification, save for an aftermarket security system. Fitted with full leather, the car was offered with its original stereo system and a history file accompanied by a factory

handbook, stamped service book and MoT certificates from as far back as 1995. Low mileage, polished alloys, clean paintwork and a tidy engine bay, however, were only able to attract bids below the £12k mark. Yep, somebody bagged a bargain!



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Buying guide

Buying Porsche 993

A 'last hurrah' for the air-cooled 911, the 993 has become a desirable modern classic in recent times

WORDS **Ron Howe** PHOTOGRAPHY **Michael Ward**

Picking out the most desirable classic 911 is a toughie. Everyone has a favourite, with personal preference often determined by the look of a particular Porsche.

Early 911s have proved themselves to be popular with collectors and fans of retro styling, but there's a strong case for the 993 to be held in equally high regard, not least of all because of its status as the most developed example of Porsche's air-cooled 911 concept.

At the time of writing, much of the world's automotive press is gearing-up to celebrate twenty years since the first model year of the 996. The car's revised chassis platform and water-cooled powerplant were a significant move away from the format of the original 911, even though the basic layout remained true to the original design.

By lighting candles on the 996's birthday cake, motoring media is highlighting the discontinuation of the air-cooled 911, drawing attention to the brilliance of the 993. Available to

buy in a range of trim options covering Targa, convertible, coupe, rear-wheel drive, four-wheel drive, naturally aspirated, forced induction, widebody, automatic, manual, race and road applications, the Porsche 993 really does come in a package to suit all tastes in style and power.

Tighter emissions and noise control laws, environmental concerns and a demand for modern standards of performance (and mechanical refinement) convinced Porsche to ensure the survival of the 911 by





switching to the 996 platform, but not before close to seventy thousand 993s were built during a four-year production run. You won't have any difficulty getting hold of a 993 today, although expect prices to vary wildly between standard examples and limited-run special editions, especially those bearing RS or GT badges, which can top the million-pound mark.

Irrespective of the 993 you're thinking about buying, here are a few pointers to help you with the basics of model identification and maintenance.



HISTORY

Porsche's methods of production have always been respected, but with the oldest 993 now touching on its quarter-century anniversary, it's vital you check to make sure the car you're looking at has been well maintained.

Ask to see all documentation supporting claims of servicing, repair work and replacement parts. As is the case with all the classic Porsches we write buying guides about, ensure all fluids, filters and timing equipment have been changed in accordance with the manufacturer's instructions. Ask what grade and content of engine oil has been used (do the same for transmission lubricant).

Be wary of unexplained periods of the car being off the road. If in doubt,

have a full inspection carried out by a trusted marque expert. Enter the car's details into the DVLA's online vehicle enquiry service. This will result in an MOT history (including all passes, fails and advisories) as far back as electronic records are stored, as well as proof of mileage at the point of each registered test.

Invest a couple of quid in an online vehicle history check from mycarcheck.com or similar. You'll get instant confirmation of any outstanding finance, accident history, changes of registration and the number of previous keepers. You'll also be able to tell if the Porsche you're looking at has ever been stolen or had a change of colour.



Buying guide

ENGINE

The 993's flat-six is well respected in all its forms thanks to revised componentry and quality assembly, but defects may be present if regular servicing hasn't been observed. Look for oil leaks. This may be something as easy to rectify as cam cover failure, but check the oil level and look for evidence of lubricant dripping onto heat exchangers, something that you'll be able to spot through the scent of burning oil as it drips onto the hot metal (when the car is at regular operating temperature).

The good news is that minor oil leaks aren't usually expensive to repair, but they may prove difficult to detect. More costly will be problems with the oil cooler and its fan, primarily due to its hard-to-get-to location (unless you have nimble wrists and long fingers!).

993 exhaust systems attract corrosion, which is why many owners fit freer-flowing stainless sports systems. Don't be alarmed by the presence of aftermarket equipment, but find out when the kit was fitted, what difference it has made, if there were any other supporting modifications and whether the system has been built to specification that meets MOT requirements. Be mindful of strict noise limits at your preferred circuit if you intend to take the car to the track.

