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www.fvd.net

Editor: Steve Bennett

01379 668748; porsche.world@chpltd.com

Deputy Editor: Brett Fraser

brett@brettfraser.co.uk

Features Editor: Keith Seume

01208 871490; keith@fastbrit.com

Consultant Editor: Chris Horton

porscheman1956@yahoo.co.uk

Contributors

Roger Bracewell, Max Earey, Antony Fraser, Jeremy Laird, Ray Northway, Ollie Preston, Per Schroeder, David Sutherland, Johnny Tipler, Peter Tognola, Adam Towler

Studio Manager

Peter Simpson

Art Editor

Joel Mitchell

Group Advertisement Manager

James Stainer

james.stainer@chpltd.com

Production

Antonella Menhennet

ant.menhennet@chpltd.com

CHPublications Ltd

1 The Alma Building, Brewerstreet Dairy Business Park, Brewer Street, Bletchingley, Surrey RH1 4QP, United Kingdom
Tel: 01883 731150; fax: 01883 740361;
e-mail: chp@chpltd.com

Administration

Allie Burns, Sandra Househam

Accounts Bev Brown

Subscriptions Debi Stuart debi.stuart@chpltd.com

Website www.911porsche.world.com

Managing Director

Clive Househam

Worldwide Retail Distribution

For worldwide newsstand availability queries contact Danielle Colley, CHP Distribution Manager, Seymour Distribution Ltd.
Tel: 020 7429 4092
e-mail: phil.sait@seymour.co.uk



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UP FRONT

It's that time of the year, when we ponder the Porsche market and gather our selection of perfect starter Porsches. £25,000 still gets you a lot of Porsche

One of the highlights of the 911&PW year is putting together the 'Your first Porsche' issue, or 'YFP' as we tend to call it internally. We look upon it as a sort of public service, encouraging first time Porsche buyers with our enthusiasm for the marque, and so lessening the chances of them buying a frankly lesser sports car. I know, we're all heart! Of course you don't have to be a Porsche newbie to enjoy this annual ritual. You may already be a Porsche owner, or a regular reader looking to climb the Porsche ladder. If so, then our personal Porsche up to £25,000 choices will hopefully strike a chord.

“ You don't have to be a Porsche newbie to enjoy this annual ritual ”

Yes, we've been deliberately winding each other up, but our chosen machines are genuine, as is the reasoning behind them. The fact that each and every one of us actually owns a Porsche (well, apart from Adam, but he's trying really hard to address that) does, I hope, qualify us to preach to the unconverted. Our own cars lie largely in the up to £25k bracket, too, so we speak from experience at this end of the market.

What is abundantly clear this year is that the air-cooled market is only just within touching distance now, but that aside there are some truly excellent modern Porsches within range that are a fraction of their original purchase price, but have a whole lot of life left in them, cars that will run rings around the oldies, too. In many respects, then, we've never had it so good!

STEVE BENNETT
PORSCHEWORLD@CHPLTD.COM

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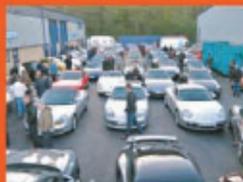


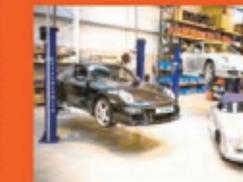
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930 Turbo – This splendid example was originally supplied new by Piave Motori, Italy during the October of 1979. This 930 has a comprehensive maintenance folder with a generous amount of service invoices and also includes the original bill of sale.



997 Turbo – Early viewing would be highly recommended as we have a sneaking suspicion it won't be about for too long. Just perfect...
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	Right	7055	7055
	Center	7053	7053
911 GT3	Left	7044	7047
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NEWS

Moss's RS 61 makes big money at Goodwood, but the RS 60 he actually raced in '61 look set to make twice as much. Porsche release facelift 991 pics, RPM Technik go retro with the 996 and much more

MOSS RS 61 MAKES £1.7M

Racing legend's own car fetches big money at Goodwood Festival of Speed auction, but falls short of top estimate



As Sir Stirling Moss, now aged 85, pleased the crowds at the Goodwood Festival of Speed in June by driving the Mercedes-Benz 300SLR he, along with Denis Jenkinson, piloted to victory in the 1955 Mille Miglia road race, another race car from his past was the subject of action of a different kind. A Porsche 718 RS 61 belonging to Moss was the star of Bonhams' auction sale at the West Sussex event, going under the hammer for £1.7m which, once the buyer's premium was taken into account, rose to £1,905,500.

This RS 61, chassis 718-070 and with a

1.7-litre quad cam engine, was not the factory entered car raced by Moss and Graham Hill in the 1961 Targa Florio in Sicily (that was actually the preceding RS 60), but one privately raced in the US. But it's the car Moss drove his last race in, a support race at Le Mans in 2011. He had purchased it a year earlier for \$1,705,000, so even taking into account restoration costs it's been quite a nice little earner.

The price achieved in The Goodwood Festival of Speed Sale was actually towards the lower end of Bonhams' pre-sale estimate, but its appearance certainly

helped pack out the marquee where it and many other classics were offered for sale. And in truth, while a trio of early 911s made a tiny fraction of the RS 61 price, the event once again underpinned the rapid growth in collectability of these air-cooled Porsches.

A fully restored, left-hand drive 1973 911S made a staggering £147,000 despite having no particular provenance, and while in mint condition was not in totally original spec, having had later, leather trimmed sports seats installed. A left-hand drive 1983 911 Turbo, in classic Guards Red over black, made £102,300. It had covered a

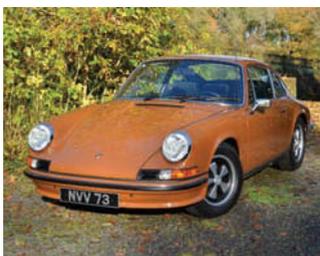
911 Turbo (left) made a substantial £102,000, but was to all intents and purposes a new car, with just 8100 miles on the clock. Cheapest Porsche at Bonhams sale, was ex James May Carrera 3.2 at £51,750. A nice little earner for James, given that he paid well under £20k for it some years ago!





mere 13,000km (about 8100 miles) since new, the second of its two owners having kept it for 24 years. What a waste that this Porsche did not get driven more when it was still a new car, some might think!

The cheapest Porsche to sell showed how far the staple 1980s 911, the Carrera 3.2 has come in value, when a 1984 example sold for £51,750. Featuring the Sport pack (comprising "whale-tale" rear wing, wider wheels and stiffer suspension), it had been owned by TV presenter James May and had featured in several of his programmes.



Above: Sir Stirling Moss's RS 61 made a tidy £1.7m at Bonhams' Goodwood sale. Below: Restored 1973 911S made £147,000

Porsche classic race car prices will be put under pressure at the Pebble Beach classic car event in Monterey, when a collection of significant race cars come under the hammer, including a works RS 60 as raced by Stirling Moss



WORKS RS 60 COULD HIT £4.6M

The values of Porsche's sports car racers will be tested again, when one of just four RS 60s built for the factory race team comes up for sale at the Pebble Beach classic car event in Monterey in California on the weekend of 15th–16th August. The auction house hosting the sale, Gooding & Company, published a pre-sale top estimate of \$7m (4.6m) – hence the RS 60 that Stirling Moss did actually drive for Porsche in 1961 is expected to sell for more than double the price of the RS 61 he has just sold, but did not drive for the carmaker.

The RS 60 was a descendent of the 550 Spyder of 1953, and chassis 718-044, built in 1960, has a rich competition provenance, its career as a Porsche factory race car spanning international endurance races including the 24 Hours of Le Mans, the 12 Hours of Sebring, the Targa Florio, and the Nürburgring 1000 Kilometres. Besides Moss, in 1960 and 1961, 718-044 was raced by the most famous drivers of the era including Graham Hill, Jo Bonnier, Edgar Barth and Hans Herrmann. The other three RS 60s are spread between the Porsche Museum in Zuffenhausen and two well know American collections, hence 718-044 is the most significant Porsche Spyder ever to come up at auction.

The RS 60 is part of a nine-piece collection of being offered for sale individually by a Texas-based collector. The other Porsches are an Italian delivered 1973 911 Carrera 2.7 RS Lightweight (\$900,000–\$1,100,000, £585,000–£714,000), a rare Viper Green 1973 Porsche 911 Carrera 2.8 RSR (\$900,000–\$1,100,000, £584,400–£714,300), an ex-Vasek Polak 1974 Porsche 911 Carrera 3.0 RSR complete with matching transporter (\$700,000–\$900,000, £454,600–£584,400) and a Dick Barbour Racing 2000 Porsche 996 GT3R (\$400,000–\$600,000, £260,000–£389,600).

Apart from the collection, Gooding will also be selling two other historically significant race classics. A 1964 Porsche 904 Carrera GTS, 904-006, and the first glassfibre bodied Porsche racer, is expected to fetch between \$2,250,000 and \$2,750,000 (£1,461,100–£1,785,806), while a 1967 Porsche 906E, chassis 906-159 and a works car that made its racing debut at the 12 Hours of Sebring in April 1967, carries a \$1,600,000–\$2,000,000 (£1m–£1,300,800) estimate.



Each one of these three race cars is expected to make well over £1m. The ex Moss, Graham Hill, Jo Bonnier, Hans Herrmann, Edgar Barth RS 60 (centre) could hit £4m+, while the 904 (top) and 906E (bottom) could make £1.4m–£1.7m and £1m–£1.3m respectively

Credit: Gooding & Company Mathieu Heurtault



1980S UPDATED

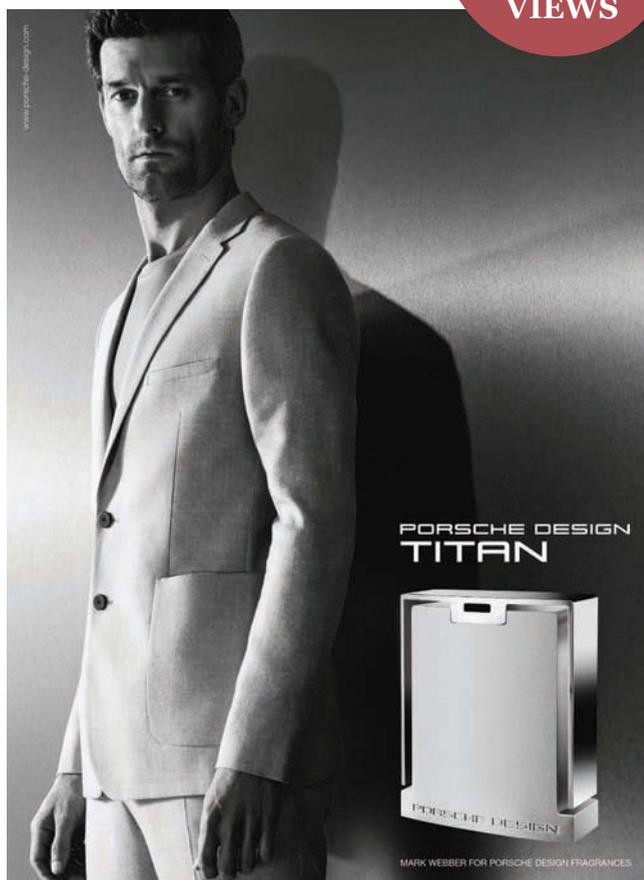
In the recent past the trend had been to take 1980s Carrera 3.2s and 1990s 964s and turn them into early 911 lookalikes – but now one Porsche specialist has moved the game on a couple of decades and is rebuilding 996-series 911s to look like Carrera 3.2s! The venture is driven by the fact that 3.2s are fast rising in price, while early 996 Carrera 3.4s have dropped low enough to make them an affordable base for conversion.

It's the idea of Hertfordshire-based Porsche specialist RPM Technik, which will supply its 996-based CSR Retro (it has undertaken CSR projects in the past on 911s and Boxsters but they were track, not classic inspired) for around £35,000 depending on spec. On the car seen here, the refinishing sees 1980s cues incorporated such as Fuchs wheels, though 18- rather than the original 15-inch diameter and with Michelin Pilot Sport tyres, a carbon ducktail (more 1970s than '80s, but this was a customer request) and the Pasha chequered seat trim. The 3.4-litre water-cooled flat-six engine remains unchanged, apart from the fitment of a sports exhaust, but the chassis is upgraded, with KW coil-over dampers, Eibach hollow/adjustable anti-roll bars, poly-bushed suspension joints, and a Performance Friction brake upgrade.

'This model is inspired by the great RS Touring models of the past and has less track bias and is more fast road "Tourer",' the firm said. 'Interior and exterior modifications work together to create a model that looks bespoke yet retains enough of the Porsche DNA to be the sort of model that arguably could have been a factory special.'



We love this! RPM are using the 996 as a sort of blank canvas for all sorts of conversions. Latest is inspired by the Carreras of old with Fuchs, a ducktail and a fabulous mind-bending Pasha interior. Look out for a test in next month's issue



SCENT OF SUCCESS

With his square-jawed ruggedness, more than respectable designer stubble and winning smile, Mark Webber always stood out as the matinee idol among his F1 peers, and now does the same in the World Endurance Championship. Little surprise then, that he has been signed up as the new face of the Porsche Design Fragrances campaign for this year and next.

'Mark Webber embodies masculinity, athleticism and the kind of stylishness our products represent,' said Dilesh Mehta, CEO of SA Designer Parfums, which supplies the fragrances for Porsche Design, the carmaker's lifestyle subsidiary. 'The Porsche Design Fragrances scents are elegant and have a strong character,' added the popular Australian driver, who may or may not have been reading from a script. 'They emphasise

my personal style and are a perfect match – both on and off the track.'

Meanwhile, fellow Porsche brand ambassador, tennis star and five times grand slam winner Maria Sharapova was in London in July for Wimbledon – and, we're told, to check out the new Boxster Spyder. 'I love that this new Boxster Spyder is like a classic sports car, but at the same time feels so modern and sophisticated,' enthused the Russian born 28-year-old, who this year was knocked out of the south London tournament by Serena Williams. 'It's a fantastic car and I need to get one!'

Let's hope Maria's agent can sort this for her, even just as a consolation, because at last year's Wimbledon she revealed that while she really, really liked the 918 Spyder, the £650,000-plus hybrid sports car was 'a little above my price range.'

Above: Mark Webber is the new face of Porsche Design Fragrances. Meanwhile, Wimbledon winner Maria Sharapova is said to be rather taken with the new Boxster Spyder



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OUR TAKE

RACING NUMBERS

Classic racing Porsches fetch big money, but even more if famous drivers won races in them, says David Sutherland

Old works racing cars are valuable items, all the more so if they were driven to race victory, and through the roof if those who did so were famous. But just how much more value does a top provenance add to a car? It at least doubles it, possibly.

We say this because, as *911&PW* went to press, a 1961 Porsche RS 61 (pictured) had recently made £1.9m at auction including buyer's commission. It had been the property of Sir Stirling Moss, still a household name more than 50 years after he quit Grand Prix and works sports car racing, although Moss, in his pudding bowl helmet and cotton overalls, never actually raced the car at the time. It was privately purchased and raced in the US. However, in a rare coincidence, the model immediately preceding the RS 61, the RS 60, comes up for sale at the high profile Pebble Beach auctions in Monterey, California in mid August, and this is a car raced not only by Moss, but by Graham Hill and various other leading drivers of the time. The auction house staging the sale, Gooding & Company, believes it will sell for \$5.5m–\$6m

(£3.5m–£3.8m) and such estimates tend to be fairly accurate, although sometimes the bidding exceeds them. Both cars appear to be in the same high state of restoration.

So some simple arithmetic shows the expected price of the Moss-campaigned RS 60 to be nearly twice that of the RS 61, which was raced by the American driver Bob Holbert – celebrated as a sports personality in the US but not known in the UK or Europe. Once out of era, racing cars hold a special fascination for motorsport enthusiasts. But to make them legendary, legendary drivers have to have finished races in them, and preferably finished first.



No shortfall in 918 sales. The last car of the 918 production run rolled off the line in June 2015, five years after it was launched at the 2010 Geneva motor show



FINAL 918 SPYDER BUILT

On 19th June, 2015 the last Porsche 918 Spyder rolled off the production line at Zuffenhausen. The completion was on schedule, and the planned 918 were built, the final units having been already sold some time earlier. It was a happy outcome for Porsche, who almost a decade ago suffered the ignominy of seeing the 918's predecessor, the Carrera GT, run out of customers more than 200 cars short of its 1500 target.

The 875bhp supercar had one of the longest and most carefully managed build-ups in Porsche's history. Sensationally unveiled at the 2010 Geneva motor show, the first cars did not reach customers until late 2013, by which time it had set a new Nürburgring lap record for street legal cars of 6min 57sec, and the press were in a state of frenzied

expectation. It was also a technology development base for Porsche, from the hybrid power unit that gave supercar performance but also CO2 emissions low enough to avoid the London congestion charge, to battery-powered Bluetooth screwdrivers on its assembly line.

The 918 Spyder re-established Porsche as a premium supercar builder, however not everything went according to plan. In 2014 it was a subject of a recall concerning chassis components and then in May of this year Porsche mounted a second recall so that a wiring harness could be checked. And footage has emerged appearing to show legendary Porsche works driver Walter Röhrl spinning a 918 into the Armco at the Sachsenring racing circuit in Germany.

PORSCHE TO EXPAND NARDÒ

In view of its technical superiority, Porsche is not usually given to handing out compliments to fellow car manufacturers, but it recently delivered back-handed praise to Fiat. Not for any of its cars, but for inspiring and establishing the Nardò Technical Centre in Apulia in southern Italy, which on 1st July celebrated its 40th birthday.

The warm comments may not be entirely unrelated to that fact that since May 2012 Porsche Engineering Group has been responsible for the running of the facility which, with its 12.6km (7.8-mile), circular test track and mild and frost-free climate is regarded as one of the best and most important test facilities in the world. Constant speeds of up to 240km/h (150mph) are possible, making it the world's fastest test track.

But Porsche, which also has its own, far smaller test track at its Weissach test centre, has also revealed its intention to expand

Nardò, which also includes more than 20 track and test facilities within its 700 hectare site. 'In the next few years we have extensive expansion and modernisation plans to meet the development requirements of the future,' said Malte Radmann, Chairman of the Executive Board of Porsche Engineering Group. This Porsche subsidiary undertakes consultancy work for many car manufacturers.

Nardò has a place in Porsche's record setting history. For example, in 1982 it set a 24-hour record with the 928S, the Porsche that was revolutionary for its time, due to its front-mounted engine and gearbox on the rear axle, driving 6,033km at an average speed of 251.4km/h (156mph). Eleven years later a private Austrian team covered 6,377km in 24 hours at Nardò in a production Porsche 928 GTS, achieving an average speed of 265.72km/h (165mph), a record not broken until 2002.

Porsche plans to expand the Italian based Nardo test facility, which it has run since 2012. The facility is famous for its 7.8-mile circular test track. In 1982 Porsche set a 24-hr record with the 928S, which ran at an average of 156mph for the duration





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CATCHING UP WITH

RUSS ROSENTHAL

One of the clues that the sales director at Porsche specialist JZM is a total car and motorsport enthusiast is his 17 consecutive trips to Le Mans

How old are you and where do you live, and work?

I'm 40, live in Chorleywood and work at JZM based in Kings Langley.

What was your big break into the motor industry?

After a few years of working in a paintshop and restoration business, I finally decided to move into sales (and the warm). My break came in 1996 for BMW in North London.

Summarise your career

Painting Porsches, restoring Porsches, selling a few BMWs and lots of Porsches.

Are you a petrolhead?

Confirmed. Definitely more into sports car racing than F1, though – does 17 consecutive trips to Le Mans count?

What was your first car?

A 1970 Volkswagen Beetle.

What was the first Porsche you ever drove?

A '73 2.4E Coupe – you can't beat an early car.

Which Porsche past or present do you like best?

For the weekday commute, maybe a Gen 2 911 Turbo S. For the weekend, a Gen 2 GT3 RS or an early pre-impact 911.

What car do you drive daily?

Pretty much anything we buy for stock. I also have a faithful '73 RS Lightweight clone that does a good job of waking up the neighbours on a Sunday morning.

What gets you out of bed in the morning?

Knowing my journey to work is always behind the wheel of a Porsche.

What has been the biggest challenge in your working life?

Starting sales at JZM with an empty showroom and one 996 C4S.



R-GT CARS FIGHT IN FLANDERS

Part of the 2015 FIA European Rally Championship, Belgium's legendary Ypres Rally was also round two of the 2015 FIA R-GT Cup for GT rally cars. Fighting it out across the deceptively flat Belgian countryside were the four Porsche 911s of series leader and four-time WRC winner, François Delecour, Porsche WEC works driver Romain Dumas, multiple Ypres Rally winner Patrick Snijers and another Ypres Rally winner, Porsche rally stalwart Marc Duez.

Duez again rallied his 996 GT3, with the rest in 997s. Ypres was Snijers' debut R-GT event, so while car and driver acclimatised on the early stages, Dumas and Delecour resumed the tense rivalry forged during January's Monte Carlo Rally. Driving for the Tuthill Porsche rally team, Delecour had claimed first blood in the R-GT Cup with a win in Monte Carlo, despite the torque advantage held by Dumas' GT3 RS 4.0, which is not overly affected by the mandatory intake air restrictor.

Keen to seize back the initiative, Dumas hit Ypres on maximum attack, setting the quickest qualifying time and starting the rally close to the front. A fuel supply problem had affected Delecour's qualifying, so he began further down the order, but this was not the disadvantage it seemed.

Run over country roads alongside

ditches and open fields, Ypres is notoriously dusty. Dumas ran wide on two slippery opening stages, allowing Delecour an early lead. Dumas sustained his attack, reclaiming the lead as the rally reached half distance.

Having set top 10 stage times, Dumas was re-seeded in day two's start order to run second on the road, with Delecour also further forward. While Snijers and Duez enjoyed an interesting midfield battle, the front-running French rivals fought on until disaster struck for Delecour, when his Porsche stopped mid-stage. By the time the crew had re-set the electronics, they had lost eight minutes to Dumas.

Now at the back of the R-GT field, Delecour went on a charge, catching and passing Marc Duez. Needing a miracle to hold onto his R-GT championship lead, that miracle came when Dumas retired after hitting some hay bales in the closing stages.

Snijers won his debut event, with Delecour second and Duez in third. 'Hats off to Romain for superb competition,' said Tuthill team boss, Richard Tuthill. 'Second place stretches our R-GT championship lead, and two historic Tuthill Porsche 911s have claimed wins in the Classic Ypres Rally, so we leave Belgium very happy indeed.'

An electrical problem left Francois Delecour trailing in Ypres, but a charge through the field, and the retirement of fellow Porsche runner and R-GT competitor Romain Dumas, saw Delecour finish second to Porsche R-GT debutant, Patrick Snijers and so extending his R-GT lead





PCGB RETURNS TO ALTHORP HOUSE

Porsche Club Great Britain's 2015 national event takes place at Althorp House in Northamptonshire over the weekend of 15 and 16 August, with all Porsche models welcome – in particular the 912 and 924, which celebrate 50 and 40 years respectively.

The Club, which boasts 13,000 members, staged two highly successful events at Althorp in 1996 and 1997, which saw marque enthusiasts visit the beautiful home of the Spencer family. Nearly two decades later, another Porsche celebration will assume centre stage there, with thousands of owners expected.

A number of activities are planned for the weekend, with proceedings scheduled to get underway at around midday on Saturday. There will be a live arena, anniversary displays, National Concours, exclusive tours of Althorp House and much more. Porsche Cars Great Britain will have a sizeable presence, too.

On Saturday evening, the 'Carrera Party' will take place in Althorp's beautiful stable complex. A hog roast, bar, live music and complimentary coach travel from a local hotel will ensure a memorable night.

'Returning to Althorp is very exciting for Porsche Club GB,' said Peter Bull, the Club's Chairman and Events Director, 'and I am confident that we will deliver an event which members can be rightfully proud of.' For more information about the Althorp weekend and to purchase tickets please contact Porsche Club GB on 01608 652911, or visit porscheclubgb.com



As classic Porsche prices rise ever higher, then so does the temptation to pass a car off for something that it isn't, and many are very convincing. Enter, then, RS specialist, Mark Waring, of Rennsport Classics, with a range of forensic services that will get to the bottom of any classic Porsche's provenance, RS or otherwise



ORIGINAL EQUIPMENT

There were 1580 Porsche 911 Carrera RS 2.7s built and for many years just under 1000 cars were known to have survived – now there seems to be many more around. Over four decades, RSs have been cloned using donor cars, and there are many replicas with genuine RS parts fitted; many are such good fakes that it is almost impossible to tell these cars apart from a genuine original RS, and the fraudulent practice can only increase as the values of the best of these iconic model head towards the million pound mark.

To help establish the history and provenance of cars, long standing original RS specialist, Mark Waring of Surrey-based Rennsport Classics is developing a range of state-of-the-art forensic services in his inspection work that he says is giving remarkable results. One such aspect of his forensic work for prospective buyers is called VIN-Print, by which he applies a special scanner using magneto-imaging and eddy-current technology to the car's VIN numbers. Without the need to remove surface paint or rust, the scanner can "see" up to 1mm under the surface to reveal tampering, over-stamping, and welding marks.

Furthermore, once the scan is made, Waring uses software to compare the numbers and letters against known genuine examples, even down to character length and angle, diameters of circles and the radius of a curve. And if metal has been ground away, he uses another extremely

accurate measurement machine that can tell how much metal is left compared with what should be there. This second device can also detect whether the thickness of the body metal, which was thinner on the first 1000 RSs, is genuine.

Waring has begun building an international database of VIN images which, when sufficiently developed, should make the cloners' work ever harder. 'The services I provide and the tools I use are being constantly developed to establish a standard for inspecting cars,' Waring explains. 'I am just interested how close to original a car is claimed to be compared to when it came out of the factory, and not how much its worth, so I can be objective.'

However he believes that his conclusions regarding a car's authenticity are of sufficient authority to stand up in court should a dispute over an RS's provenance progress that far. His Rennsport Forensic Services including a full report, VIN-Print and a certificate costs from £500 plus VAT, and is totally confidential. For more details call him on 020 8643 0456.



JASMINE PORSCHALINK

In last month's issue of *911 & Porsche World* we ran a two-page report from Jasmine Porschalink's annual and very popular Open Evening. We entitled the report 'Jasmine Tea Party' and while there was no malice intended, we would like to apologise to all at Jasmine for any offence

caused by the heading, which they felt rather belittled the event. This was certainly not our intention and in retrospect we concur that our heading didn't convey the spirit of what was an excellent gathering of Porsche enthusiasts in the North West. We'll be back next year to make amends.



Left: PCGB returns to Althorp House for the first time since 1997. Right: The guys and girls at Jasmine Porschalink

911 & PORSCHE WORLD PICNIC

MAPLEDURHAM HOUSE, NEAR READING
SUNDAY 20 SEPTEMBER

A return to Mapledurham House for this year's Porsche Picnic, once again following the tried-and-tested formula of a laid-back Porsche and VW show in conjunction with our sister magazine, *Classic Porsche*. Informality is the key-word,

with no model-by-model parking and no concours, although the editors will be choosing their favourite 'Top Six' cars of the show.

So bring your picnics (or indulge in a cream tea) and head to Mapledurham on 20 September. The venue opens at 10am, with the awards taking place at 3pm. Entry is £5 per person, with under-11s free.

For all enquiries contact Wildside on 01189 475200 or wildside@adren-a-line.com



MAPLEDURHAM HOUSE

Set in acres of beautiful grounds, just off the A4074 Oxford road, Mapledurham House is a Tourism South East award winner often seen in TV's *Midsomer Murders*. Indeed, Mapledurham's watermill was used as a location in Michael Caine's 1976 film *The Eagle Has Landed*, and features on the cover of Black Sabbath's 1970 debut album. The watermill is the only operational mill on the Thames, the flour it produces being used to make the scones for Mapledurham's own tea room, which will be open on the day of the Picnic. Also open to the public on the day are the main house and watermill (from 2pm), visitors to the Picnic being offered a £3.50 discount on the usual £9 admission. For further details on Mapledurham House, including directions, go to: www.mapledurham.co.uk

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- Open from 10am
- Top Six awards presentation at 3pm
- Tea room
- Discount admission to Mapledurham House and watermill



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Basalt black with black leather,
Sat Nav, 49,000 miles..... **£34,000**



911 (997) "4S" 3.8 (08 - 2008)
Silver with black leather,
Sat Nav, 58,000 miles..... **£34,000**



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PORSCHE 996 RS 2001 official Porsche UK race car



The Porsche 996 RS was the racing variant of the GT3 from 2001 to 2003, only 91 cars were built by Porsche at Weissach to FIA GT2 or ACO LMGT specifications. These were the successor of the 993 GT2 as the Porsche GT race car.

This very rare 996 RS was built to FIA GT2 specifications to compete in the British championship, it was a semi factory entry via Parr Motorsport who was also the promoter of the UK Porsche Cup. Accordingly it was sponsored by Porsche Financial Service which makes as far as we know the one and only 996 raced with official Porsche sponsorship. The car was driven by Marino Franchitti and Kelvin Burt, won most of the races in GT0 and won the championship. The last races the car wore a commemorative deco for its win. The car went to two subsequent private owners and before being bought by a collector who restored it to its original Parr colours. It is in race ready condition and a real pleasure to drive.

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TARGA RELOADED

By invitation Singer wowed the crowds at Goodwood with its new Targa based 911. We caught up with the new machine and the man behind Singer, Rob Dickinson, in a London studio a few days after the Festival of Speed for a chat...

Words: Adam Towler



We catch up with Rob Dickinson in an East London photographic studio. He's sat looking tanned and relaxed on a small sofa while under the bright lights bask two sensational 911s. While restored, modified, resto-modded – or whatever you want to call them – 911s are a very common pursuit, there's no mistaking the work of Singer Vehicle Design. They've taken it to the next level, and are now reaping the rewards.

The main reason we're here is to pore

over the latest car to emerge from Singer's Californian workshop, a Targa version of their re-imagined 911. You may have seen it at the Goodwood Festival of Speed, where it ran alongside the yellow coupe that belongs to a customer in the UK. Today, both cars are in London for a photoshoot with selected media, and later, an opportunity for potential customers to come and let themselves be seduced by the cars.

There's much I want to ask about the Targa, but first I'm curious to take things right back to the beginning, to get a sense of perspective on how Singer arrived at this

point. Just how did this love affair with the Porsche 911 begin? 'I've been haunted by this car since 1970', says Rob with the resigned look of a hopeless Porsche addict. 'My dad introduced me to them. We were in France on holiday and it was a Targa. We were on the autoroute in our VW Beetle with a trailer full of Heinz baked beans and my father looked in the mirror and said "look what's behind us". There was this Targa with its headlamps on and it came barrelling past. I remember being specifically fascinated by this happy face it had and then it went by sounding like an

Targa is the latest reimagining of the 911 concept from Singer and features all the usual Singer styling cues and fastidious attention to detail



Below middle: The Singer Targa isn't all show and no go. Engine is all new 4-litre, built by Ed Pink Racing in Northern Hollywood. Power output is a healthy 380bhp



angry bumble bee, and at the back it had this cross-eyed look, juxtaposed with the happy front. For me the Targa was Porsche: when I saw a coupe after that I thought 'that's not a real Porsche'.

Fast forward to more recent times and a hobby has become a business. 'It started with me building my ultimate 911, which was a 1969 hot rod with a 1979 SC engine and a bunch of features from the R, RSR and ST. My vision of an homage to those racers', reflects Rob. 'That was the genesis of Singer, because that car became my daily driver for six years in Hollywood. What I experienced on a daily basis is that people wanted to buy

it: producers, rock stars, actors. I stopped telling them they couldn't buy it, and said 'I can build you something similar'.

Rob was savvy enough to realise that those clamouring for his car weren't – as he says of himself – 'Porsche nerds like me'. They knew what a 911 was, but they weren't crazy about them. Slowly but surely the idea developed, influenced by driving other restored 911s along the way. 'Resto-mods are nothing new', remarks Rob, 'but maybe we're taking it to an apogee that others haven't before'. Once you've looked at Singer's work up close, you'd have to say he has a point there. 'People love the detail,

they love the way it goes down a road, love us making it like a Rolex: we've been chasing that for five years and it's starting to pay off'.

Paying off it is indeed, given that Singer is now trying to keep its waiting list below two years. If you ordered one of their cars at Goodwood recently, they'll not be starting work on it until March/April 2016, and the car won't be ready until 10 months after that. Such is the demand for the company's work.

A customer who wishes to have their 911 restored by Singer is presented with what may seem like an infinite swathe of possible customisation. The starting point is a 964,

London calling: Taking in the sights. Singer coupe on a bit of a tourist trip. The yellow coupe belongs to a UK customer





from which there are currently at least three engine choices, at least three braking choices and three different gearbox options from which customers can select. Choosing whether to have a coupe or a Targa is another fundamental choice, and there are also at least three possible seat choices, too. From there, personalisation can be accomplished with a myriad different interior possibilities, and touches like the side-mounted oil filler flap and the racing-type fuel filler through the bonnet. Depending upon the customer's desires, a Singer-modified Porsche 911 can be either very sporting focused or touring focused, and the latter was the customer's goal with this grey Targa. Nevertheless, it's faster than ever because unlike the more aggressive yellow coupe also sat in the studio, this Targa features a 4-litre engine. 'The 964 Targa was a stiff structure', points out Rob, 'supposedly stiffer than a G-Series coupe, but we've stitched and seam-welded it in various places. It's on Ohlins suspension and has a six-speed gearbox, but the big thing is the 4-litre engine. This is the sixth 4-litre we've used. Cosworth developed the

3.8-litre engine for our use in a customer's car, and built the first examples, but when they closed their doors in California we found a new partner in Ed Pink Racing Engines from North Hollywood. They were very celebrated back in the 1960s for building drag racing and hot rod engines, and these days rebuild all the 917, 962 and 935 engines in the States'.

The new 4-litre engine uses a custom crankshaft and oil pump (unlike the GT3 items in the 3.8-litre engine), 50mm Jenvey throttle bodies (instead of 48mm), a 997 GT3 RS intake plenum, and while it retains the same 102mm bore size the stroke is increased to achieve the new displacement. It is 'publicly' rated at 380bhp, and when mounted in a 4-litre coupe recently recorded startling performance figures for *Road & Track* magazine: just 3.3-seconds to 60mph and the ninth fastest car the magazine had ever lapped around the Laguna Seca circuit. As Rob says: 'It's a frickin' monster. The throttle response is spectacular'.

Once you've worked your way through Singer's blueprint for imaging and then

restoring your perfect car, you can finish it off pretty much however you want. There are 80 leathers to choose from, for example, and 75 colours – although you can have it any colour you want. 'The customer is always right, until he is very, very wrong', says Rob with a wince. 'It's a real collaborative effort with the client, it's so much fun. It's as much a people business as a car business: we keep them updated as the project goes along, and that's something they're not used to. Usually they're taken for granted by companies and given nasty surprises – we over-deliver and bore people rigid with updates. Then once it's delivered that's where our work really starts, because we track every car, and if we have new parts we keep the cars updated. It's easy for us to do, but it builds our brand with these very influential people. We've made fabulous friends because we've stuck to what we promised and they've fallen in love before they've even got the car'.

The Singer way is obviously working. The really exciting thought is what they'll apply their 'Singer blueprint' to next. **PW**

Singer coupe looks aggressively modern. This is a 3.8-litre machine, but in the States, *Road & Track* magazine have timed a 4-litre version at 3.3 secs for 0-60mph. That's properly modern performance



SINGER IN THE UK

Fittingly in view of its UK sojourn, Singer now has a UK arm to its business. Well known to us at *911&PW*, Greg Cranmer at Heritage Autowerks, will be UK supplier of work and servicing parts, while Simon Furlonger is UK representative for Singer Design's restoration services. For more info contact: simonfurlonger.co.uk heritageautowerks.com

Porsche Classics At The Castle

SUNDAY 6 SEPTEMBER 2015



COYS, a long term leader in the sale of historic Porsche motor cars are delighted to announce the expansion of 'The Excellence of Porsche'. The series will now feature an exclusive sale of pre-1974 Porsche in the spectacular grounds of Hedingham Castle, during Classics at the Castle, one of the most important events on the classic Porsche calendar.

ENTRIES ARE INVITED



For further information or a free market valuation, please contact:

COYS AUCTION DEPARTMENT

Guy Newton
Manor Court
Lower Mortlake Road
Richmond TW9 2LL
United Kingdom
Tel: +44 (0) 20 8614 7888
Fax: +44 (0) 20 8614 7889
guy.newton@coys.co.uk
www.coys.co.uk

COYS EUROPE

Michael Haag
Elisabethstr. 4
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The tempting trinkets that enhance Porsche ownership

WEIGHTING GAME

BBS, supplier of high quality alloy wheels (including some original equipment rims for Porsche), has introduced a new "ultra-lightweight" rim that will fit, among other cars, the current, 991-series 911 GT3. The "Y-spoke" design named FI-R is forged – a process that adds strength, allowing spokes to be thinner and hence lighter – with the result that the 9Jx20-inch size, which fits at the front of a GT3, weighs a mere 7.9kgs.

The spokes have special recesses from which unnecessary material was removed.

Part of the BBS Forged Line, the FI-R is a development of the previous FI wheel, and the 12Jx20-inch that would fit the rear of the GT3 weighs 9.2kg. Coming in either satin or black, the price for the nine-inch wide wheel is £1607 including VAT while the 12-incher is £1717, a set of four working out at £6649.

The wheels shown here, with stud holes, are actually not the Porsche fitment, as images of the centre lock version the car requires was unavailable at press time. For further details, contact BBS, based in Schiltach in Germany's Black Forest via bbs.com, or its UK agent, Rimstyle Autodesign in Ashford in Kent, on 01233 503006.



FIRM DECISION

Gaz Shocks, a suspension manufacturer based in Basildon in Essex, has just announced a new updated coilover damper kit for the Porsche Cayman. From the Gaz Gold range, the kit offers a height adjustment range of 60mm, the adjusters on a high strength coarse acme thread for ease of movement and to ensure longevity. The damper rates are set by easily adjusted knobs.

Finished in a black zinc protective coating and with the white Gaz logo, the dampers have a gas cell in a reservoir filled with a high viscosity multigrade oil which the company, actually called Gazzmatic International Ltd, says prevents cavitation and reduces damping fade under extreme conditions.

Every unit is individually tested before being sent out, and the kit is covered by a two-year warranty.

The price of the Gaz Gold Coilover Kit is £1590 including VAT. For more details, call 01268 724585 or go to gazshocks.com

gazshocks.com



LEGENDARY LUGGAGE

Porsche Driver Selection, the carmaker's range of lifestyle accessories that is offered in addition to Porsche Design products, has launched a collection of luggage and clothing in tribute to the legendary 1973 911 Carrera RS 2.7, 1580 of which were made. Curious timing, coming two years after the car's 40th anniversary, but better late than never, some might say.

The Rimowa luggage series is made from 100 per cent polycarbonate and

finished in White with Viper Green trimmings, one colour scheme the original RS was offered in.

Available as the 75-litre PTS Ultralight XL Limited Edition (priced at €699, about £500) and 33-litre PTS Ultralight M Limited Edition (€599, £425), the cases are sized to fit all current Porsche models, and have a flush fit extra handle to make loading into the car easier. The debut year of the RS is the number of suitcases that will be built, 1973.

More affordable is the celebratory clothing: the T-shirt with a green RS on the chest (€49, £35), the sweat shirt (€135, £95), men's joggers

(€99, £70) and baseball cap (€29, £21). There are even biscuits in Viper Green, Indian Red and Glacier Blue (€19, £13.50), but let's not go there. Availability on these products varies according to country, so check on the national website, which for the UK is porsche.co.uk



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DASHBOARD KONNECTION

In last month's issue we reported on a re-manufactured dashboard top from Porsche Classic for pre impact bumper 911s, from 1969 to 1974, and priced at under £700, thus undercutting similar products offered by independent suppliers. The slight problem is that it is made only in left-hand drive – but classic Porsche parts supplier Karmann Konnection is able to help, having stocks of the same panel for right-hookers.

It fits 911s from 1969 until 1973, and also later 912s (the four-cylinder version of the 911), from 1969. It can also be fitted on some later 911s. European-sourced, it is priced at £1394 including VAT and UK delivery; KK will deliver to right-hand drive countries such as Australia and South Africa, with shipping costs on application. If you have a tatty dashboard and are tempted to renew it, bear in mind that fitting entails removing the car's windscreen, so this isn't a DIY job. For more details, call 01702 340613 or visit karmannkonnection.com



ANY SIZE YOU LIKE

Wheel specialist Rotiform has introduced two new three-piece forged alloy wheels for a variety of Porsche models, the Rotiform FUC (left) and LVS. The California-based firm says that they are aimed at customers wishing a custom sized and finished wheel, hence they are built to order and available in an extremely wide size range, from 14- to 24-inch diameter.

The wheels are made at Rotiform's premises in Compton, south of Los Angeles, using 6061-T6 aluminium forgings. Prices start at £420 per wheel, with UK shipping approximately £260 per set (Duty and VAT must be added). Contact Rotiform direct at www.rotiform.com, or go to its UK importer, Car Audio Security in Hayes, Middlesex, on 020 8561 9485 or at caraudiosecurity.com



PRICE WATCH

Mini911, A Belgium-based supplier of Porsche related accessories is offering this new wrist watch, which it is calling the Porsche Watch Chronograph type 918. It has a movement made by Swiss Rhonda with 13 jewels, a satinised, 43mm diameter case made from toughened aluminium, crown and pushers made from toughened stainless steel, and extra-hard sapphire glass with anti-reflection treatment to ensure clear visibility.

It also has a carbon dial and back, luminescent hands and stopwatch function with split-time measurement and tachymeter. The strap is a high quality black rubber, and the watch is waterproof up to 100 metres depth. The price is £395, a great deal less than the £2200 minimum required to buy a watch from Porsche Design. For more details, go to www.mini911.com



THE TYRE DEPOT

THERE'S A LOT TO CHECK WHEN BUYING AN OLDER PORSCHE, INCLUDING THE CONDITION OF THE RUBBER THAT SEPARATES IT FROM THE GROUND

If you are buying your first Porsche, then taking time to look at the tyres when inspecting the car can help in seeing it has been cared for, and also some of the potential costs you may face as the new owner. The most obvious aspect is tread depth: the UK's legal minimum limit is 1.6mm across three-quarters of the tyre. Without a tyre tread depth gauge, it is not always easy to tell how much is left.

Following on from tread depth is "vehicle alignment". The signs are abnormal wear across the tyre, the car pulling to one side of the road, or the steering-wheel not straight. Full geometry checks are free, and costs for basic adjustments start at £35 and go up from here, depending on complexity and time.