Investors love low mileage vehicles, but a lack of action doesn't necessarily mean the car's mechanical components will be in full working order. Gaskets, seals and fluids don't cope well with being left in a state of suspended animation, so expect to have to pay a few quid to refresh the nuts and bolts of a minter.



Until 1997, the 993 GT (the road-legal version of the GT2 race car) featured more or less the same engine as the 993 Turbo, but was configured with higher boost pressure, producing 430bhp. In 1998, power was raised to a whopping 450bhp and the model received twin-ignition.





SUSPENSION

The 993 introduced an all-alloy multi-link rear suspension system to the 911 range. Attached to an alloy subframe, the design was also used on the 996. The setup encouraged a wider track for extra stability, resulting in wider wheel arches, even on standard-spec cars. This reduced the chance of oversteer during cornering, one of the only criticism's levelled at the classic 911 driving experience.



It's highly likely that the 993 you're looking at will have had replacement dampers at some point in its life. Check paperwork to see what parts were fitted, and who carried out the work.

Suspension bushes wear over time, so listen out for knocks when you drive over bumps in the road. Also look out for poor steering feedback, often requiring you to correct course as the car tries to pull to the side of the road without your input.

Suspension jobs are 'bread and butter' for most Porsche specialists. They'll have seen their fair share of 993s in for repair. Parts are available from a wide range of OEM and aftermarket suppliers, affording you the opportunity to take advantage of today's technology, but with the potential for additional expense just after you've forked out for your new motor, factor the cost of suspension complaints into the car's agreed sale price.

Don't be alarmed by the presence of aftermarket equipment, but find out when it was fitted and if there were any supporting modifications



BODY

993's were built in an age where many manufacturers (Porsche included) were using galvanised body panels in the fight against corrosion. This was a massive move forward from a time when most car makers didn't even consider underseal to be a priority! Signs of rust on a 993 may indicate accident damage and shoddy repairs, so take a close look at the car's paperwork, the results of online history checks, and look for misaligned panels and poorly matched paintwork.

That's not to say the 993 is entirely free of problem areas. Look around the front and rear windscreens, where rubber seals trap moisture and cause corrosion to set in. If you do discover a problem, don't be put off your prospective purchase, but be aware that the repair work will be costly. Factor this in to how much you're prepared to pay for the car you're looking at.

Headlight apertures can also trap dirt and water. Issues here will be easier to spot than chassis leg corrosion, which ideally needs the car to be raised aloft for inspection. A pre-purchase checklist should highlight compromised metal if there is a problem, which may cost you a significant sum to rectify. Fortunately, specialists who know these cars inside out are ready and waiting for you to get in touch!

Like many cars of a similar age, door straps click and crack when they get tired. It's an annoying sound, but not an essential repair job. Thankfully, the fix is cheap and easy to undertake for a DIYer.



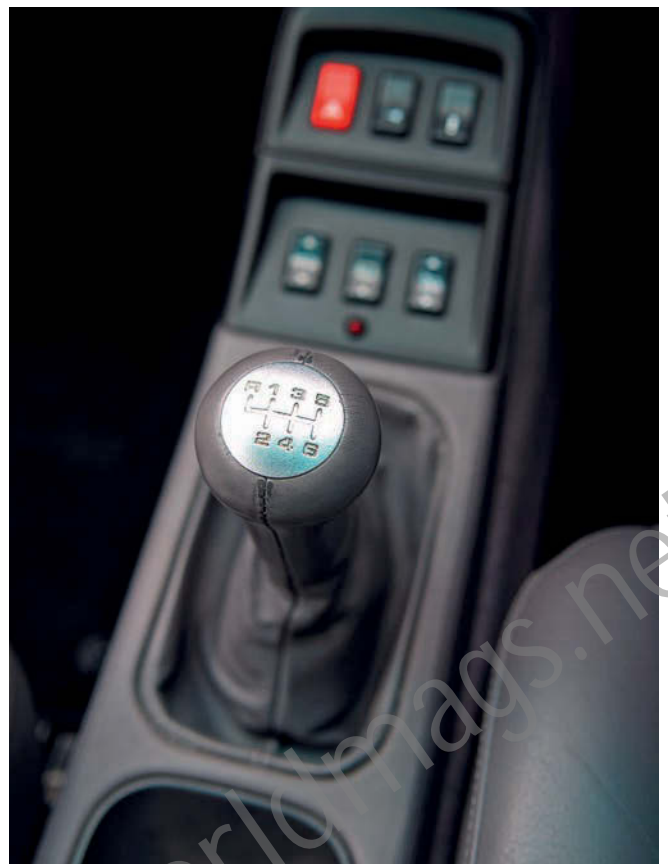
Four-wheel drive 993s do away with the 964 Carrera 4's triple-diff system, instead making use of a viscous centre coupling

TRANSMISSION

The 993 was the first 911 to come equipped with a six-speed manual gearbox. Tiptronic four-speed semi-automatic transmission was carried over from the 964, and was made available for Targa, Carrera, Carrera S and Cabriolet variants of the 993. Steering wheel controls for the system were added as an option in 1995, activating updated software and quicker shifting at the touch of a button. Manual and Tiptronic 993 'boxes are recognised for durability and reliability, and shouldn't be a cause for concern when inspecting the car that's taken your fancy. That said, look through supporting documentation for evidence of clutch work – even in

entry-level guise, the 993 is a performance sports car, meaning a replacement clutch is likely to be needed as the car creeps towards the 100k-mile mark.

Four-wheel drive 993s do away with the 964 Carrera 4's triple-differential system, instead making use of a viscous centre coupling like that found on other four-wheel drive road cars of the time. It's a configuration more in keeping with the setup of the ground-breaking 959, and reduces the overall weight of 'fourby' transmission components, although they still manage to tip the scales with more than 50kg of extra bulk when compared with the equivalent two-wheel drive 993. Choose your weapon!





BRAKES

From Carrera to Cayenne, Porsche brakes – usually Brembo – have a reputation for being some of the best on the market at the host vehicle's original point of sale. The 993's anchors are no exception, and will provide you with ample stopping power, especially when loaded with fresh discs and pads. Be mindful of the fact that these parts aren't cheap to replace, so use this as a bargaining chip if you spot pitting or other types of corrosion on disc surfaces, or if you experience a 'spongy' brake pedal feel. Aftermarket parts are available to order in a range of designs suiting various driving styles.

The 993 was available with a number of different engine options throughout its production cycle. In 1995, Porsche introduced its Varioram system to the model, which adjusts the length of the air intake ducts in accordance with rpm and speed, increasing power as it does so.





Buying guide



PRICE

Much like the 964 that came before it, the 993 has seen a rise in popularity in recent years thanks to the astronomical prices of many early 911s making later cars a more attractive proposition. Additionally, a new generation of Porsche owners expresses fondness for the 993, much like those who grew up in the 1980s citing the Carrera 3.2 as their dream drive. You'll still need to budget at least thirty grand for a 993, with desirable-spec models commanding a far higher premium. Here's what we found during a quick scan on t'internet:

1995 CARRERA CABRIOLET

Guards Red, grey leather, black hood, 125k miles, AFN service history, Tiptronic transmission

£29,500

1996 CARRERA 4

Polar Silver Metallic, grey leather, 72k miles, Aerokit styling, full main dealer service history, immaculate throughout

£59,950

1995 CARRERA RS

Speed Yellow, black interior, 20k miles, completely original JDM car, Clubsport spoilers, stacks of paperwork

£329,995

INTERIOR

Black interiors were always popular with buyers of 993s (and older 911s) due to their ability to hide dirt and small scratches, whereas Classic Grey was seen as too close to the interior styling of Porsches built in the 1980s. Today, grey is highly desirable, in part due to how good it is at showing off well-maintained hide.

993 seats are hard-wearing, but driver's bolsters can show damage on higher-mileage vehicles. Check to make sure the claimed mileage of the car ties in with the condition of its upholstery. Examine carpets, door cards, side panels, the centre

console and foot wells for evidence of water ingress. There should be nothing to worry about here, but we figure it's better to be safe than sorry.