Tyre date codes can be located on what's called the "window" of the tyre sidewall. The first two digits represents the week and the second two, the year of manufacture – so, for example, 0308 is week three in 2008. While tyres are designed to age slowly, those over six years old can show signs of ageing with small cracks appearing in between the tread – if in this state, they need to be replaced. Matching front and rear tyres are important, and on older cars this could be matching patterns of the same brand, but on newer cars having the same brand and the same "N" rating will keep your car handling its best and potentially help with insuring it.



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911 991

24535Z20 Pzero N0 £189.95
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911 993

20550ZR17 Pirelli Pzero Rosso N3 £132.95
25540ZR17 Pirelli Pzero Rosso N3 £152.95

911 996

22540ZR18 Pirelli Pzero Rosso N4 £124.95
26535ZR18 Pirelli Pzero Rosso N4 £165.95

Prices include valve, balance, casing disposal and VAT



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GEOMETRY LESSON

Independent Porsche specialist JZM Porsche in Hertfordshire continues to recommend and install components from California-based RSS suspension when tuning Porsches for fast road and track day use. 'The main advantage of using RSS suspension parts comes from eliminating the flex associated with the rubber-bushed standard arms,' explains JZM director Steve McHale. 'Switching to RSS preserves consistent geometry under acceleration, braking and cornering, improving stability and increasing confidence.'

He continues, 'Chassis set-up is an important part of our business. We encourage customers to invest in accurate chassis geometry set-up on JZM's Hunter alignment ramp, so they can get the most fun from their Porsche. We do not fit components that could impede chassis performance, so RSS suspension upgrade parts suit us perfectly.'

JZM Porsche Tuning stocks the full range of RSS suspension upgrades: wishbones, track control arms, engine mounts and more. A particular JZM favourite is the RSS range of replacement bushes for standard Porsche GT3 control arms. 'Porsche says these cannot be changed separately, forcing the purchase of a whole new arm at £750 a time, but we've made a special tool to replace those bushes in situ, so we can save customers more than £1000,' says McHale. More details on 01923 269788 or at jzmporsche.com



FIND YOUR RACE PACE

Track day enthusiasts and race drivers now have the opportunity to drive a professional race simulator at World Endurance Championship and World Series By Renault front runners Strakka Racing. Aimed at experienced track drivers, Strakka Racing's simulation sessions, which take place at its Silverstone base, use the same race simulator its own drivers and members of its young driver development programme use to prepare for events.

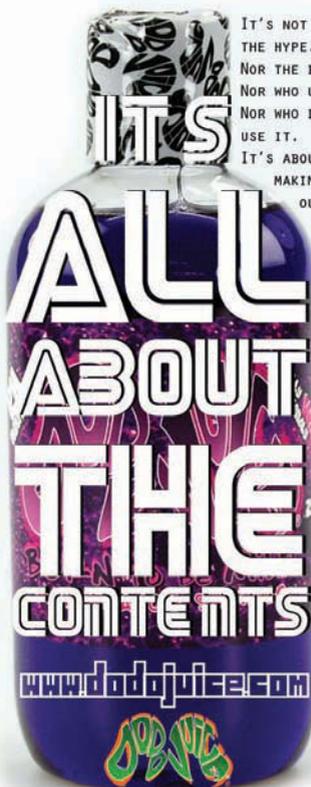
Overseen by one of its own real race engineers and with full data logging available to provide objective analysis, Strakka's bespoke simulator, either in LMP coupe or single-seater configuration, ensures consistent conditions with expert advice to improve pace and racing lines without fuel, wear and tear and damage risk possible on a track day. Ideal for familiarisation ahead of a race or track day, a professional simulator session makes sure you get the most of valuable costly real track time. Half day starter sessions start at £450 that enables you to both drive a number of car models that include a Porsche 997 Cup Car as well other race cars at over 50 tracks worldwide, many refined with additional data from Strakka's own track experience. Call 01327 351134 or visit strakkaracing.com

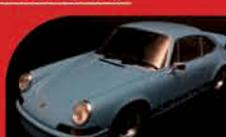
PAY AND DISPLAY

Track driving can be simply a great deal of fun, or a deadly serious matter where every hundredth of a second counts, and where every beat of the engine is significant. For those of the latter persuasion, Race Technology's new Dash2 Pro, updated over the Dash2 for 2015, will be a very useful item of equipment.

The attractive LCD display within the aluminium case becomes the control centre for your driving and also the car, and in fact it has sufficient features including warning lights to be a road legal dashboard. It has GPS data logging (optional), essential for analysing driver performance, which due to its database is possible on some 300 race circuits worldwide. CAN communication decodes ECU or CAN bus data. Plus there are many other features for advanced users.

The Nottingham based company offers special mounting kits, but only for Lotus and Yamaha motorcycles (it's waterproof), so it would have to be positioned carefully, but the case does have three tapped holes in the back to assist its mounting. Prices start at £720 including VAT, with data logging £240 extra and the ECU interface adding a further £75-£100, depending on the type of ECU. For more technical information call Race Technology on 01773 537620, or visit race-technology.com



<p>919 Hybrid 2015 1:43</p> <p>69.⁹⁰</p> 	<p>991 RSR 2015 1:43</p> <p>59.⁹⁵</p> 	<p>997 Sport Classic 1:18</p> <p>89.⁹⁵</p> 	<p>991 GT3 RS 1:43</p> <p>69.⁹⁰</p> 
<p>Cayman GT4 1:43</p> <p>59.⁹⁵</p> 	<p>911 Carrera 2.7 1:43</p> <p>69.⁹⁰</p> 	<p>991 Carrera S 1:43</p> <p>19.⁹⁰</p> 	<p>Boxster Spyder 981 2015 1:43</p> <p>69.⁹⁰</p> 
<p>Leather Keyring 8 colors</p> <p>16.⁹⁰</p> 	<p>Porsche Pilot Sunglasses Porsche Design</p> <p>160. 99.⁹⁰</p> 	<p>Porsche Sunglasses Porsche Design</p> <p>160. 99.⁹⁰</p> 	<p>Tracktop 911 S Jacket Porsche Design Adidas</p> <p>139.⁹⁰ 99.⁹⁵</p> 
<p>Mc Queen T-Shirt</p> <p>59.⁵⁰ 39.⁹⁵</p> 	<p>918 Spyder Cap Porsche Design</p> <p>29.⁹⁰ 19.⁹⁰</p> 	<p>Mc Queen Cap</p> <p>29.⁹⁰ 19.⁹⁵</p> 	<p>Porsche Traveling bag Carfit</p> <p>231. 149.⁹⁰</p> 

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<p>PORSCHE 356</p>  <p>1950 Model 1:43</p> <p>53.⁹⁹ 49.⁹⁵</p>	<p></p> <p>Cabriolet 1962 1:32</p> <p>35. 32.⁹⁷</p>	<p></p> <p>Speedster 1968 1:18</p> <p>138.⁹⁹</p>	<p></p> <p>Speedster 1968 1:18</p> <p>138.⁹⁹ 119.⁹⁵</p>
<p>PORSCHE 911</p>  <p>Classic Set 1:43</p> <p>345. 279.⁹⁵</p>	<p></p> <p>911 Carr GTS Carrera GTS 2011 1:43</p> <p>49. 19.⁹⁵</p>	<p></p> <p>964 Turbo S 1:18</p> <p>114.⁹⁹ 89.⁹⁰</p>	<p></p> <p>997 Speedster 1:43</p> <p>39. 19.⁹⁰</p>
<p>PORSCHE BOXSTER CAYMAN</p>  <p>Sculpture Boxster 1:43</p> <p>59.</p>	<p></p> <p>Boxster S 981 1:43</p> <p>53.⁹⁹ 29.⁹⁰</p>	<p></p> <p>Sculpture Cayman 1:43</p> <p>59.</p>	<p></p> <p>2013 Model 1:43</p> <p>39.⁹⁰</p>
<p>PORSCHE RACING</p>  <p>997 GT3 R 2012 1:43</p> <p>69.⁹⁵ 59.⁹⁵</p>	<p></p> <p>918 RSR 2014 1:43</p> <p>64.⁹⁹ 35.</p>	<p></p> <p>991 GT3 RSR 1:43</p> <p>57.⁹⁵</p>	<p></p> <p>934 RSR 1976 1:18</p> <p>169.⁹⁰</p>



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THE USUAL SUSPECTS

Bennett recalls buying his first Porsche, selling it, buying it back, selling it again and how he'll probably own it again one day. Plus, the £2500 Boxster that won over the 911&PW crew and a blast from the past for 911&PW founder, Clive Househam



STEVE BENNETT
911&PW EDITOR



Bennett's first Porsche – a leggy 944 that he lavished far too much time, money and effort on, but then love is blind! Lotus Exige simply here to add colour to what is otherwise two pages of black cars

MY FIRST PORSCHE

You won't have failed to notice that this issue is our annual 'Your First Porsche' extravaganza, which kind of got me thinking about my own 'first Porsche'.

It's a pretty big deal in the life of a car person when the Porsche itch needs to be scratched. Here's how it happened. Back in 2001 I had left the security of PAYE employment and magazines and went to the dark side of online publishing, along with everyone else, seemingly. Along with any financial security I had to give my company car back, too, and relinquish the steady stream of test cars (albeit temporarily). For a while I trundled around in my girlfriend's VW Polo until I could afford something commensurate with my new venture, which was called Circuitdriver.com and aimed at the trackday industry.

Being a child of the hot hatch revolution I plumped for a nearly new Peugeot 306 Rallye. This showed a complete lack of imagination since it was the same as the company car I had handed back, but an indication of the esteem I held the flimsy French machine. Brilliant doesn't cover the 306's chassis and character. However, I soon realised that my new car was shedding value at an alarming rate. Car ownership and depreciation was something I'd never really worried about, and I didn't much like either. I decided to get out quick and get something else, which would be useable, but wouldn't shed money. But what?

A Golf GTI Mk2, that's what. I was prepared to spend a reasonable amount on one, too. I even got as far as going to Birmingham to look at what I thought was 'the one'. It wasn't, though, and I had to come home on the train. Then one of my colleagues suggested a Porsche 944 and forwarded a link to just such a machine for sale at 911 Virgin. A 944, eh? Can't say that a 944, or any other Porsche for that matter, was on my radar. Indeed I didn't really know a great deal about Porsches and had driven very few, save for a 996 C2, which I had had on test, which I had loved but would be a dream machine until 14 years later.

My sole experience of a 944 was getting a lift to work in one for a year or so. It was a 2.5 Lux and, given that it transported three of us, we had to take it in turns as to who would lie across the two bucket seats in the back. Given that I'm over 6ft, it was never comfortable. But I was always impressed with that car. It seemed strong, I liked the gutsy motor and it was bomb proof and just kept on going, despite its owner's complete lack of mechanical sympathy or know-how.

I hadn't considered a Porsche because I just didn't think I could afford one. But here was a smart looking 944 Lux for sale with a dealer for just £3500. So off we went, me and my two colleagues (both of whom would go on to be serial Porsche owners, too, but I like to think I was the trailblazer, or was I just the guinea pig?) for a look.

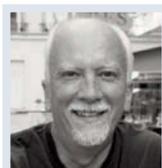
Even back then a 944 wasn't really 911 Virgin's sort of stock. They had fallen out of the Porsche specialists' network some years before, but this one had been taken in part-ex

and was being punted out relatively cheaply. For some reason the ad didn't mention mileage and I hadn't asked. It was a bit of a shock, then, when I peered at the odometer and read 192,000-odd miles. In retrospect I should have taken this as a good sign, because the rest of the car was excellent and 911 Virgin's Henry Firman tried to educate me on mileage and build integrity, but I was young and naïve and decided to leave it.

So there we were with a bag of cash in West London and some time on our hands. What to do? Well, obviously we picked up a copy of the *Thames Valley Auto Trader* (online only now and with no regional variations), found ourselves a greasy spoon café and looked at the motors. Seems quaint now, but back then the TVT was the way to buy a car and online ads were still a bit of a novelty. There were a few 944s up for grabs both privately and with dealers. A black 2.5 Lux caught my eye with a dealer in Berkshire about 50-miles from our greasy spoon location. The call was made and off we went.

At £3995 it was at the cheap end of the 944 market, but it was an oval dash model and a bit less leggy at 130,000 miles. As you might have gathered, by now I was determined that I wasn't going home without a 944 and so really the whole thing was a foregone conclusion. Sitting in a lot full of Jap imports it had been traded for a Honda Prelude. In black it looked pretty good and was backed up by the biggest stack of bills I'd ever seen, some of them very expensive. The service book was fully stamped, the paintwork wasn't perfect, but then it was far from bad. The

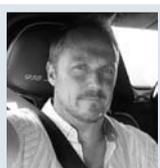
Say what you like about them, but *911 & Porsche World's* elite squad of journalists and Porschephiles have opinions aplenty on all manner of automotive matters. And this is where they get their two-pages' worth



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CHRIS HORTON



JOHNNY TIPLER

'teledial' wheels weren't kerbed, but could do with a refurb. Everything worked including the sunroof and it drove pretty well, too, pulling with torque vigour and steering with fulsome feel and accuracy. Then again the last big bill was for a new steering rack.

The only thing that would save me now was a silly offer. So I raised a few points and pitched in with £3500 cash. The man in the hut reckoned it stood them at £3750, I said I wouldn't go any higher than £3650, and besides it was a Saturday afternoon and getting on a bit and let's just do the deal and

then we can all go home. Five minutes later I was driving home to East Anglia with my two colleagues behind shaking their heads. I was in a Porsche. A cheap one, yes, but a Porsche none the less.

So how did it work out? Well, get this. I seriously loved that car. I restored it to its former glory with a respray, and didn't freak out too much when it needed a new engine. When the time came (because I'd mistakenly bought a BMW M3) I sold it to a friend, but a few years later I bought it back again at a knockdown £1500. By this time I had a

Carrera 3.2, too, and the 944 became my daily banger. I then sold it to a local restaurateur, who loved it as much as I did. He then sold it to the barman at my local pub. He loved it too and cared for it for a couple of years before getting sensible and selling back to the restaurateur again for the same £1500. It was the community 944 and I fully expect to have it back one of these days. What of it now? Well, it's still with Dave Pickles, my restaurateur chum, but it has to be said that it's in storage and hasn't been used for a while. Time to make a cheeky offer, I think!

CHEAP THRILLS: £2500 BOXSTER WINS US OVER

Hectic though it is to put together, the annual 'Your First Porsche' shoot is always a lot of fun to do, not least because it sees all the *911&PW* operatives gathered together in one place, and not dotted around all four points of the country, united only by digital communication formats.

The tone of this year's get together was slightly tongue in cheek. With a maximum of £25,000 to play with, the challenge was to go forth and find a suitable starter Porsche within that budget and then get it to the Longcross/Chobham test track and argue the toss as to why yours was clearly the right choice and that anything else would be madness. Fast forward to page 56 and you can see that we all rose to the challenge admirably.

Of course it's horses for courses, and everyone is trying to play devil's advocate. Some things are a given. Of course, Keith Seume is going to choose a classic of some description. Me? Well I've just put my money where my mouth is and bought a 996 C2. Obviously I was going to nominate that. There is, though, always one car that unites everybody and this year it was Consultant Ed (and tech guru) Chris Horton's chosen chariot. Chris didn't push the budget envelope up, he pushed it down about as far as you can go. He didn't arrive in a slightly

scruffy front-engined car, either, which would have been no great surprise. No, he arrived in a slightly scruffy 986 Boxster valued at just £2500. I'll say that again: Just £2500!

In black, with one of Porsche's more challenging interior colours – Savannah – and with 124,000 miles on the clock, the Boxster absolutely captured everyone's imagination, and not just because of the price. Everyone wanted a go in the bargain Boxster, and it's fair to say that expectations were not high. But, actually, aside from a few creaks and clonks, it drove pretty well. The clutch was nicer than that on my 996 with half the mileage, the brakes were sharp, the dampers were tight and it pointed and steered perfectly, the only woolliness coming from the Chinese ditch fender tyres (well, come on, you didn't expect N rated Continentals, did you?).

Taking it for a spin around the track and through the twisting 'snake' section, which cuts through the middle, I had Rob Shingler in the passenger seat. Rob kindly drove the 911SC to the track, on the basis that the SC's advocate – lensman Antony Fraser – couldn't get all his kit into it. Rob is a car buff, but more into Mercs, and for the entire couple of laps he just shook his head and muttered '£2500? Really? £2500?' When we stopped he just wandered off in wonderment,

still uttering his £2500 mantra.

Of course you'd have to be brave, but then again, and with the risk of repeating myself, it's only £2500! It would be the perfect machine for the more DIY inclined, not least because a big bill could easily render it a write off. A suspension overhaul would probably be worth more than its value, when you lump in labour, too, but if you're handy with the spanners, then it's game on.

Bottom line, though, the cheapo Boxster's grubby leather driver's seat saw more action than any other car on the day, leaving MD Clive Househam to wonder whether we should just put it on the front cover with a screaming '£2500 Boxster!' headline and have done with it. He's probably right.

How low can you go? Pretty low with Boxsters these days, as witnessed by this £2500 example that captivated us all at our annual 'Your First Porsche' gathering



HAPPY BIRTHDAY

Talking of Clive – who is *911&PW's* founding father – it was his birthday the other day, and a significant one to boot. Clive's son, Freddie, thought it would be a bit of fun to see if he could get together some of Clive's old project cars together. Unfortunately, the 911SC that Clive sold some 25 years ago to fund the launch of *911&PW* is currently being stripped and rebuilt into a hot-rod. Unfortunate, then, in that it couldn't be present, but Clive being a life long hot rodder approves whole-heartedly of the new owner's plans...

What Freddie did manage to bring to the party, though, was Clive's ex-Street

Machine magazine project Karmann Ghia. Clive was the editor at the time (late '80s), hence the coverline 'The Boss's Car.' A bit of 'then and now' photography ensued and,

let's face it, neither car nor Clive look much different. As you can see, too, Clive is still modding his cars as witnessed by his stanced VW Scirocco on 19s!

911&PW founder, Clive Househam, reunited with his Karmann Ghia





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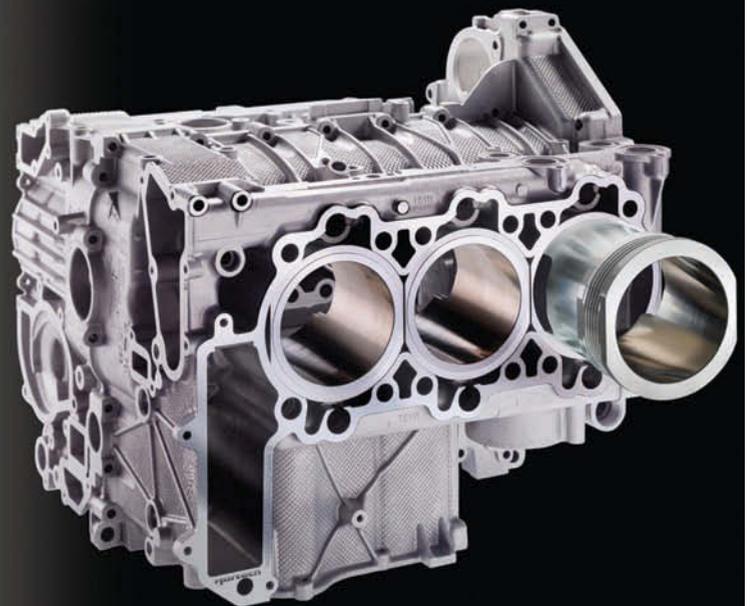
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LATE STARTER

A passion for Porsches came later in life for Mike Blanchet, but now he's got one he's hooked, and as an ex-racer and Lola development driver, he knows how to make it handle

Words and pictures: Brett Fraser

There's a GB sticker on the back of Mike Blanchet's 93,000-mile 911 Carrera 3.2. It's on the tail of his Porsche because he's just returned from a few days away in France, and while the law can sometimes be a bit of an ass, it's best to keep in with the French police.

And although the car's gleaming in that way that suggests it's always clean and extremely well looked after, there are a few scuffs on the front bumper and chip or two in the paint on the nose. This is a 911 that goes places and does things, despite the fact that sitting on Mike's drive is a very high mileage (260,000!) BMW that he uses for the boring commutes, which he plies for his job as an automotive consultant.

'While it doesn't make much sense to use the Porsche for commuting duties,' Mike explains, 'I do try to drive it whenever I can. The wet isn't an issue and neither is the winter, but I try to avoid taking it out when there's a lot of salt on the road, as it can be devastating for old cars.'

Mike's very fond of his 911 and the way

that it drives, but his isn't a lifelong Porsche passion, even if motorsport crept into his subconscious from a very early age. 'I was born and brought up on Jersey and my father was extremely keen on cars,' he tells us. 'My earliest recollection of being aware of cars was when I was four years old and my father took me to watch the road race that ran round the island. It didn't really count towards any championship and yet it did attract some top drivers, but what I remember most was the incredible noise. I may have been young, yet I was already hooked.'

Helping ferment that nascent interest in motorsport was the fact that Mike's elder brother did a bit of karting, so it was of a surprise to no one when soon after he passed his test at 17 he found a way to go racing. 'My first involvement in motorsport was the hillclimb at Bouley Bay, an absolutely beautiful location by Jersey's seaside,' reveals Mike.

'I was competing in an Austin-Healey Sprite with wider wheels and a few of the other go-faster bits and pieces you think

are important when you're 17. I did pretty well but there was a guy in a Lotus 7 who was quite competitive and was very hard to beat. However, it gave me a real taste for racing which I knew I could only really pursue in England, so I relocated to London.'

In common with so many others before and since, Mike turned to Formula Ford to gain valuable experience, not to mention affordable racing. 'I saved for about 18 months to buy my first car, with a Lotus chassis,' Mike recalls, 'and the car and that series were good for a novice. But I needed three jobs to pay for it.'

Ultimately that investment paid off, with Mike being spotted by Lola and offered a works drive in one of its Formula Ford cars. 'It was a good team and I managed some wins, which was quite nice,' reminisces Mike. 'Eventually I took on the role of full-time development driver for Lola; racing's fun, but there's nothing quite like taking on an all-new design and turning it into a race winner.' As well as helping develop new products, Mike was appointed Lola's sales

Mike Blanchet and his Carrera 3.2. Mike is well known in racing circles. He was a successful works and development driver for Lola, before taking on the company's sales and marketing



and marketing manager.

But what of Porsches? 'Well, in the back of my mind I always thought it would be nice to own a 911,' Mike laughs, 'but I never felt wealthy enough to buy one. And yet the idea niggled away that it was one of those cars that you owed it to yourself to own at least for a short while at least once in your life. It's one of those timeless designs, such a perfect shape for a sports car.'

Other distractions got in the way, though. 'I quite like old cars,' confesses Mike, 'and I had a Riley and a pre-war Alvis. Then there was a replica Jaguar C-type that was massively good fun to drive but somewhat short on practicality and creature comforts. Pat, my wife, came out with me in the C-type on several events, but the open cockpit in the rain is no place for a passenger...'

With the departure of the C-type, Mike looked around for a 911. 'I'd always admired Porsche's engineering, so I decided upon an air-cooled example in a darkish colour because I don't like attracting attention. Bad form, I know, but I bought the first one I saw, from the now defunct Eclectic Cars over near Oxford. On reflection I shouldn't have chosen one with the 915 gearbox; I may have been used to an awkward shift after the C-type, but this really was a baulky bastard...

'Then, just after the warranty expired, fourth gear gave up and I was left with a four-grand bill for a gearbox rebuild and new clutch. I comfort myself with the notion that as the values of air-cooled 911s soar, I might just be covering my costs! Appreciation in line with expenditure, but at least I'm enjoying the car.'

Mike has owned the 3.2 Carrera for about four years now and entrusts its servicing and maintenance to Autofarm. 'From where I live in East Anglia, Autofarm really is a bit of a hike, but it's worth it. The guys there are very friendly, hugely knowledgeable, and scrupulously honest – if something doesn't need replacing or repairing, they won't... And with some other outfits, that's not always the case.'

Autofarm's integrity made it Mike's first port of call when the 3.2's brakes lost their effectiveness. 'While it was never my intention for the 911 to become any sort of circuit toy, I couldn't resist taking it on a trackday. But after about four laps the brakes were absolutely shot, despite me giving them several cool down laps. The guys at Autofarm discovered that, for whatever reason, the front discs were the wrong spec and were too narrow, and the pads were on the way out, too.'

'Autofarm also discovered that the brackets for the oil pipes in the sills were perilously rusty, so replaced them, and re-primed and rustproofed them.'

If you don't actually use your Porsche very much then the cost of jobs like this can taint your ownership experience, but having worked for the Lola race team and enjoying piling on miles, Mike was fairly philosophical about the expenditure. Especially as it meant he could then use the 3.2 for long trips without having to worry. 'As part of my job as motorsport journalist as well as industry consultant, a couple of years ago I used the 911 to go down to Pau for the Historics races that took place ahead of the modern F3 championship.

'I drove down on my own and took a



“ Bad form, I know, but I bought the first one I saw from Eclectic Cars in Oxford ”



On an 'A' plate, Mike's Carrera 3.2 is one of the very early cars as witnessed by the three-spoke wheel and earlier SC type seats. Engine is one of the 3.2's strong points, with great flexibility. Mike isn't quite so enamoured with the Type 915 gearbox, though

HISTORY

The Carrera 3.2 is the final iteration of the original 1963 911.

Launched in 1983 to replace the 3-litre SC, its 3.2-litre engine boasted 230bhp, and another level (relatively speaking) of refinement over the SC. Initially launched with the Type 915 gearbox, the 3.2 really came of age with the slick-shifting Getrag G50 'box, fitted from 1986. At last a 911 gearbox that really worked!

For years the Carrera was the next rung up the 911 ladder from the SC and offered the full air-cooled experience at an everyday price. Mike did well to buy when he did.



really enjoyable route over the Alps. Because I was in an old car I was able to park in an area close to the best corner on the circuit and had a very enjoyable time. The homeward leg was equally good fun.'

Mike's earlier life as a race car development driver led him to make some changes to the 911's suspension, even though he never intended it to be a track car. 'With standard suspension it understeered like a pig. The front suspension is now lowered by 30mm and has more negative camber to help with the turn-in: I originally dropped it even lower, but the front arches would sometimes rub against the tyres so I had to come back up a smidge, which is easy enough to do with the range of adjustment in the torsion bars.'

'I also stiffened up the rear anti-roll bar: I would like it to be even stiffer, but there's not the room for a thicker bar. Still, I don't want to go too far because this is a road car, but I do stick a couple of psi more into the tyres than recommended. Because the

car doesn't have silly low-profile rubber, the ride quality is generally very good as the tyres also contribute to the suspension's damping. And it's even better when the tyres are warm.'

And talking of tyres, Mike likes to maintain high standards. 'When I bought

performance, especially in the wet.'

For similar reasons, he always fills the 911 with super unleaded. 'Years ago when I was working with Ray Mallock we tested various fuels and confirmed that not only does super unleaded increase performance, it also actively cleans your engine.'

“ With standard suspension it understeered like a pig ”

the car it had some crappy Korean brand on the front that I quickly replaced with original spec Michelins. I've never stinted on tyres and when the rears recently needed replacing it was with another pair of Michelins. My belief is that you should fit the best tyres you can afford, if not for ultimate cornering grip, then for braking

Mike confesses that he sometimes muses over chopping in the 911 for a car that he can chuck around a bit more – 'You need to be doing 80 or 90mph before the chassis really comes alive. But actually I've got no desire to get rid of it: I'm still learning about what it's got to offer, how far I can really push it – it's that sort of car.' **PW**



Above and left: Given Mike's motorsport development background, it's no surprise that he's made changes to his Carrera 3.2's set up to rid it of the standard factory understeer settings. Keen eyed suspension spotters will note a drop at the front by 30mm, and a bit of negative camber. At the rear, he's fitted a stiffer anti roll bar



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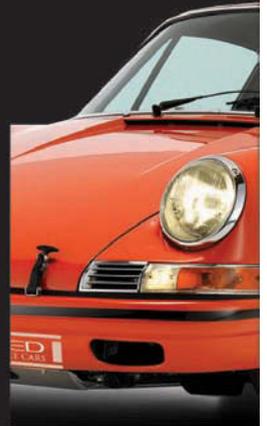
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JÄGER BOMB

From wayward drone to guided missile: every facet of this 930 has had a going over: this IROC lookalike puts the 'Dart' in Dartmoor

Words: Johnny Tipler Photography: Antony Fraser



First one to see the sea buys the ice creams! That'll be my eagle-eyed snapper, who's spotting locations for our shoot high up on Dartmoor. Some ten miles south there's the unmistakable horizon smudge of the dark blue briny. We've brought the Jäger Bomb up here from Saltash-based Porsche specialist Williams-Crawford for a blast around the moorland roads. And what a humdinger! This 930 not only looks the part with its IROC racecar persona, it goes like one, too. Why Jäger Bomb? Like the popular clubbers' drink, it's an agent-orange cocktail of speed and energy.

Its beginnings were not so promising. Five years ago it arrived at Williams-Crawford with a midlife crisis and a host of problems, so much so that Adrian Crawford decided the only option was to

effect a total transformation. 'It came to me as a modified 930 Turbo and it was a nasty car indeed,' Adrian remembers. 'It was one of the scariest I've seen, and with all the lightweight panels, plastic windows and no trim, it felt twice as fast as it is today, plus you needed earplugs and a strong constitution to drive it. Hidden under the surface we found the normal issues such as corrosion in the kidney bowls and sills, but this would not have been an expensive car back then.' Seems the last owner had the car for 12 years, and was only interested in going to Le Mans faster and faster every year because his mates all had Ferraris, so he installed a huge turbo to keep up with them, and then started lightening the car, so by the time Williams-Crawford got involved, it had carbon doors and front end, plastic windows, and everything

was stripped out. 'It had huge brakes and a great motor, but it was truly terrifying to drive, when you consider how much it had been modified with little regard for the rust below.'

That's basically what Williams-Crawford started with, and they tore it completely apart and implemented a bare shell restoration. Where to go then? 'I wanted a car that was dramatic and exciting with race style but was also capable of leisurely touring, so it wasn't simply stripped out and roll-caged with no carpets like some of them are; it had to be nice on the road as well. So we kept all the performance and the brakes, and inside we dyno-matted the whole floor with that silver-foil sound-deadening material, so when you drive it you'll hear no rattles or squeaks.' But despite the wild child looks, it is a matching numbers 930. It logged





Adrian Crawford cites the IROC race cars of '73/'74 as the influence for this 930 Turbo creation. Continental Orange is the colour that Mark Donohue's car was painted, Donohue going on to win the series

487bhp on a rolling road dyno and, with a little bit more boost, is allegedly able to produce 550bhp. 'It must have a turbo like a dustbin because it's got a huge amount of lag,' cautions Adrian. 'The car weighs 1210kg; we corner-weighted it, and with the horsepower it works really well.' Its Brembo brakes were overhauled and new suspension and bushes installed. The tyres are Michelin Pilot Sports, rear dimensions 265/35 ZR18 and 225/40 ZR18 front, cladding those magnificent gold-centred BBS split-rim wheels.

As for the appearance, Adrian fancied the IROC look, which meant replicating one of those gaily-hued RSRs driven by 12 of the top Formula 1, USAC, Can-Am, TransAm and NASCAR drivers Stateside in 1973 and '74 in the International Race of Champions series. The series was founded by Roger Penske using the new 2.8- and 3.0 RSR, and his protégé, Can-Am and TransAm champ Mark Donohue dominated in the orange car. Accordingly, the Williams-

Crawford 930 has front and rear 911 RSR IROC replica bumper panels, and at the rear they have tiny number plate lights screwed on and at the front they feature cooling ducts for the brakes. To complete the look, he chose Donohue's Continental Orange, by coincidence the colour of the Jägermeister bottle label, and that's

asserts. 'I love all those '70s Porsche racing cars, and the IROC thing was brilliant with all those drivers from different disciplines all driving identical Porsches. And I like the minimalist aspect of our car, the fact that we've removed all these little bits and pieces. We've just given it the one mirror on the driver's door, and that's actually

“ As for appearance, Adrian fancied the IROC look ”

identified in the rebuilt car's paint code. The paler orange coach-line encircling the flanks and bumpers is nicely understated but helps coordinate the overall appearance, too.

'It's a style that we like, and it's not supposed to be a correct replica,' Adrian

mounted on a little bracket on the doorframe.' That's the one thing I'm not convinced about; you need all the help you can get assessing what's behind you, especially on track, though researching IROC pics looking for pairs of mirrors on the '73/'74 cars, it looks like some did have two

It's the details that count, and the 930 Turbo abounds with them. Most obvious is the tartan trim, which complements the orange of the rest of the car. Adrian and the team took a few brave pills, after initially being unsure, but it's paid off, adding character and a certain quirkiness





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On the road this 930 Turbo mixes old school Turbo looks, with a modern twist, thanks to the 18in BBS split-rims, with classic gold centres. Looks fast, is fast!

and some just the one. The entire project took about a year, and the car was largely built by W-C in-house mechanics Graham Kidd and Becky Turner. Apart from the bumpers, the bodywork is all metal, all original 930. But look carefully and there are a host of intriguing details that transform it from workaday 930 to company showcase. 'It's all premeditated,' says Adrian. 'So it's got little '70s touches like the windscreen washer jets, classic headlamp lenses, we've customised the bonnet badge, and given it a matching tool roll which we did in black passivate; little things just to make it quirky.' But it's more than that: this is something really special, a real connoisseur job. The seats are custom-made in Alcantara Italian leather with stainless rivets inserted and a slot for the crotch-strap of a five-point harness. The

gearshift is exposed and the whole dashboard has been cleaned up; the central and side vents have been removed, along with the radio panel, and indeed all the switches around the instruments are omitted to bring more clarity to the cockpit design. Moreover, there's no central locking, no electric windows, and no lock buttons in the door tops to keep the line as clean as possible. Beside the rear seats are plastic panels rather than carpet in order to accommodate sound-deadening behind them. They custom-built the rear shelf with little seat cushions but no back rests, and removed the brackets for the seat backs. The pedal-box, as well as all nuts and bolts – such as the ones in the hinge panels – are finished in gold passivate. The number plate would better suit someone with a 935 but, granted, it's kind of fun.

The interior is upholstered adventurously in tartan, though it very nearly didn't make the cut. 'We wanted something that would go with the car, maybe green or orange. So we were on the Scottish websites for months requesting samples of tartan, and then this came along and we thought, "this is great," so we mapped it out on the door panels, had them all covered with it, then hung them on the doors and stood back and said, "oh dear, that looks horrible!" And I was saying, "tear it off, let's just do it black inside," and I was really disappointed. However, next day Becky took it upon herself to build up the door cards in their entirety with the handles and the door tops and the Alcantara, and she said, "what do you think?" And we all said, "oh, we're loving that!" Car designers must come up against that all the time, something that



looked utterly wrong with none of the little handles on it actually looked great when she'd built it all up; it was having that vision to see it through.' The tartan theme is even carried through to the fuel filler protector flap.

Under the front lid there's a strut-brace, and the space-saver is a later aluminium wheel – rather than steel – in matching gold, and the sticker on the fuel tank bears a legend that Becky made up and had printed: 'They wanted something on the tank's flat surface and, if I remember rightly, it says, "Driving in its purest form," so it's kind of in-keeping with the car. I just made it up,' she reveals, 'translating it to make it sound right in German. I was working beside Graham Kidd on the car, and it was a bespoke job, a project car, so we worked on it now and again between

other jobs. We took out the engine and I did a top end rebuild and put it back together, then just made it look nice for the appearance of the car, but it's a nice motor anyway. We did the welding work here and then we sent it off to the paint shop at Newton Abbott, and they finished off the prep work and painted it for us. I designed these tartan door panels for the interior, trying to get the flare right so they looked right. When we'd finished it, Graham and I took it out for a drive, and now it's so quiet on the road. When it first came in it was really noisy, so rattly with all the Perspex and glassfibre, it was horrendous, and now it's so quiet the only thing you can hear is the fuel pump! It's a lovely car now.' A VW Corrado owner with a penchant for classics, Becky is a VW and Porsche fan. 'Obviously Porsche is a

bit more expensive than VW, but I do like them and especially the old stuff, all the restoration; that's what got me into mechanics in the first place, doing restoration on Beetles and anything American, anything old, because it's got more character, more history. Don't get me wrong, I like the modern stuff as well; I'm planning to make my Corrado into a track car and maybe do some rallying.'

Meanwhile, Adrian is a happy bunny. 'I've never had a show car before, never been into the custom scene, and the beauty of it is that, wherever you go, there will be something about it that people love. I want to try and get it up to Althorp to the Porsche Club GB show, and we'll do a few other little shows with it because we built it to promote our restoration abilities, which is making it exactly factory-

MASTER OF THE HUNT

So called because of its proximity to the orange hue of Jägermeister digestif, the Jägerbomb also refers to the high caffeine hit produced by the eponymous cocktail, created by dropping a shot glass of Jägermeister into a glass of Red Bull. Best sampled after a drive, though.



correct, and we've got a few of those projects on the go. We've got a couple of bespoke builds coming on, which I really like; I enjoy discussing customers' visions with them, and trying to enhance that and, ultimately, create it for them. You've got to have your own focal point for the business, but the Jäger Bomb's not a £600-grand

sight. The body-hugging seat is extremely comfortable, and my legs and pelvis are at exactly the right angle for pedal control. The Nardi Torino steering wheel is dished back towards the driver, which makes my arms bend at just the right angle to address the wheel. Having just four forward gears at my disposal takes a little bit of getting used to

rudimentary plastic door pulls. There's a device for regulating brake balance or bias, and since nothing untoward is going on in that department I think I should leave it as it is.

These Dartmoor roads heading up over the austere moorland to Princetown are wild, unconstrained, as if they've landed on the hills like a casually cast-off rope. That means there are some amazing swoops and dips, tricky camber changes both positive and adverse, and it's an awesome car for tackling such a dramatic landscape. The turbo kicks in about 3500rpm and at 4000rpm I really start to feel some action, and I hear the skin-prickling engine note rise accordingly – and this is in 3rd – and then I pop it into 4th and – bluuurgh – what's this? The power dies back like an anticlimactic shaggy dog story and the action drains away. It dawns on me that I've got to keep the revs up to keep the turbo boost going, and that means paying more attention, having just the four ratios to play with. Having got that, it's a bit of a caffeine-oozing he-man hard-core 911, a car that responds to a bit of hard work; it doesn't

Tartan theme is carried over to the interior. Dash is de-cluttered and covered in Alcantara along with the bucket seats and door panels. Snooker ball gearknob is a neat 'hot rod' touch

“ The gearknob is a snooker ball with number 13 on it ”

build, whereas we're doing an RS Touring at the moment and that has to be to an even higher standard, but I am really proud of the way that this has turned out.'

And is his satisfaction borne out in a road-going sense? My first impression is how smooth it is, though the steering is heavy – due to a quicker rack – and the clutch is fairly heavy, too, but it's not so animalistic as one might imagine on first

when I've become accustomed to six. But it is a compliant gate, with the ratios in an H-pattern where you would expect to find them. Amongst the cabin details, the gear-knob is a snooker ball with number 13 on it. There's a hand-held fire extinguisher clamped between the handbrake lever and the left-hand passenger seat, and I note the wind-up windows, lightweight door-cards with thong-pull door-openers and



Left: The engine is something of an unknown, but has what Adrian describes as a "turbo like a bucket" and has been dynoed at 480bhp, with 550bhp a possibility. Turbo lag is of the old school variety. Right: If the turbo is like a 'dustbin' then the exhaust resembles a drainpipe!

drive itself for you. Yet, going through a series of turns it's perfectly fluent and precise.

The backdrop for some of our photoshoot is Dartmoor prison, grim, grey and uncompromising even on a balmy summer's day. It's just outside the holiday season so it's not jaded jaunters I'm watching out for, but stray sheep with lambs and raggle-taggle bands of Dartmoor ponies on the sections between cattle grids. I'm on the B3212 between Yelverton and Two Bridges, and as if shackled by ball-and-chain I crawl through Princetown, at 435m above sea level the highest settlement on the moor, and of course home to the infamous gaol. Past the town I open up the Bomber again. It demands some effort with the steering wheel during cornering as there's no power assistance, and that's why it's a bit

of a muscle builder, but actually that goes with the image, and it is very accurate and goes precisely where I point it. There's so much grip from the huge tyres, and the only thing to worry about is the number of ponies and sheep who are not that far from the roadside. I'm mostly using just 3rd gear still, due to the power die-back when I run out of revs and pop it into 4th - at which point it says, "nope, that'll do you, I'm in cruise mode now." So, to get the best out of this and keep it on the cam it's a 3- and 4000rpm aural feast in 3rd.

From Two Bridges - one of which is a medieval packhorse arch - I dart on towards Moretonhampstead over the National Park via Postbridge on the B3212, dropping down south on back roads past Haytor to honeypot Widdecombe. No fair here today, but no shortage of cafes in Dartmoor's tourism

central either. Refreshed, I pick up the B3357 at Dartmeet and get whooshing again. When the turbo comes in, between 4000 and 6000 rpm, it's mad craziness, and it's a hare-brained car for sure. Running down into a sharpish right-hander on full boost, I'm using all the road because I can see right up the other side of the valley, and it's supremely exhilarating. I'm gripped by a feeling of immortality and one-ness with the car, and these are the best moments, as good as in any classic 911 I've driven.

I do a loop just at Merrivale and motor back to Saltash. A cooling ice cream in the shadow of the Tor is one thing, but back at base I could do with a stiffener: an orange Germanic digestif ought to do the trick. It certainly upped the adrenaline quotient over on the moor. Light the blue touch-paper - mine's a double... **PW**

CONTACT

Adrian Crawford or
Richard Williams
Williams-Crawford
Forge Lane
Moorlands Trading
Estate
Saltash PL12 6LX
Web:
williamscrawford.
co.uk
Tel: 01752 840307
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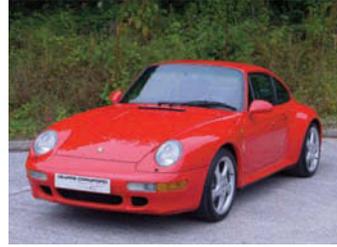
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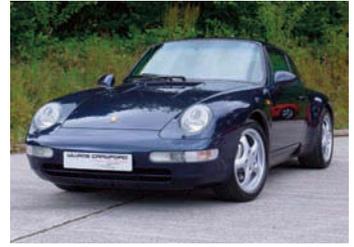
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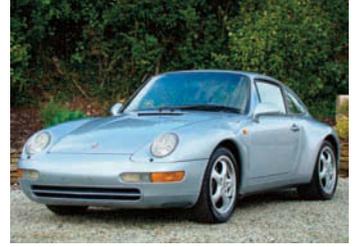
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THE £25K QUESTION

Your first Porsche? You're in the right place as the *911&PW* Collective choose the 'up to £25k Porsche' that best suits their and, hopefully, your needs. Beware, the arguments are persuasive, so who knows what you might end up with based on this!

Words: Brett Fraser, Steve Bennett, Johnny Tipler, Keith Seume, Antony Fraser, Adam Towler, Jeremy Laird, Chris Horton
Photography: Antony Fraser





Here we are again, putting together *911&PW*'s annual 'Your first Porsche' issue. This year we've set the budget at a maximum of £25,000 and we're heartened to see that such a cost cap will still get you a lot of Porsche for your money. What is noticeable, though, is how the choice of cars has thinned out a little over the years. It wasn't long ago that this budget would have got you into a 911 of just about every type. It's telling, then, that just three 911s have been chosen by *911&PW*'s writers. 'Chosen?' Yes, in order to make this whole exercise rather more interesting, the *911&PW* Collective were told to bring their chosen £25k Porsches to the Longcross test track and then to argue the case as persuasively as possible. Yes, it's very slightly tongue in cheek, but we hope that it opens your eyes to the possibilities out there for a first Porsche buying decision.

Despite air-cooled and classic Porsches moving into uncharted budget territory, we've still managed to get a few together here. An air-cooled 911 is still in budget, if you're prepared to drive and restore/tinker at the same time, which for a lot of folk is what it's all about. There is the project option too, as demonstrated by the magazine's own '73 911 Targa project, dragged to this photo shoot on a flatbed lorry – possibly the only time it will ever move! Then there is the quirky 914, still well within budget, but surely not for long?

No, the message is very clear. We are firmly into the modern Porsche world here. The water-cooled cars rule in this price bracket, which is simply the march of time and progress. But think about this. The oldest examples of 996 are now 18-years young, and early Boxsters are pushing 20! They will soon be classics in their own right. Anyway, enough theorising. Enjoy our gathering, we hope it inspires you into Porsche ownership.

See anything you like? First time Porsches as chosen by the *911&PW* crew, with a strict up to £25,000 budget. Real world, in other words



Words: Brett Fraser

PORSCHE CAYMAN S

THE MIDDLE GROUND

Porsche 911? That strange old rear-engined thing? Everyone knows that for real handling prowess the engine should be in the middle, and for chassis rigidity it should have a roof. Enter the Cayman

There are two types of people in this world. Those who love the smell of chrome molybdenum in the morning and regard daily spannerage as an essential – and desirable – element of Porsche ownership, and those who would like simply to get into their Porsche and drive. My choice of the Cayman S may give you some clue as to which camp I fall into.

Don't get me wrong, I do understand the appeal of older Porsches. The 914 that attended our photo shoot oozed 'come drive me' retro charm. As for the 911SC, well, that's my dream Porsche. Although maybe not the one pictured here; mine's white, no whale tail. Oh, and it's not touched by a smidgeon of the red-brown curse; not a globule of oil drips from underneath the engine or is emitted as a cloudy vapour from the tailpipes; all its external lights burn fiercely and effectively, and none of its dashboard lights are ever lit up; every electrical item works as it should and every mechanical component performs without complaint. But, of course, my dream 911

costs a fair bit more than £25,000.

See, that's the problem. Your £25k no longer guarantees you a stout-hearted classic Porsche. Suddenly every old 911 is being polished up and patched up and talked up. Knackered grunTERS are being touted as surefire investments by the unscrupulous, and bagging a genuinely worthwhile example is more of a gamble than it has ever been. If you're the sort of bloke who's seduced by the online casino ads on the telly, you might consider the risk acceptable and exciting, yet while it's hard to be completely dispassionate when faced with a high-sheen example of one of the world's favourite sports cars, all I can see is a well into which the coins you drop never hit the water...

Still, with £25,000 to play with, oldtimer Porsches aren't your only option. Newer models besides the Cayman are within your grasp, some more desirable than others. Well, not so much others, as other. Hmm: the Cayenne. An awesome achievement from Porsche's engineers to make such a big ole bus handle so adeptly and perform

with such vigour. Yet no way is it your first Porsche. Your second, maybe. Or your everyday Porsche. But your first Porsche just has to be a sports car. End of.

And my, aren't the 996 and 997 iterations of the 911 oh-so tempting? With our notional budget in mind I'd scour the classifieds for the very best example of a 996 C4S I could find, even in preference to the newer 997. Shallow bloke that I am, the 997's greater modernity and sleeker looks

The 911&PW verdict

The driver's car of the current Porsche range, and a bargain, too. Not the sales success that Porsche perhaps wanted, but certainly the discerning choice

What to pay?

Low to mid teens for an early 2.7 or 2.9. Late teens for an early 3.4 S up to late £20s for end of the Gen 1 line. Cayman Rs still well into the £30ks

PORSCHE CAYMAN S

Engine	3.4-litre flat-six
Power	315bhp @ 7200rpm
Torque	273lb ft @ 4750rpm
Transmission	6-speed manual or 7-speed PDK
Brakes	320mm ventilated discs front, 299mm rear
Tyres	Front: 235/40ZR18 Rear: 265/40ZR18
Economy	35.3mpg (combined)
Top speed	171mph
0-62mph	5.1 secs



“ It’s better than a 911. Not that Porsche would agree with such heresy ”

have a very strong allure, but the 996 C4S is blessed with a raw vitality that seems to have been refined out of the newer car. Either way, though, each of those two fulfils my criteria for being a Porsche that you can use without regular recourse to the toolkit, so maybe one of them should have topped my shortlist.

Yet in pole position for my £25k is the Cayman S. And for plenty of good reasons. First off, when it was new it was considerably less expensive than a contemporary 911 and therefore your ‘first Porsche’ money pile is going to buy you a far fresher Cayman; it should have fewer miles and therefore a less worn interior, and suspension (dampers, springs, bushes) that much further away from a rebuild. With luck, the same should apply to the engine and the electronics.

While these things will potentially make ownership of your first Porsche less stressful and expensive, they’re actually just a bonus. The real reason for buying a Cayman S is simple – it’s staggeringly good to drive. Better than a 911. Not that Porsche would agree with such heresy. Not publicly, anyway. But while Stuttgart perpetuates the notion that the 911 is the true sports car of the line-up, the Cayman S quietly proves to be the real deal. Part of its qualification for that honour stems from being relatively small, more like what the 911 used to be before the marketing team became involved in the engineering process and insisted on enough cabin space for 25-stone drivers and enough boot-room for a bagful of putters. And smaller means more agile and more throttle response, because smaller means less weight.

Talking of weight, a significant proportion of the Cayman’s sits toward the middle of the chassis. Porsche has done marvellous things over the decades to mitigate the effects of the 911’s rear engine placement, but the basic rules of physics mean that the mid-engined Cayman is starting from a much better place. Talk of a well-balanced chassis can sometimes seem a bit glib and reek of driving experts showing off, but if you were to take a Cayman onto a large, snowy expanse, you’d probably be surprised at how easily you could hold the car in a long, oversteery slide – try the same exercise in a 911 and the surprise would more likely be how quickly you’d spun off.

The Cayman’s steering is superb and its brakes first-class (though a little more initial bite wouldn’t go amiss). Its 3.4-litre flat-six is just about feisty enough to match the huge capability of the chassis, and ticks the box for sounding just like a Porsche should. And unlike a 997, you don’t have to be travelling at three-figure speeds before the Cayman feels alive – the thrills and excitement reveal themselves far more readily on your average British back-road.

As an introduction to the marque I reckon you’ll get more pleasure more of the time with the Cayman S than any other Porsche. For 25-grand, at least. You don’t have to accept compromises or make allowances for its age, and the driving experience lets novices feel like heroes while at the same time giving heroes the chance to be yet more heroic by pushing on to the car’s extreme upper limits of ability. And right now you won’t even have to splash your whole £25k wad to own one.

Above: It’s red, so it must be fast! Quite why it took Porsche so long to stick a roof on the Boxster and create the Cayman is a mystery, but in doing so they created one of the best handling, mid-engined cars of all time. That you can have one for under £15k is a modern miracle





Words: Antony Fraser

PORSCHE 911SC

THE REAL 911 DEAL

For some only air-cooled will do, and if that's the case then for your £25k you're going to have to compromise. This here 911SC isn't the best out there, but it's a good, solid example. Get one while you can

Look, I don't want to be rude, but everybody else here is wrong. You want to get into Porsche ownership, right? You like the marque, you appreciate the heritage, so you want the full-fat experience. Well, there's only one way to get it, and that's an air-cooled 911. If you've never owned one, you can't call yourself a Porscheophile. Simple as that. Don't let Mr. Simpson convince you that his pile of rubble is a viable proposition. If you yearn to drive a beaver-tail Transit at 40mph, help yourself. But if you want an air-cooled 911 for less than £25k, there's only one here, and it's this SC.

Long overshadowed by its successor, the slightly more civilised (and, in fairness, faster) 3.2 Carrera, the SC has come blinking out into the daylight in the last couple of years, with some considering it superior. I don't know about that, but I think it's fair to say that, if you can't stretch to a 3.2, the SC won't leave you feeling short-changed.

I have to confess to a certain bias here; I

ran one as a daily driver for a while in the early nineties, and I thought it was absolutely the bee's knees. My friends were all running around in French hot hatches that were very nearly as fast, but none of them had the kind of raw driving pleasure that I was enjoying. Regular trips across the North Pennines represented automotive Nirvana for the young Fraser. A car like an SC on those moorland roads was a formidable tool, as I'm sure it would be even now. Everything I'd ever heard about talkative 911 steering would be hammered home with every trip. And even with only 184 horsepower, it was plenty fast enough – double the output of the oxidising Alfasud Sprint from which I'd just stepped gratefully away. And the noise! Never has someone so cold kept the window open for so long, just to hear more of that music; for all its mighty urge, my GT3 can't hold a candle to that old SC for sonic satisfaction. Handling-wise, the car was beautifully balanced. It was the Sport spec, with 16" Fuchs (and I never ever economised on the tyres) and the big ugly all-rubber rear spoiler,

combined (critically) with the front chin spoiler. I don't know whether I was just lucky with a really good one, but that car turned in with wonderful eagerness and precision, and would rocket out of corners with just a touch of oversteer for that all-important heroic sensation. Don't get me wrong – it was still a car in which you wouldn't want to get surprised half way around a leafy, wet, downhill bend, but isn't that edginess all part of the appeal of

The 911&PW verdict

Still the best starter air-cooled 911. Trouble is the starting price keeps moving - up!

What to pay?

Long gone is the £10,000 911SC. £20k is the starting point these days, and even then you'll be looking at a rolling restoration. Look out for spivved cars hiding horrible rust and other nasties

PORSCHE 911SC

Engine	3.0-litre flat-six
Power	204bhp @ 5900rpm
Torque	197lb ft @ 4300rpm
Transmission	5-speed manual/Sportomatic
Brakes	282.5mm vented discs front, 290mm rear
Tyres	Front: 185/70 VR15 Rear: 205/50 VR15
Economy	27mpg (combined)
Top speed	146mph
0-62mph	6.8 secs



“ Do the best thing for yourself; get out there and buy an SC ”

the older 911s? Look at it this way: I never crashed mine, and it wasn't because I didn't deserve to.

Time moves on, and it would be a brave and hardy soul who used one daily now; the contrast between the Spartan SC experience and the quiet sybaritic luxury of almost every modern tin box would be too much for the human brain to compute. And of course they're all at least thirty years old now. But, as a weekend plaything, you'd be hard-pressed indeed to find anything on these pages to match an SC for sheer character and involvement. Take a long look at the others. Fine cars, most of them, I'm sure. On paper at least, some will be in another league in performance terms, but none will deliver the satisfaction of rising to the challenge of an SC, and finding yourself equal to the task. That's a rare thing in modern motoring, even in this company.

So, what of the car we have here today? It belongs to Mrs. Fraser, as part of her large Porsche portfolio of two vehicles. (The other being a Porsche tractor.) An '81 model, it has the 204 horsepower engine, revvy and eager after a top-end rebuild by Ray Northway. Porsche quote 146mph, and 0-62 in 6.8 seconds, which seems realistic enough. Like my old car, it sports the 16in wheels, and the big rubber wing. It's even blessed with a full leather interior. I'd be lying if I claimed to have driven this car anything like as hard as I used to drive my own; it's a bit busy out there these days, especially down here in the Deep South. But all that glorious steering feel is still there by the bucketful. The whole analogue experience has only become keener with age. The contrast with modern

machinery, which rules this car out as a daily driver, also jacks up its standing as a weekend flyer.

But here's the most compelling reason to put this car at the top of this list. While 3.2s have sailed out of sight, with really top notch SCs following at a polite distance, this one remains within our budget. Why? Condition. It's a solid example, with the inevitable kidney bowl and sill work recently carried out. And of course the engine's very nice indeed. It's exactly the kind of car you'd hope to have seen when SCs were secondhand cars, rather than investment opportunities; basically sound, but with a number of peripheral jobs that need looking at, but don't really amount to deal-breakers.

With the inexorable rise in classic car values, expectations of condition have risen to a point where only concours contenders seem to be taken seriously. Cars like this one still represent good value to genuine enthusiasts who want to drive and enjoy them, rather than sticking them in a garage and checking the classified ads for signs of further rises.

So, I implore you – do the best thing for yourself; get out there and buy an SC, before their ship sails with the rest of the air-cooled 911 world. You don't have to keep it forever, but you should own one at least once, to show yourself where the modern 911 comes from. And if the ship sails, you'll be safely aboard, while most of the others gaze enviously from the dockside. And hey, although it's not what it's all about, you may even make a little bit, too. Hell, you certainly won't lose and if 911 air-cooled prices ever do come down, you can be sure the world is about to end.

It's a 911, it's air-cooled and it's in budget. What more do you need to know? Get in there while you can, says our man Fraser (at the wheel, top right), before that air-cooled boat sales for good. It won't be perfect, but it will never let you down and it's a fantastic reminder as to how Porsches used to be



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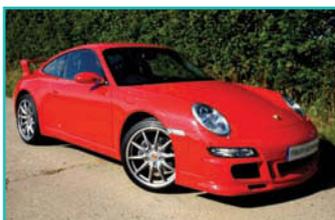
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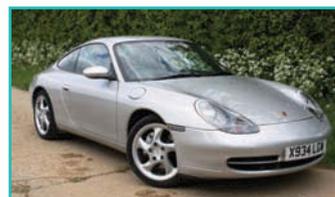


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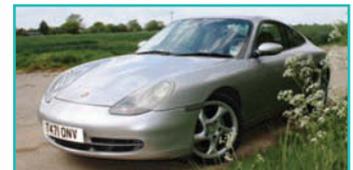
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Words: Steve Bennett

PORSCHE 996 C2 3.4

THIS IS THE MODERN WORLD

The 996 has been to the depths and now it's making an inevitable comeback on the back of insane air-cooled values, and the fact that it's actually a bloody good car. They won't be this cheap forever

No surprises here. Having recently put money where my mouth is, and bought a 996 C2 3.4, I was hardly going to arrive in anything else, particularly since at the time of this gathering I had owned my new 911 for just five weeks. OK, so this isn't my first Porsche, I've had many, but it's typical of any first time purchase and – in my humble opinion – compared to what my esteemed colleagues have rocked up in – offers remarkable value for money.

The simple fact is this: It's a Porsche 911. Not a Cayman, or a Boxster, or a shonky old classic, or a front-engined, borne of a VW collaboration, four-cylinder thing. No, it's the real deal and it cost me just £13,000 and, if that isn't a bargain, then I don't know what is. I still can't quite believe it every time I open the garage door and see the porky back end of my 911. It's even better when I hop in to the optional hard backed sports seats and crank it over, basking in that flat-six yowl. I have to pinch myself. Again: It's a 911 and it cost just £13,000.

It's no shed, either. Granted it's not perfect. The highly desirable M030 suspension isn't to my taste, and the air con isn't working, because it needs new condensers. It needs a few bushes replacing here and there, but, to all intents and purposes, it's a sound machine and backed up by a full service history and lots of big bills, including a chunky one for a new clutch within the last 20,000 miles.

It's a rare machine, too. You might think that a silver manual 996 C2 is the dictionary definition of 'ubiquitous,' but try finding one. Once you've stripped out the Carrera 4s, the Targas, the Cabriolets and the Tiptronic, believe me, you're not left with much. But find one, and this rarity is a good thing. Why? Because the basic C2 will always be the enthusiasts' choice and that's where the market for good cars is.

Currently, in 996 world, the cars that are appreciating are Carrera 4s and base C2s. The C4 is already having its day in the sun and it's a mighty fine car, too, particularly in the looks department. But does it offer the same agile, light on its N rated Continentals

as a C2? No it doesn't, and it's no coincidence that Porsche used the C2 bodyshell for the sweetest handling GT3s either. And the difference between a GT3 and a C2? Not a lot really – £50,000 and an engine.

The 996 C2 is already on the move price wise, dragged along by the C4S and beyond that the insane rise in air-cooled prices. The time of the sub £10k 996 is

The 911&PW verdict

We've been predicting this for some time, so no surprises that the 996 is starting to be appreciated for being the modern 911 classic that it is

What to pay?

Anything sub £10,000 these days will frankly be a bit of a shed, and a high-mileage one at that. Starting point is £13k, which privately will get you a good, solid car. C4Ss have already turned the corner price wise and are in the late teens, early £20ks. The C2 will follow

911 CARRERA C2

Engine	3.4-litre water-cooled flat-six
Power	300bhp @ 6800rpm
Torque	258lb ft @ 4600rpm
Transmission	Six-speed manual or five-speed Tiptronic
Brakes	Ventilated discs and four-piston calipers
Wheels/tyres	Front: 7.0J x 17 with 205/50 tyres Rear: 9.0J x 17 with 255/40 tyres
Economy	25mpg
Top speed	174mph
0-60 mph	5.2 seconds



“ The time of the sub £10,000 996 is gone. 13k is now entry level ”

gone, except for really poor examples. Indeed £13k is now entry level for a good, privately sourced car. With a dealer my car would probably have cost £2000 more. The market has been dragged down as far as it was ever going to. Think back to 964s in the late '90s, when no one would touch them, and now look at where they are.

Back in the day, with the extras bolted to it (M030, limited slip diff, cruise control, upgraded sound system, extended leather, sports seats, 18s), my 996 would have cost around £70,000. It's 18-years-old now, in a world where most 18-year-old cars now no longer exist. It's been kept alive by a string of enthusiastic owners willing to put the time and effort in to keeping it on the road for the rewards that it delivers, which, after all, is why we all hanker after a Porsche. It's more than just a means of getting from A to B. It turns every journey into an event, and none more so than the 996.

As every subsequent 'modern' 911 becomes ever more refined, ever faster and its limits ever harder to explore and access, the 996 in its earliest 300bhp, 3.4-litre guise feels absolutely spot on in terms of power to fun ratio. It's got enough to be fast, but not so much that to push the envelope of performance becomes a bit dangerous. Its narrow bodyshell is just the right size for our roads and, with standard suspension (which my car will be reverting to), it will glide over the lumps and bumps. It moves around in that evocative 911 way, and the traction out of a corner has to be experienced, as the tail squats and the nose does that characteristic little nod. The steering? Oh, the steering! No electro racks here. Indeed not much electro trickery at all.

And finally, the noise. As modern 911s are about to revert to muffled turbocharged, flat-sixes, any naturally aspirated 911 will immediately become more desirable.

Of course there are two other 911s here today. The 997 C2 is a fine choice by Adam Towler, but out of my price range. The SC, from the Fraser stable of Porsches, is a lovely old thing, but I remember when that very same car was on sale on the forecourt of my local village garage for £7000, which seemed about right at the time (2004). The fact that it is now worth potentially £25,000 just doesn't compute. Not for something that requires a rolling restoration. Talking of which, I admire art ed, Pete Simpson's, bravery for taking on a monster resto with his '73 Targa, but that's not for me, I just don't have the required skill or facilities.

But am I not missing something here? The M96 elephant in the room? Ah, yes, that lump in the back that's prone to lurching itself, and most notably the IMS bearing issue. Yes, it's a worry, and while my car has had a clutch in the last 20,000 miles, there's nothing to say it's had 'the fix.' Then again it's got this far – 18-years and 77,000 miles and it doesn't drop a spot of oil. Am I going to wing it? No, I'm not. It will be done for my own peace of mind. But as for other cars out there, it's increasingly frequent to see the IMS upgrade in a car's description, or indeed 'engine replaced under warranty.'

All the cars gathered here today are good, the banter between us is light-hearted, but each of us does genuinely believe that he has brought the best car, and I'm not going to claim otherwise.

Above: The 996's time is now after a spell in the doldrums. It was the first clean-sheet 911 design and is an absolute joy to drive, and with early examples at 18-years old, it's fast becoming a modern classic. Top right: Bennett put his money where his mouth is and bought one





Words: Chris Horton

986-MODEL BOXSTER 2.7

GOING BACK TO OUR ROOTS?

It was arguably the least glamorous of our collection of notional starter Porsches, and certainly the least expensive, but the little Boxster 2.7 won over more hearts and minds than you might have anticipated

Everyone loves a bargain. Witness the growth of pound shops, fuelled as much by demand from the affluent middle classes as from the less well off who might be expected to be their target market. And gone are the days when the vehicle you most often saw outside an Aldi or a Lidl supermarket was some beaten-up old Ford. Now it's almost as likely to be a Bentley or a Ferrari.

It is the same with cars themselves. For a growing number of people in our mad modern world, it is undoubtedly a case of the more ostentatiously expensive the better. How else to explain the rise of the 'hypercar', whose true purpose is surely to show how much disposable income you have. (It was ever thus, of course. Sadly, you cannot buy taste or knowledge.) And just as dinner-party talk used to be all about how much one's house might be worth, so today one of the staple topics is how much your classic has appreciated since you bought it; how clever you were to have spotted one with such great potential.

Even so, I doubt there is a single genuine enthusiast, and certainly not one genuine Porsche enthusiast, whose interest would not be aroused by the 986-model Boxster 2.7 that I chose as my sub-£25k starter car. I won't be stretching the truth if I suggest that it stole the show at our photo shoot – and this for a machine that, featured in one of my *Tried & Tested* stories a few months ago, albeit at a then probably ambitious £4500, generated not one call or e-mail. Your loss, I felt then, and so it would seem today. Its owner, selling through Porsche specialist Auto Umbau, had dropped the price to £2500, and AU proprietor Robin McKenzie then snapped it up for himself. 'It will make a great courtesy car for us,' he argued convincingly. Quite so.

Several of my learned friends – cynics to a man – were surprisingly eager to take the Boxster for a spin round the test-track, and seemed impressed after they had done so. Just as I hoped they would be – this was as serious a business as any old-school *Top Gear* challenge. 'The clutch and the brakes feel better than my 996's,' reckoned editor

Bennett rather gloomily (unnecessarily so; I think he has a pretty good one there), and I had the impression that 987 Cayman owner Jeremy Laird, keen to return to a 986 Boxster 'S', might have considered a straight swop, albeit with cash – and obviously quite a lot of it – in his favour.

Even Keith Seume, not widely known for his undying love of modern, water-cooled Porsches – even mid-engined ones – saw the logic in taking a punt on the Boxster

The 911&PW verdict

It may not be the Holy Grail – ie an air-cooled 911 – but it is a mid-engined and potentially still 150mph Porsche. And all for the price of a week in Florida. Don't knock it until you've tried it, we say

What to pay?

As little as possible. This car got down to £2500, after being featured in our March 2015 issue at £4500, but sadly that is probably still a rarity: a cursory web search threw up even a Cat 'D' 2.5 at £2695 from the trade, but there are plenty of good, private sales at around the £4.5K mark – 'S' models, too. Why pay more?

986 BOXSTER 2.7

Built	1999–2004
Engine	Mid-mounted water-cooled flat-six
Capacity	2687cc
Power	220bhp at 6400rpm
Torque	260Nm at 4750rpm
Transmission	Five-speed manual, or Tiptronic auto
0–62mph	6.6 seconds
Maximum speed	155mph
Fuel economy	26–30mpg
Value as shown	£2500
Availability	Good to plentiful



“ The air-con died long ago, and I’m told the car needs a new radiator, too ”

purely as daily transport. ‘The fuel economy wouldn’t be great,’ he suggested (Er, I’m sorry, but is that something we are meant to give even the slightest toss about?), ‘but set that against the low purchase price, and in the long run it doesn’t matter. And if – or rather when – the engine blows up, you could just walk away and buy something else. You should still be able to get back most of the car’s purchase price by breaking it for spares.’ Blimey, hearing that is a bit like seeing my two cats tucking in to a side order of salad with their next mouse.

What, then, did I bring to the Longcross party? (And I feel that one of us ought to record the fact that collectively we have been coming here since the 1970s, when the place was still a military establishment – REME, actually, but known as Chobham, after the nearby village – and you could as easily be sharing the Tarmac with a 50-tonne tank rumbling along at 40–50mph as another car. The place has long been used as a location for films and TV shows, and today, as Longcross Studios, it’s the setting for some big-budget movies. Anyway, check out the postcode on Google Maps, and see an aerial view for yourself: KT16 0EE.)

For the full story of ‘my’ first Porsche see the March 2015 issue (page 127); for the shorter version read on. It’s a 2000-model 2.7, with the standard five-speed manual gearbox – and now something like a dozen previous owners. Some of them must have cared. The service history is best described as ‘patchy’. Black paint, obviously, and with a Savannah interior. The former, despite a few chips, scrapes and dents, still looks surprisingly smart in the right light (ie not too bright...) and even the latter remains

remarkably clean and tidy. The hood is good, too, although since I last saw the car the plastic rear window has split. As they do. (The glass window didn’t arrive on the Boxster scene until the 2003 model year.)

Wheels are the standard 17-inch rims of the period, all in fair nick, even if shod with three different brands of tyre. The air-con died long ago, and by the previous owner’s same logic – ie not wanting to spend any money on it – I’m told the car needs at least one new radiator, too. That didn’t stop me driving it hard, but the temperature gauge stuck to the ‘80’ mark throughout, even when I was caning it round the enjoyably sinuous part of the track known as the Snake, for the benefit of Mr Fraser and his Nikon. Not a trace of smoke in the exhaust, good clutch and brakes, as Steve said, a nice gear shift, and the only major fly in the ointment is the rather ‘crashy’ ride, probably the result of some knackered suspension-arm bush or ball-joint. Big deal.

So I shall conclude with the same remark by which I ended that earlier *Tried & Tested* story – because it remains true. ‘Overall, then, a surprisingly endearing little machine, and at a price that makes it either a great project, or simply perfect for leaving all day in the station car park.’ I have to say that I am rather relieved, however, that Robin McKenzie has perceptively beaten us all to it and bought it for his own use. Because if he had not I would have felt duty bound to do so. And I really, *really* have to finish some existing projects before taking on yet another. One day, though, I will own a 986 Boxster. Unless, of course, they too are dragged high into the financial stratosphere by the rise of the air-cooled 911.

Boxster 2.7 was by no means the quickest of our first Porsches, but still great fun to drive on test-track’s demanding ‘Snake’ (above). And it will be even better on some decent tyres and with a few new suspension parts. Once old-fashioned orange indicators (left) are heading for ‘retro’ status. So-called Savannah interior – that’s beige to the rest of us, then – is still surprisingly pleasant, but the resulting reflections of the fascia top in the windscreen are bordering on the dangerous. Air-con doesn’t work (left), but heater certainly does. Can’t help missing the original Porsche radio





Words: Steve Bennett

PORSCHE CAYENNE S

MAXIMUM METAL FOR YOUR MONEY

It's the joker in the pack, but within our nominal budget you can't diss the Cayenne. None of our purists actually plumped for one, so it's left for Bennett to argue the case

Before you sniff and turn the page in disgust, that anyone could consider a Cayenne as their first Porsche, I ask you this: 'Have you ever driven one?' The answer, I suspect, is no.

It was no surprise that none of the 911&PW operatives chose a Cayenne as their first Porsche, although I had thought that snapper A. Fraser might have, just for its load-lugging ability. No matter, we were going to have one anyway. It could be the joker in the pack, so to speak.

Back to the question, because to drive a Cayenne is to get it. Porsche's often maligned big banger SUV/4x4 – call it what you will – as a mode of transport is a mighty fine way to get around and the reason that they sell so well (much like Range Rovers and the like), is that they perfectly suit people's lifestyles. Contentious word 'lifestyle' I know, but for do it all functionality, combined with effortless pace and space, high and mighty driving stance and added Porscheness, then if it has to be this sort of vehicle, then

you might as well make it a Cayenne.

We've got a Cayenne S here today, which is to say a big, grunty 4.5-litre V8 job, with 395bhp attached to a Tiptronic gearbox. Manuals were available, but you'll never find one, which is a shame, because they made getting the most out of the V8 even more fun. Of course, within our £25k budget we could have had the 'Beast with two turbos' AKA the Cayenne Turbo, or the frugal Cayenne Diesel, which makes the most sense of the Cayenne concept, particularly in Blighty. However, if mileage and therefore ultimate fuel economy are not an issue, then the V8 S is the ultimate compromise.

So can a lardy off roader really behave like a sports car? Well, within reason, yes it can, particularly if fitted with the full gamut of suspension jiggery pokery that top end Cayennes came with. That said, even a basic steel sprung Cayenne can dance along a B road with impressive agility. And its bulk doesn't matter too much because you can easily see over the hedges.

What really makes the Cayenne such a

temptation are the crazy freefall prices. Typical of any luxu barge off roader, they depreciate like throwing a brick off a tall building. With that in mind, we would suggest that if the Cayenne isn't your first Porsche, then it might be your second. One to run alongside your 'Proper Porsche' sports car. You wouldn't feel short-changed. In fact I'd wager that you'd use it at least 80% of the time, leaving the 'Proper Porsche' for when it really matters. Two Porsches? Now there's decadence!

The 911&PW verdict
Don't judge until you've driven

What to pay?
Early Cayennes are available at bargain basement prices, but you're in uncharted 'he who dares' territory. They're tough, but can be pricey to fix. The car featured here is a 2007 S from RSJ Sportscars and has just 34,000 miles on the clock. The price? A mere £20,000. Contact: rsjsportscars.co.uk

PORSCHE CAYENNE S

Engine	4.8-litre V8
Power	385bhp @ 6200rpm
Torque	369lb ft @ 3500rpm
Transmission	6-speed Tiptronic/six-speed manual
Brakes	350mm vented discs front, 330mm rear
Tyres	275/R18 front/rear
Economy	20mpg (combined)
Top speed	156mph
0-62mph	6.6 secs

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Words: Keith Seume

PORSCHE 914 2.0-LITRE

THE WILD CARD

Do you want to run with the pack or stand out from the crowd? As the spiritual forefather of the Porsche Boxster, the mid-engined 914 has a lot to offer the newcomer to the marque!

So, you have £25k to blow on your first Porsche. Chances are, you'll be thinking 996 or Boxster, probably in silver. But why run with the herd when you can stand out from the crowd – and save a bundle of money? But is Porsche's much-maligned 914 the wild card or the joker in the pack?

Look, I know you all think I'm crazy for daring to suggest the 914 as a sensible first Porsche, but listen. First, ask yourself why you want to own a Porsche. Nine times out of ten it's because you've always dreamed of owning something special, something unusual, a car that handles like a race car and stands out from the sea of anonymous silver hatchbacks that litter our roads. A car that will help get you noticed – and for all the right reasons.

Now I have nothing against Boxsters, 996s and 997s. They're all great cars in their own way. But let's be frank about this: they're not exactly unusual, are they? I mean, they're everywhere! With the cheapest Boxsters and 996s now well

under £10K, they've fallen into hot hatch territory and, sad to say, have lost a little of their glamour. Great driving machines, without a doubt, but attention grabbers? Not any longer.

No, your first Porsche needs to be something special, something that will make you smile every time you set foot in the garage, and for that reason, ladies and gentlemen, I give you the all-too-often overlooked Porsche 914.

'Nine one-what?', I hear you ask? Like the water-pumping 924 that followed, the nine-fourteen was born of a partnership in the late 1960s between Volkswagen and Porsche and, like that of the 924, the partnership ultimately failed. The difference here is that the 914 is a great car, which the 924 is not (sorry, Mr Horton). It is incredibly practical, with two generous boots, one in the front, another in the rear, and came as standard with a lift-off Targa roof. This latter feature alone makes it worth a closer look.

But there's more: the 914 is mid-engined (like the much later Boxster but, more importantly, like all great race cars of our

time) – this means the 914 handles like a go-kart. I grant you that it is not the most powerful Porsche of all time, with just 90bhp available from the 2.0-litre VW-derived engine, but that's more than enough to put a smile on your face.

There were 1.7- and 1.8-litre versions, too, along with a more exotic 911-engined 2.0-litre model called the 914/6. The latter is the best of the bunch but it falls well out of our price range these days due to its rarity.

The 911&PW verdict

Built from 1969 to 1973, the 914 is cheap to run and insure, unique in character and fun with a capital 'F'. Take time to track down a good one and you'll be smiling all the way to the bank...

What to pay?

You can still find older, tatterier 1.7-litre models for under £10k, but reckon on a minimum of £12k these days for a good example. The best of the bunch is the 2.0-litre 914, but you'll need to spend at least £15k for a good one. 911-engined 914/6 is rare and far more expensive at £40k+ (if you can find one)

PORSCHE 914 2.0-LITRE

Engine	2.0-litre flat-four
Power	100bhp @ 5000rpm
Torque	115lb ft @ 3500rpm
Transmission	5-speed manual
Brakes	282mm solid discs front and rear
Tyres	Front: 165HR15 Rear: 165HR15
Economy	Frugal...
Top speed	119mph
0-62mph	10.6 secs



“ At around £15k for a sound example, you’ll have money left over... ”

No, as the best all-rounder, the 2.0-litre ‘four’ is our choice.

OK, I can hear you muttering less than complimentary words about the styling. Yes, I know it’s something of an acquired taste but it does grow on you. Really. I’ll ‘fess up here: I used to own a 914/6 and I loved it, not only for its exclusivity, but also because few people knew what it was. When I told them it was a Porsche, they looked genuinely impressed. Well, I think that’s what I read on their faces...

You’re probably worried that these cars are too old to be taken seriously as reliable transport in a modern age. Don’t worry! Yes, they can (and sadly do) rust, but then so do most other classics. With due diligence, you can track down a good one quite easily – like the one shown here.

It’s an American import brought into the UK by Greatworth Classics (01295 812002), and is valued at around £16,500. Yes, that’s what I said: £16.5k. Billy bargain, or what? And it’ll only ever go up in value. That’s something you can’t say about your silver Boxsters and self-destructing, water-leaking 996s.

The 914 isn’t the world’s fastest Porsche, or the most well-equipped. But who really needs to drive at more than 110mph? As for air-conditioning, well, we’ve all turned into a bunch of namby-pamby softies of late. I remember in my dad’s day that heaters were an optional extra on most cars, and if you ever did get too hot, you simply opened a window. Air-con, indeed!

Performance-wise, the 914 will happily cruise at over the legal limit, so is fast enough to get you into trouble with the law if you are that reckless. But its *forté* is its

exemplary handling. I can guarantee that after just a few exploratory miles, you’ll be hurling your 914 into your favourite bends at far greater speeds than you ever imagined possible.

Just a word of warning, though: don’t be tempted to abruptly lift off the throttle midway round said bends. If you do, you’ll receive a brisk (and potentially costly) education in polar moments of inertia. Polar what? High-speed spins, then.

So, if you like the idea of your own wannabe race car, one with two boots, a tried and trusted engine and an *al fresco* driving experience, then I say go for it. Most service and restoration parts are not a problem – try Roger Bray Restorations, among others – although body panels can be costly. Interior trim (did I tell you that it’s possible to squeeze three-abreast in a 914? Not legally, though, due to the lack of a third seatbelt...) is a touch fragile, especially if the car has spent its earlier life in a sun-blessed southern state of the USA, but don’t let that put you off.

With its ‘sit on the floor, legs and arms outstretched’ driving position, the 914 is clearly a driver’s car and one which is both fun and rewarding in equal measures. And let’s face it, at around £15K for a sound example, you’ll have money left over to buy another car to fill the garage. Something practical, of course, like a second 914 as a project for next winter...

In all seriousness, give the 914 some thought. It’s an affordable option, practical, cheap to run and insure, and increasing in value by the day. It’s also different, in a good way. Things really don’t get much better, do they?



Styling is not to everyone’s taste but its crisp lines have meant the 914 has stood the test of time well. Driving position is superb, cockpit spacious. Aside from the 2.0-litre, you’ll also find 1.7 and 1.8 versions. But bigger is better...



Rigid Targa top can be stowed away in the boot, but there’s still plenty of luggage space underneath – along with a second boot at the front. Engine is squeezed in between rear boot and cockpit, meaning access is restricted



Words: Jeremy Laird

PORSCHE BOXSTER 986 S

LANDING THE BIG BLOW

Porsche's 550 Spyder inspired Boxster punches way above its weight and has, consistently, been the best value sportscar/roadster money can buy since its 1997 launch. It's the same story secondhand, too

Do you want a project car, a lash up held together by hope? Or do you want a proper working Porsche? That's the question.

The easy answer is that there are plenty of Porsches you can buy for less than £25,000 a pop. That's true despite air-cooled clobber now selling for telephone numbers to the super rich at high-end auction houses.

The tricky bit is that only some of these £25k candidates are fully functional first Porsches. The others? Let's be kind and call them character cars requiring a bit more commitment. If it's a practical first-time proposition as opposed to a rolling resto' you'd prefer, however, it's not actually my own 3.4-litre Cayman that makes the most sense. No, it's surely the 986 Boxster S.

That's not just because these things are crazy cheap, though that doesn't hurt. The 986's rock-bottom rep means you can currently bag a time-warp example with less than 50k on the clock for a fraction of our 25k budget. The value metric is off the map.

No, it's also because the 986 is one of the

finest all-round Porsches ever. Mark my words, one day the original 986 Boxster will be prized for its purity of concept and clarity of execution just like early 911s.

OK, 986s aren't about to hit six figures or pop up on the Hagerty Collector Car Index. But they are fantastically sweet handling, preposterously well packaged and subtly characterful cars. In 3.2-litre form the 986 Box' is also plenty quick enough for public roads and only fails to qualify as all-analogue by virtue of its digital throttle pedal. Cable throttles copped it with the passing of the original 2.5 Boxster, sadly.

The 986 is also better than every Boxster made since. Don't get me wrong, the 987 Boxster is great. It feels far more upmarket. It grips and goes harder. But it's also dynamically sanitised and pathologically productised. Whether it's the anti-sneeze zone built into the variable-ratio steering rack, the bigger wheels or the more capacious cabin's generic German-car styling, the 987 is about mass appeal not driving purism. Ditto the 987 Cayman, and I say that as an owner. A 986 Boxster has better steering, a firmer and more

feelsome brake pedal, a more mechanical shift and generally far more transparent dynamics. 986s make nicer noises, too. It's sacrilegious to say it, but much of that applies to the 997, too.

The round headlights and re-scored (pun intended) retro soundtrack fooled a lot of people into thinking the 997 was a return to the character of the aircooled cars. But as it happens, I've been broadening my horizons of late courtesy of a variety of Porsche old

The 911&PW verdict

It's hard to remember Porsche pre-Boxster and as such we rather take it for granted. It is, though, the work of some genius and has dominated the sportscar/roadster market since its launch

What to pay?

You can go very low indeed for a 2.5, as you will have seen elsewhere in this feature. For a good 3.2 S, though, look at spending £7k+, which, in the great scheme of things, is a bargain

PORSCHE BOXSTER S

Engine	3.2-litre flat-six
Power	266bhp @ 6200rpm
Torque	229lb ft @ 4600rpm
Transmission	6-speed manual or 5-speed Tiptronic
Brakes	318mm ventilated discs front, 299mm rear
Tyres	Front: 235/40ZR18 Rear: 265/40ZR18
Economy	35.3mpg (combined)
Top speed	165mph
0-62mph	5.7 secs



“ The 3.2 S Boxster is plenty quick enough for public roads ”

and new. I pedalled a perfect 20k-mile 964 Carrera 2 the other day and it had far more in common with an early 986 than any 997. Dynamically, there's a surprising amount of shared DNA.

So, 986 Boxsters are undervalued. But hang on. Surely Steve's 996 is the obvious option? After all, it's on the same basic platform as the 986 and ups the ante with a stiffer coupe shell and that intangible but undeniable 911 thing, namely an engine hanging out behind the rear axle.

For the more experienced hand, that's probably a winning combination. But for a Porsche greenhorn? I'm not so sure. Where the 986 3.2 scores heavily over the 996 is the reliability of its major mechanicals. When it comes to this era of Porsche, the list of engine woes is legion. But the really scary problems, the ones that are most difficult to manage, don't really effect 986 Boxsters of any kind.

Yes, there's the IMS bearing fiasco. But you can slot in a new one plus a clutch for under £1500. Not exactly cheap, but then the initial purchase price was peanuts. More to the point, you don't have to worry about horrors like the bore scoring or cylinder ovaling and cracking that blight the bigger M96 and M97 lumps in the 996, 987 and 997 models.

It's not that those things absolutely can't happen to 986 Boxster engines. But they're rare enough to disregard. The problem with the 996 and 997 models within budget is that there's not much you can do short of a big-money rebuild to address all those bore-related nasties. Net result? They're almost definitely riskier.

I also struggle with the 996 as a basic value proposition. Really nice low-mile 996 Carreras

are surprisingly rare beasts – you try finding a 40k-mile 996 3.4, I can't – and go for at least twice as much as an equivalent 986. But they're certainly not twice the car.

If I've sold you on a 3.2 986 in general, what about the specifics? As nice as the run-out Anniversary model kindly loaned for this gathering by Mrs Tipler undoubtedly is, I vote for the earliest possible 3.2. Stylistically they're the purest and they're also that little bit less insulated to drive. I also reckon the highest quality 986 Boxsters are the earliest German-built examples.