Leather repair work has come on leaps and bounds in recent years, meaning that nicks and tears that would have previously required a retrim can now be restored to a high standard without attracting massive cost. You'll still have to empty your purse for a few quid, however, so try to knock a bit of the asking price if you're faced with corrective interior work.



CONTACTS

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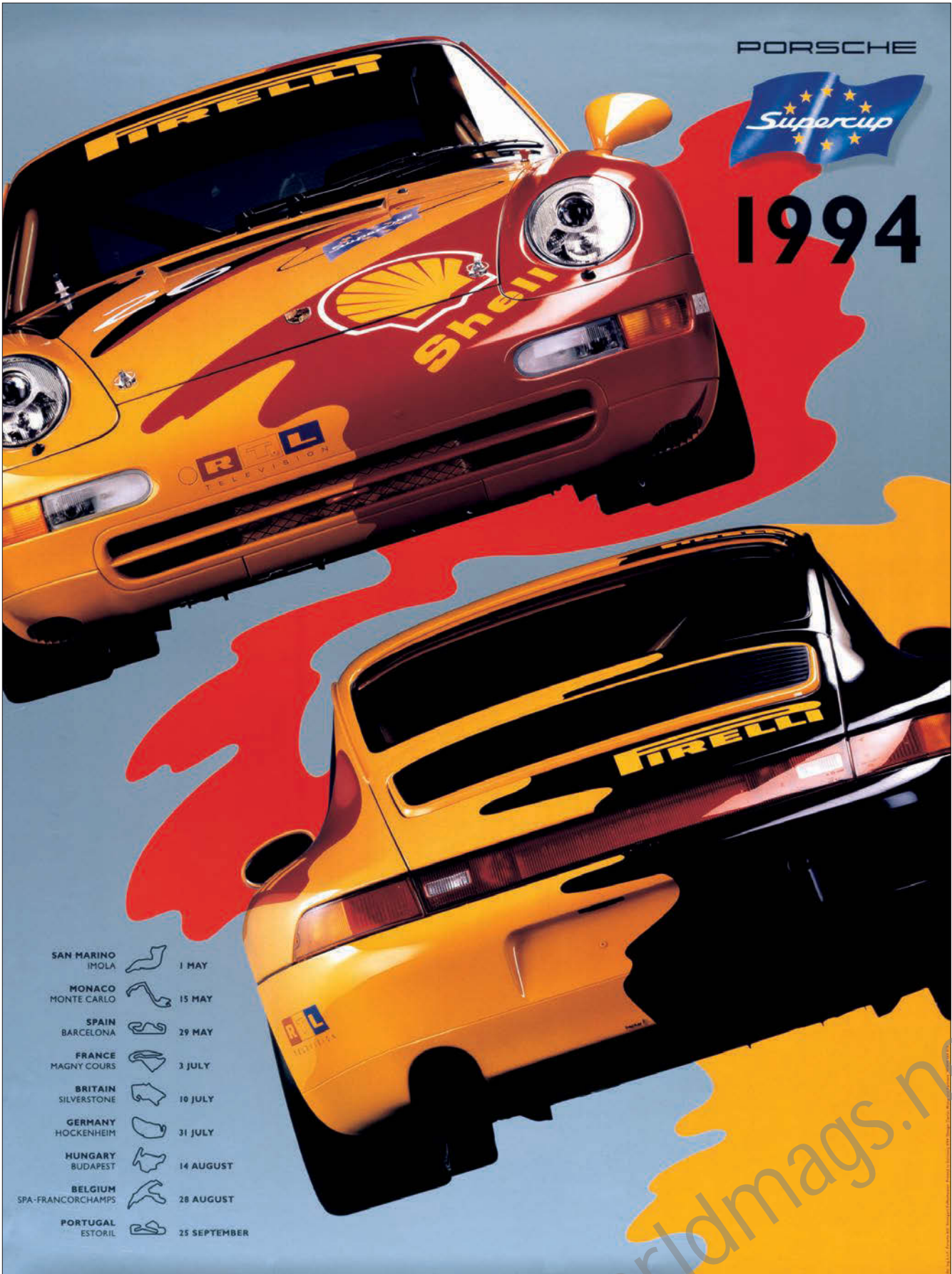
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