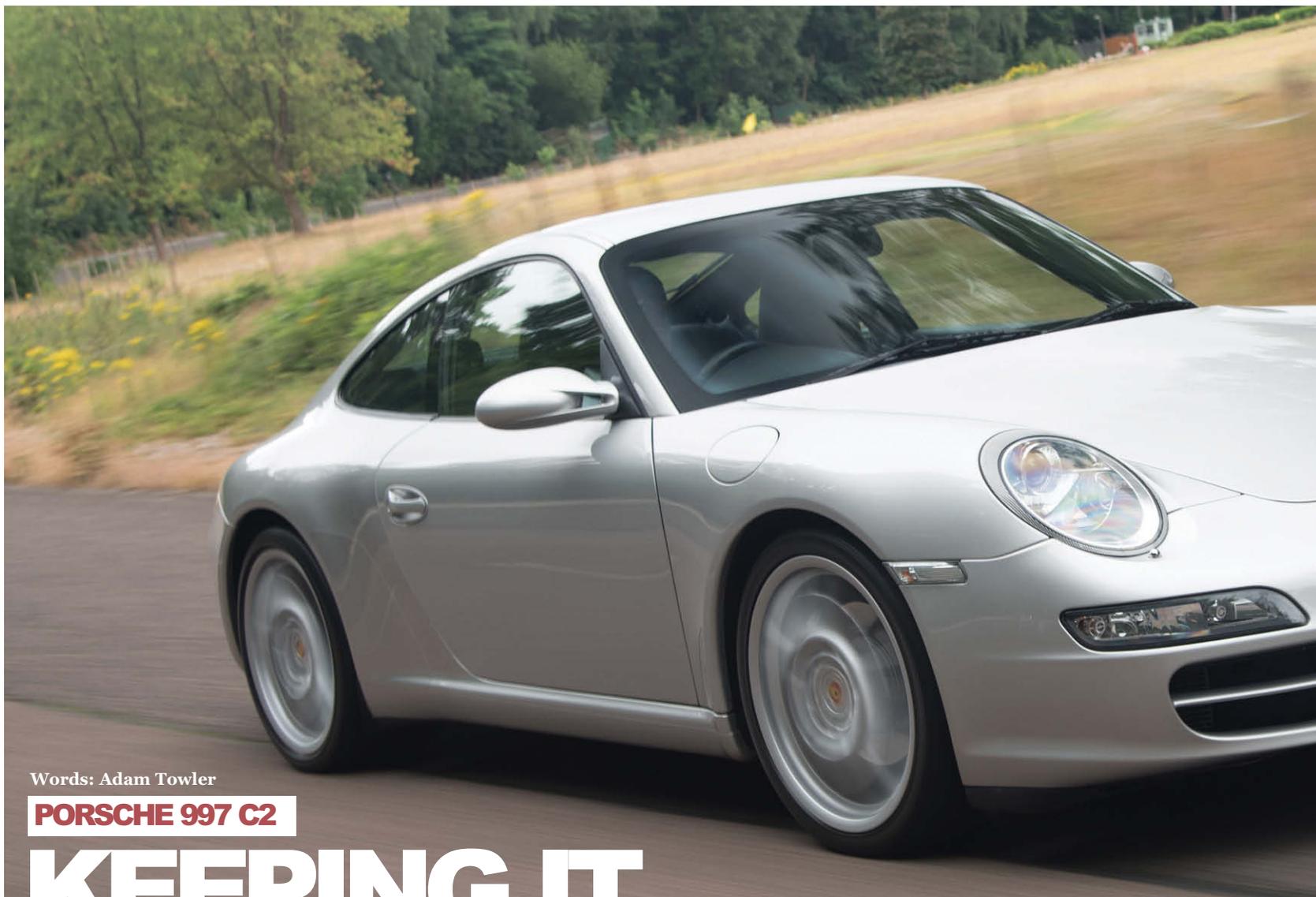
Yes, Porsche added a glass rear screen, a glove box and some spangly bits of plastic for the facelift 986. But I think they also took cost out over time. Oh, and Porsche downgraded the piston coatings at some point in 2000 along with introducing the much more problematical single-row bearing. Yikes. Ideally, then, you want one of the very few '99 3.2s with a tell-tale 'S' in the chassis number that signifies a Stuttgart-built example.

We're talking fine margins here, of course. There's very little in it between an early 986 and a facelift car. Likewise, unless you're really patient, the most likely candidates will be 3.2s built at Valmet's Uusikaupunki plant in Finland between 2000 and 2002.

But if we're talking absolute ideals, then sidestep the structural body rot. Steer wide of the worst water-cooled engine woes. Ignore all those air-cooled cork sniffers who don't know what they're missing. And save yourself a lot of money. Instead, bag the very best German-built, '99, 3.2-litre Boxster you can find and enjoy one of if not the finest all-round, every day sports cars ever made. Just make sure it has extended leather and amber winkers, umm-kay?

Above: What's not to like? Boxster styling is based on the legendary 550 Spyder. It has a mid-mounted, sonorous sounding, flat-six and so handles brilliantly and sounds great. A good one is pennies in the great scheme of things. No wonder our man Jeremy Laird (top right) can argue his case so convincingly





Words: Adam Towler

PORSCHE 997 C2

KEEPING IT SIMPLE

If we motoring journos had our way, it would be law to drive the base model of everything. Ditch the bling, bring on the manual, and for heaven's sake don't big up the wheels and tyres. Let's hear it for the base 997

Your first Porsche: now there's a motoring milestone. It all depends on money, of course; your choice, that one is. But when Editor Bennett said our budget ceiling was 25 grand for this giant feature of his, I decided to leave behind the 944s and the slightly scabby Boxsters and go instead for the ultimate prize: a 911.

However, as has no doubt been written elsewhere in this piece, even that figure is only just enough to get you on the air-cooled ladder. Instead, this is surely the era of the water-cooled 911, and in my mind, what better choice than a 997 Carrera.

Ok, the 997 isn't perfect – no car is. But that's probably the last of the negative words you'll hear from me in this piece, because if I'm to lay all my cards on the table right now, I'm a huge fan of this car. In all probability, that has a lot to do with my age; we all love the cars that have meant something in our lives, and for me the 997 was the car during a formative period of my life within this industry. As such, I'll always

have a particularly squiddy spot for it.

Most people are drawn towards the Carrera S. And why not, given that was exactly what Porsche intended. Of course they wanted to sell more of the optioned up model, as you can bet the profit margin was higher with that car.

The Carrera S is a fantastic car for many reasons. Its snarling, crackling 3.8-litre flat six produces 355hp and pretty much all the performance you could ever want. Moreover, although I've a sneaking suspicion that the 996's design may still have its day in the sun, the 997 was, and always will be, a stunner. By returning to the curves and round headlamps associated with the 993, while also introducing some crisper bone structure to give the shape more definition, more muscle, the 997 has far more visual impact. Inside, the 997 is a massive step on. Or rather, it looks and feels like a massive step on, even if when you talk to people who handle these cars day-in-day-out they'll tell you that the 997 interior doesn't wear any better, and some parts wear more quickly.

But perhaps the biggest reason the more expensive S easily outsold the regular Carrera was that, on paper, it looked like such an enticing deal. Not only did you get that more powerful engine, but you also received a significantly higher specification than if you had been required to add those items onto the list price separately, which would have cost you dear. So every 'S' came with xenon headlamps, instead of the poor standard halogen jobs, the 19in

The 911&PW verdict

Only one model behind the current 991 and a fraction of the price. It's a funny old world

What to pay?

You'll be looking to spend most of our £25,000 budget here, but that makes sense given that it's also the newest car in this test

PORSCHE 997 C2

Engine	3.6-litre flat-six
Power	321bhp @ 6800rpm
Torque	273lb ft @ 4250rpm
Transmission	6-speed manual or 5-speed Tiptronic
Brakes	330mm ventilated discs front, 299mm rear
Tyres	Front: 235/40ZR18 Rear: 265/40ZR18
Economy	25.3mpg (combined)
Top speed	177mph
0-62mph	5.0 secs



“ This is still a car that will get to 60mph in 4.8 secs and 177mph ”

wheels with their distinctive square cut-outs at the end of the spokes, and PASM, or adaptive dampers to you and me.

Yet here I am, urging you to buy a slower 997 Carrera. Why? Well, there are two main reasons. Let's start with reliability. The great Achilles' heel of the Gen 1 997s is their engines, and the worst affected is the 'S'. As ever, no one actually knows exactly why a fair proportion of these engines suffer from scored bores, let alone the IMS issues, but the common consensus seems to be that with less metal left in the block, if there's one car that's going to suffer the most, it's the larger capacity 'S'. In fact, one trader, who shall remain nameless for the purposes of this article, said to me that with an 'S' it wasn't so much a case of if it will lurch itself, but when. At the same time, anecdotally, the 3.6-litre 997 Carrera seems to suffer fewer failures in this regard. Find a good one that's been driven appropriately and you should, with luck, be okay.

Oh yes, let's talk about the standard Carrera. It's a much overlooked car, but the fact that it's less likely to blow itself up is just one half of why you should buy one. The other part is that it's a superb car. Period. The fact that the engine retains an 'M96' type number tells you that the motor Porsche used in this 997 was only lightly modified from its use in the last of the 996 generation. That doesn't mean it's a rock solid proposition, but by this point in the life of the 996/997 many of the earlier issues had at least been improved, if not totally eradicated.

With 325hp the Carrera has plenty of typically creamy Porsche power, but its

mellow, linear delivery is both relaxing and hugely exploitable. This is still a car that will get from rest to 60mph in just 4.8 seconds and go on to 177mph, so you don't need to worry about looking toothless behind the wheel.

Even better, this is your chance to get a 997 in 'purist' spec. Another nameless trader told me that they'll only buy a Carrera when it's specced up to 'S' levels. Fine. Let them do that. But you'll be too clued up to worry about that: the savvy Porsche enthusiast realises that the Carrera, in standard spec with 'normal' dampers and 18in wheels drives more like a 911 of old. It moves around a bit, there's a bit less grip, it rides really well, and it's more involving to drive. It might be slower around a track, but really, who cares? As a great road car, finding a standard 997 Carrera is to strike gold. It's not shouty, or loud, but as an all-round use 911 it's right up there with the best of them.

Sadly, cars of this order are few and far between. Plus, I admit it might be worth trying to find one with xenons: you'll not want to stop driving this car once you've got one, so some decent lights could very much come in handy.

Ultimately, though, what is really sobering is that the 997 is just one model generation behind the current 991. That rather puts things into perspective and I'm not entirely sure that the 991 will offer the same secondhand thrills that this base 997 C2 does. For a start the 991 C2 has a very peaky 3.4-litre engine, which seems like a retrograde step to me. The manual option is best avoided, too. It could be, then, that the 911 peaks with the 997. Only time will tell.



The 997 sharpened up the rather bland styling of the 996. Interior quality was a step forward, too. You'll hear us motoring journos waffle on about how the base C2 is the perfect choice, and we stand by it here. What's even better is that it's bang in our price range



THANKS

Many thanks to RSJ Sportscars for the loan of this 997 C2. RSJ have plenty of cars in our price range. For more info go to: rsjsportscars.co.uk Tel: 01753 553969



Words: Johnny Tipler

PORSCHE 968 SPORT/CLUB SPORT

JOIN THE CLUB, SPORT

The front-engined models provide a superb introduction to Porsche motoring and, at £25k or less, none more so than the 968 Club Sport or more civilised Sport version

Here's a curve ball; catch it if you can. Boxster and 996 owner advocates a front-engined model as 'your first Porsche! Here's why: value for money. Not that I don't think either of my cars are anything but good value in terms of Porsche motoring, but the 968 – luxury-spec Club Sport in particular – is a fully rounded example of the front-engined Porsche genre. It's superbly built, comfortable, spacious enough internally for a coupé, yet a compact package on the road; it's reliable, powerful, torquey, and handles as well as any Porsche ever made.

The 968 was introduced in 1991, successor to the 944 series and the 924 before that, powered by the 3.0-litre in-line four, and producing 240bhp and 225lb ft torque. In 1993, the 968 Club Sport was unveiled, using the same engine and six-speed gearbox as the standard model, with weight pared down and ride height lowered. Unlike RSs, it was far cheaper than the stock 968, yet it was treated to many of the extras that would normally grace an RS.

Seen as a trackable version of the standard model, the MO30 options list included stiffer springs, adjustable Koni dampers, stiffer anti-roll bars, cross-drilled 304mm discs and 40 per cent limited-slip diff. The CS was also lowered by 20mm with shorter springs at the front and adjustments to the anti-roll bars at the rear.

Over two years, they made just 1923 examples of the 968 Club Sport. The British market does present an ambiguity in these statistics though, and that's because in 1994 and '95, Porsche GB ordered 306 cars off the 968 Club Sport production line to be sold in the UK by OPC dealers. These cars were specified with the Club Sport luxury package options, and for some reason the rear 968 CS badges were omitted and once landed in Great Britain they were badged as 'Sport' versions. The good news is that the Zuffenhausen factory lists them as pukka Club Sports, also confirmed on their Certificates of Authenticity. Not surprisingly, the UK-specific Sport moniker causes some confusion as to the car's identity, even

though Sports-badged 968s do have Club Sport chassis numbers, and these 306 cars are incorporated in the total 1923 Club Sport production numbers. Of these 1923 CSs, 179 were imported into the UK badged as Club Sports, while the additional 306 were badged as Sport versions on arrival. As with 2.7 RSs, there are two distinct versions of the 968 CS: Lightweight and Luxury (Touring) spec. Lightweights have bucket seats, wind-up windows, no

The 911&PW verdict

Rarity will always count in the 968's favour and it's always had a cult following. Prices are only going to go one way

What to pay?

Around the £15,000 mark for something good, or below if you're lucky. Raising to mid teens for a Club Sport and £20,000+ for an exceptional low-mileage car

PORSCHE 968

Engine	3.0-litre straight four
Power	240bhp @ 6200rpm
Torque	225lb ft @ 4100rpm
Transmission	6-speed manual or 4-speed Tiptronic
Brakes	298mm ventilated discs front, 299mm rear
Tyres	Front: 205/55ZR16 Rear: 225/50ZR16
Economy	30mpg (combined)
Top speed	157mph
0-62mph	6.5 secs



“ The Club Sport handles as well as any Porsche ever made ”

sunroof, no rear wiper, and the rear seats, luggage boot cover and electric catch for the rear hatch are also absent. Some of the sound-deadening material, airbags, cassette holder and alarm are omitted as well, while Luxury spec CSs often have Recaro cloth 'comfort sport' seats, electric windows, sunroof and even rear seats and air con. The Lightweight CS with manual functions weighs between 50kg and 100kg less than the Luxury spec. As an aside, the 968 RS Turbo was an obscure sibling, with just four units made for racing.

For our photoshoot at Chobham's Longcross test track, the 968 Sport has been very kindly brought along by Richard Warburton, who's owned the car since 2013. Despite being a 911 fan, he says he was 'captivated by the 968 as a student, when they were doing all the promotions. I'm driving all the time, and the 968 is a great driver's car. I did a lot of research, and bought this one because it's a Sport, and I think that's the best spec for a 968, with the CS Luxury package. It was less than half the price of the Lightweight Club Sport, and I've got two kids who come to all the Porsche meetings, so I needed the rear seats. They're also renowned for being reliable, so I thought it was a safer bet than a 996. And I intend to keep it!'

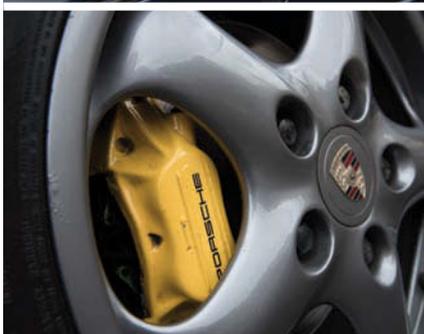
Chobham's enticing asphalt beckons, and Richard hands me the keys. The 968 Sport's driving position is aided by the Sparco wheel that projects back towards the driver, so your legs can be more or less straight out in front of you while your arms are nicely bent. The Recaro bucket seats are nicely supportive and as padded as you need for trackday work. With its weight

distribution virtually equal either end, thanks to the transaxle gearbox arrangement, the 968 Sport is inherently more balanced from a roadholding aspect than a 911, if not a Cayman, so it's a rock-solid, no nonsense car for track work. The 968 Sport's handling is more stable and predictable than the 911's, but when it breaks away it's more sudden – though easier to provoke if a tail-out spectacle is required. With the 911 you're engaged in more of a balancing act, especially on Chobham's banked turns, but in the 968 CS it's a rather less involving experience. Bung it in, aim for the apex, oversteer, apply some opposite lock and power out, gradually unwinding the steering, all the time looking around the turn as far ahead as the greenery allows. The gearshift is positive, though not especially sensitive through the gate. Oodles of torque to maintain a rapid pace around the graded sections and the mini-Nordschleife of 'The Snake'. Marvellous fun.

If you're looking for a car that moves well, goes fast, is controllable where you can be on the limit without being a racing driver, the 968 CS – or Sport – is the car to have. In short, if you want a tight package that's fun and practical, the 968 CS will do the business.

Here's the bottom line: I'm addicted to the flat-six aural cacophony, either air- or water-cooled, but given that I wasn't allowed to bring my own recently acquired 996 C2 (Bennett and Towler had got in there first), and Mrs T's Boxster was being driven by Boxster advocate, Jeremy Laird, I was rather forced into thinking outside the box. Would I actually own one? Well, I wouldn't say no!

Scratch the surface and the 968 will reveal its 924 roots. A 944 makeover it was launched into a recession and never really took off. That's a shame because it was a great car in many respects, with terrific handling and a punchy, big banger 3-litre four-pot motor, that has to be driven to be experienced





Words: Steve Bennett

PORSCHE 911 TARGA PROJECT

THE PROJECT CAR ALTERNATIVE

Ah, the good old project car. The backbone of the back end of this very magazine. It's where we parade our hopes and dreams, but a project can be a great entry into Porschedom

It's a project.' How many times have we heard that? How many times have you read that here in *911&PW* and other titles that don't mind getting their hands a bit grubby? Yes, a project can be a great way into Porsche ownership, but you really have to be realistic, because it's very, very easy to spend way more returning a car to its former glory than you would if you'd just bought a decent one in the first place. I know, I've been there, many times.

First, let's deal with a proper project, like Peter Simpson's 1973 911 Targa, that is currently cluttering up the workshop that is the 'Project' pages of *911&PW* and as pictured here. Frankly, this could be the only time it ever moves, but that's only because Pete is easily distracted by all his other projects!

The rationale here was to get an early classic pre-'74 911 for a realistic price. As you will have seen, Pete's '73 Targa's potential was hidden under a goppingly awful box-arched body kit, but he was

convinced that underneath was a sound car. With values of early cars where they are, it was worth the risk to find out. He was largely correct, but even so, much bodywork has been required. But given a purchase price of just £12,000 compared to a value of, well, frankly the sky is the limit these days, it's worth the restoration costs, and besides, years of hoarding meant that Pete had most of the panels anyway. On top of that, he's got the skill to do the work, and his brother runs a bodyshop. Despite all that, I give Pete a 50/50 chance of getting this project done and dusted. He is a serial projecteer, and they are the worst type!

If you don't have the skills, then yes, you could pick up something like this, too, but the restoration costs would be just too prohibitive. Best to rein in your ambitions.

Of course, you could go for something more manageable. A slightly scruffy Boxster, say. Indeed a slightly scruffy Boxster like the one featured in our 'First Porsche' feature. At £2500 it's a bargain, but you have to seriously ask yourself

what your ultimate ambition is? As a car to tinker with it makes a lot of sense, and would be an enjoyable ongoing project. However, forget any notion of making it like new again. That just doesn't make any financial sense.

But all this is to largely miss the point. Quite often we buy a not quite perfect Porsche because we actually enjoy a bit of spanning. Perfect is really a bit boring to the inveterate tinkerer. Believe it or not I'm actually looking forward to changing the air con condensers on my project 996 this weekend!

The 911&PW verdict

Don't confuse a project with cheap. But if you have the skills and the facilities, then a project could be a viable way into a first Porsche. Alternatively, you just enjoy messing around with cars. Nothing wrong with that

What to pay?

There can be some real bargains out there, particularly of the water-cooled variety. Be careful, though, because parts prices can be expensive, which is probably why said car wasn't repaired in the first place

PORSCHE 911 TARGA

Engine	2.7-litre flat-six
Power	165bhp @ 5800rpm
Torque	173lb ft @ 4000rpm
Transmission	5-speed manual
Brakes	290mm vented discs front, 285mm rear
Tyres	185/70 VR front/rear
Top speed	130+ mph
0-62mph	7.8 secs



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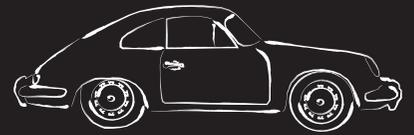
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356 Exhausts



Dansk
ORIGINAL 



Rear Exhaust

356 A Painted Steel

Dansk Part No:

1620600700

Euro Car Parts Part No:

705 33 0291

£234.00

Dansk
ORIGINAL 



Rear Exhaust

356 B/C Painted Steel

Dansk Part No:

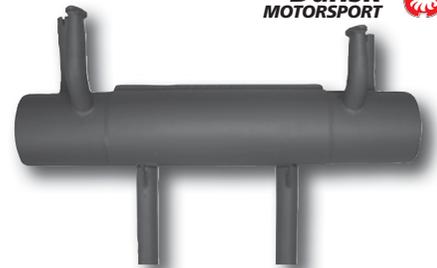
1620600500

Euro Car Parts Part No:

705 33 0300

£234.00

Dansk
MOTORSPORT 



Rear Sport Exhaust

356 A/B/C Painted Steel Straight Twin Tailpipes

Dansk Part No:

1620603900

Euro Car Parts Part No:

705 33 0281

£331.00

Dansk
ORIGINAL 



Heat Exchanger

356 A/B/C Painted Steel

Dansk Part No:

L: 1623102970 R: 1623102980

Euro Car Parts Part No:

L: 708 33 0151 R: 708 33 0161

£136.00

Dansk
ORIGINAL 



Heat Control Box

356 B/C Painted Steel

Dansk Part No:

L: 1623200570 R: 1623200580

Euro Car Parts Part No:

L: 700 33 0351 R: 700 33 0361

£105.00

Dansk
ORIGINAL 



Heat Control Box

356 A Painted Steel

Dansk Part No:

L: 1623200470 R: 1623200480

Euro Car Parts Part No:

L: 700 33 0470 R: 700 33 0480

£105.00

Dansk
ORIGINAL 



Tail Pipe Set

356 A Aluminised Steel

Dansk Part No:

1620701410

Euro Car Parts Part No:

706 33 0301

£68.00

Dansk
ORIGINAL 



Tail Pipe Set

356 B Aluminised Steel

Dansk Part No:

1620701510

Euro Car Parts Part No:

706 33 0201

£68.00

Dansk
MOTORSPORT 



Rear Exhaust

356 B/C Painted Steel with Polished Stainless Steel 63mm Twin Tailpipes and 2 Clamps

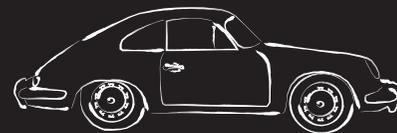
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Euro Car Parts Part No:

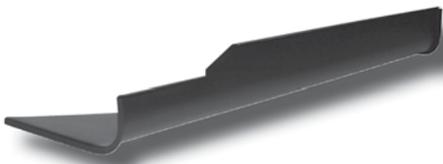
705 33 0300

£343.00

356 Body Parts



Dansk
BODY PARTS



Inner Rocker Panel

356 A Painted Steel without Jack Support

Dansk Part No:

L: 1682500170 R: 1682500180

Euro Car Parts Part No:

L: 800 33 0951 R: 800 33 0961 **£59.00**

Dansk
BODY PARTS



Outer Lower Door Panel

356 A/B/C Painted Steel

Dansk Part No:

L: 1681000170 R: 1681000180

Euro Car Parts Part No:

L: 815 33 0411 R: 815 33 0421 **£105.00**

Dansk
BODY PARTS



Floor Pan Front

356 A/B/C Painted Steel without Mounts

Dansk Part No:

1683100300

Euro Car Parts Part No:

800 33 0931 **£105.00**

Dansk
BODY PARTS



Floor Pan Rear

356 A Painted Steel without Mounts

Dansk Part No:

1683100400

Euro Car Parts Part No:

800 33 0921 **£93.00**

Dansk
BODY PARTS



Floor Pan Rear

356 B/C Painted Steel without Mounts

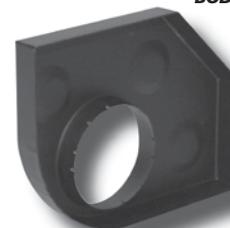
Dansk Part No:

1683100500

Euro Car Parts Part No:

800 33 1021 **£93.00**

Dansk
BODY PARTS



Reinforcement Side Member

356 A/B/C Painted Steel

Dansk Part No:

L: 1682200100 R: 1682200200

Euro Car Parts Part No:

L: 800 33 0851 R: 800 33 0861 **£17.00**

Dansk
BODY PARTS



Headlight Bucket Left/Right

356 A/B/C Painted Steel

Dansk Part No:

1682000100

Euro Car Parts Part No:

470 33 3560 **£46.00**

Dansk
BODY PARTS



Lower Rear Panel with Louvres

356 B/C Painted Steel for Straight Pipe Exhaust

Dansk Part No:

1680600100

Euro Car Parts Part No:

817 33 0141 **£349.00**

Dansk
BODY PARTS



Bonnet

356 B T6 /C Painted Steel

Dansk Part No:

1680100900

Euro Car Parts Part No:

801 33 0141 **£1,255.00**

This is just a small selection from the extensive range of Dansk Exhausts and Body Parts for Porsche

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Dansk

911 Exhausts



Rear Exhaust OE Specification

911 >1973 Painted Stainless Steel with 60mm Polished Stainless Steel Tailpipe

Dansk Part No:

1620609000

Euro Car Parts Part No:

705 33 0010

£312.00



Rear Exhaust 2 in - 1 out

911 >1973 Polished Stainless Steel with 70mm Tailpipe

Dansk Part No:

1620603400

Euro Car Parts Part No:

705 33 0971

£356.00



Heat Exchanger Set

911 >1973 Not for mechanical injection models Polished Stainless Steel

Dansk Part No:

1623104910

Euro Car Parts Part No:

708 33 0310

£928.00



Heat Exchanger Set

911 >1973 For mechanical injection models Polished Stainless Steel

Dansk Part No:

1623105010

Euro Car Parts Part No:

708 33 0320

£981.00



Rear Exhaust OE Specification

911 74-77 Painted Stainless Steel with 60mm Polished Stainless Steel Tailpipe

Dansk Part No:

1620609100

Euro Car Parts Part No:

705 33 0020

£312.00



Rear Exhaust 2 in - 1 out

911 74-77 Polished Stainless Steel with 70mm Tailpipe

Dansk Part No:

1620603500

Euro Car Parts Part No:

705 33 0991

£391.00



Heat Exchanger Left

911 >1977 Not for mechanical injection models Polished Stainless Steel

Dansk Part No:

1623102570

Euro Car Parts Part No:

708 33 0010

£463.00



Heat Exchanger Right

911 >1977 Polished Stainless Steel

Dansk Part No:

1623102580

Euro Car Parts Part No:

708 33 0020

£463.00



Rear Sports Exhaust 1 in - 1 out

911 2.7/3.0 74-83 Polished Stainless Steel with 75mm Tailpipe

Dansk Part No:

1620609200

Euro Car Parts Part No:

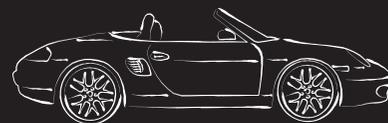
705 33 2121

£238.00



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911/Boxster Exhausts



Free Flow Exhaust Conversion

911 78-83 With single loose 84mm tailpipe
Polished Stainless Steel

Dansk Part No: 1620000310

Euro Car Parts Part No:

708 33 9000

£1,360.00

Dansk
MOTORSPORT



Rear Sport Exhaust

911 78-89 With 84mm tailpipe
Polished Stainless Steel

Dansk Part No:

1620606400

Euro Car Parts Part No:

705 33 0941

£373.00

Dansk
ORIGINAL



Pre-Silencer

911 78-89 Polished Stainless Steel

Dansk Part No:

1620500300

Euro Car Parts Part No:

706 33 0050

£135.00

Dansk
ORIGINAL



Heat Exchanger Left/Right

911 74-83 Polished Stainless Steel

Dansk Part No:

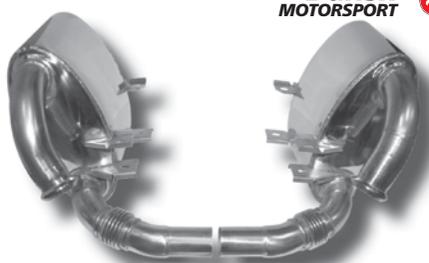
1623103500

Euro Car Parts Part No:

708 33 0040

£311.00

Dansk
MOTORSPORT



Rear Sports Exhaust Set

911 98-05 Polished Stainless Steel
With TÜV/EEC Approval

Dansk Part No: 1620601010

Euro Car Parts Part No:

705 33 1061

£511.00

Dansk
MOTORSPORT



Sport Exhaust OE

986 00-04 Polished Stainless Steel with Super
Sound bolt on tailpipes With TÜV/EEC Approval

Dansk Part No:

1620605100

Euro Car Parts Part No:

705 33 1141

£648.00

Dansk
MOTORSPORT



Sport Catalytic Converter Set

993 Turbo 94-98 100 Cells
Polished Stainless Steel

Dansk Part No: 1620300710

Euro Car Parts Part No:

706 33 0471

£1,243.00

Dansk
MOTORSPORT



Sport Catalytic Converter Set

996 02-05, M96.03 200 Cells
Polished Stainless Steel

Dansk Part No: 1620301110

Euro Car Parts Part No:

706 33 0751

£1,045.00

Dansk
MOTORSPORT



Sport Exhaust Set with Catalytic Converters

987-1/987C-1 05-09 200 Cells
Polished Stainless Steel

Dansk Part No: 1620602410

Euro Car Parts Part No:

706 33 0891

£1,112.00

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Prices exclude VAT, VAT will be applied at current rate. Errors & omissions excluded

Dansk



911 Body Parts



Fuel Tank and Battery Support

911 74-89 Painted Aluminised Steel

Dansk Part No:

1682700400

Euro Car Parts Part No:

800 33 0071

£47.00



Repair Piece for Windscreen Frame

911 65-89 Painted Aluminised Steel

Dansk Part No:

L: 1684000170 R: 1684000180

Euro Car Parts Part No:

L: 800 33 0281 R: 800 33 0291

£53.00



Quarter Panel

911 Targa 2.7 74-76 Painted SPCC Steel

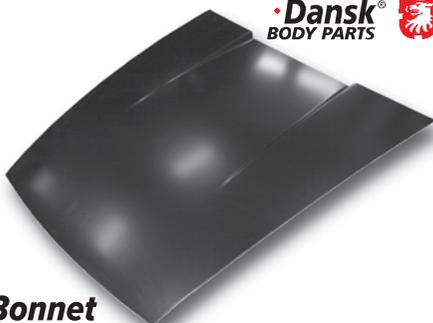
Dansk Part No:

L: 1680400670 R: 1680400680

Euro Car Parts Part No:

L: 816 33 0251 R: 816 33 0261

£636.00



Bonnet

993 94-98 Painted SPCC Steel

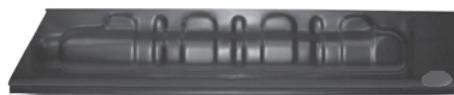
Dansk Part No:

1680100400

Euro Car Parts Part No:

801 33 0081

£815.00



Inner Rocker Panel

911 >89 Painted Aluminised Steel

Dansk Part No:

L: 1682500270 R: 1682500280

Euro Car Parts Part No:

L: 800 33 0111 R: 800 33 0121

£40.00



Lower Sill Panel

911 >89 Painted Galvanised Steel

Dansk Part No:

L: 1681000370 R: 1681000380

Euro Car Parts Part No:

L: 815 33 0011 R: 815 33 0021

£40.00



Engine Cover Right

964 89-94 Painted Aluminised Steel

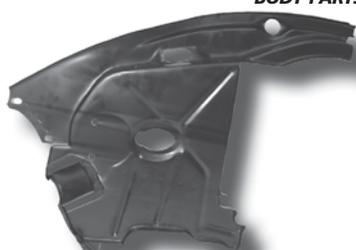
Dansk Part No:

16822600280

Euro Car Parts Part No:

208 33 0231

£134.00



Engine Cover Left

964 89-94 Painted Aluminised Steel

Dansk Part No:

1682600280

Euro Car Parts Part No:

208 33 0221

£178.00



Bonnet

911 74-89 Painted SPCC Steel

Dansk Part No:

1680100200

Euro Car Parts Part No:

801 33 0011

£812.00



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911 Body Parts



Bonnet

911/912 65-73 Painted SPCC Steel

Dansk Part No:

1680100100

Euro Car Parts Part No:

801 33 0021

£812.00



Rear Bumper Corner

911 69-73 Painted SPCC Steel

Dansk Part No:

L: 1684400670 R: 1684400680

Euro Car Parts Part No:

L: 831 33 0331 R: 831 33 0341

£298.00



Rear Centre Panel

911 65-73 Painted Aluminised Steel

Dansk Part No:

1680600200

Euro Car Parts Part No:

817 33 0131

£72.00



Rear Light Support

911 69-73 Painted SPCC Steel

Dansk Part No:

L: 1680600570 R: 1680600580

Euro Car Parts Part No:

L: 816 33 1031 R: 816 33 1041

£53.00



Quarter Panel

911 Coupe 69-73 Painted SPCC Steel

Dansk Part No:

L: 1680400370 R: 1680400380

Euro Car Parts Part No:

L: 816 33 1091 R: 816 33 1101

£581.00



Front Cross Lock Panel

911 69-73 Painted Aluminised Steel
with Hole for Washer Tank

Dansk Part No:

1680500200

Euro Car Parts Part No:

800 33 0561

£192.00



Front Bumper

911 69-73 Painted SPCC Steel
without Holes for Fog Lights

Dansk Part No:

1684100500

Euro Car Parts Part No:

803 33 0431

£407.00



Quarter Panel

911 Coupe 74-77 Painted SPCC Steel

Dansk Part No:

L: 1680400570 R: 1680400580

Euro Car Parts Part No:

L: 816 33 0191 R: 816 33 0201

£581.00



Fuel Tank

911/912 65-73 Painted Steel without Inside
Baffles 62Ltr

Dansk Part No: 1684100500

Euro Car Parts Part No:

879 33 0011

£160.00

This is just a small selection from the extensive range of Dansk Exhausts and Body Parts for Porsche

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MOTORSPORT



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Writer: Johnny Tipler
Photography Sean Beck/Antony Fraser

YOUR FIRST PORSCHE

SIMPLY RED

When looking for his first Porsche, Sean Beck fell for this 996 C2 as his new flame. We don't blame him, either. We drove this very car for a feature last year and it's an absolute cracker, and in red it's a very rare machine in a sea of metallic 996s

We have no difficulty seeing what inspired Sean Beck to buy his 996 C2. That's because when the battle lines were drawn last year in the standoff between air-cooled and liquid-cooled Porsches (see *The Division Bell*, issue 242), this particular Gen 2 996 C2 was the standout star of the water brigade. Not long after we ran the story, Sean pounced on the car in Paul Stephens' showroom.

Our esteemed editor Steve Bennett and I both drove the car on the undulating back roads of the North Essex-South Suffolk borders during our appraisal of the air-cooled versus water-cooled cars, and my own response was this: 'It's a standout car, no doubt: splendid carnival looks, easy to access cabin and comfortable seats, and it has a six-speed manual box. It makes a nice staccato noise, accelerates very briskly, there's ample power, it exhibits sharp handling and is very well poised in the Suffolk-Essex back lanes. It's a very different driving experience from the oldsters, and is extremely competent. There's a choppy ride on the uneven country lanes, but I would commend the gearshift as being vice free. The performance is quite exhilarating, while on an open A-road the handling and the ride are superb. There's nothing not to like

about it. It almost drives itself, and where's the fun in that? But you don't have the feel, the sensitivity, the sensation that you get from any of the air-cooled chassis, you feel slightly distanced from actual contact with the road, and with the tactile sensations prevalent in the old cars. There's alacrity in spades, and it's a supremely efficient and excellent drive.' Faint praise indeed, coming, as I was at the time, from the standpoint of a staunch air-cooled devotee. Since then, as the alert reader will have observed, I've joined the liquid-cooled camp, as any right-minded tippler would do, joining Sean Beck and indeed Steve Bennett in the 996 C2 clan. Steve's own take on the red 996 was more rapturous still: 'Quite simply, this car is sensational. The way it moves and changes direction is just sublime. The passive suspension is the perfect compromise of firm but fair and the steering is fingertip precise and full of response.' What's not to like? Sean was astute enough, or perhaps lucky enough, to call in at Paul Stephens on the very day this car went on his stock list, which says as much about the car itself as it does about being in the right place at the right time. Not that you should ever rush these things, but Sean had already done much of his homework. Steve concludes that it was, 'the pick of the bunch that day, beautifully maintained and as tight and invigorating as



Above: Sean Beck with his Gen 2 996 C2, a perfect example of the sort of Porsche £25K will bag you. In fact this car cost considerably less. Below: Colour-matched hardback sports seats are a nice touch



when it left the factory. Frankly,' says Steve, 'it makes the current 991 feel like a blunt instrument, and the fact that this immaculate example (70K miles) can be had for way under £20,000 is ridiculous.' But here's the knock-out quote: 'Johnny reckons it moves down the road 10mph faster than the air-cooled cars, but,' says Steve, 'I reckon 20mph.' And if that doesn't vindicate Sean's purchase of a 996 over the competition then I don't know what does!

Of course it wasn't all about the speed at all. Sean revealed his thinking behind his purchase: 'I've always liked the Porsche 911; I like the style, the look and the performance, and it had always been my dream to get one by the time I reached 40. Before I bought this one I visited several other dealers, including main dealerships, but I didn't feel they were particularly interested in anything other than making a sale. At Paul Stephens I felt properly looked after, and Paul and his team were most knowledgeable and took time to talk me through the specifications of individual cars as well as different models, and what they

offered in terms of aftersales service. I test-drove three or four other Porsches, including a Gen 1 996 Targa and a 996 Cabriolet, and a Cayman that Paul had converted as a bespoke car but I felt was too noisy. My neighbour has a Boxster which I've driven but it doesn't really float my boat, and I've looked at air-cooled 911s as well, but I prefer the modern look of the 996, which I think is more stylish. I've always loved the style and sound of the water-cooled 911s, so my heart always veered towards that model, and the 996 was the one in my price bracket. Paul Stephens advised me about the pros and cons of various cars he had in stock, from air-cooled 911s to Boxsters and 996s, but when I saw this one, I knew instantly it was the one I wanted – it was love at first sight, you could say. In fact, in my head I'd bought it before I even reached the showroom! I can honestly say that purchasing this car was a real pleasure and a great experience. It was prepared as promised, they made a fuss of me, and the whole day of collection was a memorable

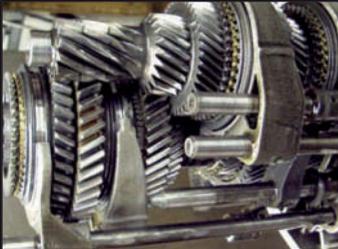
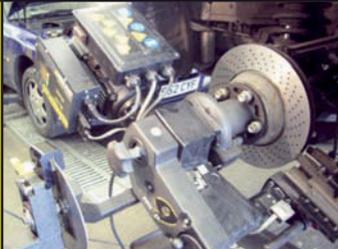
occasion. The colour is particularly striking, but it's not only that; I've been very pleased with every aspect of the car, from its sports exhaust to its sports seats. It's great to drive, and a great release to get in and drive, to get away from the everyday stresses and strains of work. I used to be into speedboats, but I came to find them too time consuming getting them ready to go out in; with the Porsche I can get in it on a Sunday morning and have fun straight away. My wife's driven it and she loves it, too. It's a practical car, it's never let me down, and it's a head-tuner. It's comfortable on long journeys, for instance I've driven it up to Newcastle and down to Somerset as well as many shorter drives. Everything I had hoped for from the Porsche has been fulfilled. The only drawback with the 996 is not for me, but my Labrador and Springer Spaniel, who are unable to fit in the back seats!

We hope that Sean is not dogged by any other problems with his 996. It really is a perfect first Porsche. In the words of Simply Red, it's "More than a dream..." **PW**

What's so unusual about this 996? It's classic Guards Red, that's what. Hardly anyone ticks the 'red' option on a Porsche these days, which makes this ultra-rare and really rather desirable

We have fond memories of this car at 911&PW, having used it for a feature last year. It's probably partly responsible for Tipler and Bennett's move to water-cooled



			
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PORSCHE 997 – GT3/TURBO / C4S / C2S / C2

2011 - 997 GT3 RS 4.0 GEN II (GRANDPRIX WHITE) 11,000 Miles
4.0 Ltr, Black with Red Sports Bucket seats, Red Seats Belts, PSM/PASM/PCM 3-Touch screen Satellite Navigation, Telephone, Chrono Pack, Sports Exhausts, Climate Control, 19" GEN II 997 GT3 Alloys, Full Service History

2006 - 997 TURBO COUPE TIPTRONIC (BASALT BLACK) 56,000 Miles
Black Leather Intr. PSM/PASM/PCM-Sat Nav, Telephone, Chrono Pack, Sports Exhaust, BOSE, CD Changer, White Dials, Heated/Memory Seats, Fully Electric Seats, Alcantara Headlining, Sunroof, Porsche Crest Embossed on the Headrest, Red Seat Belt, Rear wiper, Rear parking Assist, Xenons, 19" Turbo Alloy wheels, Full Service History (Just Been Serviced)

2007 - 997 TURBO COUPE MANUAL (COBALT BLUE) 73,000 Miles
Black Lther Intr. PSM/PASM/PCM-Sat Nav/Telephone, Chrono Pack, Sports Exhausts, Heated/Memory/Fully Electric Seats/BOSE-CD Changer, Alcantara Headlining, Sunroof Porsche Crest Embossed on the Headrest, M/F/S wheel, Rear wiper, Rear parking Assist Xenons, 19" Turbo Alloy wheels, Full Porsche Service History

2009 - 997 C4S CABRIOLET PDK (GEN II) (BASALT BLACK) 36,000 Miles
Full Black Leather Interior, PDK 7 Speed Double Clutch Transmission, PSM/PCM/Voice Control Extended Sat Nav (Touch Screen), BOSE Sound System, iPod and USB attachments, Telephone Module (Bluetooth), On Board Computer, Sport Seats, Rear Park Assist, Cruise Control, Climate Control, Heated Seats, 19" Porsche Sport Design Alloys, Xenon Headlights, LED Daylights Full Official Porsche Centre Service History.

2008 - 997 C4S COUPE MANUAL (BASALT BLACK) 46,000 Miles
Black Lther Intr. PSM/PASM/PCM-Sat Nav/Telephone/BOSE & CD Changer, White Dials, Sports Exhausts, Heated Seats, Alcantara Headlining, Part Electric Seats, Rear Park Assist, Climate Control, 19" Turbo Alloys, Full Porsche Service History.

2007 - 997 C2S COUPE MANUAL (BASALT BLACK) 20,000 Miles
Black leather Interior, PSM/PCM-Sat Nav/Telephone/BOSE, CD Changer, Sports Exhaust, Sports/Heated Seats, Sunroof, Rear Wiper, 3 Spoke M/F/S wheel, R/Parking Assist, Top tinted windscreen, Porsche VTS, 19" Carrera Sport Wheels, Full Porsche Service History.

2006 - 997 C4S CABRIOLET (ARCTIC SILVER) MANUAL 37,000 Miles
Black Leather Interior, PSM/PASM/PCM-Sat Nav, Cruise Control, Sports Exhaust, Heated Seats, Memory Seats, Fully Electric Seats, Telephone, BOSE-CD Changer, Porsche Crest on Headrest, White Dials, Rear Park Assist, 19" Sport Design Alloy wheels, Full Main Dealer Service History.

2006 - 997 C4S CABRIOLET MANUAL (BLACK METALLIC) - 62,000 Miles
Black Dark Olive Metallic, Black Leather Interior, PSM/PASM/PCM-Sat Nav, Telephone, Sports Exhausts, Chrono Pack, White Dials, Heated Seats, BOSE-CD Changer, Part Electric Seats, Porsche Crest on Headrest, Rear Park Assist, Climate Control, 19" Alloy wheels, Full Main Dealer Service History.

2005 - 997 C2 COUPE TIPTRONIC (ARCTIC SILVER) 62,000 Miles
Black Leather Interior, PSM/PCM-Sat Nav/Telephone/BOSE/CD Changer, Heated Seats, M/F/S wheel, Alcantara Headlining, Rear wiper, Climate Control, 19" Carrera Alloy wheels, Full Service History.

PORSCHE 996 GT2 & TURBO

2002 - 996 GT2 CLUBSPORT (POLAR SILVER) 55,000 Miles
ONE OWNER ONLY, Full Porsche Main Dealer Service History with a recent service, GT2 Club Sport Model, White Dials, PCCB Brakes, Radio and CD player, Climate Control, Central Locking, Electric Mirrors & Windows, Porsche Crested Sports Seats, Correct carbon fibre interior

2002 - 996 GT2 CLUBSPORT (ARCTIC SILVER) 37,000 Miles
Black Leather Intr. PSM, Cruise Control, Porsche Radio & CD Player, Alcantara Headlining, Fire Extinguisher, 18" GT2 Turbo Alloy wheels, Full Main Dealer and Specialist Service History

2004 - 996 TURBO COUPE TIPTRONIC (BLACK METALLIC) 37,000 Miles
Black Leather Interior, PSM/PCM-Sat Nav/ Telephone, Cruise Control, Heated Seats, Fully Electric Seats, Memory Seats, BOSE/CD Changer, Sunroof, Rear Park Assist, Rear Wiper, Alcantara Headlining, Climate Control, 19" GEN II Turbo Alloys, Full Main Dealer Service History.

2004 - 996 TURBO CABRIOLET TIPTRONIC (BASALT BLACK) 70,000 Miles
Black Lther Intr. PSM/PCM-Sat Nav, Telephone, BOSE, CD Changer, Heated & Fully Electric Memory Seats, Climate Control, Cruise Control, Rear Parking Sensors, Original Hardtop Available, Optional Wind Deflector Present, 18" Turbo Alloys, Full Porsche Service History, Detailed Invoices showing high level of maintenance, Extremely Well-Kept Example.

2002 - 996 TURBOCOUPE TIPTRONIC S (LAPIS BLUE) 86,000 Miles
Lapis Blue Metallic, Grey Leather Intr. PSM/PCM-Sat Nav, Telephone, BOSE, Sports/Memory/Electric Seats, Sunroof, White Dials, Red Seat Belts, Rear Park Assist, Rear Wiper, Alcantara Headlining, 18" Turbo Alloys, Full Service History

PORSCHE 993 - TURBO / C2S / C4S / C2 / C4 / TARGA

1998 - 993 TURBO "S" COUPE MANUAL (SPEED YELLOW) 60,000 Miles
Black Leather/Carbon Fibre Interior, Litronic Lights, Sports Seats, Electric Seats, Electric Mirrors, Yellow Dials, Porsche Radio & Single CD Changer, Yellow Seat Belts, Sunroof, Rear wiper, Yellow Callipers, 18" Turbo S Alloy Wheels, full Service History.

1997 - 993 TURBO COUPE MANUAL (ZENITH BLUE METALLIC) 79,000 Miles
Beige Leather Interior, Sunroof, Sports Seats, Fully Electric Seats, Alpine Radio Player, Rear Wiper, Climate Control, 18" Turbo Alloys, Full Service History

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles.
Grey Leather Interior Wood Package Electric Sunroof/Seats Sports Seats Cruise Control Upgraded Becker CD Player/Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

1997 - 993 C2S COUPE MANUAL (ARCTIC SILVER) 71,000 Miles
Viororam, Metropole Blue Lther Intr. Sunroof, White Dials, SONY Single CD player & Radio, Electric Window & Mirror, Air Bag, Air Conditioning, Factory Fitted Alarm System 18" Turbo Alloys, Turbo Spoiler, Fully Documented Service History

1995 - 993 C4 CABRIOLET MANUAL (IRIS BLUE) 108,000 miles
Iris Blue Coachwork, Marble Grey Lther Interior, Sports Seats, Semi-Electric Seats, Electric Windows, Electric Mirrors, 18" Turbo Alloys, Full Porsche Service History.

1994 - 993 C2 COUPE TIPTRONIC (BLACK METALLIC) 84,000 Miles
Black Metallic Coachwork, Grey Leather Interior, Alpine Radio & CD Changer, Sunroof, Climate Control, Telephone Module, Rear wiper, 17" Alloy Wheels, Fully Documented Service History.

1994 - 993 C2 COUPE MANUAL (FOREST GREEN) 104,000 Miles
RHD, Marble Grey Leather Interior, Sunroof, Alpine Radio Player, Part Electric Seats, Rear Wiper, Climate Control, Electric Windows, Electric Mirrors, 17" Alloy wheels, Full Service History

1994 - 993 C2 CABRIOLET (CARRERA WHITE) 103,000 Miles
ONE LADY OWNER ONLY, Metropole Blue Leather Interior, Manual, Part-Electrical Seats Climate Control, Blue Hood, 17" Alloys, Full Service History

1994 - 993 C2 COUPE TIPTRONIC (BLACK) 94,000 Miles
Black Leather Interior, Tiptronic, Sunroof, Becker Radio, Electric Seats, Electric Windows/Mirrors, Rear Wiper, 17" Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

1987 - 993 CARRERA 3.2 CABRIOLET (G50 GEARBOX)
126,000 Miles, Manual Gearbox (G50), Matching Numbers Example, Immaculate Blue Metallic Exterior, Full Marble Grey Intr. Matching Dark Blue Hood, Fully Electric Softtop, Electric Windows and Mirrors, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, Very Original Condition, 10 Years with The Same Owner, Kept with the same specialist for a number of years

1990 - 964 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) - 108,000 Miles
Midnight Blue Coachwork, Marble Grey Leather Interior, Sports Seats, Fully Electric Seats, Sony CD Player, 17" Alloys, Full Service History

1992 PORSCHE 964 C4 CABRIOLET MANUAL (BLACK) 94,000 Miles
Marble Grey Leather Interior, Semi Electric Seats, Kenwood CD Player & Radio, Electric Window, Electric Mirror, 17" Alloys, Full Service History, Toney Cover available.

1987 - PORSCHE 911 CARRERA CABRIO SUPER SPORT 76,000 Miles
Carrera White Coachwork, Dark Blue Leather Interior, Sports Seats, Climate Control, Blue Dial, Semi Electric Seats, SONY Radio & MP3 player, 16" Fuch Alloy wheel, Full Documented Service History, Original Service book and manuals available

1987 - PORSCHE 911 SUPER SPORT TARGA (G50 GEARBOX) - 86,000 Miles
Carrera White Coachworks, Black Leather Interior with white piping, Rear Wiper, Fully Electric Windows & Mirrors, Full Service History (Just Been Serviced). This Porsche is a genuine M491 SuperSport one of only 37 RHD Targas and obviously has the desirable G50 Gearbox (Svepco Oil too). It drives and sounds amazing with the Dansk twin exhausts and has had the usual troublesome work such as replacing the butterfly valves done. A top end engine rebuild was done 10,000 miles ago (2007) and the Targa roof has also been refurbished by Southdowns. Whilst the car isn't concours its as near as you would want for a car that you can enjoy using and yet still be very proud to own. Paperwork wise the file is extensive and the original service book, in its original folder has 27 stamps. The latest service was 700 miles ago. The car flew through its MOT last week with no advisories. We welcome any inspection as we are more than confident that it will stand up to any scrutiny

1992 - 964 CARRERA COUPE (POLAR SILVER) LHD - 138,000 Miles
Tiptronic Gearbox, Black Leather Interior, Sunroof, SONY CD & Radio Player, Fully Electric Seats, Rear Wiper, Climate Control, Electric Windows & Mirrors, 17" Alloy wheels, Full Service History.

FERRARI - MODELS FROM 1967 +

2008 - FERRARI 612 SCAGLIETTI COUPE (NERO BLACK) 11,000 Miles
Full Nero Black lther intr. HGTC package, Sport Mode, Latest Software on Gearbox to enhanced speed of Gearchange, Sports Exhaust, 19" Modular Alloy Wheels (HGTC Special), Ferrari Ceramic Brakes, Second Generation Sat Nav, I-POD Connection, USB Connection, Telephone, Front & Rear Parking Sensors, Electronic Chromatic wing mirrors, CD Changer, Enhanced Sound system (BOSE), Nero Daytona seats, Memory Seats, Lumbar support, Heated Seats, Tyre Pressure Monitoring System, Xenons lights, Full Climate control, Tracker System, Full Ferrari Service History

1973 - FERRARI 365 GTB/4 DAYTONA RHD (ROSSO RED) 38,000 Miles.
Black/Red Leather Interior Red Carpets Climate Control "Ferrari Classiche" Full Continuous History Superb Provenance 3 Owners From New.

1967 - FERRARI 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles.
Full Black Leather Interior Detailed Restoration History Full History Original Build Sheets/Sales Invoice/Tool Kit/Wallet/Hand Books Numerous Concours & Awards Winner Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago Comprehensive photos showing The Repair & Work Done By Ferrari Exceptional Condition Throughout.

Ferrari 330 GTC COUPE - GRIGIO SILVER

Ferrari Classiche, Rosso Red Leather Interior, 86,000 Miles, Chassis No: 10157-GT, Engine No: 10157-GT, Extensive Interior retrim-(photos available), All MOTs, Fully documented service history with many invoices over the years, Original handbooks and Tool kit, Original sales brochures

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CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356

2011 LAMBORGHINI GALLARDO SUPPERGRA (YELLOW) 10,000 Miles
Paddle shift Gearbox (Automatic), Interior in Nero Leather, 19 inch Lamborghini Crested Alloys with Yellow Callipers, Sat Nav, Fully Electric Seats with Lamborghini Crests, Aluminium Crested Flat Bottom Steering Wheel, Aluminium Dash Dials and Fascia Trims Fully Electric Heated Seats with Lumbar Support and Lamborghini Logos, Tracker Fitted Bi-Xenon Lights, Front & Rear View Camera, Rear Parking Sensors, Full Official Lamborghini Service History, recently Serviced, New Lamborghini Pirelli Tyres Fitted

1997 AC COBRA 289 CONTINUATION (ROLLS ROYCE EBONY BLACK) - 1977 11,000 MILES, ROLLS ROYCE EBONY BLACK COACHWORK, HAND CRAFTED GREY LEATHER SEATS WITH MATCHING GREY LEATHER HEAD RESTS, LEATHER TRIMMED ALUMINIUM SEMI LIGHTWEIGHT DASH WITH "SMITH" ORIGINAL STYLE INSTRUMENT FINISHED WITHBLACK CARPET WITH PIPED GREY LEATHER. FORD 5.0 LTR H.O. EFI injection engine and normally aspirated 302 cubic inch V8 cylinder arrangement, 8.9:1 compression ratio cast iron engine block with cast iron heads, roller camshaft, upgraded SV0 lower Aluminium inlet manifold/upper Aluminium inlet manifold body with performance 65mm throttle body

1972 PORSCHE 911 2.7 RS TOURING 72,000 MILES
7000 miles since total restoration by RUF, Canary Yellow, Black Interior, Left Hand Drive, Complete History of Restoration, including Photos and invoices

1973 Jaguar E-Type Roadster Series III AUTO 25,000 Miles
finished in Carmen Red with Black hide interior and Crema soft top, Automatic transmission, stereo system. The finest Chrome wire wheels, Chrome exhaust system, Previous owner over the 32years, totally restored to a very high standard. Total miles is 25,000, Fortune spent on restoring this superb E Type drives like new. This car is just amazing.

1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 Miles.
Automatic Black Coachwork Red Leather Interior Power Assisted Steering Wire Wheels Recent Restoration To Virtually Concours Standard

1962 JAGUAR 'E' TYPE ROADSTER 3.8 SERIES I (OPALESCENT SILVER BLUE)
Refurbished by one of the UK's most renowned E-Type specialists restored to Concours level. Manual, Series I, opalescent Silver Blue Coachwork, Black Leather seats with Navy Blue Carpets, Aluminium Centre Console, Dark Blue Soft top, and Restoration work Fully documented. Chromed wire wheels.

1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)
Grey Leather Gurney Nutting Coachwork 1 Owner 40 Years Extensive History A True Classic Completely Original Throughout & Has Been Exhibited At Luois Vuitton Concours d'Elegance In Paris 2003. Sunroof Produced By Gurney Nutting Chassis Completely Original Throughout

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997 C4S Cab. Tiptronic (06)

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997 C4S Coupe Tiptronic(07)

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997 C2S Coupe manual (55)

only 45,000miles by its original owner, and outstanding in Cobalt Blue with Navy leather, Great spec includes PCM, Heated Sports seats, Cruise control, 19" S wheels in Anthracite etc. £27,911



911 Carrera 3.0 SPORT Targa (1977)

one of only a small number of RHD cars, known to me from new & last sold by me some 20 years ago, benefits from recent mechanical re-commissioning including timing chain upgrade, Exhaust system replacement, new oil tank & pipes etc etc, finished in GP white with Black pin stripe & in quite superb order having covered only 66,000miles & CALL



993 Coupe & Targa

choice of 2 cars due in shortly, call Kenny for details



911 Carrera 3.2 Sport Cab (88)

A stunning example with only 103,000miles, service book with 22 stamps, and amazing overall condition, finished in GP White with Navy Leather & Hood, original hood cover + all important G50 gearbox £33,911



CAYMAN 2.9

a lovely example in Black with Black leather and only 18,000miles, nice spec & great value at £27,911



CAYMAN 3.4S (08)

another very nice car in Silver with Black full leather, 19" Anthracite Sport Design Wheels, Bose, Cruise Control, Park Assist, £22,987

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It's a small quirk of fate that the cubic capacity associated with arguably Porsche's most revered car has, over recent years, marked the entry point to the Porsche range. In 1973 the shift to the 2.7-litre engine for the Carrera RS heralded the beginning of a new era for Porsche horsepower, no longer hamstrung by measly displacement in any contest with big cube opposition.

Admittedly, even the shimmering halo of the moniker post-RS was dulled slightly by the regular 2.7 911s that followed after 1974, which gained a less than stellar reputation for their reliability.

However, more recently a '2.7' in Porsche

parlance has stood for the first rung on the company's ladder: Porsche's simplest, slowest sports car, but given its role, arguably its most significant. The Boxster 2.7 is the car to attract new customers to the brand, not to convert the converted. It must be all things to all people, undemanding but willing to perform on demand to the broadest cross section of drivers imaginable. When you think about it, that's a harder brief to hit than something niche like the latest 911 GT3 RS.

Examining how those entry-level models have developed in the modern era is our objective today. How do they compare, what direction has Porsche taken them in? And here's a question to ruffle a few feathers:

BACK TO BASICS

Your first Porsche? Whether you're going new or secondhand the basic Boxster takes some beating. We put the three generations through their paces, and all with the entry-level 2.7 engine

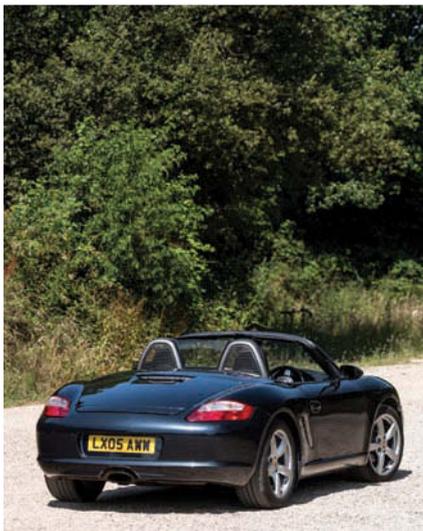
Words: Adam Towler Photography: Max Earey





“ We’re not looking for outright speed, rather a sense of completeness ”

This early 987 2.7 Boxster is a peach. Belonging to *911&PW* reader, Tony Lawrence, who has returned it to standard spec by spurning the 18in wheels it was originally supplied with and reverting to 17s. Bling is bad!



which one will prove to be the most fun? After all, we’re not looking for outright speed here, or ultimate cornering grip, rather a sense of completeness and the ability to put a smile on your face.

It might not seem like a great passage of time but the Boxster took shape over 20 years ago. While Porsche’s stylists struggled to inject the new ‘986’ with the required dynamism, one designer – Grant Larson – was allowed to escape some of the constraints giving the team headaches, and the result was the Boxster concept car exhibited at the 1993 Detroit motor show. It was also new boss Wendelin Wiedeking’s first major show at the helm of the ailing company; he’d only been in the role for three months.

Talk about getting off to a flying start: Wiedeking’s new baby Porsche more than hit all the right buttons, and potential customers were clamouring for the firm to put something similar into production. Interest was at fever pitch. Indeed, the company were working flat out in an attempt to bring both new cars to the market, and buoyed by the reception to the concept the project moved ahead at full speed. The first build was set for late 1996, known as the 1997 Model Year (MY).

We won’t delve too deeply into early Boxster history on this occasion. However, a quote from the then head of R&D and the Boxster’s father, Horst Marchart, is well worthy of inclusion. He said before the 986 appeared: “The car must be fun. It needs good ergonomics. A good noise. A sporty car, but it can also be comfortable. It must not be hard riding”. In just a few short words Marchart clearly charts the trajectory that would in time so define Porsche’s

landmark roadster.

What Porsche ended up presenting to the public wasn’t, of course, perfect. One might say this was the firm’s first mass-produced car in the modern sense of the phrase, and there were bound to be areas that required attention. Reliability wasn’t all it could have been on those early cars, with everything from porous engines to temperamental hood mechanisms, but the star quality of the car shone through all of that. Essentially, Porsche had succeeded in realising a sophisticated, brilliantly handling sports car, with an electrically operated soft top, that could be enjoyed by just about any type of driver. It was forgiving when it needed to be, but rewardingly precise at other times. The front of the car was that of the 996, with a smaller, 2.5-litre version of the new M96 flat-six sat amidships and a version of the front suspension used at the rear meaning struts were utilised all-round.

The final power figures for these early cars were 204hp at 6000rpm and 181lb ft of torque at 4500rpm. As might be expected of a small capacity ‘six’ there wasn’t a lot of guts low down, but then given that the Boxster weighed less than all its obvious rivals, that wasn’t such an issue. It has become almost accepted over the years that the 2.5s were underpowered and frankly a bit feeble, but keen readers may remember that *911 & Porsche World* contributor, and ‘Our Cars’ Cayman S custodian, Jeremy Laird, ran a beautiful Guards Red 986 for years and that car was a peach.

Anyway, Porsche as ever had some more fireworks in the cupboard back at Weissach. Demand for the 986 had been huge, so these were not introduced in any

rush. Nevertheless, for the 2000MY there were significant changes. A longer stroke crankshaft (taking the stroke from 72mm to 78mm) was teamed with the same bore size as before, giving 2687cc. The compression ratio was kept the same, and the cylinder heads were carried over unchanged, but Porsche's Varioram system was added along with the latest Bosch Motronic ME7.2 module featuring a drive-by-wire throttle. This new engine revved to a cut-out some 500rpm higher at 7200rpm, deploying its output through a longer final drive and fourth and fifth gears. The outputs now stood at 220bhp at 6400rpm and 192lb ft at 4750rpm, enough for a top speed of 155mph. The Boxster had come of age.

It was also this same model year that the Boxster gained a bigger brother in the form of the 'S', featuring a considerably more potent 3.2-litre version of the M96 and a six-speed gearbox, along with other chassis and braking changes. This car clearly took Boxster performance onto another plain, with 252hp and 225lb ft of torque, although it's worth noting that the current standard car effortlessly eclipses those numbers.

Ah yes, what of the new car? Normally we tend to start at the beginning and then work towards the newest car, but it doesn't quite work out that logistically today, and it's quite handy really for the purposes of this feature.

The new 981 Boxster 2.7 that awaits us at Porsche's Reading base looks sensational basking in the summer sunshine. Just as with the Cayman 2.7 that made such an impression a couple of issues ago, this entry-level Boxster is also finished in Guards Red, and to my eyes, looks all the better for it. Given it's the cheapest new Porsche you can buy, it

already seems to be punching some way above its weight.

Dropping down into the low slung seat, and feeling like I've just fallen into the bowels of the car, the 981 gives you the sense that it's a big, sturdy machine. As a driver I feel cocooned within the car, the high centre tunnel and window line providing a feeling of security not usually found in a small roadster.

A twist of the key wakes the electronics and the 981 fires into cold start mode. What a delicious rasp it has, bellowing out of the centre pipes and commanding the airspace for a good distance around us. After the usual fumble with the wretched electric parking brake we're underway, the Boxster requiring no additional effort over what you'd expect in a 'normal' car.

Top lowered with just a flick of a switch and we're onto the motorway and heading for our rendezvous with the 987, battling the morning traffic and leaving a wailing exhaust note in our wake thanks to the £1473 sports exhaust option. Funnily enough, it's a button on the dash that will spend most of the day switched on, but there are occasions when it's almost a bit embarrassing, not just in terms of sheer volume, but also because the carefully executed crackles on the overrun can sound a little too extreme – or contrived.

There isn't much chance to savour the car at this stage, but one thing is obvious. As we've said before, the gear ratios selected for these latest cars are infuriatingly long: in the Boxster second gear stretches well past the legal motorway limit, which in a small sports car just doesn't feel right. Moreover, the 2706cc (note the marginally smaller capacity to the earlier engines) engine isn't the torquiest of units,



Red alert! Guards Red doesn't get much of a look in these days, but we reckon it really suits the 981 Boxster. On the road it feels very much the bigger car, which, of course, it is. More refined and more the complete package, it loses some of the earlier Boxster character



requiring a good 4000rpm on the dial before it's pulling with much conviction (peak torque is on a plateau between 4500–6500rpm) so if the engine is off the boil it can feel rather flat. The six-speed 'box is so delightful to use that changing down a gear is no hardship whatsoever, but all you get when summoning lots of throttle in the mid range is plenty of noise; not much acceleration.

We've borrowed the 986 from Eporsch, and what a lovely car it turns out to be: but first, let's consider how the type went into production. After introducing the 2.7 model there were no further significant changes until the 2003MY when the 986 moved to a Gen 2 iteration, and as usual, although most of the changes appeared quite small, the overall effect was considerable. A weight saving was achieved in the engine thanks to the adoption of a simpler drive arrangement between crankshaft and camshaft, and Variocam intake cam timing was incorporated, along with the updated Bosch Motronic ME7.8 system. The result was another worthwhile power increase to 228hp at 6300rpm and 192lb ft of torque at 4700rpm. Incidentally, the S model was updated at the same time to 260hp.

The changes weren't just reserved for the engine room. The car looked different thanks to re-profiled front and rear bumpers; the roof gained an additional spar and a glass rear window. The exhaust was made louder, too, and the 2.7 gained the springs from the 'S' model, while Sports suspension was now an option.

It was the beginning of the end for the 986, as in late 2004 for the following model year Porsche showed the 987, twinned with the 997 generation of the 911. Like its rear-engined big brother, this new car was

fundamentally based on its predecessor, but extensively developed. The 2.7-litre engine was retained, but there were significant weight savings inside it, a larger air filter area that worked with larger side air intakes and a resonant ram effect connecting passage between the induction plenum chambers. This new engine breathed through a lighter, more efficient and more tuneful exhaust, with the result being 240hp at 6400rpm and 199lb ft at 4700–6000rpm.

The shift quality of the five-speed gearbox was improved with a quicker action, while the six-speed box from the S, of new design, was now available as an option on the 2.7. Stiffer, lighter suspension uprights were teamed with a stiffer overall structure thanks to careful material choices and increased use of a spot welding and bonding mix in the construction of the car. The front and rear lids were now aluminium, the brakes cross-drilled on the 2.7 for the first time, and the tracks wider. That much was obvious from the significantly revised styling, which was, incidentally, penned by Grant Larson once again. He described his work as giving the new Boxster 'more muscles', and just one glance at the car and it's easy to see what he means. Although the 987 gained a similar design language to the 997, the two models were distanced further apart than they had been in the era of the 986 and 996. The Boxster was truly gaining its own identity.

Another item shared with the 997 was the new variable ratio hydraulic steering rack, which in the 911 at least had not had an entirely positive reception. It did, at least, mean the lock-to-lock figure was reduced from 3.0–2.6 turns.

Naturally, the cabin was along the same



The original 986 Boxster in silver – well, what other colour did they come in? It's ageing well we think and hard to believe that early ones are now pushing 20-years old

Below: What it's all about, really. Roof down, a B road and an agile sports car. Styling not so muscular as the later cars, but it's still the closest thing to the original 1993 Detroit motor show concept



lines of the 997, if not quite to the same execution, and not only was the perceived quality of materials much improved, but the ergonomics took a leap ahead, too.

The seat adjusted to a lower position, the steering column was now height adjustable and the pedal box moved further forward. Introduced at the Paris motor show in 2004, the new 987 was slightly heavier than the outgoing car, but the additional weight of extra safety provision, equipment and strength had largely been offset by the extensive weight saving measures. And in any case, there was more power, too.

Although it doesn't seem that long ago that this car was current, after driving the 981 the 987 does admittedly feel much older. It's patently a smaller car, and the structure is obviously not so stiff. It's quieter, too, but there are plenty of positives. After the 981 the older car really does have the air of a proper sports car, rather than an expensive sub-supercar device that, in my view, the 981 now feels

like. In just a few miles I'm grinning from ear-to-ear in the 987 in a way I simply hadn't when behind the wheel of the 981. Maybe it was just the traffic earlier...

I get a second perspective on this situation when our other driver on the test, my friend Steve, has a go in the 987. Having played himself in with the new car, I wonder how he'll react to something from the previous generation, but his immediate thoughts are telling – especially seeing as he's new to the Porsche marque. "I really like that", says Steve as he jumps out of the 987 when we stop to swap cars. "You feel connected to it: it feels more like a sports car than the new car. I can imagine driving the 981 to work, and it would be really good for that, but this is what I'd want to take out just for the fun of it".

The biggest reason for this is the steering. The 981 does feel big, which doesn't help on a narrow country road, but it's the electric power assistance that makes it mute when you want to feel connected to the road. In isolation it's a

cracking car, really it is, and still hugely preferable to any of its rivals. It's also an easier car to live with than the 987, and with more modern technology as you would expect, but when you drive them back to back you have to concede that for simple driver enjoyment the 987 can still show the new car a trick or two. The 987 just seems to dance down the road, with the light but natural steering gently informing you of what is happening down at the tyres' contact patches.

The 987 was upgraded itself for the 2007MY, with the 2.7-litre engine receiving Variocam+ (which added variable lift to timing), giving 245bhp and 201lb ft of torque. More significantly, the S received the 295hp Cayman S 3.4-litre engine. And what of the Gen 2 model? We don't have that car here as the entry-level Boxster ran with a 2.9-litre engine until replacement by the 981.

Our oldest car here represents the Gen 2 986. In fact, dating from 2004 makes it one of the last that Porsche built. It's

“ For driver enjoyment
the 987 can still show
the new car a trick or two ”



currently for sale at Eporsch in Surrey at £8995, and there's something between the seats that's not making me happy. Yes, it's an automatic.

After the 987, both the ergonomics and the interior are a significant step backwards. This is a car that you seem to sit more on top of than in, and the engine is much more subdued, emitting mainly just a distant whir. In fact, some of that is due to the auto box, which shuffles fairly lazily through the ratios and hides a lot of the performance on offer. It's not actually that bad, even if it does seem at odds with a proper sports car: you can use the steering wheel mounted shifters to manually change gear, and once you've got the little 986 held in second gear it suddenly comes alive to remind you what a good 986 can be like. Even with the Tip 'box, on a sunny day such as this one and with the roof down it's still a very pleasant experience. I can see why the 'box was so popular, because if you just want to cruise around and enjoy the weather it all works fine. Nevertheless, it wouldn't be my choice.

The more you drive the 986, the more its essential rightness shines through, along with its lovely character. It's a milder car than the others, particular the shouty 981, but it doesn't take long before there's a big smile across your face. It's a brilliant sports car, a triumph for Marchart and his team, and surely currently undervalued. It steers really well, feels light and completely

uncontrived. Yes, it's more feminine in looks compared with the 987, and certainly in comparison to the butch 981, but is that a bad thing? I reckon the smooth contours that characterise this era of Porsche styling are looking better by the year.

Of course, the journey home in the 981 is the easiest. With £2141's worth of PCM guiding us to our destination and the slick six-speed box selecting the ratios, all is good. There really is nothing like the basic Boxster for doing everything well, and this car remains a sensational piece of kit. That it may be about to lose the naturally aspirated 'six' for a turbo '4' is a painful thought, and a troubling one for the Boxster ethos. Do you remember Marchart's words about the importance of noise at the beginning of this story?

It's characteristics like noise and the feel of the chassis that make these Porsches special, and that have always clearly distanced them from their many inferior roadster rivals from the likes of Mercedes and BMW. That the most enjoyable car here for pure, simple driving fun is the 987 is cause in one sense for some considerable concern: making the 2.7 useable and appealing to all is still a cornerstone to its appeal, but the timeless appeal of a genuine sports car should never be lost. Having said that, given that a decent 987 2.7 is around ten grand, and a nice 986 from six grand, I'd say we were currently spoilt for choice. **PW**

THANKS

Eporsch Ltd, where this 986 is currently for sale: eporsch.co.uk 01483 799245
Tony Lawrence for lending us his 987 Boxster 2.7



Interior design: The 986's interior (top) was a brave new clean sheet concept that now looks slightly fussy, particularly the door card furniture. The 987 (middle) interior was much simplified and with improved materials. The 981 (bottom) has an interior that virtually matches that of the 911 and for a fraction of the price

“ It's the noise and the feel that make these Porsches special ”



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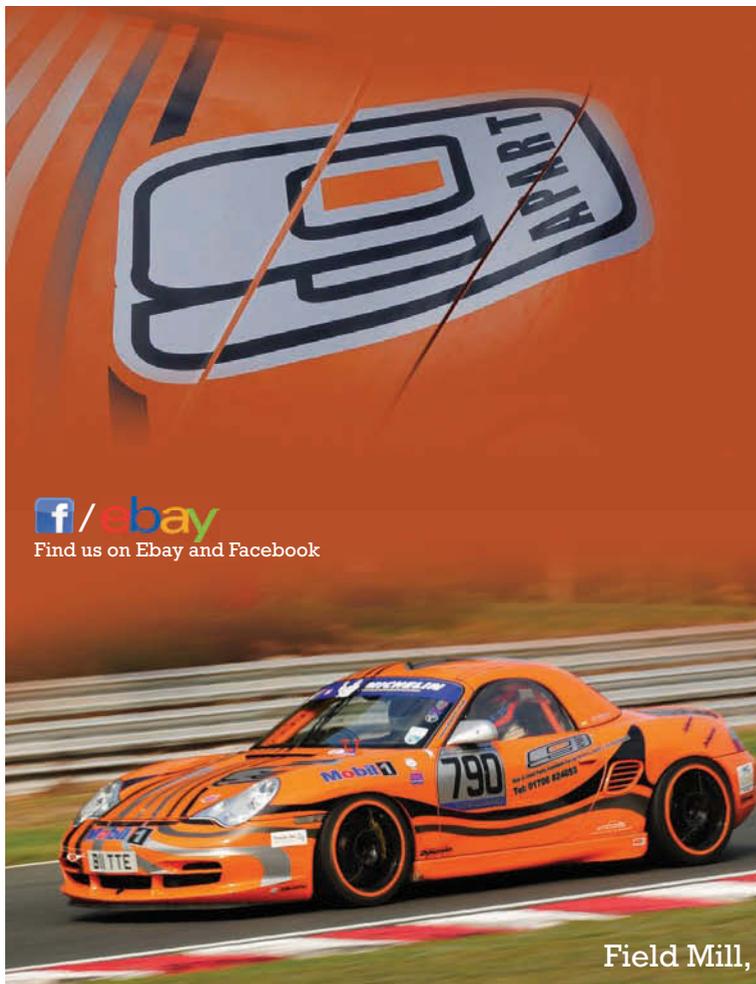


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Words: Johnny Tipler
 Photography: Antony Fraser/Brett Fraser

YOUR FIRST PORSCHE

SHOW ME THE WAY TO GO HOME

A Porsche rookie walks into a dealership clutching £25 grand. “What’s the best ride?” they ask. “Depends,” says the salesman, “try the 996 and 986, but save the Boxster till last.” True or false? We hear the word on the forecourt

“Tread carefully, and £25k will still get you into a useable, but high-mileage 911SC or Carrera 3.2 if you still have a hankering for an air-cooled car”
Paul Stephens



My local pub landlord ‘H’ is mad keen for a Boxster. His current wheels are MX-5 and L-R Freelander, and his Boxsting budget is £5 grand. Should be easily doable – I’ve recently met one of our readers, Rob Hoskins, who’s selling a turquoise 1998 car with a new hood for £3.5k. Just saying, because if you are after one that’s going for a song, that’s the pitch you’ll be looking at. And not forgetting this is traditionally 924 and 944 territory as well. However, we have rather bigger, or at least dearer, fish to fry, and to open the market up, we’ve set the bar for our “Your First Porsche” challenge this year at £25 grand. Both the Porsches in my household were bought for around half that sum, and they seem like brand new cars to me. So anyone toting £25K is surely in for a real treat.

Last year I procured a 986 Boxster S as Mrs T’s first Porsche, a special edition 550 Spyder Anniversary model, number 1602 out of 1953 units made, featuring an inventory of minor upgrades. It certainly made sense to go for an up-spec’d version in terms of value retention, with its 3.2-litre flat-six power output boosted to 264bhp from 258bhp. The travel of the six-speed manual shift is reduced by a blissful 15 per cent, it has a special exhaust with sound enhancing twin tailpipe, suspension is lowered by 10mm with 5mm spacers, 18in Carrera GT rep wheels and Carrera GT silver paint. It’s a little humdinger, and I bought it from specialist Paul Stephens who’s based near Halstead, Essex. And that’s where I return first, to consult him about what tops the aspirant Porsche owners’ wish list, and what he advises them to go for. Firstly, does he even have any air-cooled

candidates within our price range? ‘Although prices of most air-cooled 911s have risen way above the £25k limit set here, you can still buy a great “First Pork” for this notional figure,’ he says. ‘Tread carefully, and £25k will still get you into a useable but high-mileage 911SC or 3.2 Carrera if you still have a hankering for an air-cooled car that you can use daily. This was also the domain of 996 Turbos recently, but they have escaped to north of £30k for decent examples, so that figure is reserved for very nice 996 C4Ss, but like all cars with the M96 engine, get it checked for bore scoring. Whilst on water-cooled, if you don’t mind just two seats, the mid-engined Boxster and Cayman offer a fantastic pure driving experience over a 911, and that’s only just starting to be truly appreciated since the launch of the beefed-up Spyder and GT4 variants. And,’ he goes on, ‘if you



“People do still want the old style Porsches and they still ask for 924s, 944s and 968s, and if I could get more of those I wouldn’t have any trouble selling them”
Roly Baldwin, Eporsch



“Currently, and previously too, most first time Porsche buyers are going for 3.4 996s, usually early ones, as they have been – and still are – far too cheap”
Joff Ward, Finlay Gorham



have deep pockets to keep it running, then an outsider is the 928, which is a great GT car that was years ahead of its time and still looks fresh today, while the very best 968 Club Sports, arguably Porsche’s purest handling car, are within reach at this level and you can dust up a few 911s on track with that one too!

We held our “YFP” shoot at Chobham’s Longcross test track, and locally based specialist Roly Baldwin brought along a 997 C2S from his eporsch forecourt as a candidate in the sub-£25k selection. ‘There are two types of Porsche buyer,’ he comments; ‘there are those who’ve got a pretty good idea of what they want, they’ve got £25 grand to spend and they’ve already looked at what’s available, but now and then someone asks what I think they should get, and you have to ask them what they’re looking for in a car. For £25 grand you can still

get onto the air-cooled map, and there are plenty of people like that, who don’t care what the car’s like; it could be a project or daily driver. And there are people who want something that’s going to be an iconic car, but meanwhile it’s got to be able to take them to work or down the supermarket. For £25 grand you can pretty much buy what you want in terms of a 996, though it won’t get you a Turbo any more, but people are starting to think, well, if they can’t have an air-cooled car, they’ll go for a 996, and maybe a C4S will cost that. Values are hardening, definitely. But mostly they do want two-wheel drive coupés and manual gearboxes, and for people wanting an old school 911 experience, the Tiptronic doesn’t really provide that. But they can also have a 997 for that sort of money, and people like the fact that you’ve got a ton of performance and a well-built car. People do still want the old style Porsches and they still ask for 924s, 944s and 968s, and if I could get more of those I wouldn’t have any trouble selling them. Turbos and S2s can be very expensive nowadays. So if they haven’t got £25 grand to spend on an air-cooled 911, but they still want something from that period with the build quality and performance, the front-engined cars answer those requirements, and there’s also something of the rarity value about them, too. People’s circumstances change, too; they might have owned a Boxster or 911 and then had a family so they need a saloon car, and Porsche don’t

make one – at least not one that’s affordable at this level. The Cayenne is a popular vehicle, but it’s an SUV and the buyers are not the same. They’re not thinking of them in the same way as an air-cooled 911 or even a 996. People like sexy looking Porsches and the Cayenne isn’t sexy.’

Ipswich-based Finlay Gorham have a reputation for selling affordable Porsches, and here’s what proprietor Joff Ward had to say: ‘Currently, and previously too, most first time Porsche buyers are going for 3.4 Gen 1 996s, usually early ones, as they have been – and still are – far too cheap. Boxsters are always popular, but a lot of Boxster buyers are not marque-loyal. They tend to sell and not upgrade, whereas 911 buyers stick with 911s.’

Our favourite racer, Mark Sumpter of Paragon at Five Ashes, East Sussex, tells me, ‘We’re finding that most people buying their first Porsche have only ever thought about 911s, so when we first meet them it’s normally an enquiry on a 996, and at that money the Carrera 4S is a perfect match. Quite often they will end up buying a Cayman or Boxster, as they get a much newer car within their budget, or they’ll end up spending a few thousand more and buying an early 997.’

My own ‘first Porsche’ came from Adrian Crawford, an ‘84 left-hand drive 3.2 Carrera in Prussian Blue, a great car and still fondly remembered. Adrian is a partner in specialists Williams-Crawford, located in Saltash at the nucleus of



“We’re finding that most people buying their first Porsche have only ever thought about a 911, so when we first meet them it’s normally an enquiry on a 996”
Mark Sumpter Paragon

“25k brings a good early 997, a top-line 996, or a 987 Cayman or Boxster. And that’s where many of them should head”
Adrian Crawford Williams-Crawford





“A lot of people coming to us want an older 911 as their first Porsche, such as a 964 or 3.2. Unfortunately that ship has sailed”
Mark Mullen
Specialist Cars

“If you want a Porsche that is functional and delivers on a daily basis, buy a 2009 or later Cayman S”
Russ Rosenthal
JZM Porsche



Devon and Cornwall's Porsche life. Adrian says that, 'At £25k, the first question I ask is, do you need two or four seats? £25k brings a good early 997, a top-line 996, or a 987 Cayman and Boxster. And that's where many of them should head, rather than taking chances on a modest quality classic. Sell a man a Cayman or Boxster, and he will be guaranteed to enjoy it, and then we might keep them in the brand. My choice at that level for a first timer is, supply their dream, but keep them safe from risk and running costs; so, it's a Boxster or Cayman in a nice colour with some interesting spec. My thing is, match the car to the customer. The 928, 968, or 944 Turbo are all viable starter Porsches, but a more niche Boxster is underrated and overshadowed by the image of a 911. The Gen 2 Boxster and Cayman have those appealing gadgets and feel fresh.'

Such is the rarefied market for Porsches these days that some specialists don't actually have any stock stickered below our notional cut-off price. One showroom bereft of a bargain basement is Specialist Cars, Malton. 'A lot of people coming to us want an older 911 as their first Porsche, such as a 964 or 3.2,' says Mark Mullen. 'Unfortunately, that ship

has sailed and they're now a lot more than £25k.'

Another firm selling high-end Porsches is JZM at Kings Langley. I spoke to Russ Rosenthal, who commented: 'No doubt a very high percentage of buyers and sellers will nominate a 2004–2008 Gen 1 997 C2S, or similar variant, which I can fully understand, if it wasn't for those awful Lockasil bore liners. As a sales operation that grew out of many years of servicing Porsches, we have had the misfortune of delivering many a grim synopsis to 997 Generation 1 owners (non-Mezger, i.e. Turbo or GT3) that have carbon deposits on the left-hand tailpipe, a vehicle that is consuming vast amounts of oil and is generally hanging on by its fingernails. As a consequence of this we haven't sold a 997 Gen 1 non-Mezger in over 24 months as I would rather sleep at night. So that eliminates the obvious choice. Had I been asked this question three years ago, it would have been simple. Go and buy the best 3.2 Carrera, 996 Turbo or 964 that money can buy. Needless to say, we know the values of these have rocketed, so sadly they can no longer be considered. Well, at least one that you would actually want to own. In all honesty, that doesn't leave a huge amount of choice left.

If you want a Porsche that is functional and delivers on a daily basis and won't break the bank, buy a 2009 model year – or later – manual Cayman S with the right options. A hoot to drive, especially on the limit, and it has the right engine with the right cylinder liners. It's well balanced with modern navigation, Bluetooth and iPod connectivity if you select wisely, but most importantly it is highly unlikely to let go in the most spectacular fashion, which can easily make the car a write off if you repair it properly. Should you choose something a little more focused and classic, a 968 Club Sport for £25K might be a pretty good choice. It might also make you a few bob over the years.'

So there we have it, straight from the horses' mouths. Top of the range 996s, starter 997s, Boxster and Cayman 987s, and 968 CS; they are the ones to go for, with the mid-engined models coming out tops. We don't hear anyone advocating an air-cooled model, just that they are still available – and at our shoot-out, everyone present conceded they wished they'd bought a 914 a few years ago. Amazing what effect time and money have on a car's desirability. See you next year for more revelations, no doubt! **PW**

Thanks to:
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6-Speed • Basalt Black • Black Leather Seats • 19" Carrera Classic Wheels • Touchscreen Satellite Navigation • 31,449 miles • 2011 (61)

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7-Speed PDK • GT Silver • Cocoa Leather Seats • 19" Carrera Sport Wheels • Touchscreen Satellite Navigation • 32,015 miles • 2010 (10)

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FAILED DREAMS...

...and more broken promises. Following Porsche's ultimately unsuccessful foray into the world of Indycar racing, in the late 1980s attention was turned to the CART racing series. In part two of our story of Porsche's attempts to dominate the world of US-based open-wheel racing, we discover another tale of dreams unfulfilled...

Words: Keith Seume **Photos:** Porsche Archiv

Bruised and battered after the disappointment of failing to break into the world of Indycar racing in the 1970s, Porsche had some serious thinking to do if it was to broaden its racing horizons. What had made the whole episode such a bitter pill to swallow was the way that the Indycar 'establishment' seemed hellbent on making life impossible for Weissach.

Porsche was still determined to make inroads into the world of single-seater racing and chose to pursue a different challenge following the Indycar debacle. It was clear that the company's strength lay with engine design, so a new venture beckoned: developing and building a new Formula 1 engine.

Once again, after six successful years of building turbocharged V6 engines under the TAG (Techniques d'Avant Garde) umbrella, Porsche was sidelined by both TAG and the McLaren race team when imminent rule changes for the 1989 season forced them to reconsider the situation.

Why did McLaren pull away from Porsche? Surely Porsche could have developed a suitable engine to meet the new regulations? To put it simply, McLaren's new partner Honda was happy to give engines to the team – Porsche was not. The only proviso was that McLaren sign a young up and coming driver by the name of Ayrton Senna...

Meanwhile, back across the Atlantic, Al Holbert, Porsche's head of motorsport in the USA, suggested to Porsche of America's boss, Peter Schutz, that a return to Indianapolis might be a good move. Although German-born, Schutz had been raised in the USA and needed little reminding of the importance of the open-wheel scene to the North American market. Together the two men hatched a plot...

The key decision was whether Porsche should simply supply engines to an established team, as it had to McLaren in F1, or start from scratch and build a car of its own design. It was Holbert who made the strongest argument for going it alone:

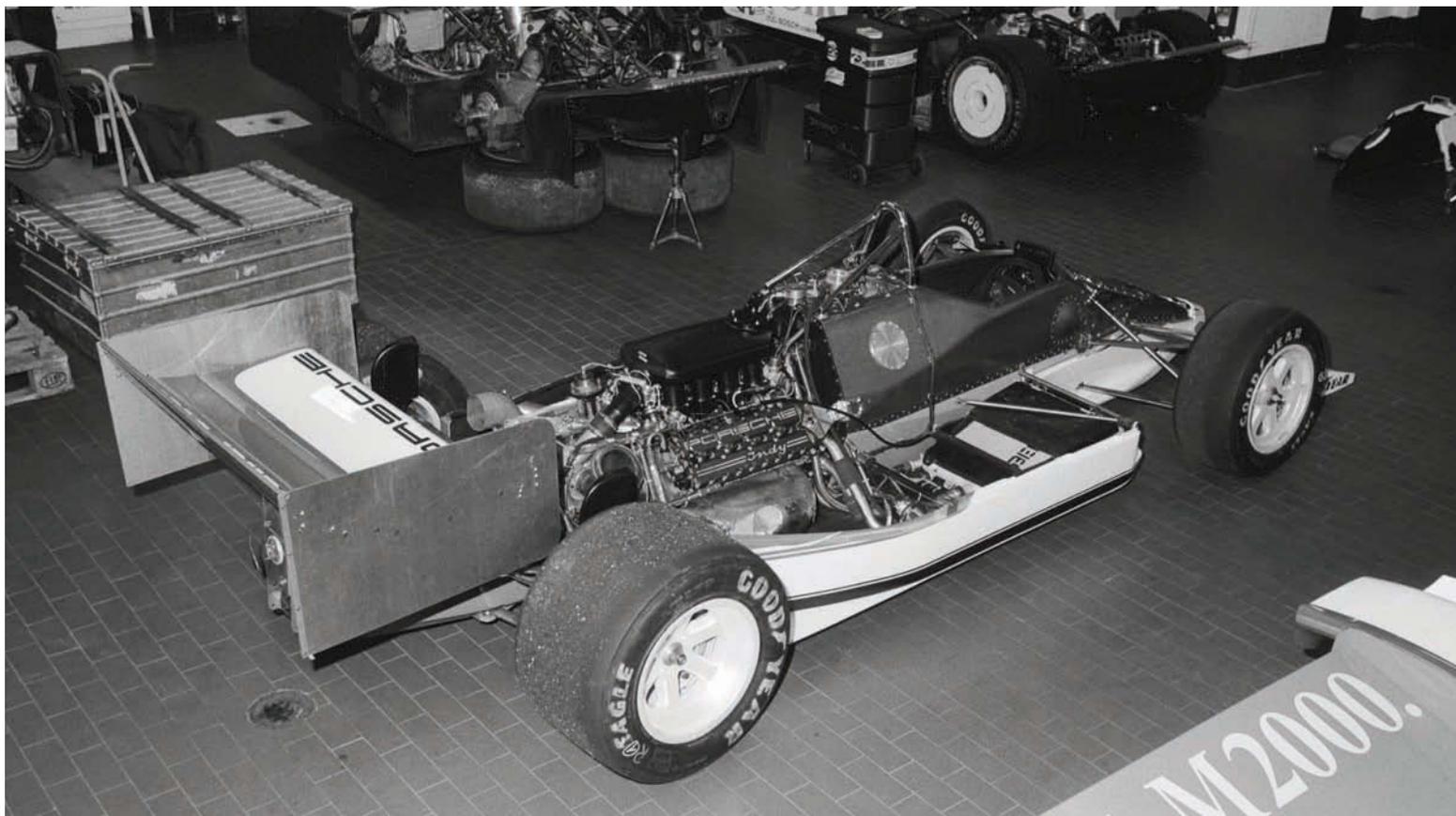
'Porsche should race at Indy with its own engine and chassis. It's a technical challenge typical of what Porsche is capable of meeting. As in any racing,' Holbert continued, 'the entire package of car, team and driver wins the race.'

It had been more than 40 years since any volume manufacturer had won at Indy with a car of its own design powered by an engine of its own manufacture. Maserati had been the victor in 1940 and Porsche was keen to prove it could do the same in the 1980s.

Given the project number Type 2708, Porsche's first attempt to build its very own single-seater for over two decades proved to be a problem child. And it didn't take long for CART to place a spanner in the works.

Porsche had learned a lot about chassis design through its association with McLaren and Formula 1, applying this knowledge to the creation of a carbon-fibre monocoque that met the 1984 CART regulations. But then CART changed its mind, and decreed that all monocoques should be built from aluminium...

Above: Laguna Seca 1987. Al Unser drove the Type 2708 CART Porsche in its first event. It was a memorable race for all the wrong reasons, as the car lasted just 21kms...



By mid-1985, work had progressed on a new chassis design to the point that attention was now concentrated on a suitable engine. Dyno tests of a Cosworth DFX engine (the industry standard in CART) showed that, to be competitive, Porsche's new engine would need to, at least, match the UK-built V8's 750+bhp and 380lb ft of torque.

Hans Mezger, Porsche's legendary in-house engine guru, chose to pursue the design and build of a 90-degree V8 based on lessons learnt with the all-aluminium engine in the 928, which would have the

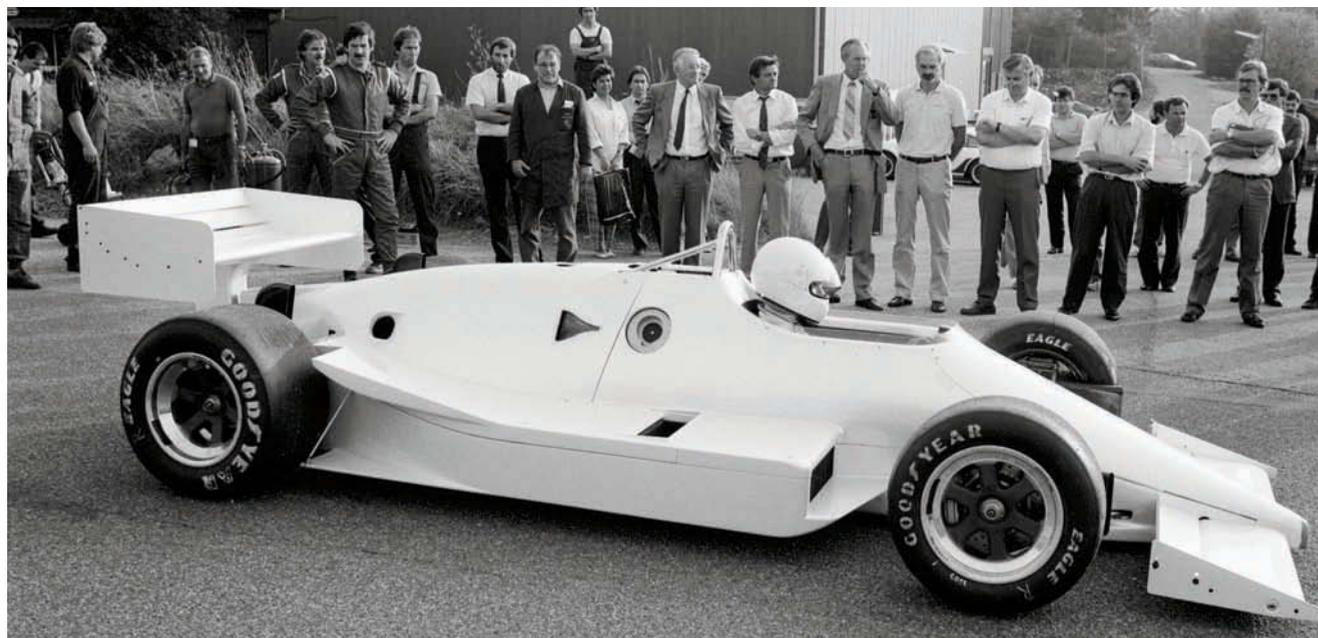
added benefit of being suitable for use in a chassis from either Lola or March, the two leading chassis builders in CART racing. It was also deemed important to bear in mind the possible use of a similar engine in a future road car.

By the autumn of the same year, the board of management finally gave the project its full backing – much of the work up until this point had been carried out if not in 'secret' but certainly in a relatively low-key manner. After the messy Indycar effort of half a decade earlier, keeping things below the radar was probably a wise move.

The project number, 2708, was derived from the approximate swept volume of the new engine (2.7-litre) and the number of cylinders (8). The engine itself was referred to as the Type 2708/80.

Mezger and his team sat down and began to examine the CART rule book in detail. Past experience had shown how fickle CART could be when it came to laying down firm rules regarding engine specification. This time Mezger and his team hoped to stay in step with CART, but it wasn't long before the US governing body got up to its old tricks again.

Sitting in the workshop at Weissach, the first Type 2708 chassis is checked over after testing. Porsche's new single-seater showed early promise



Public 'roll-out' of the new CART contender in September 1987 at Weissach, with Roland Kussmaul at the wheel



The regulations covered such matters as what size turbocharger could be used, while a 'control' pop-off valve set at 9.4psi would govern how much boost could be produced. And that's when the fun started.

For 1988, the proposal was that a new pop-off valve should be introduced, limiting boost pressure to just 7.9psi. Compared to the figures Porsche had been used to, this was chickenfeed. Much of the development work on the new engine was based around the higher figure, where the 2708/80 engine proved capable of producing far more impressive dyno figures than the tried and tested Cosworth DFX motor.

Buoyed by the success of the TAG race engine in Formula 1, the men at Weissach were confident of being able to develop a CART-legal V8 which would trounce anything offered by Cosworth.

The result was a 2649cc V8, with 88.2mm bore and 54.2mm stroke, the bore-to-bore dimension of 110mm giving plenty of room for future expansion. The engine featured wet liners, of forged aluminium coated with Nikasil. These were slipped into an aluminium engine block. The crankshaft, a fully-counterweighted forging by Alfing Kessler, was a 'flat-crank' design, with the 46mm rod journals at 180 degree intervals.

At the front (nose) of the crankshaft, a pair of gears drove the dual oil pumps, while another set of gears drove the gear train which rotated the overhead camshafts (two per bank of cylinders). There were four valves per cylinder, with a single centrally-located spark plug firing the mixture.

To take into account the use of methanol fuel, and the relatively low turbo boost levels, the compression ratio was initially set at 11.0:1, but rose to 12.0:1 by 1988.

The problem which Mezger and his team faced was that CART imposed some pretty restrictive rules in an effort to bring about a level playing field between the teams. Or, as others saw it, rules to stop Porsche's engineers steamrolling their way through the opposition.

First was a ban on intercoolers of any kind, something which Porsche had made good use of for many years. Then came a ban on pressure bypass systems, which help keep a turbocharger spooled up even when the throttle is closed, thereby reducing turbo lag.

The CART-supplied pop-off valve meant that Porsche's engineers needed to restrict the speed with which boost rose when the throttle was floored, for example when exiting a corner. The problem was that the

valve could open prematurely as boost increased rapidly, resulting in a sudden fall off in power.

The answer was to install an electronically-controlled wastegate which allowed the precise control of boost pressure. Developed by Bosch, it formed part of the Motronic engine management package, which also controlled the ignition system and the supply of methanol fuel.

Fuel was injected at the rate of over two gallons per minute at wide-open throttle, and was supplied via a pair of injectors in each inlet tract, downstream of each individual throttle body. Another benefit of the Motronic management system was that it allowed the use of telemetry, feeding information about up to 30 different parameters back to engineers in the pits.

The new project was launched to a hungry audience in New York in February 1987. Peter Schutz announced that, following planned tests that summer, the new cars would appear at the three final rounds of the CART championship later that year.

At 6.14pm on 16th September 1987, all was ready. Race engineer and test driver Roland Kussmaul recalled 'For the previous two weeks, we had been getting several

Above and left: Al Holbert is shown here at a pre-race test session at Weissach. The experienced Indycar driver provided a lot of valuable feedback

Below: The first two races in 1987 ran as part of an extensive test programme. The results were so disappointing that engineers were forced to reconsider many of their ideas...

Below left: Al Holbert adds his input, while Norbert Singer listens





phone calls a day from journalists, the Porsche press office, people within the industry generally and from colleagues in other departments, all asking the same question: "When is the roll-out?"

Delays were caused by the late arrival of various out-sourced components, the wheel rims being the last to arrive from Italy. But finally all was ready for the first tests of the completed car.

Kussmaul, a veteran of the Paris–Dakar Rally in a 959, was the driver on this occasion, completing two laps of the Weissach track in front of a select audience. 'I was incredibly pleased to be the first person to drive the car,' said Kussmaul. 'For me, it was a truly fascinating experience, a great moment in my life...'

The choice of Roland Kussmaul as the test driver appears slightly strange in hindsight as he had never driven a single-seater of any type before, let alone a thoroughbred such as the Type 2708. 'I had no experience of driving a car like this,' he recalls. 'For example, the oil pressure might have dropped too low and damaged the engine. I would have been furious with myself if I had failed to recognise something like that... It isn't easy to concentrate on the track, the new car and the instruments, and at the same time observe every detail of the car's behaviour.'

There was an amusing tale related to the roll-out. Many of the insiders expressed



were built into the main control unit. The original plan was to fit only two of the units, but this was changed at the last minute, and two new units were fitted externally.

'When we inspected the engine closely the next day, we noticed that the two new

The car's first outing was set for 11th October at Laguna Seca, but first an exhaustive period of testing lay ahead. Kussmaul knew he wasn't the ideal person to get the best from the car, and expressed his relief when Mario Andretti was flown in to take over. However, the experienced Indycar driver shared his predecessor's concerns about several aspects of the car, most notably tyres and chassis set-up. In the end, Norbert Singer suggested trying a secondary wing at the rear, ahead of the main spoiler. It worked, transforming the car's wayward character in an instant.

Back in the hands of Kussmaul, the 2708 was only driven a further 750 kilometres in testing, which wasn't really enough ahead of its first outing at Laguna Seca. There was a test session in Portland, Oregon, where old hand Al Unser was to give the car the once-over. Unser had ironed out bugs for the new Cosworth DFX when it was released, as well as testing Chevrolet's CART engines.

Unser, however, was restrained in his

New March-designed chassis was an improvement over the original Porsche effort, but there was still a long way to go if Porsche was to become a dominant force in CART racing

“ Delays were caused by the late arrival of various out-sourced components, the wheels being the last to arrive... ”

surprise at how restrained the new engine sounded – the exhaust note was deeper than expected, and seemed almost muffled compared to similar units.

Kussmaul explained: 'We soon discovered the root of the trouble. There were four electrical units which supplied current to the ignition coils. Two of them

units were suspiciously light, far lighter than was normally the case. It transpired that we had fitted two dummies, empty casings which Bosch had sent us to try out for size on the wooden mock-up!' The noise the spectators had heard was, in fact, a four-cylinder engine running at 9000rpm, not the full-on V8. No wonder it sounded muted...



March 89P was the blend of a well-tried chassis with Porsche's latest engine technology. Sadly, it never quite delivered the goods



comments after driving the car, pointing out that he'd hardly had time to get to grips with it. But there had been time for the engine to display teething problems: a broken camshaft as a result of a failed petrol pump (the dual pumps were driven off the camshafts). More seriously, the new Porsche was some six seconds a lap slower than Geoff Brabham's March Honda.

When the car arrived at Laguna Seca a

engine was fine and still had plenty in reserve, but the chassis was lacking. It proved difficult to get the car to hook up out of corners, while it also showed a propensity for understeer when entering the two sharp bends at Laguna Seca. 'Perhaps we should have fitted a limited-slip differential,' pondered Singer. Instead, the 2708 had the usual 'spool', which only served to exacerbate matters.

The car was flown back to Weissach in an effort to get to grips with its many shortcomings, both in terms of engine reliability and chassis development. There was too little time to make any major changes ahead of the next race, just two weeks later at Sebring, in Florida, but Norbert Singer did have his way with the installation of a limited-slip differential in an effort to control the understeer.

1988 and Porsche desperately tried to keep up with the opposition. After years of dominance in sports car racing, the whole Indycar and CART experience must have left a bitter taste in Porsche's mouth

“ Norbert Singer shrugged his shoulders... ‘Since we are slower than anyone else, there is nothing for them to copy’ ”

few days later, news of the test had already reached the ears of rival teams.

The car was surrounded by inquisitive onlookers, all keen to learn the 'secrets' of the new Porsche. Normally this would have been grounds for the car to be whisked away, safely out of sight, but Norbert Singer shrugged his shoulders and said 'Since we are slower than everyone else, there's nothing for them to copy.'

The first timed sessions placed Unser way down in 21st place – hardly the kind of performance Porsche was used to. The

Come race day and nobody really expected too much of the car, or its driver. Unser was brief in his conversations with journalists: 'What else can you expect if you use a race for testing purposes?'

After just seven laps, the new car with Unser at the wheel spluttered to a halt in front of the pits, a sudden loss of fuel pressure bringing about its early demise. What caused this wasn't clear, but it was also discovered that the water pump was leaking, which would probably have caused overheating problems later in the race.

A disagreement with Al Unser over his wish to drive a Penske March in a support race led to Porsche dispensing with his services, Al Holbert taking charge instead. But things were still not right, and Holbert's qualifying lap times were almost five seconds slower than those of Andretti in a Lola-Chevrolet. This placed the Porsche in 29th position out of 33 entries. Unfortunately only the first 28 cars were eligible to start the race...

Singer appeared philosophical about the situation but inwardly must have been disappointed. His team had a few months to ready the car for the first race of the 1988 season but it was clear the major problem was the chassis. It lacked torsional rigidity.

With the departure of Unser, and Holbert being little more than a temporary stand-in, efforts were made to find a new driver. Jochen Maas offered his services, but Porsche had other plans for him in the long term. Mass did assist with testing at both Weissach and Paul Ricard, which included driving a Lola-Cosworth for comparison, but Italian Teo Fabi was the man finally chosen to take over as team driver.

One of Fabi's first jobs was to drive both the Porsche-built 2708 and a March chassis fitted with the 2708/80 engine. A decision to use the 1988 season as an extended test session gave the team the luxury of trying a number of ideas at what amounted to be a late stage in proceedings.

The process of installing the Porsche engine in the March chassis was far from straightforward and the prototype racer suffered oil pressure problems caused by oil surge brought about by the greater centrifugal forces generated by the new chassis. Fabi tried his best to remain stoical, reminding people how long it had taken

Foster's sponsorship for the 1990 season was the result of a 'wanted' ad in the *Wall Street Journal!* Not a course of action one would normally associate with Porsche...





this meant a lengthy delay before any testing could be carried out. At its first race in Phoenix, it was obvious the car was little better than the previous year's, proving unresponsive to aerodynamic changes, so the race was run using a pair of 1989 chassis.

Left: Ulrich Bez, board member responsible for Porsche research and development, and Helmut Flegl with model of March 89P

At Indianapolis, the new chassis was pressed into service and the car appeared at the Brickyard wearing the colours of new Australian-based sponsors, Foster's Lager. Andretti just squeezed into the top ten in qualifying, but Fabi was way down the field, in 23rd place.

The race itself was another disaster, Andretti kissing the wall on lap 135, ending the race classified in 21st position, while Fabi's March-Porsche suffered transmission failure on lap 162, at which point he was classified as finishing in 18th position.

The 1990 season was a disappointment from beginning to end. The best result for Fabi was a pole position at Denver and a solitary podium finish at New Jersey. The cars were underdeveloped, overweight and best described as lacklustre in performance. It was not what people – especially the board – had come to expect of Porsche.

It came as no great surprise, then, that the plug was finally pulled on Porsche's CART efforts at the end of the season. There had been moves to use a Lola chassis, but there were no funds to pursue this avenue of development, and Flegl felt he wasn't in the best of positions to ask for more.

For Porsche, this was a costly and, frankly, embarrassing period in its racing history. Perhaps, said the pundits, Porsche should have stuck to endurance racing. And maybe they were right. **PW**

Below: March-designed and built chassis was cutting edge in 1989. Its use by Porsche gave the team a fighting chance of success. Well, that was the theory. In practice things turned out rather differently

Honda to get to grips with Formula 1.

All eyes were on Indianapolis – a good showing here would do wonders for Porsche's reputation in North America. The March-chassied 2708 showed promise in testing but, on the day, it all went wrong because of a simple error in pit crew signalling. One misread hand gesture brought about the demise of Porsche's efforts at the Brickyard.

After qualifying 17th on the grid, Fabi pitted on lap 34 while the field was under caution. Unfortunately Steve Erickson, head mechanic of the Quaker State-backed team, gave Fabi the signal to exit the pits a moment too soon: the left rear wheel hadn't yet been properly secured.

As a consequence, the wheel became detached as Fabi nailed the throttle along the pit lane. The errant wheel and tyre bounced off into the distance, leaving Fabi stranded. It was a sad end as, prior to the pit stop, Fabi had made his way up to ninth position (he'd actually been as high as fifth, due to pit stops by rival teams). Somehow, this scenario seemed to epitomise Porsche's showing in CART/Indycar.

Throughout the 1988 season, Fabi drove well, but the results were unspectacular. The best showing was at Nazareth, where the green and white 2708 finished fourth after having led the field for a couple of laps. But a week later, the team suffered a major blow when arch-supporter Al Holbert was killed in a light aircraft crash.

1989 saw a change in personnel, with Helmut Flegl placed in charge of the racing effort, his past experience with Roger Penske while running the Can-Am 917s proving invaluable. Also added to the team was Brit Derrick Walker, Penske's former manager and someone who would be a useful 'go-between' twixt Porsche and the CART organisation. Joining him was Tony Cicale, aerodynamicist and former race engineer to Mario Andretti.

All eyes were now focused on the 1989 season, the Indy 500 being the race on which all hopes were pinned. Sadly, once again, the Indy curse was to strike, with Fabi – who qualified 13th – being forced to retire with ignition problems after just 23 laps.

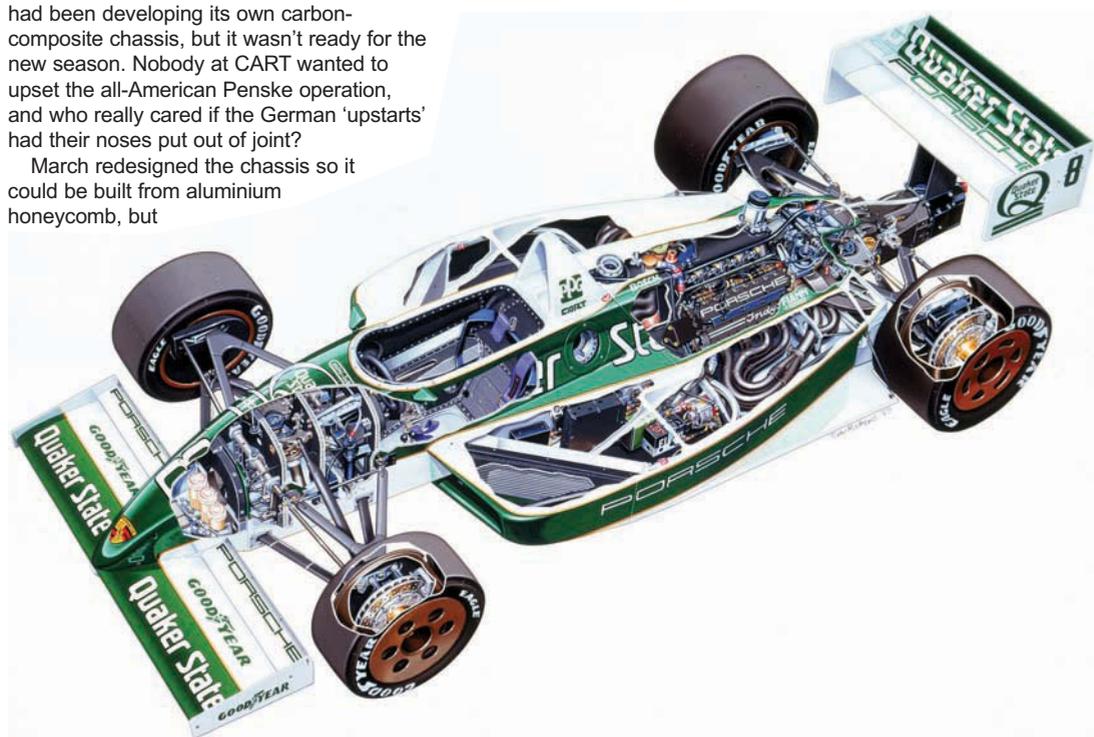
This was a major blow to morale, even though the rest of the season was reasonably satisfying. The Quaker State March-Porsche ended the season with one outright victory (Mid-Ohio), two seconds, a third and five fourth places.

The 1990 season looked set to be 'the one', with March developing a new chassis – the 90P – and Fabi joined by new driver, John Andretti. The chassis was real state of the art, and followed the proposed 1990 CART rule book to the letter. The monocoque was fabricated out of carbon-fibre composite and built specifically to work with the Porsche-designed 2708/80 engine.

But, in an amazing turnabout, CART suddenly announced that the carbon-fibre chassis would not be eligible because of 'safety concerns'.

This was, of course, complete bunkum. The real reason was that Penske (and Lola) had been developing its own carbon-composite chassis, but it wasn't ready for the new season. Nobody at CART wanted to upset the all-American Penske operation, and who really cared if the German 'upstarts' had their noses put out of joint?

March redesigned the chassis so it could be built from aluminium honeycomb, but



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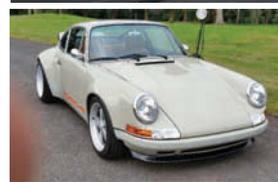
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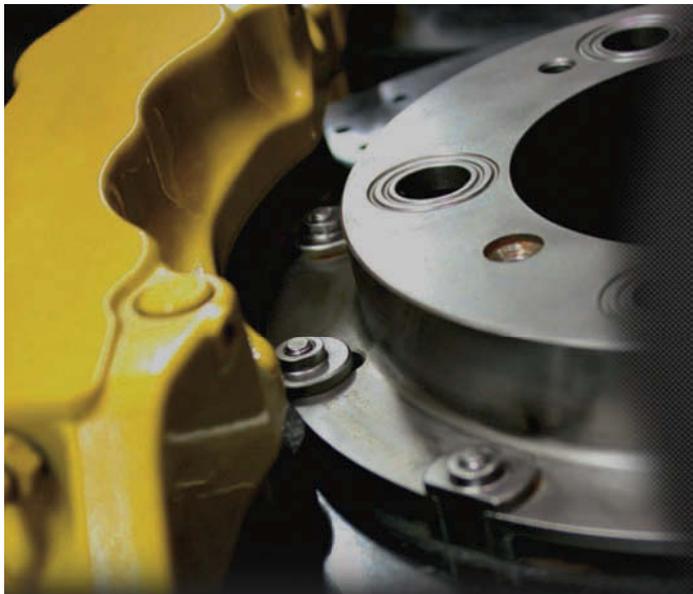
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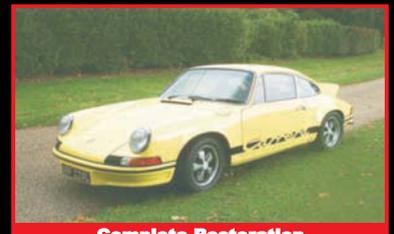
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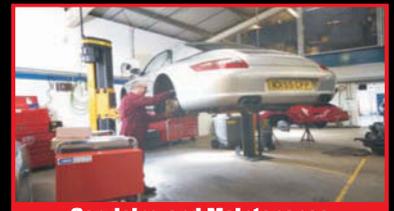
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TECH SECTION

PRACTICAL PORSCHE

Welcome to the grubby end of the magazine, where the glossy features give way to the oily bits. Too often ignored, this is the beating heart of Porschedom, where we strip, mend and modify our machines and yours

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Air conditioning? How did we ever get by without it? When it goes wrong, though, it's usually expensive, right? Not always. We show you how to DIY fix the air con condensers on a 997



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Dropping in on North West based Tech9 to find a broad range of Porsche activity from classics to moderns and TECHART custom builds inbetween

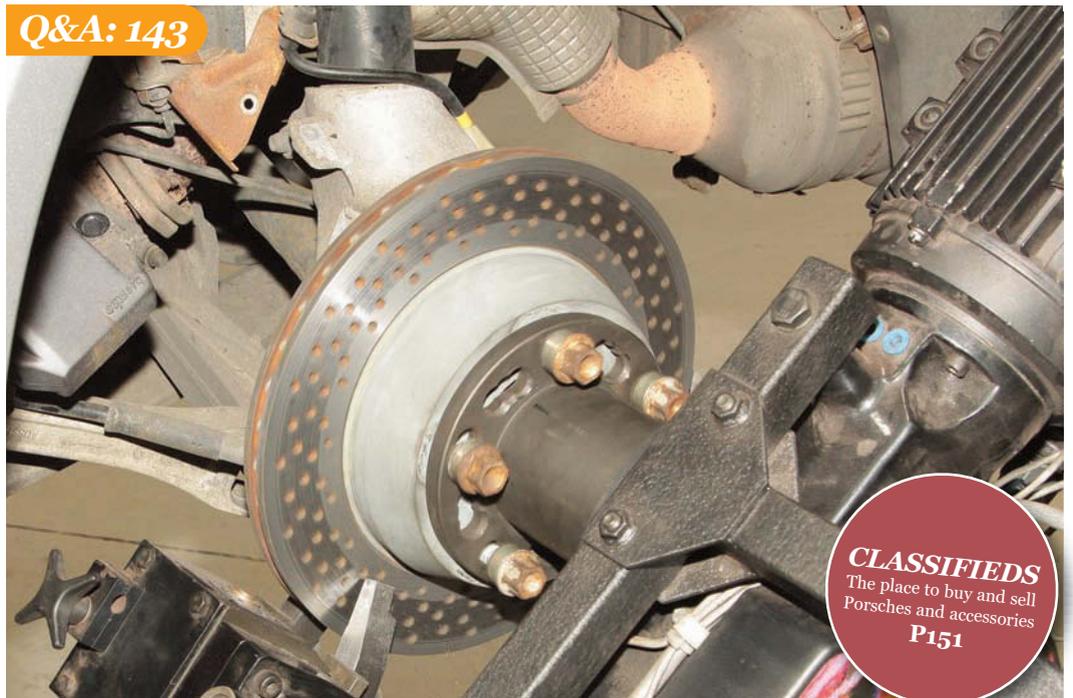


OUR CARS: 134

More adventures from the 911&PW fleet. Tipler gets nervous and has the IMS bearing on his 996 C2 upgraded. Roger Bracewell's 924S gets an interior makeover and Keith comes up with more excuses as to why his car isn't finished and on the road



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CLASSIFIEDS
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P151

You ask, we answer; well, our tech guru, Chris Horton does, together with his crack squad of Porsche experts. This month we tackle 911 throttle cables, Boxster water ingress, 993 wheel wobble and 996 brake fluid dilemma

BUYERS' GUIDE: 152

In keeping with this month's 'Your first Porsche' theme, we look at the 996 C4S, which is currently looking very strong value wise



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Getting out there and kicking the tyres! This month our man Horton checks out a 1984 911 Carrera 3.2 at Eporsch on the market at £40,000



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Ever fancied a crack at concours, but been put off by the 'as new' brigade? Well, things are changing and originality and patina count for a lot these days



TECH: HOW TO

GAS WORKS

At least, it does when it's in all the right places. Here we explain why your 997 Carrera's air-conditioning system may no longer be blowing sufficiently cold as well as hot, and crucially how to fix the problem (mostly!) for yourself

Story and photographs by Chris Horton



Unsurprisingly, given both its similarity to its predecessors and what might be called Porsche's economies of commonality, the 997-model Carreras – and the contemporary 987-model Boxster and Cayman ranges – have much the same air-conditioning system as the 996/986 series of cars. And, therefore, much the same faults and fixes thereof.

Chief among the former is a gradual deterioration in performance. In simple – but easily observable – terms this means a dearth of cold (in other words, lower than ambient) air from the fascia vents, and naturally this will be especially noticeable during the summer. Hot-air output will be unaffected, unless there is some other problem within the heater/blower unit,

although you might see rather more condensation forming on the windscreen when attempting thus to demist it.

This clearly less than ideal situation will most likely be due to either partial or complete loss of the special refrigerant gas inside the system. That is itself usually the result of either external corrosion of the two front-mounted condensers (the photos will soon explain how and why this happens), or else a hole punched in one (or both) of them by an errant stone thrown up from the road surface by the vehicle ahead.

If the cold-air output diminishes gradually – and always assuming that you notice, of course – blame the former. If you lose your cool suddenly, then suspect the latter. Even today, nearly 20 years after the first 986 Boxster went on sale, Porsche offers

scant physical protection in any of its vehicles for these vulnerable items.

There are other obvious possibilities, not least damage to the underfloor pipework (a depressingly common issue in the 996 and 986 Boxster, if not the 997/987, where the pipes are routed more sensibly away from the front jacking points), or even a compressor failure. But it is safe to suggest that, nine times out of ten, if not 99 times out of 100, it will be the condensers that have become perforated.

Time was when we Porsche enthusiasts wrung our hands in a combination of despair and outrage at the prospect of having to remove the front apron for access to the two 'radiators' (which is effectively what they are), and not least the cost of the exercise. Gradually, though, as more and

Accessing your 997's air-con condensers – much like those in the 987 Boxster and Cayman, as well as both the previous 996 and 986 – is easier than it might appear. There are a few tricks in removing the big front apron, but essentially the moulding is secured by a handful of screws and – in this model – a couple of special clips. More on those in the photos opposite. Man on the spanners is Dove House Cars' senior technician, Phil Long

The first part of the job – and the final one, as well – is something that you will have to farm out to a professional. It is illegal knowingly to discharge to the atmosphere any refrigerant gas – although the fact is that a long-term and/or major leak from a corroded condenser will most likely have emptied the system already.

Given the now widespread use of air-con systems in cars, however, there are plenty of a/c specialists, some offering a 'regas' for as little as £20. Next step on the 997 is to ease off the trim strip next to each front wing (near right), and then carefully unclip the moulding behind the front apron (middle and far right) for access to the three fixings along its upper edge (arrowed)



more fundamentally ordinary cars have gained the benefit of 'air-con', so most of us have come to appreciate that such, in very simple terms, is the price of driving comfort.

Besides, fitting new condensers is actually a remarkably straightforward task – and, given the potentially high value of the vehicles concerned, neither prohibitively nor unjustifiably expensive. It is probably not a job for the complete newcomer to the highly rewarding field of Porsche DIY, but arguably a lot simpler than in many other mainstream vehicles. This writer's 1997 E39 BMW and 2004 VW Passat are going to need new condensers soon, or at the very least some

other leak tracing and sealing, and frankly I think I would rather tackle five Carreras or Boxsters than either of those jobs.

The 997's front apron, for instance, is secured by just a relatively few screws and other fixings (more on these, too, in the accompanying photos), and although it is ideally a two-man job to remove it and place it somewhere safe for the duration, it can just about be done single-handed. It's not heavy; just rather bulky and awkward – and, being painted plastic, obviously quite easily damaged.

With the forward half of each front wheelarch liner and then the apron out of

the way, the two condensers are obscured by a moulded plastic air duct apiece, and those are retained by just another handful of easily accessible screws. It does get a little bit tricky after that – the socket-head screws securing the shaped metal pipes to the condensers themselves are usually very tight, with the added joy of corrosion effectively thread-locking them in place – but provided you have the right tools, as well as a little know-how and not least patience, you shouldn't go too far wrong.

There is, however, one singularly important aspect to this and any other job relating specifically to your Porsche's

Easy when you know how; impossible when you don't. The 997's big bumper moulding is attached to the front of each wing by these special clips (far right), which have to be withdrawn sideways with some suitably curved hook tool. Simple in principle, but like any such component the clips can corrode – so maybe you'll want to buy two new ones before you start.

It obviously pays to grease them before you (re)fit them, too. Raise the front of the car a little way for access to the securing screws beneath the front apron – the emergency jack will suffice, but make sure that the car is safely supported before you venture under even a small area of it. The front section of each wheelarch liner needs to come out, as well. This allows access to the connector for the auxiliary lights, a fixing screw next to each indicator repeater (right, middle), and not least to clamp off the headlamp washer pipework (far right) before disconnecting that, as well



TECH: HOW TO



air-conditioning system (or any other car's, for that matter). The refrigerant gas most widely used for automotive systems today may not be quite such nasty stuff as the various older substances that preceded it (and in the early days of refrigeration the gas most widely used was highly toxic ammonia), but you certainly don't want to inhale it, or even to get it on your skin.

It is also illegal – whether you are a

professional or an individual private owner – knowingly to discharge any such refrigerant to the atmosphere. (Although pretty much any moderate front-end collision is going to do precisely that, of course.) By the same logic don't be tempted to have a garage simply 'regas' your ailing air-con system as a substitute for a thorough physical inspection and a correctly executed leak test. At the very best it will be a complete

waste of your time and money; at worst it will be, well, potentially unlawful.

For those reasons, then, and unless you can already be 100 per cent certain that there is no gas remaining in your car's air-con pipework, you will need to have the system emptied by a garage with the right specialised equipment before you can even think about changing the condensers. (Which should be no great hardship: you

With all connections and screws undone, it's quite easy to pull the moulding away from the car. Can be done single-handed, but better to enlist assistance if you can. Put it somewhere safe to avoid damage. Middle photo shows one of the classic causes of condenser failure: a build-up of leaves and other detritus which, because it is always damp, or even wet, eats away at the aluminium. Adjacent dark stain is the tell-tale sign of escaping gas and the special oil that it contains to lubricate the compressor. Undo Torx screws securing the two moulded air ducts, and then brush or ideally vacuum away the still further accumulations of leaves, and so on. Plan was originally to replace just the right-hand condenser, but similar staining on left-hand unit showed that it, too, was probably leaking, so it would have been false economy not to do the full job while we had the chance



Arguably the most crucial part of the operation is getting a good, firm grip on the socket-head screws securing the rigid metal pipes to each of the two condensers. Use the best key you can find – ideally brand-new – and don't rely on a simple 'L'-shaped device: a small ratchet wrench, as here, offers more access, and better control. Scrape any rust out of the screw head before gently tapping the key in with a hammer. 'Freezing' penetrating spray helps, too. Each condenser is secured to the adjacent engine-cooling radiator by just a single Torx-head screw and two tabs. Don't forget to pull off the plastic surround before flinging condenser into the nearest scrap bin. After that, it's yet more vacuuming and sweeping...

USEFUL CONTACTS

Our sincere thanks to senior technician Phil Long at Dove House Motor Company in Rushden, Northamptonshire (01933 354144; www.dovehousecars.com), for patiently showing us what is involved in replacing 997 air-con condensers – and as a result of which he has graciously joined our panel of Q&A experts. Welcome!

THE KNOWLEDGE

We have covered this job in two previous issues of *911 & Porsche World*, but on both occasions on a 996. First, in the September 2009 edition, a standard Carrera 3.4, and then in September 2010 photographer Antony Fraser's then recently acquired 911 GT3. (There must be something about air-con and September issues. Difficult to believe, too, that Antony has now owned the GT3 for more than five years.) See both of those editions if you would like some additional background reading. PDF copies of the individual stories are available via www.chpltd.com/shop. Or just e-mail me at porscheman1956@yahoo.co.uk, and I'll see what information I can sort out for you.

Inevitably there are a couple of other jobs that it would be well worth synchronising with the renewal of now your 997's (or 987's) air-con condensers. This particular car's engine-cooling radiators were in perfectly satisfactory condition, but plainly this would be the time carefully to scrutinise them for corrosion and leaks, and replace them if necessary – even if that does mean draining the coolant. And in which case, dare we suggest, there is a pretty compelling argument for taking off the floorpan undertrays and longitudinal pipes for a full drain, and refilling the system with Evans Waterless Coolant to help avoid localised overheating and bore-scoring problems.

You will need a new air-con receiver-dryer canister, too, but removed from its protective packaging for fitting only immediately before that final regas: £133.94 from Porsche, £15–£25 from Euro Car Parts, and £29–£45 from Design 911 (www.design911.co.uk). In case you are wondering where that item lives, it's under the plastic cover to the right of the battery as you look at the car from the front – immediately adjacent to one of the air-con drain/fill points.

And don't forget the four special 'O'-rings for the connections between the condensers and the pipework – part number 999 707 434 41, and £18.28 all in from Porsche. Condensers themselves are widely available, either from Porsche (£268.20 each), Euro Car Parts (£75–£186 each), or Design 911 (£199 for a convenient kit of two, plus a receiver-dryer and all the necessary 'O'-rings). The same part number serves both sides of the car, by the way. And all those prices above include VAT.

We reckon you should also budget the few extra pounds needed for a full set of front apron fixing screws, as well as those for the wheelarch liners. (Order through your local Porsche Centre against the car's VIN.) Even if your car has never been apart before the likelihood is that many will be very rusty, and generally not very satisfying to replace. And if it has had any previous attention then the chances are even greater that many will have been butchered, or else lost and replaced with some ghastly generic item from the odds-and-sods box.

You might want to pre-order a couple of those wavy apron-to-wing clips, too (once again see the photos), just in case yours don't survive being removed for the first time in what might be up to a decade. The front part of each wheelarch liner – seemingly another common casualty of the technically challenged – costs around £88.83 including VAT from Porsche.

Tool-wise, anything you are likely to need is shown in the photos, but we shall reiterate the point about using only a well-fitting hex key on the screws securing the metal pipes to the condensers. And again you might consider ordering new screws before you start. On both of the 996s that we tackled the ends of the old screws were sufficiently corroded to damage the threads in the condensers as they were

unscrewed, which wasn't in itself a problem, but once that has happened then there is plainly a danger that they will similarly mangle the new ones as you screw them in again.

Finally, a necessarily brief and simplistic explanation of how your air-conditioning works, and thus the role played by the two condensers. Basically, the special gas we talked about earlier is compressed by the engine-driven, er, compressor. This, thanks to one of the many quirky but undeniably highly convenient laws of physics, causes it to heat up.

This compressed and heated gas flows to the condenser(s) where, as it gives off its acquired heat to the outside air (which must necessarily compromise the effect of the engine-cooling radiators, immediately behind the condensers), it turns back into a still pressurised liquid. (Air-con systems typically operate at pressure levels of between about 3.0 and 20 bar.)

The liquid moves through an expansion valve where, as it expands, it becomes relatively much colder. (Good old physics again.) The cold liquid passes through an evaporator – essentially a sort of reverse radiator, deep inside the main body of the heater/blower unit – where it turns back into a gas, and in so doing draws the heat out of the external air passing over it and into the cabin. The gas, now at (again relatively) low pressure, flows back to the compressor, and the entire process begins all over again.

To distil and simplify the principle still further, think of it as a sort of four-stroke cycle, much like that upon which your Porsche's engine itself depends. But instead of the classic suck, squeeze, bang, blow, here it's a case of squeeze, condense, expand, evaporate. Easy. Google 'refrigeration cycle' and you will find many hundreds of similar explanations, as well as some excellent and helpful diagrams.

Original pipe-sealing 'O'-rings might appear to be OK, but don't take a chance: fit new. Carefully clean any corrosion from pipe ends with fine-grade steel wool.

Good-quality new condensers are supplied lightly pressurised (with plain air), and each port sealed by a screwed-on plate (arrowed). Hiss of escaping air as you undo the screws proves the unit's integrity. One of the two items we fitted here came with studs, presumably to replace possibly corroded screws (see text), but oddly no nuts or washers.

Fortunately 'our' screws were perfectly good to go, albeit after wire-brushing and coating with copper grease. That apart, reassembly is a classic reversal of the dismantling procedure.

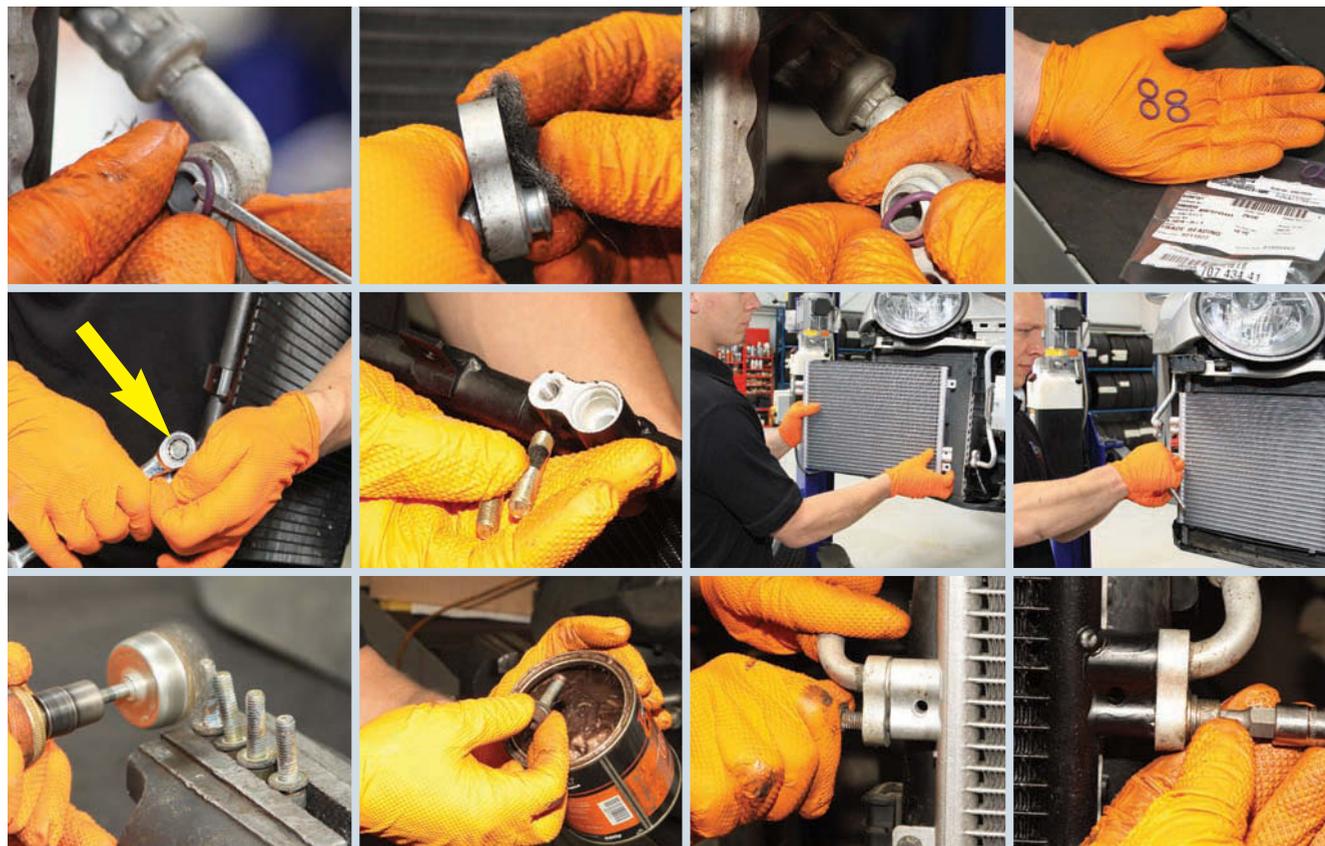
Methodically refit ducting and front apron, and then it's back to the a/c shop for that final regas – and ideally a new receiver-dryer canister, too

will need a professional later to refill it, and chances are that they will offer you a single price for both stages of the process, even if it might mean you paying up front.)

That apart, however, this is one of those DIY jobs that will not only give you a great

deal of satisfaction – in both the doing and then the subsequent driving comfort – but also save you a not insignificant amount of money. In truth, you will be avoiding the cost of only around three hours' labour by doing it yourself, but even at the most

competitive independents' rates that could equate to around £200 or more. Not to be sniffed at, we suggest. Even if – or perhaps especially if – you drive a car worth as much as £40–£50K or more. Every little helps, as the saying goes. **PW**



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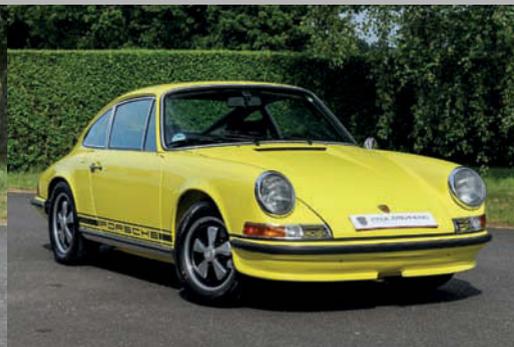
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RACE-BRED TECH

Tech9 customers reap the benefits of a decade in top-line Porsche motorsport, plus direct access to TECHART's customising products

Words: Johnny Tipler Photography: Antony Fraser



Where town meets country, Tech9 nestles in leafy suburbia, on the cusp of glorious Cheshire countryside, yet little more than a stone's throw from Liverpool airport and the Merseyside conurbation. Half-a-dozen customer Porsches flank the tree-lined yard, and inside the hangar-sized premises an array of special Zuffenhausen products receive attention; an Anniversary 987 Boxster resplendent with red trim catches my eye, then a 964 Targa, a 997 GT2, a 911S Sportomatic, a historic rally 911; and a Cayenne Turbo with full-blown TECHART bodykit and cabin trimmings, reflecting Tech9's exclusive franchise of the Leonberg firm's Porsche enhancements.

Why Tech9? The clue is in the name. Main-man Phil Hindley became involved with TECHART 15 years ago when a client ordered a set of their wheels, and he was impressed with the quality. The British agent at the time was revoking his franchise, so Phil spoke to TECHART at the Essen tuning show in October 2000 and offered his services. 'They liked our engineering background, the fact that we are very hands on, and they took us on. TECHART have been a big part of our business over the last 15 years. We're the

UK distributor, so anybody who wants TECHART equipment comes to us, so it's a mixture of parts and bespoke cars. We probably do one or two cars a month, so probably 20 cars a year: Cayennes, 911s, Caymans, Boxsters, mainly fitting body kits and wheels, and we fit their tuning packages as well, like the Cayenne with 600bhp, and we've done a number of 991 Turbo Ss to take them up to 620bhp, though the latest cars coming out the factory are pretty fast out of the box, so there's not such huge scope as there once was. So some customers have power kits but mainly it's body kits, wheels and sports exhausts. TECHART panel quality is so good that we don't even take it out of the box, we just send it straight to the bodyshop, they paint it, and we fit it. It's not like you have to chop and shape, sand and re-drill a panel or spoiler, it just goes straight on the car.'

Phil Hindley talks me through the firm's other business activities: 'We do some lovely bespoke cars, such as a brand new 991 C4S cab in Viper green, and we do mail order, so we're sending out spoilers and then we're building cars, but when we build a car it's generally quite a big conversion. Big cars, too. We've got a few Macans going through at the moment, and there's another Cayenne in the bodyshop. We don't do any paint work

in here, we just do the assembly, but there's always cars on the go.'

Bodywork and painting is carried out at a Porsche approved bodyshop nearby, and assembly, mechanical work and final trimming is done at Tech9's Hale garage. For example, the TECHART Cayenne belongs to a customer who's also got a 2010 GT3 RS in grey with red wheels, and he fancied a Cayenne that looks like his RS, so that's what Tech9 have given him. 'It was a full colour change to get that particular shade of grey, and we're just waiting for the red wheels,' Phil explains. 'It's got 600bhp and a full TECHART body kit, and an Alcantara steering wheel in homage to the GT3 RS.'

The ratio of classics to moderns is evident in the workshop: 'It's a broad mix,' says Phil, 'and I think we've probably got one of everything: an early 911, a 964, a 993, 996, 997s – no 991s in at the moment but they have been in and out - and the Cayenne. We had a 944 S2 SE in which left about ten days ago, but yeah, it's mainly 911s.' He indicates the GT2: 'this has a 3.9-litre engine, giving 820bhp, and we're fitting an Inconel exhaust on it. The conversion was done in Germany but we've given it the GT2 RS look, special shifter, wheels and wide-track suspension, and the interior.' I notice a kiddie seat in the back: start 'em young, I say. There's a black 997 GT2 RS

A packed workshop at Tech9's Hale base and a broad base of modern and classic Porsches. The 964 Targa on the lift is badged a 'Florio' and is one of just six UK run-out cars from 1993. The TECHART Cayenne in the background features GT3 RS inspired graphics

The 993 GT2 rather speaks for itself. The 997 GT2 has a 3.9-litre engine and produces a substantial 820bhp



up on a lift being fettled. 'That's got different suspension on it, and the guy had another GT2 before this with a set of TECHART wheels and he loved them so much we've converted the centre lock hubs to five studs so he can fit the TECHART wheels. That's brand loyalty for you!' As for the 964 Targa, it's badged as a "Florio", just one of six UK cars, a special run-out edition from September '93, which is in for paint and new carpets. Frankly, I had never come across one before, so this was quite a coup. The purple 2.4S Sporto on the ramp has had an engine rebuild and full restoration; a two-owner car, the second owner converted it to a manual, but luckily the original auto box was with the car, and Tech9 sourced all the componentry to reinstate a Sporto box. 'A Sporto S is super rare,' says Phil; 'two right-hand drive cars, and this is the only survivor, so it's pretty cool. It's got such flexibility going through the gears because it's the four-speed version, but it's weird not to dip the clutch and still have a manual shift. It's done 103,000 miles and, typically for the yuppie

era, it was painted red in the '80s, so we've put it back to its original purple. The 2.4S had an extremely rare transmission anyway – a 925/01 box that would be almost impossible to find – and we recommissioned it with all the pipes and valves, actuators and torque converters – a

and I can't even recall working on one, so I had to learn how the system works – so now I'm a Sportomatic expert!'

In the Tech9 engine shop a 996 RSR flat-six is in the throes of a rebuild. They're recreating it as a 3.9-litre unit, potentially with 500bhp, that'll rev to 8800rpm. Phil's

“ I had to learn how the system works – so now I'm a Sportomatic expert! ”

lot of work there. It's got an electro-mechanical switch on the gearlever, so when you actuate it, it fires a valve in the engine which then fires a vacuum which operates a clutch arm which then operates the clutch – and it's a beautiful little clutch, which is no longer available so we had to get it re-faced. You can't buy these parts anymore, and in fact we had to buy another gearbox to salvage some of the fittings. I'd never even driven a Sportomatic before,

commissioned special 3.9 barrels and pistons. The water-cooled ensemble rather dwarfs the 2.0-litre 1965 unit that's also being rebuilt. 'There's very little on it before the barrels go on, but those early cast aluminium cases were very heavy, and then they went to magnesium.'

The young Phil Hindley was a petrolhead. 'I was just mad on cars; as soon as I was old enough I had all sorts, Audi Quattro, Sierra Cosworth, and one of



Boxster seems a bit ordinary in comparison to everything else, but servicing is a key part of Tech9's work. The purple 911 2.4S Sporto is a rare beast indeed, and the first Sportomatic transmission that Tech9 have ever rebuilt



Far left: There's no lack of trophies in the cabinet at Tech9. Phil Hindley (left) is a very successful racer in his own right, and for many years Tech9 have run Porsches and other makes in a variety of championships. Currently Phil is racing a 2-litre 911 in historic

my earliest memories was when a family friend pitched up in a brand new 928, and that got me looking at Porsches, while another family friend had a new 911 Turbo, and it was always an aspirational thing. I thought they were fantastic cars and I'd like to own one, and I was fortunate enough

away in his garage for probably five years, and basically he offered it to me. I was gobsmacked that I'd found an original Turbo. It was black with black and green tartan seats, so I broke the bank and bought it, and I've kept it ever since.'

Talk about launching an era, there's

bought a crashed 944, rebuilt and raced it in 1992, entering the Porsche Cup the following year. Tech9 was formed in '93, and the team ran a Porsche 944 Turbo in '95. They fielded a two-car line-up for Phil and journo-racer Mark Hales in 964 and 993 respectively, garnering nine wins from 11 starts. For the last half of the decade the team was active in the TVR Tuscan Challenge – championship winners in '98 – and, briefly, British GTs with a Marcos Mantara. The Porsche connection was renewed in 2000 with a 993 GT2, segueing into the Carrera Cup with 996 GT3s and then the GT Challenge with 996 GT3 RSR and N-GT. British GT Championship team champions in 2003, 2004 and 2005, Tech9 was on a roll. As a race team its zenith was 2006 when Sean Edwards won the FIA European GT3 title and Tech9 took the FIA European GT3 Teams championship. In 2007 the squad tackled FIA GT events with Porsche works support, but come 2008, after a less than fruitful year running works-backed Lamborghini Gallardos, Phil closed the race team to concentrate on the operation we see today.

Tech9's business has evolved inexorably over the past 15 years, and there's a loyal

“ Phil's competition career began on the autocross fields in 1986 ”

to buy my first one in '87, which was a 911 2.7. It was a white Turbo-look 2.7 which I loved the shape of, and then in '88 I bought an original 3.0-litre 930 Turbo, which were hard to find in those days, and I still have that one. But what's interesting is that, at the time I could have bought a 2.7 RS for a little bit less money! The 3.0-litre Turbos were super-rare then and I've subsequently found out that there were only 36 right-hand drive cars imported between '75 and '77, so it's super-rare. I just happened to be at a friend of my father's and I knew he'd got this black Porsche Turbo that'd been tucked

every reason why a 930 Turbo should be considered as much as an iconic car as a 2.7 RS, and Phil waxes lyrical. 'They are such an amazing looking car, and although they are starting to catch on now, they were overlooked for a long time, when they were a £20–£25,000 car, but now they are £100,000-plus, and yet they are rarer than a 2.7 RS, so when a 2.7 RS lightweight is knocking on the door of a million quid there's absolutely no reason why a 3.0-litre Turbo should be less than £100 grand.'

Phil's competition career began on the autocross fields in 1986, and in 1991 he



Right: Engine builds are a big part of Tech 9's business, for both historic and modern Porsches. Middle: Phil's 1965, 2-litre SWB racer



and active customer base, with clients from the '90s still coming to have work done. 'I've got customers that go way back; for instance the guy with the 3.9 GT2, who's been a client since 1995.' Emerging from a dynamic motor sport programme didn't do any harm either. 'For 15 years we were heavily involved with motor sport,' says Phil. 'We were racing 944s, 964s and 996 Carrera Cup, so if you'd come in here in 2006-7 the workshop would have looked very different to what it does now because it was full of race cars. We were running three or four cars in Europe so the race team was very busy. Now, we do less racing, though we prepare cars for racing clients, and I do race my 1965 2.0, but we are heavily involved with the classic market. As one thing changes another thing takes its place.'

Phil's notable successes in classic Tarmac rallying fly the flag for the business in that respect. Together with Andy Bull he's won Tour Britannia three times on the trot in his 911 SCR. 'I know the classic 911s very well from growing up with them, but the perception of the business was that we mostly dealt with the later cars and we weren't really known for the classic cars.

So we needed to make a concerted effort to push into the classic market, and building the rally car was part of that strategy. It worked, and now as well as current restorations we've got more than two years of restoration work ahead of us. Not only do you see a couple of cars here that we've restored – the purple 2.4S and the yellow 2.7RS lightweight outside – there's another four cars that are currently dismantled and in various stages of refurbishment in the bodyshop, having metal preparation and paintwork, including a 3.0-litre 930 Turbo which we've been working on for a while.'

Having been brought up with those cars and then racing them, Phil was pretty familiar with their structure and mechanicals. 'When you're racing them you take the car apart and you look at every part of it, nuts and bolts, and you really get to know the cars inside and out; that's how my knowledge of Porsches has been built up, taking a car apart, rebuilding it, making it better, refining it, or as we do now, restoring it to how it was originally. That knowledge has served us in good stead recently, and as well as TECHART we are now a Dansk dealer for the UK market, and we're now selling their parts as well, so

that's another string to the company's bow. We've got all the components on our website, and every day parts are sold and dispatched. I've got a good bunch of guys here – there's six of us – and it's just nice doing something you enjoy. Every day brings new challenges, and we've got some great customers, we've built and restored some great cars, and it's enjoyable to finish them and see them going out the door.'

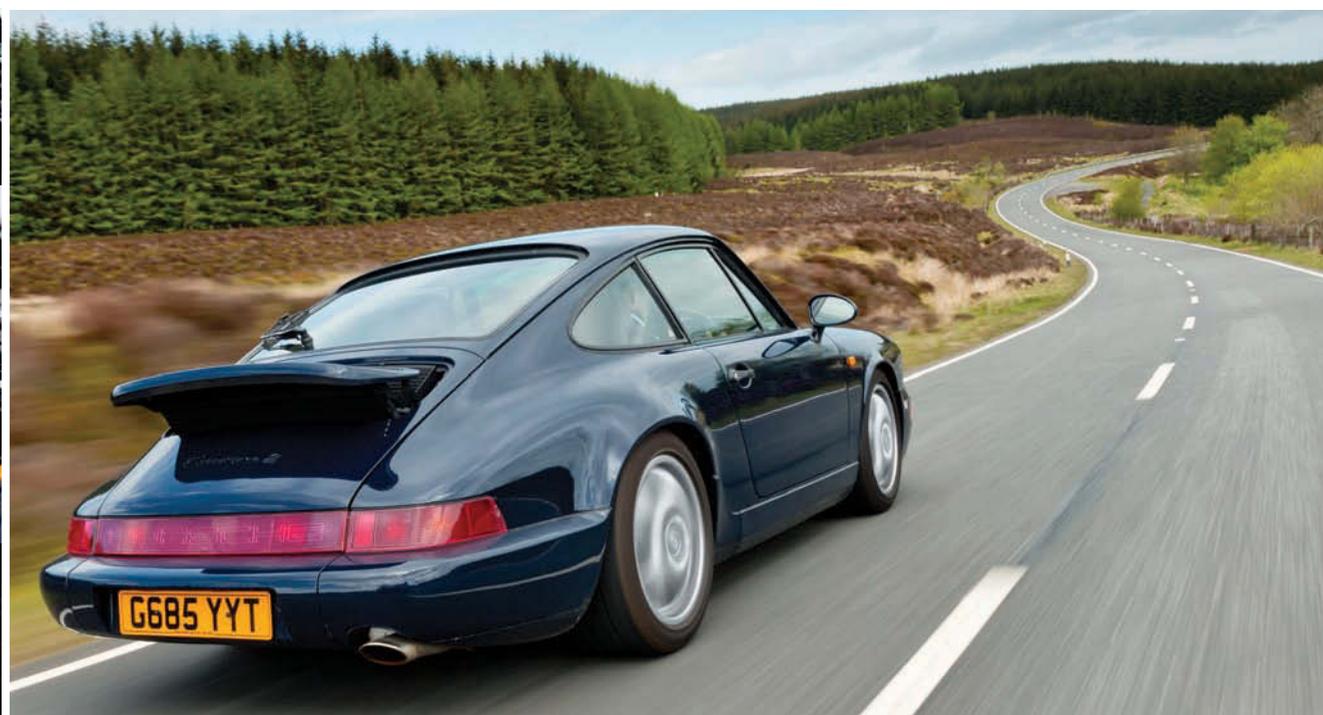
Prior to leaving, I peruse the TECHART Cayenne again. It looks amazing, more so here than seeing one at their Leonberg HQ showroom, more down to earth. My mind speeds into overdrive. Perhaps a TECHART panel or two to enhance my 996? We'll have to see!

CONTACT:

Phil Hindley
Tech9
Hale Garage
Hale Road
Hale
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Here's one we took away and tested for a future issue. A nicely modified 964. Coming soon, as they say!



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THE TEAM

STEVE BENNETT

996 C2 3.4/944 LUX



You will recall from last month's introductory piece, I don't much like the Mo30 suspension on my 996 C2. A big pile of suspension bits is therefore accumulating to be fitted by RPM Technik



KEITH SEUME

912/6



Well, the alternator's fitted but now the ECU needs a swift remap as the engine won't fire.



Basically, I'm running out of excuses. I need to get this sucker running, MOT'd and on the road before summer is over.

CHRIS HORTON

924S, 944



Progress on the 944 has slowed, but a search – at times highly frustrating, yet ultimately successful – for a new ECU for my old red 924S suggests that the '44 might need a brain transplant, as well



PETER SIMPSON

'73 TARGA/TARGA 3.4



With a new project filling these pages I still haven't had time to show you what's going on with Project 3.4. The rear end is built and ready to roll. It's coming home for some much needed body work.



BRETT FRASER

BOXSTER 3.2S



Sometimes the postman brings bills (boo, hiss...), sometimes he brings springs from Eibach (hoorah!). I've opened the box and they look so much better made than the Boxster's OE items



JOHNNY TIPLER

BOXSTER 986/996 C2



I've heard too many IMS bearing horror stories to be able to rest easy at night, so have bitten the bullet and – as you can see opposite – I've gone for a direct oil feed kit from TuneRS Motorsports.



ANTONY FRASER

996 GT3, SC, TRACTOR



The split-rim GT3 wheels are away at The Wheel Restorer and ready to collect.



Meanwhile, the fleet is being readied for the annual Porsche media owners' day at Silverstone.

LUBE TUBE

Having espoused "watercooled," Johnny Tipler was anxious to protect his new investment against the notorious IMS bearing failure and consequent wrecked engine. Hey presto: Pig Energy gets a Direct Oil Feed system!



Paranoia starts to take hold: it's like the IMS bearing's made of gold! I'm not given to paranoid episodes, but chatting to a few Porsche specialists with workshop backrooms full of shot water-cooled flat-sixes, I thought, well, prevention's better than cure; let's act sooner rather than later.

There were two or three alternatives: get a new intermediate shaft installed with its beefier bearing; go for an LN Engineering replacement bearing which apparently needs changing every 50,000 miles. Or install a Direct Oil Feed kit, which ought to be a permanent solution. Just to recap – which I feel justified in doing because that's the point of this feature – the IMS bearing fails because engine oil leaks past the outer seal and into the bearing that lives at the tail end of the intermediate shaft, dissolving the grease and thus exposing the now vulnerable bearings to heat and friction. It seemed almost a no-brainer: if the bearing is constantly lubricated, rather than on a half-hearted, ad-hoc basis, that's the way forward.

I ordered up the DOF kit from Mike Potolicchio at TuneRS Motorsports (tunersmotorsports.com) in Florida, which arrived within the week. I booked the 996 into STR Shawn Taylor Racing in Norwich (porsche-servicing-norfolk.co.uk) and stood back to watch the IMS preservation society go to work. My administrator was Chris Lewis, and his first act was to get the car up on a lift and take the gearbox, clutch and flywheel out to gain access to the intermediate shaft bearing assembly. 'Obviously we settle the timing so none of it can move,' he reassures me, 'because we're basically taking the main support out of the back of the IMS shaft.'

Chris then extracted the old original bearing and inserted the replacement single-row bearing, appropriate for the Gen 2 996, that was supplied with the kit. 'It's a straightforward enough job to do,' says Chris, 'though it's borderline whether it's beyond the realms of the home mechanic because of dropping the gearbox and so on. There were no

instructions with it so you've got to have taken these cars to bits to actually know how to tackle it. There is an on-line step-by-step guide that you can print out, but it does assume you have an understanding of how it all works, because they show you a picture and it's already stripped out.' Even so, it was a fresh challenge as STR had never fitted the direct oil feed kit before. 'We have replaced the complete shaft on the 996 and 997, and we've fitted the LN Engineering upgraded bearing kit, but it's fair enough to fit the Direct Oil Feed, because that bearing is just not strong enough for the job it was given, and it's very poorly lubricated – if at all; it's basically a sealed bearing that's expected to just get on with the job.' He showed me the old IMS bearing that he'd removed from Pig Energy's IMS, and it spun freely with no hint that it was breaking up. But you just don't know till you have it in your hand. 'We have seen some which have been completely wrecked, but it's a gamble because you don't know until you've gone that far with it.'

The replacement bearing looked to be more or less the same as what was originally used, but where the original bearing was fully sealed, the replacement bearing has only got a seal on one side, so it's open on the other, so the oil can feed straight onto it and coat the bearing. 'The original bearing is a sealed unit, but it is a fairly light duty bearing and it wasn't really man enough for the job. Being sealed, what happens over time is that, what little oil does get onto it, it seems to wash out the grease that was in the sealed bearing, so it is poorly lubricated and it's not strong enough for the job, so those factors combined, it just seems to break up. If the car isn't used much, the oil emulsifies and degrades, so it's worth changing the oil twice a year regardless of mileage. Cars that are driven a bit harder, at higher revs, they're getting almost a splash effect where the oil probably washes onto the bearing more regularly than a car that gets driven gently, where the bearing goes unlubricated. When we service any Porsche, we are always careful to check like the oil filter elements for signs of debris or any early

JOHNNY TIPLER

996 C2, BOXSTER S

Occupation: Freelance writer, author
Previous Porsches: Carrera 3.2, 964 C2
Current Porsches: Boxster S/996 C2
Mods/options: Modified induction set up/K&N filters, remapped ECU, Dansk exhaust
Contact: john.tipler@paston.co.uk
 johntipler.co.uk
This month: Future proofing the engine



Left: The complete TuneRS Motorsports Direct Oil Feed kit. Note the open bearing for constant lubrication. Old sealed bearing to the right. Fitting is a biggish job, involving removal of the gearbox

warning signs that there may be an issue. The rear main seals are known for leaking, and that was the only thing we had to do to yours, replace the rear main seal because that was leaking slightly. So while we were there it made perfect sense to put another one on. We look out for oil leaks in that area because the only things it could be is the rear main seal or the IMS bearing. If an IMS bearing starts to leak oil it's normally a sign that you are in trouble.'

When the kit arrived it looked as if it would be fairly straightforward to fit. Not necessarily so. 'It was a bit of a fiddle to get in,' Chris tells me, 'because on one side of the engine you've got an oil pressure switch and you've got an identical fitting the other side of the engine which is where the oil feed comes from. It's one of those things where you can see it but it's hard to get to, to get a leak-free tight fitting that you're going to be sure is ok. But it's a high quality pressure kit, so realistically there's no reason, with regular oil changes, why it shouldn't last the life of the engine. Whereas the LN Engineering bearing is much better than the original, it still isn't going to last indefinitely because it lacks that direct oil feed, which is what this kit addresses.'

You have to admire the wisdom and logic of it, but what about the quality of the machining? 'The machine work is really good,' testifies Chris. 'It fitted straight on, though we had to cut a little notch out for the pipe in order to fit the unit, because you've got an oil

pipe going in where there was never an oil feed before, at the back of the crankcase, where the crankcase halves bolt together, and you've got the rear main seal and the direct oil feed in the IMS shaft, and directly underneath that there's a ledge like the lip of the casing, and we had to cut a notch out of that. The oil feed pipe runs from the top of the engine, around and down the back of the engine, and then it's fed through this gap we've created, and then bolts on with a flush fit behind the flywheel.'

Cutting the notch out was the most time-consuming aspect: 'Obviously you want it to be right first time so it works, and also aesthetically it looks right. The only downside of the whole kit was that the instructions were on-line, so you had to print them out and they assume you know how to fit it, and the other was that they show you where to fit the oil feed pipe at either end, but they don't tell you what to do with the rest of it, so it is open to interpretation where you actually feed the pipe, and someone could accidentally get it too close to the exhaust or something. I've cable-tied it all neatly out of the way, but if you leave it hanging, there is a chance it could chafe or rub through on something, and then obviously what should be something that's going to save your engine could end up being a detriment to it because there's a massive oil leak.'

So what's the prognosis for the life span of the oil feed kit? 'I ran it up to temperature once we'd got it all back together, and

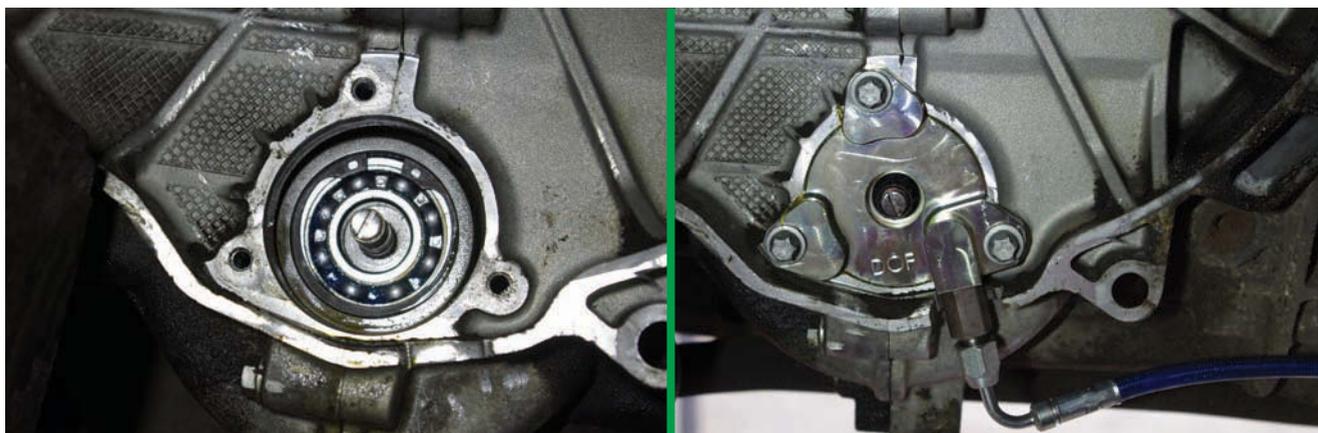
checked the fittings were all tight and neat, road-tested it, checked it all again, and it's all bone dry. It now has its own separate oil feed, so there's no reason why that would change.'

We consider the associated factors: 'It's been a known issue with the water-cooled engines for a long time, and Porsche never really addressed the problem; all they did was make a slightly bigger bearing on newer '05 engines, which you couldn't then get out of the hole that was cut out for it, should it fail, which then resulted in a complete engine strip down and rebuild.

They had fewer failures, but the ones that did still fail in exactly the same way then made the job more costly. It is also interesting that, from the evidence we've seen, cars that get pampered and don't get driven properly seem to be the ones that have the problems, whereas cars that are driven like a sports car and ones that do track days don't have any issues.' I now have the perfect excuse for the Traffic Officer!

The Direct Oil Feed kit was a full day's job to fit, but well worth doing for peace of mind, and a side benefit is that since it involves taking the gearbox out it does provide an opportunity to replace worn parts like the clutch or install a new flywheel. Happily, Pig Energy's clutch was in good shape, and less than half worn.

I now feel a new sense of ease with the car, secure in the knowledge that Pig Energy can get to work with immunity from IMS bearing disaster. **PW**



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USA
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Far left: New open bearing in situ. Left: With cover on. Note the direct oil feed line, guaranteeing a permanent fix to IMS bearing issues

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TECH: PROJECTS

ALMOST...

...but not quite. It looks finished, it even runs, but last minute gremlins are keeping *El Chucho* from finally taking to the road. But the end is in sight

Words & photos: Keith Seume



Within minutes of posting some photos on Facebook of the car sitting outside Roger Bray's workshop in Devon, I was swamped with messages about how happy I must be that *El Chucho* is finally finished. Except he/she/it isn't quite yet. Let me explain (or make excuses).

Last time (June issue) I reported that my 1966 912/6 project had moved premises. Well, it's just moved again, this time from Andy Hornby's R-to-RSR workshop on the edge of Dartmoor to 356 restorer Roger Bray's facility at Whimble, near Exeter. The car has been at R-to-RSR for two and a half years(!) and I think it was about time I relinquished some floor space. Roger had frequently offered to look after the car for me so I finally took him up on his kind offer.

One big advantage with the move is that the workshop is located alongside the old A30, which at that point consists of a long, arrow-straight piece of relatively quiet road, with few neighbouring properties – ideal, in fact, for roaring up and down as I/we try to finalise the ECU mapping. But before that, there's the matter of the alternator to sort out.

The original alternator that came with the engine was an SEV-Motorola unit, which uses an external regulator. As it had been underwater when my old garage space was flooded, it made sense to have it rebuilt. It looked OK but was dirty and showing signs of wear, so I looked into getting an exchange unit. The cost, though, looked a little excessive for my tight budget, so I began looking round for somewhere that could rebuild it for a reasonable cost.

My research came up with a company

down in Portsmouth which goes by the name of 'Alternatorman'. The alternator was duly sent off, and returned a few days later looking almost as good as new.

As I was a long way from firing up the engine at that point, I didn't give it a second thought. However, with the engine installed and running, it became obvious that the battery wasn't holding its charge – if I left the car for more than a day, it was completely flat.

I checked and discovered there was a current drain at the battery, so I tried pulling all the fuses, one by one, to see if there was one particular circuit which was causing the problem. Nothing showed up, so it started to look like there might be a drain at the alternator itself. Disconnecting the alternator showed this to be the case.

With the unit removed from the car, using an ohmmeter I discovered that the internal diodes were faulty, allowing current to drain back through the alternator to earth via the regulator. The unit was duly returned to Alternatorman who have now returned it, but as yet I've not had chance to reinstall it. Fingers crossed this will be the end of the flat battery episodes.

I also need to reinstall the Megasquirt ECU. Tim Bennett, who kindly devoted a couple of days to helping me get the engine fired up, suggested I send him the ECU so he could make a few tweaks to it. This was for a number of reasons, one being to improve the fuelling so that I could get the engine to respond to the throttle being cracked open from idle. Until now, all I could do was gently coax the engine off idle.

Tim also made changes so the ECU would work better with the Ford EDIS system we'd installed – and finally tweaked it so the stock tachometer would read.

So that's about where I am at the moment. With the alternator and ECU reinstalled, in theory the car should be drivable, which means I should be able to get an MOT. That then means I can get the car registered, but not until I have official confirmation of the car's age from Porsche. Hopefully that won't be a problem, but we'll see. After all this time, I'm taking nothing for granted, trust me. **PW**

KEITH SEUME

1966 912

Occupation:

Editor,
Classic Porsche

Previous

Porsches:

Carrera 2.7; 928;
912; 914/6; Junior
Tractor

Current

Porsche:

912

Mods/options:

Six-cylinder
engine conversion,
etc.

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This month:

Moving premises
again, and getting
the alternator
rebuilt – again



SEV-Motorola alternator is awaiting installation after being rebuilt for the second time. A faulty diode had led to a constant drain to earth, resulting in a flat battery



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TECH: PROJECTS

924S INTERIOR MAKEOVER

Roger's 924S project continues with an interior makeover and some weight loss as he aims to jettison all unnecessary items, but not at the expense of refinement, hence carpets and heater etc remain



**ROGER
BRACEWELL**

924S

Occupation:

Owner, The Wheel Restorer

Previous

Porsches: 944x4,

968, 924S

Current

Porsche:

924S

Mods/options:

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This month:

It's all just about ready to go back together, although the short engine is still in transit.

You might recall from the first instalment (July issue) of my lightweight 924 project, that this madness only started because I was offered a pair of lightweight Cobra Kevlar racing seats. I was, of course, tempted, despite the fact that the period '80s cream interior was in good condition, and with a contrasting black dash and door tops, looked okay, too. But when I took the electric driver's seat out and it weighed in at 18kg, then the lightweight bug bit and in went the two Cobra seats. The Cobras were just 14kg for the pair, saving 21kg on the seats alone.

At that stage, in standard form, the 924S weighed in at 1280kg (pretty light anyway by modern Porsche standards). I set my sights on reducing that by 300kg and the interior was the starting point. There were some aesthetics to consider, too. My track/fast road orientated 924 was going to look far too pedestrian with its cream carpet and trim and the rear and surprisingly heavy rear seats were not required either, neither were the spare wheel, jack, wheel brace, parcel shelf etc. In total, with the seats, this lot added up to 60kg. The cream

carpets were replaced front to back along with the carpet covering the transmission tunnel. Rather than source new black door cards, I sprayed the offending cream parts in satin black. Much better. Interiors should be black by law!

With the race seats in and the rear seats gone, the interior now looked very neat and racy, but there was too much 'clear' empty space from the back of the front seats to the rear hatch. There was definitely something missing, so I set about making a roll cage in aluminium (steel? Too heavy) to fill the void. The back rest of the original rear seats latch shut on a pin which is fastened to a captive nut in the chassis just below the rear side window. I used the captive fixing to bolt a bespoke bracket to, which has three different aluminium male rod ends attached. I also utilised the fixing on the B pillar where the seat belt mounts.

The semi-cosmetic cage design consisted of two lateral tubes and two tubes from the C pillar to the B pillar. I mocked it all up with some cheap tubing, and then set to work with some good quality aluminium tubes with a threaded disc welded to each end and rose joints where necessary. The

whole lot was powdercoated in grey and installed. If I do say so myself, it really does look the part and will do its bit to stiffen up the chassis. No, it would never pass a race scrutineer's eagle eye, because aluminium roll cages are banned in circuit racing and rallying, but the most the 924 will be doing is the odd track day.

You will notice that I haven't gone completely mad stripping the interior. I could, of course, have removed the dash, heater system and all trim, but if you've ever driven a stripped out full race car on the road, you'll know that, after the initial novelty, it's a pretty horrible experience, and in the winter it's pretty miserable being cold, with the windows steaming up. I need the car to be relatively civilised and comfortable. That said, I've removed the radio/cassette unit and the four speakers for another 6.5kg saving. Well every little helps, as they say.

That's pretty much it on the interior now. Next up it's the exterior, and much glassfibre in terms of panels. All the running gear – suspension, brakes etc – is together and, who knows, the 2.7-litre short engine might have arrived from Lyndsey Racing in the States. Stay tuned! **PW**

Above: Cream interior didn't really suit the 924's proposed new image. Below: Makeover in black is much more like it and the cage really sets it off. Door cards sprayed in satin black, a cheap fix





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Porsche 912 1968 Soft Window Targa. Manual Gearbox, LHD, Irish Green with Black interior.



Porsche [911] 930 Turbo 1978 3.3L, Manual Gearbox, LHD, Arena Red with Black interior.



Porsche 911T 1973 Coupe 2.4L MFI, 5 Gear Manual, LHD, Sepia Brown with a Dark Brown interior.

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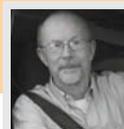
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911 & Porsche World



PAUL STACEY
Northway Porsche



PETER TOGNOLA
Tognola Engineering



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Auto Umbau Ltd



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Welcome to 911 & Porsche World's Q&A pages, edited and assembled by the magazine's technical man and do-it-yourselfer, Chris Horton (above). The format is much as you would expect – you ask, and our experts do their best to offer a practicable, real-world solution – but we also pass on some of the knowledge that we gain during the course of our own work on the magazine and our cars. Either way, we routinely add as much detail as possible – including part numbers and costs, contact and website details, and any relevant illustrations that we can find. Prices quoted are to the best of our knowledge correct – for the UK market – at the time of writing, and generally exclude VAT unless otherwise stated. Naturally we do our very best to ensure that the advice and information given is accurate, but we can accept no responsibility for any effects arising from it.

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CARRERA 3.0'S 'FORCED LANDING'

Q I was out for a joyride in my 1977 911 Carrera 3.0 last Sunday afternoon, but unfortunately had to have it recovered on a truck after the throttle cable suddenly broke. At least, I assume that is the problem. The car was pulling fine, but then suddenly the pedal went all limp on me, and the engine would run no faster than idle speed.

Luckily I had just about enough momentum to carry me safely to the hard shoulder of the motorway, but understandably it was a less than thrilling experience – as was sheltering behind the Armco barrier until the AA arrived, and hoping that no one would run into the car while they were staring at it as they drove past. Can you tell me what is involved in fitting a new cable, please?

Colin Bradshaw

A Chris Horton, 911 & Porsche World: I may, of course, be completely wrong, but I am willing to bet that it is not the cable, as such, that is faulty, but what can best be described as the flexible coupling towards its rear end, where it passes between the transmission and the latter's supporting crossmember.

This tiny device – fitted to all 911s up to and including the very last Carrera 3.2s – is constructed much like a small bobbin-type mounting block, with a threaded (M6) metal plate at each end separated by a waisted rubber moulding. Its purpose is primarily to prevent vibration from the engine being transmitted to the driver's right foot, but also to avoid damage to the throttle linkage on the engine if (or when!) the accelerator is pushed hard to the floor.

Eventually the rubber section perishes, helped on its way by the heat from the nearby engine and gearbox, and the two halves simply separate, by definition usually power the most – although by the sound of it you must have been cruising at a more or less constant speed when yours let go. Either way, it sounds like you were very fortunate not to be stranded on the carriageway itself.

The good news is that not only is the joint alone quite easy to replace, using a couple of 10mm spanners on the locknuts – although you will need safe access to the underside of the car, of course – but also that the new one comes with an external metal safety cage that should prevent this complete separation in the event of the rubber failing again.

The part number is 911 423 081 02, and from Porsche it



costs – wait for it! – £67.74 including VAT. And dare I suggest to other readers, whose cars may still have the older-style connector, that it's probably worth carrying one in the glovebox as a spare, especially if you are venturing on a long trip abroad?

Old-style anti-vibration link looks like this (top, arrowed). Eventually the waisted rubber centre section perishes and splits, leaving you with no throttle control. Later replacement (above) is encased in a metal canister: rubber inside may still tear apart, but car remains fully driveable

ANOTHER 993'S NEAR-DEATH EXPERIENCE

Just a couple of months ago, in the July 2015 issue of the magazine, I described how Sid Malik at Porsche-Torque in Uxbridge had quickly and simply 'rescued' a customer's 993 Targa, after it had been delivered to him on a breakdown truck with the rear apron partially melted by fire (see page 125).

Counter-intuitive though it might sound at first, the flames – fortunately short-lived – had most likely been caused by condensation inside one or both of the distributor caps. The resulting misfiring spark plug(s) had allowed unburned fuel to accumulate in the right-hand silencer, eventually – as our man quite understandably tried to accelerate through the 'dead zone' – with obvious consequences.

Not long after that, a chance conversation with Nick Fulljames at Redtek in

Brackley (01280 841911; www.redtek.co.uk) brought me a tale so remarkably similar that for a moment I was convinced that he must have been talking about the same car. (I shall keep the precise details to myself to spare the blushes of what you might call the guilty parties. If you recognise yourself, though: good! You should hang your head in shame.)

The car was delivered to Redtek – from an address several hundred miles away – on a professional breakdown truck. Having stood idle in the owner's garage for the best part of a year, it had since been in the hands of, well, let's just call them two fairly well-known establishments that should have known immeasurably better. For several months apiece. Probably seven in total.

And it gets worse. Like that

previous 993 Targa (and in fact this one is a coupé), it had had a fire in or around the right-hand silencer – but again mercifully brief, and put out with an extinguisher. The catalytic converters had since been replaced (yeah, I'm sure that'll help...), and someone else (not Nick Fulljames, I hasten to add) was proposing now to strip and rebuild the engine at huge expense.

But Nick diagnosed the real cause of the problem even as the car was being driven, under its own steam, from the transporter to an empty parking place in his yard. 'I could see liquid pouring out of the right-hand tailpipe,' he recalled with a shudder. 'Obviously it couldn't possibly be water, as you might expect in a 996 or a Boxster, and there was way too much of it to be condensation, especially at this time of year.

'Realising from the smell that it was neat, unburned fuel, I shouted at the delivery driver to kill the engine. Fortunately he not only heard me, but also grasped the genuine urgency of the request, and so we avoided the possibility of the thing going up in flames again.'

'This situation immediately suggested to me that one or more of the injectors was jammed open – probably because the car had been standing for such a long time – and later that day we quickly confirmed that theory by taking them out and testing them. At least two were completely useless, and two of the remaining four worked only intermittently.'

'Having reached that conclusion, it was a simple matter to fit six new ones. Not a particularly cheap one – by the time we had finished,

and had carried out a much-needed oil and filter service, the bill came to the best part of £2000 – but the customer was understandably delighted that we had saved him the cost of an engine rebuild, which might have left him with exactly the problem as before, and so the danger of the car catching fire once again.'

That's the kind of service that deservedly wins you Porsche friends for life.

This 993's exhaust fire was the result of an ignition fault, but jammed fuel injectors can have the same effect – see text



986 BOXSTER'S CHRONIC WATER RETENTION

One good turn deserves another. And sometimes I just enjoy doing those inconsequential 'fix-its' that normally you never find the time for. I was more than happy, then, to spend a leisurely half-hour one Sunday morning attending to a minor and frankly utterly irrelevant technical matter on the Boxster 2.7 that I had borrowed from Auto Umbau for our *Your first Porsche* extravaganza elsewhere in this issue.

'You can have the water for nothing,' laughed Robin McKenzie when I had collected the car from his workshop a few days earlier. He was referring to the small but none the less visible quantity of clear liquid sloshing around inside the orange reflector below the left-hand headlamp.

In fact, we had shared much the same joke way

back in January, when I first examined and drove the car for one of my *Tried & Tested* stories in the March 2015 issue of the magazine, and despite relatively little rain in the intervening months the water was showing no sign of draining out, or of evaporating through whatever aperture(s) whence it had first entered.

The solution – modelled on a similar issue that I had experienced with the rear light clusters on my two E28-series BMWs, and via which path the water can eventually accumulate within the boot space – was dead easy. I simply removed the headlight (see below), turned it upside down on my trusty Black & Decker Workmate, and then drilled two tiny holes in the plastic inner moulding.

One hole ought to have been enough, you might have thought, but presumably the gap through which the water had entered, no doubt over a long period of time, was too small to allow sufficient air to pass through it to allow the first drilling to act as a drain. Indeed, even now, and for some reason that I cannot really explain, there remain inside the reflector a few drops of H₂O, resolutely resisting the force of gravity, but hopefully over the coming weeks they will eventually get the message. And any further moisture that somehow finds its way in will likewise, I hope, simply pass straight through the moulding. I shall let you know, anyway.

But has anyone else seen this rather odd 'problem' on an early Boxster or 996?



It's easy to remove 986 or 996 headlamp units, whether to change a bulb or, as here, to deal with a moisture build-up in the orange reflector section. Open the front lid and peel back the carpet at the side of the luggage space. Open up the special grommet and place a 5mm socket on the hex-head release mechanism inside. Gently rotate it to release the cranked section (arrowed) from the base of the lamp housing and pull that forward, out of the wing. In truth, the two holes (also arrowed) drilled to release the build-up of water weren't entirely successful – it took some time for all the moisture finally to evaporate – but it felt better than simply doing nothing. Be careful, when refitting the lamp, that the multi-pin electrical connector engages smoothly – don't simply force the unit home. Make sure, too, that the lamp is genuinely locked in place again via that cranked rod

SMOKING GEN 2 BOXSTER EXHAUST

Q Having owned three Porsches previously, and my last 986-model Boxster for five years, I decided to buy myself a 987 Boxster 2.9 as a mid-life treat. I found an early 2009-model Gen 2 (two lady owners before me) at a reputable independent garage, and had it PIWIS-tested at a local Porsche Centre close to where it was for sale. This revealed that out of six rev ranges it had been in band two only once, so it hasn't had a hard life, and appears to have been very well maintained.

I had the Boxster serviced at the same Porsche Centre prior to collecting the car from the supplying garage. (Both are around 200 miles from where I live.) The car runs beautifully, with no leaks underneath, and is a joy to drive. However... When started from cold, and sometimes even when hot or still warm, quite a big plume of smoke – mainly white, from what I can tell – comes out of the exhaust.

I know that Porsches do this, and it is not

something to be overly concerned about. It is a bit embarrassing, though! After five to 15 seconds the smoke clears completely. I checked the oil level in the sump, which did seem to be a little way above the maximum mark, so my local garage dropped about 0.75 of a litre out of it for me, and now the level is spot on.

I have driven the car 900 miles since I bought it, and it has not used any oil. Having dropped this 0.75 litre out I was hopeful that I had cured the smoking issue. But I started it from cold today, and again there was a big plume of smoke from the exhaust. I have read on a couple of forums that this is quite common in early Gen 2s. The car has covered a total of around 36,000 miles.

Any guidance or comments would be appreciated. I thought it might have been the air/oil separator that is at fault, but I have spoken to a few reputable Porsche specialists and none of them has any knowledge of this in Gen 2s. Is this something I just have to learn to live with?

Paul Lowe, Derbyshire

A Paul Stacey, Northway Porsche: It is well known that all 'boxer'-style engines, whether air- or water-cooled, can generate smoke from the exhaust on start-up.

The amount of smoke produced can vary quite a lot from one vehicle to the next, even on exactly the same model, and this doesn't necessarily mean that there is a fault with your car.

We have found that even small things can make a big difference – even down to where the car is parked. On a slope, for instance. This can cause more oil seepage into the cylinders, and hence more smoke on start-up.

As yet we haven't seen any breather problems in these Gen 2 engines, and if there is no check engine light, or faults in the memory, and as long as the oil consumption isn't excessive – Porsche allows up to 1.5 litres/1000km! – then I wouldn't be too concerned. Just keep an eye on it, and naturally come back to us if you need any further assistance. We'll be happy to advise!

EVERY CLOUD HAS A SILVER LINING

I received an interesting follow-up note from Porsche Club Great Britain member Ray Chapman, whose story about his 996 breakdown in Spain featured first in the April edition of the Club's magazine, *Porsche Post*, and which I then picked up on for the Q&A pages of our own May edition. (I work on both publications, for those who might be questioning the connection.)

Ray's problem, you might recall, was simply a faulty coolant-tank cap, but I suggested that for anyone who owns one of these later water-cooled cars it would be well worth checking the integrity of the coolant tank itself.

'A few weeks ago now, I noticed what appeared to be steam coming out of my 996's left-hand exhaust tailpipe, and when the engine was turned off water seemed to be dripping out of the end of the pipe. I decided that I must have cracked the cylinder head when the engine overheated in Spain, and it was now showing the resulting damage. Needless to say, I was not happy.

'I had a dental appointment a few days later, and since the dentist is near independent Porsche specialist Autostrasse in Coggeshall, Essex, I took the 996 – driving very gently to avoid causing any more damage.

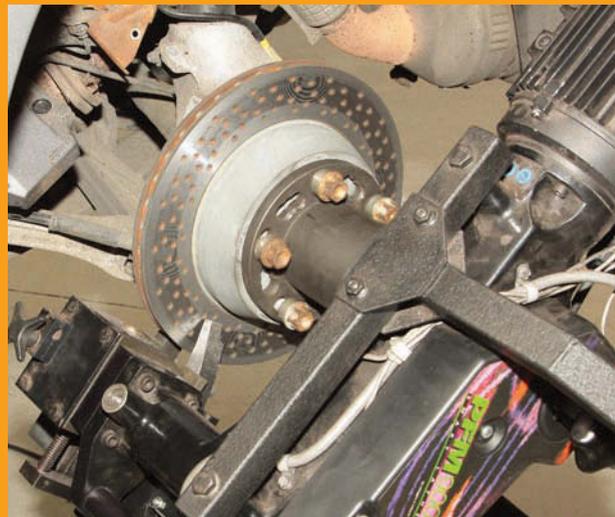
'I came out of the dentist's and discovered that there was a large puddle under the car – and also that some low-life who clearly didn't like either Porsches or where I had parked had gouged my engine cover with a key or similar. I went to Autostrasse feeling very hacked off, thinking of the cost of the cracked cylinder head – or worse – and now a repair to the engine cover, as well.

'But then my luck changed. Autostrasse rang a few days later to say that the coolant leak was cured! Turns out it was just a crack in the coolant header tank, allowing the liquid to run down onto the exhaust and appear inside the chrome bezel around the end of the pipe. I had visually checked the tank, and it had seemed OK, but I think it leaked only when the engine was hot, and the tank was under pressure.

'So the car was repaired, your article in Q&A was most relevant, and now I have only to get the engine cover resprayed to get over the problem!'



996 coolant tanks can crack as shown here – and there is no reason to suppose that any other similar model won't be affected – but the damage is often invisible from above. Fortunately for Ray Chapman, his car sprang a leak not far from home, rather than in northern Spain, where he had a bit of an adventure thanks to a faulty coolant-tank cap. Unsurprisingly the much older 944 suffers from much the same problem, albeit rather easier to spot (above)



993 STILL HAS ANNOYING HIGHER-SPEED WOBBLE

Q

Thanks to both Paul Stacey of Northway Porsche and to Chris

Horton for their responses last month to my 993's annoying steering shake. Yes, is the answer to Paul Stacey: the tyres were fitted and balanced by the same supplier on both occasions – my local Porsche specialist here in the Netherlands, Ronald Paul. I have spoken to him about this, and although his air compressor is well maintained there is no device fitted to extract moisture from the compressed air before it is forced into the tyre.

The answer to you, Chris, regarding the dot on the tyre wall, is that on the Michelin Pilot this is no longer used. Apparently the manufacturing process of this tyre – and certain others – has become accurate enough that it is no longer deemed necessary. My previous tyres were Continentals, and with those the vibration problem was more noticeable. Those had been fitted by a local tyre supplier.

To update you, I have just returned from the garage, having removed both front tyres from their wheels to check for moisture and balancing. There wasn't a trace of moisture inside them. We rebalanced the wheels, of course, but the problem is still very apparent. It now begins at 70km/h and continues through to 110km/h under both acceleration and deceleration. It is still noticeable when braking.

Merely refacing brake discs, whether in situ or off the car, is unlikely to eradicate excessive run-out, but a machine such as this, working on a 997 at Dove House, will certainly enable them to be checked dimensionally

So to date I have thoroughly cleaned the front wheel bearings, realigned the front and rear wheels, balanced all four wheels, refaced the front discs, and fitted new tyres. Could this still be something simple, or is it something more sinister?

Nick Payne, Holland

A

Paul Stacey, Northway Porsche:

Given what you have told us, I think that what you will need to do now is temporarily fit another set of wheels and tyres in order to eliminate your own rims and rubber from the equation. (And I am assuming in all of this that the car is fitted with genuine Porsche wheels. If not, well, there may be your answer!)

If the fault persists, then all the suspension joints need to be checked for even the very smallest amount of unwanted movement. This needs to include even things like the steering-rack mounts. Further to this, then you will have to check the run-out of the discs and hubs. This involves setting a dial gauge against the disc and hub. If you see more than 0.05mm run-out on a full rotation then either the disc or the hub (and possibly both) will require replacing. Perhaps you could let us know what happens!

CAYMAN QUANDARY

Q I wonder if you can give me some advice, please, Chris? You may recall that earlier this year, during a rather cold and windy photo shoot you were doing for *Porsche Post*, we were discussing the merits of various 987-model Caymans. I seem to remember that you had recently been driving a couple of examples for your *Tried & Tested* stories in this magazine.

Thing is, I quite fancy a Cayman myself. But which one? The ideal, I guess, would be the highly sought-after 987-model 'R' – which I could stretch to if I sold one of my other Porsches.

I understand that the Cayman 'R' is based on the 'S' chassis, which I am assured is superb, and pretty nearly as good as that of the 'R'. But there is a heck of a difference in price between the two models, of course, thanks to both that magic letter 'R' and its limited production numbers.

The 'R' will undoubtedly hold its price – I have seen a couple in the £38–£40k range, although most dealers seem to be asking £45–£47k. Will they drop in the short- to medium-term future, I wonder?

Some say to go for the 3.4-litre 'S', but others argue that the Gen 2 2.9 and even the earlier 2.7 are perfectly OK. I wouldn't be buying a 'cheapie'. It would be in the

mid-£20Ks, I suppose. No need to spend more, and it would leave me a bit to put into the pension pot!

Going for a Cayman 'S', though, means that it's 'just' a car; a fun way of getting from 'A' to 'B'. An 'R' is probably going to become a collector's item, if it isn't one already, and for that reason perhaps an investment. The initial outlay will be higher – and the return probably guaranteed. But almost certainly not with an 'S'. What do you reckon?

Tim Harrison, Derbyshire

A **Chris Horton, 911 & Porsche World:** I am not sure that I am the best person to answer a question like this, Tim – I am more a technical man than a 'market' analyst. What's more, I think that in a way you have already answered it yourself. Anyway, here goes. Shoot me down in flames if you like!

Personally, I wouldn't like to second-guess what might happen to the value of the cars you have at the moment – or thus to advise that you sell one of them on what is arguably a purely speculative venture. Who knows what further dramas (drachmas?) the current Eurozone crisis will bring in the months or even years to come?

But it is impossible to ignore the seemingly unstoppable rise of the air-cooled 911, and the effect

that is having on just about anything else with a Porsche badge. Early 996s are probably at the bottom of their depreciation curve, and even the humble 924S – as you know, a model close to my own heart – seems to be on the up. Witness the one I featured in a *Tried & Tested* story earlier this year, and which I know later went for £2500. I bought mine three years ago for just £600, and averaged out across the board it is in broadly similar condition. Not that I care two hoots about its value, you understand, but for once it is quite nice to have a car that is becoming at least fashionable!

The Cayman is a great car. Arguably the best thing Porsche has done within the last 10–15 years, and unsurprisingly every new iteration is better than the one before – although still the 911 Carrera, first in 997 guise and now as the 991, seems to overshadow it, both within the company itself and out there in the marketplace as a whole. (That fashion thing again. Madness.) I don't believe, however, that the 987-model 'R' is sufficiently better than the 'S' – which is genuinely superb – to justify its higher residual value or its increasingly 'iconic' status, and certainly not in the same way that, say, the 996 GT3 commands far more than the comparable mainstream Carrera.

I suppose it all boils down to whether you are looking for



These two *Tried & Tested* stories, both from the February 2015 edition of *911 & Porsche World*, might help reader Tim Harrison solve his Cayman quandary. We hope so, anyway. Car on the right was a desirable and beautifully presented 'S' Black Edition for nearly £37K, but the red car, an 'ordinary' – and rather older – 'S', did pretty much the same job in pure driving terms for £22K

a Porsche to enjoy by driving it – which enjoyment the 'S', or frankly even a base-model 2.7, will deliver in spades – or by knowing that it is safely tucked up in your garage appreciating. (And I will concede that, given the current miserly interest rates available from high-street banks, there is a lot to be said for the latter approach. Even so, buying an 'R' as an investment alone has to be a gamble, at best. Maybe not quite as barmy as putting all the money on the 4.30 at Towcester, but a gamble, none the less.)

What I would do, then, is this. Go for the cheapest, the earliest (but also the best) 987-model Cayman 2.7 that you can find – and even that will still be way quicker and more agile than you are ever

likely to need, certainly on the public road.

Alternatively, and perhaps more realistically in your circumstances, buy a good 987 'S' like the Guards Red car that I featured in the February edition of *911 & Porsche World*: 2006/56, four owners, a little over 18,000 miles, superb condition – and all for £22k or less. As it happened, the other *Tried & Tested* car in that same issue was an essentially 'R'-engined 987 Cayman 'S' Black Edition, and although that, too, had much to commend it – 2011/11 and only 17,000 miles, for instance – the fact is that at nearly £37,000 it wasn't what you could call £15K better than the red one.

Does that make any kind of sense? I sincerely hope so!

996 TURBO BRAKE-FLUID DILEMMA: SORTED!

Many thanks to you and your team for getting back to me with such a detailed response in the August issue of the magazine about

my brake-fluid dilemma in my 996 Turbo. Your answer was detailed, informative and very helpful.

I had no idea just how

involved it would be to get rid of all the DOT 5 until I started doing a bit of research. I think the way forward will be to run a

couple of litres of DOT 5.1 through the system after a full drain, before a final fill of fresh 5.1. Luckily the DOT 5 is actually a completely

different colour to the 5.1, so this should give a reliable enough indication of when it's all gone.

Paul Lynch



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TIME REQUIRED: PERHAPS NOT AS LONG AS YOU THINK

The concours scene is changing for the better. No longer is it imperative to have absolute perfection at the expense of actually being able to drive your car. Originality, and even a degree of patina, now count in the judges' opinion

Pebble Beach Concours d'Elegance, Amelia Island Concours d'Elegance, and Concorso D'Eleganza at Villa d'Este are three of the most elite concours shows to have your car invited to, but no Porsche road car has won the coveted 'Best in Show' award since 2005. Is that about to change?

Past and present winners include Bugattis and Ferraris, yet since Ferdinand's finest now rub wheel arches with this elite club it will only be a matter of time until we see another Porsche clinch the silverware. So why has Germany's most dynamic car maker not had a look in recently?

Over the last eighteen months classic car values have gone vertical. With collectors cashing in on the 'no tax rule', auction houses have pushed values higher than most would dare to trade and now even the most experienced dealer cannot predict where they are going next. This puts your prized possession on the map and it's time to exhibit before you lose your nerve and keep it locked away from prying eyes. I have already spotted a fine '85, 930 Turbo, with the dealer asking £95,000.

Preparing your car for 'that' award isn't as daunting as you think. Getting the recognition has given past concours winners the ultimate status, while investing the time and money usually pay dividends. But does your investment need to be a perfect canvas to begin with? Not necessarily. David Sydorick's highly original but far from cosmetically perfect 1932 Alfa Romeo 8C 2300 clinched Best in Show at both the Amelia Island Concours d'Elegance and this year's Concorso D'Eleganza at Villa d'Este. A double whammy in one year is certainly rare but that does show originality is now a key factor when judges pore over a car.

If we rewind to ten years ago, your Porsche would have to be perfect in every respect to achieve that ultimate prize. A missed polished engine bolt could have meant the difference between admiring the silverware on your way home, and growling your displeasure with the result as the coveted prize goes elsewhere.

The phrase 'Americanised' was coined amongst the non-conformers as a derogatory description of the glitzy and glammed-up vehicles. Thankfully now, in response to much protest, originality is considered equally important to presentation – thus an original patina gets just as many points as a perfectly presented re-spray.

Pebble Beach Concours d'Elegance is generally considered the pinnacle event, sprawled across the famous golf resort in Monterey County, California. It started back in 1950 in conjunction with the Pebble Beach Road Race where a 1950 Edwards R-26 Special Sport Roadster won 'Best in Show' out of several dozen other entries. Now, there are over twenty classes with an array of awards to clinch, with hundreds of entries from all eras and genres. It is such a prestigious ceremony to win that a vast majority of owners just show their prized possessions each year without even running fluids in the engine, simply pushing them on and off covered transporters. This may sound like a tragedy to most, but to these multi-million dollar car collectors, possession of what they regard as a sculpture makes getting behind the wheel and actually driving them irrelevant.

Thankfully, the Americanised hors-d'oeuvre culture is long gone. Good old fashioned patina rules and events such as Pebble Beach have recognised this by adjusting their judging policy. Just take the leading sentence from their website:

"The judging process at the Pebble Beach Concours d'Elegance seeks to recognise and properly preserve the great automobiles of the world. This process is two-fold: Class Judges focus primarily on originality and authenticity, while Honorary Judges direct their attention to design, styling and elegance."

But why should this affect the Porsche owners' community? Just look at how much air-cooled 911s are demanding at the moment: RSs, Speedsters and early examples are all knocking on the door of the £200K-plus club. That alone is enough to put your car forward on the list.



Preparation is key and if you have got the time to clean, polish and wax, then use every minute. Don't be pressured into thinking if you miss a spot it will be marked down, as any respected event judge will only be looking for that key ingredient. Whether it is fully restored, a daily driver, or stuck under a tarpaulin in the garage, it really doesn't matter. Having prepared many cars over the years, including for Pebble Beach, the key to success is knowing what areas to improve, and what should be left alone or preserved. Sure, make it shine, but not to the extent of what was once expected.

Take the Wilton House Classic & Supercar show this year, for example. Looking for a third strike, Sydorick's winning 1932 Alfa Romeo 8C 2300 was entered into the Prize Winner judging event. Best Classic winner? Ah, no. That went to Andrew Yaras's patina'd 1967 Iso Grifo. It just goes to show that an orderly example can catch the eye. So what are you waiting for? **PW**

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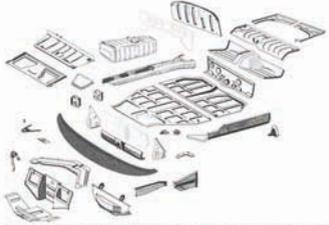
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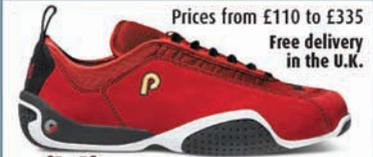
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FOURWARD THINKING

Four-wheel drive and water-cooled, but still rear-engined and every inch a 911 – that's the 996-series Carrera 4S in a nutshell. Now that it's two generations old, there's never been a better time to buy this well-balanced member of the Porsche family...



WHAT TO PAY:

It's perfect timing to look at the current prices of the 996 C4S. This was the first of the 996 models to really firm up price wise, thanks to the desirable widebody look that people really want. A year or so ago, prices were in the mid to late teens, now they're in the late teens, early £20ks, which feels about right, and we're guessing that's where they will stay, too. For whatever reason, the C4S hasn't suffered the same fate as the narrow bodied C2 and C4. The cars appeared to have been better cared for, hence the stronger prices. We're firm fans. Get one while you can!

The poor 996 has come in for some stick over the years, much of it justified, it has to be said. The original 3.4-litre water-cooled flat-six was beset with problems, as have been detailed many times in *911&PW* magazine. And then there's the matter of the interior – or the quality thereof...

However, don't let these failings necessarily put you off the Carrera 4S! This is in a league of its own – well, a league of two, really, sharing bedspace as it does with the mighty 996 Turbo.

Carrera 4S? The '4' points to four-wheel drive, the 'S' to the model's superior specification over the regular 996. For just £2610 more than the Carrera 4, the customer got some £7000-worth of 'extras' – and that's not including the cost of the fat-hipped 'Turbo look' bodywork.

The bodywork is some 60mm wider than that of the basic Carrera, and the C4S sits lower, too, thanks to the Turbo-derived suspension and brakes. The latter are 330mm-diameter discs, nestling behind 18-inch Turbo rims, all of this conspiring to give the C4S an aggressive look that is somehow more tasteful than the slightly OTT Turbo.

Mechanically, the C4S is 'sorted', with the later and much improved 3.6-litre engine,

producing 320bhp. The extra weight of the C4S means that it is slightly slower from zero to 100km/h (62mph), but only by a whisker – 0.1 seconds is, after all, not much to worry about. It was slightly slower, too, with a top speed of around 175mph, compared to 177mph for its two-wheel-drive sibling.

Overall, the Carrera 4S is a well-balanced, well-equipped car with great looks and great driving habits. It's the best all-round 996 and it's holding its value better than others in the range.

PRODUCTION & MODELS

The Carrera 4S was launched at the 2001 Frankfurt Motor Show, where it received a lot of favourable comment. The revised and upgraded engine now displaced 3.6-litres and many (if not necessarily all) of the woes which afflicted the original 3.4-litre version had been sorted out.

The Carrera 4S was a popular car, seen by many as the best 996-series model ever. The Cabriolet was introduced for the 2003 model year and proved popular, especially in Tiptronic form – something which will come as little surprise.

As you might expect, the Cabriolet was far more than a coupé with the roof lopped off. The body structure underwent considerable strengthening, making it the

most torsionally rigid Porsche Cabrio to date. Strength came at a cost, though, with the all-up weight being some 70kg more than a coupé.

Some 17,298 right-hand drive 996 C4S coupés were sold, along with 5757 996 C4S Cabriolets, before the model's demise in 2005, and the arrival of the 997. In the trade, the 996 C4S is generally regarded a 'good bet'...

STYLING/BODYWORK

Think 996 and the chances are the words 'fried egg' will spring to mind – a cruel reference to the design of the headlight and indicator unit on early (pre-2002) examples. The Carrera 4S, though, was launched in September 2001, so featured the new improved light units from the off.

Love it or loath it – opinions are divided – the 996's styling has stood the test of time well, especially as each subsequent model has grown in bulk. But most would agree that the C4S is a good-looking car, with its wide-hipped Turbo-look bodywork. In fact, to the casual observer, it looks little different to its big brother, the Turbo – the lack of intercooler intakes ahead of the rear wheels, and more subtle front and rear spoilers giving the game away.

We would go so far as to say the C4S is the best-looking of all 996-series 911s. And



Interiors can suffer if neglected and can also be prone to various rattles, which are worth tracking down and silencing. Some interior colours a bit challenging too!

we love the full-width reflector panel across the tail – it's the only 996 with this feature.

INTERIOR

Somehow, Porsche's designers didn't quite get things right, for the 996's interior seems to lack quality. It doesn't look bad, but the fit and finish isn't quite what one might expect in what set out to be the best-equipped Porsche ever.

The dashboard features the now commonplace overlapping five-dial design, with the tachometer taking centre stage as usual. But it's all a bit of a mish-mash, with ergonomics still not being Porsche's strong point.

Look out for cars with the sat-nav system installed – even though later systems are better, it's still a worthwhile extra and one which makes the car more desirable.

Overall, 8 out of 10 for effort, but six out of ten for execution...

ENGINE

The original 3.4-litre M96 engine used in the earlier 996 was increased in capacity to 3.6-litres for 2002, meaning that all Carrera C4Ss benefit from the revised unit. The bore is 96mm, the stroke stretched to 82.8mm to achieve a swept volume of 3596cc. The piston crowns were redesigned to keep the compression ratio at 11.3:1.

New connecting rods were installed, featuring larger 63mm big-ends (as opposed to the earlier unit's 60mm). Output was boosted to 89bhp per litre, giving 320bhp overall at 6800rpm.

The increase in power was achieved without hurting fuel economy – in fact, Porsche claimed an improvement in this respect, the VarioCam Plus adjustable inlet cam timing and lift helping to make the engine more efficient. Torque was increased, too, to a useful 273lb ft at 4250rpm.

Why water-cooling? To satisfy noise regulations (seriously!) and help improve fuel efficiency. Oh, and to save money – the M96 engine was cheaper to build than the old air-cooled units.

TRANSMISSION

The 996 C4S was available with six-speed manual and Tiptronic S auto transmissions. In many ways, the latter is arguably the better choice, for the 'Tip' version will almost certainly be quicker through the gears than the manual. It certainly shouldn't be regarded as the soft option.

The heart of the C4S is its drivetrain, shared with the Turbo and the 'basic' C4. It relies on a multi-plate viscous coupling located in the front differential unit, with between five and 40 per cent of the torque being available to the front wheels.

Left and below: The widebody look has always been popular, but it really seemed to enhance the 996, making the C4S hugely attractive

SPECIFICATION

Porsche 996 C4S
 Engine: 3600cc flat-six
 Transmission: 6-speed manual/Tiptronic
 Max power: 320bhp at 6800rpm
 Max torque: 273lb ft at 4250rpm
 Brakes: Vented discs, 330mm front and rear, 4-piston front and rear calipers
 Wheels & Tyres: 8x18in front/11x18in rear 225/40 ZR18 front/295/30 ZR18 rear
 Weight: 1525kg
 0-60mph: 5.6secs
 Top speed: 174mph

WHAT THE PRESS SAID

"The way the 911 changes direction, a wrist flick this way, then that, flowing through corners, urged on by an engine touched with genius, all the driver's sensors totally connected to the car, is one of motoring's great experiences."

Autocar, 2002

"You might not have expected a wide-arch, four-wheel drive 911 to put the mojo back into the 996, but that is what the C4S achieved at the time"

911&PW, 2013

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TECH: BUYERS' GUIDE

SUSPENSION

The suspension features 'Porsche-optimised' MacPherson front struts with track-control and longitudinal locating arms. The steering rack is power-assisted to make life easier in town. At the back, there is a multi-link set-up with no fewer than five track control arms and 'coil-over' dampers.

The C4S sits 10mm lower than a regular C4, and shares its suspension with the Turbo, aside from relatively minor changes in deference to the weight and performance variations between the two models.

WHEELS AND BRAKES

The C4S shares much with the Turbo, including the wheel and tyre combination: 8J x 18 'Turbo' rims at the front are shod with 225/40ZR18 rubber, while larger 11J x 18s are fitted at the rear, with fat 295/30ZR18 low-profiles.

The Carrera 4S shares the same brake package as the Turbo, too, with 330mm diameter discs all round, those at the front being 34mm thick, the rears just 28mm. Calipers are a four-pot, aluminium monobloc design. You could order your C4S with a set of Porsche's ceramic composite brakes (PCCB) at extra cost...

WHAT TO LOOK FOR

You know what we're going to say, don't you? If you've read Chris Horton's feature in the October 2012 issue – and if you haven't then we recommend you do so – then you'll be fully aware that the M96 engine fitted to

the C4S can be a source of problems. Can be, but not necessarily will be...

Without going over all the ground covered in detail by Chris, we will point out that even the 3.6-litre M96 engine can suffer from failures more often associated with the earlier 3.4-litre units. These included the IMS bearing – engines built between 2001 and 2004 (and therefore all C4Ss) will have the single-row small IMS bearing – and potential bore problems.

Of course, there are examples of these engines which have covered high (100,000-miles-plus) mileages, but the chances are that at some point you will need to budget for a rebuild.

You shouldn't need to worry about the transmission, manual or Tiptronic S, as long as the car has been serviced regularly. The 4WD drive system is long-lived and reliable.

Similarly with the suspension and brakes: ball-joints and suspension bushes will ultimately fail but they are long-life items these days and not something you need to worry about unduly. Your Porsche mechanic, or friendly local MOT inspector, will soon let you know if there's a problem.

Bodywork is not a concern unless there are signs of accident damage. The interior can look scruffy, and listen out for creaks and rattles. Only with the advent of the 997 did Porsche seem to get this right.

Overall, the C4S is no worse, and in many cases far better, than any other 996. Enjoy the experience – it's quite a car! **PW**

Front end on the 996 C4S features the revised lights that were introduced on all Gen 2 996s. Engine does have its known faults. Plenty have been replaced under warranty, or feature uprated IMS bearings

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 Unmarked silver with full blue leather, only 89K miles with massive history including engine rebuild, original stamped service book and lots of receipts, old MOTs etc, unmarked original condition, no dents, scratches, interior is in very good condition, never smoked in, also still has the original stereo fitted, excellent tyres all round. Tel: 07789 901895. Email: g.plummer13@sky.com (Kent).
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944

944 3.0 16v S2 2dr
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P0915/002

944S2 3.0 16V

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With 911 & Porsche World's consultant editor, Chris Horton

911 CARRERA 3.2 1984/'B' 84,419 MILES £40,000

Eporsch's Roly Baldwin is right. I should not be even slightly surprised that a good-looking 911 Carrera 3.2 with fewer than 85,000 miles is on offer at £40,000 – and will no doubt sell for very close to that figure. Such is the demand for any air-cooled 911, fuelled in part by its many obvious qualities – and its already 'iconic' status – and partly by interest rates that remain at their lowest since the 1940s. (But watch what happens when, as is now widely predicted, those rates start to rise again next year.) Limited – and dwindling – supply plays its own part, too, of course.

Besides, this is not just a good-looking 911 Carrera 3.2 (and there are plenty of those around, concealing all sorts of hard-to-fix horrors), but also a genuinely sound one that for the last 11 years has been owned by someone who not only knows these cars' quirks and needs, but has also been able and willing to spend the money required to address them. Indeed, overall the car is probably the best – and certainly the most appealing – of its type that I have seen for some considerable time.

There are tell-tale bubbles in the paint in several of the usual places where 911s eventually corrode (most notably over the right-hand rear light cluster, and at the base of the left-hand 'B'-post). But they are still small enough to suggest themselves to be original – so thus far unscathed by some half-witted, corner-cutting bodger, in other words – and to be preventable from enlarging and spreading, either by seizing the proverbial bull by the horns and having them professionally repaired now, or else soaking them with rust-preventing wax and keeping them as dry as possible until they become a priority. (And I note with some satisfaction that the interior faces of both 'B'-posts have been liberally thus treated.) The days when a car of this ilk will need to be in daily use are surely long gone.

Note also – for the record – the bubbling on the right-hand rear wing above the side section of the lower rear valance; on the left-hand front wing, above the end of the main bumper section; and also at the opposite end of the bumper itself. I would imagine, too, that the right-hand 'B'-post has been repaired (very well, though) at some time in the past. Some or even much of the paintwork, then, has been resprayed (and the paint round their securing bolts shows the two doors to have been off), but again to a high standard, and clearly looked after. The car has that shine and tactile smoothness we all yearn for, and looks, well, fantastic. No sign of previous accident damage to any of the two ends or four corners, and a clean underbelly, too, with more evidence of corrosion-preventing wax both in and on the sill members.

Mechanically, too, the most recent of the car's six owners has gone the distance. The engine starts instantly – always a sign of good compression – and feels both tight and responsive. Even at idle there is a seductive but not overly ostentatious growl to it, thanks in part to a full stainless-steel exhaust system by Hayward and Scott (more money well spent), and a nice, linear



action to both throttle and clutch that not only makes the car easy to drive in traffic (although there is evidence of 'shunting' in the drivetrain on light throttle openings at lower speed), but also gives it some real grunt when the road eventually clears.

Whether the (915) gearbox has ever had any internal attention I couldn't say, but again it is among the better that I have driven, with a generally good shift quality that would become even more fluent with practice. No leaks from beneath, a clean engine compartment – which also offers that distinctive and appealing whiff of hot, well-maintained machinery at the top of its game – and again I note with satisfaction the brand-new oil lines that are visible inside both right-hand wheelarches.

It is not quite such a rosy situation inside the cabin, but again nothing too disastrous, either. The blue leather seats – unusually, both are entirely manual in operation – could do with a bit of rejuvenation, and the nominally white headlining is both slightly grubby and tatty, particularly around the sunroof aperture, but those always have to be relatively minor considerations in a car of this nature. Crucially the fascia top shows no sign of sun damage, and all the equipment – windows, mirrors, heater blower etc – works as it is supposed to.

The driving experience, as I have said, is right up there with the best of them. The non-assisted steering, predictably heavy at low speed, lightens as you gain pace, always feeling as taut and precise as everything else about the car – although a slight wheel wobble at 75–80mph needs attending to. The ride is on the comfortable side of firm, with that wonderful loping gait typical of any good air-cooled 911 (and that despite what looks to me like slightly lowered suspension), and the brakes are smooth and typically powerful.

An hour or so of all that, and even this Carrera-sceptic was beginning to wish I had the cash to buy this 3.2 and keep it in the manner to which it has clearly become accustomed. Equally hard not to wonder, though, what sort of bells-and-whistles 997 the same money might buy... **PW**

Front and rear spoilers, plus heavily bolstered seats, show Slate Blue, six-owner Carrera 3.2 to be a still more desirable Sport model. Not literally perfect, but for a now 31-year-old practically so, and will be relatively easy both to improve and then keep that way.

Wheels are classic 16-inch Fuchs five-spokes, with locking nuts and deeply treaded Bridgestone Turanza tyres. Other attributes, in no particular order, include Panasonic CD player/radio (with Kenwood speakers in doors, plus tweeters below rear shelf), diagonal rear seat-belts, Cobra alarm, rear windscreen wiper, headlamp washers, floor mats, and even windows etched with the presumably original index mark. Other bonuses include a stainless Dansk exhaust and heat-exchangers, a new-looking Bosch battery, brand-new oil pipes, unfaded rear reflector strip, almost mirror-smooth brake discs, and not least the epic service history – best allow yourself an evening to take all that in. No central-locking, though – that would come later in the 3.2's life – and seat adjustment is entirely manual.

Shame about the horrible after-market sill kickplates, but they would be easy enough to remove.

CHECKLIST

BACKGROUND

An early and thus 915-transmission Carrera 3.2 Sport, first registered on 3rd September 1984. Six owners, the last for 11 years, and seemingly the man who can take the credit for its generally excellent state of preservation. He moved the car on – in favour of a 996 Turbo, we are told – purely because he felt he wasn't driving it often enough. Will leave eporsch with a full year's MOT.

WHERE IS IT?

Having moved to its current, much larger premises during 2013, enabling it to offer both servicing and repairs, as well as car sales (and a further two lifts are being installed about now), eporsch is at Unit 1, Oldhouse Lane, Bisley, Surrey GU24 9DB; tel: 01483 799245; eporsch.co.uk

FOR

It's a 911 Carrera 3.2. Barely one step down from pure gold, then, and arguably just about as safe an investment – for now, anyway. Other than that, all the usual attributes: colour scheme, good options, generally excellent condition, and obviously its traditional dynamic qualities. Service history – nearly as long as *War and Peace* – is a major bonus

AGAINST

Highly presentable and perfectly usable even as it stands, but comes with an implicit requirement for a carefully planned programme of structural work if you are to maintain that highly desirable state of affairs – and thus the car's value. Not exactly inexpensive, either – you could buy a very good Gen 2 997 Carrera for the same or even quite a lot less

VERDICT

Clearly a cherished long-term project, owned by someone who knows their 911s and prepared to spend the money needed to keep it on the top line. What better way to buy in to the classic 911 lifestyle?

VALUE AT A GLANCE

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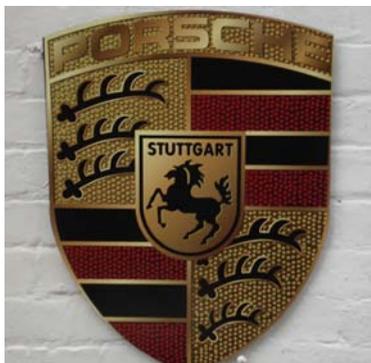
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