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UP FRONT

Porsches for the many, not just the few. Perhaps that
should be the *911&PW* mantra!

We've been pulled up for political comment in recent times, but none
the less we couldn't help but modify a populist political slogan of the
recent UK General Election for the front cover: 'Porsches for the many,
not just the few.' Apologies for that cheeky piece of plagiarising, but it
does rather sum up the breadth of the Porsche market, as can be
witnessed in most issues of *911&PW*. Head to the news pages and for
the 'few,' there is the new GT2 RS, while for the 'many' we have our
cover star trio of Boxster, Cayman and 911, ideal first time Porsche
fodder in the tempting £15k-£25k price range, where many first time
Porsche buyers will be looking to park themselves.

And this is the new reality of entry-level Porsche ownership. Whereas

“ For the ‘many’ we have
our cover trio of Boxster,
Cayman and 911 ”

in previous years we would have been championing the whole gamut of
air-cooled 911s alongside the moderns in this price range, the market
has shifted, with the classics now out of reach and appealing to a
different buyer. But that's no bad thing in many respects. A modern
Porsche is a more useable prospect and, with less money invested, you
are less likely to be precious as to how it's used, too.

And there's choice: Open top motoring from the sublime Boxster,
hardcore driver appeal from the focused Cayman and the sheer iconic
appeal of the rear-engined 911. Indeed, to quote from another political
era, perhaps we've never had it so good.

Porsches are often seen as elitist and often for the 'few', but actually
it's their massive popularity and relative value that puts them in reach of
the 'many'. The people's sports car, you see!

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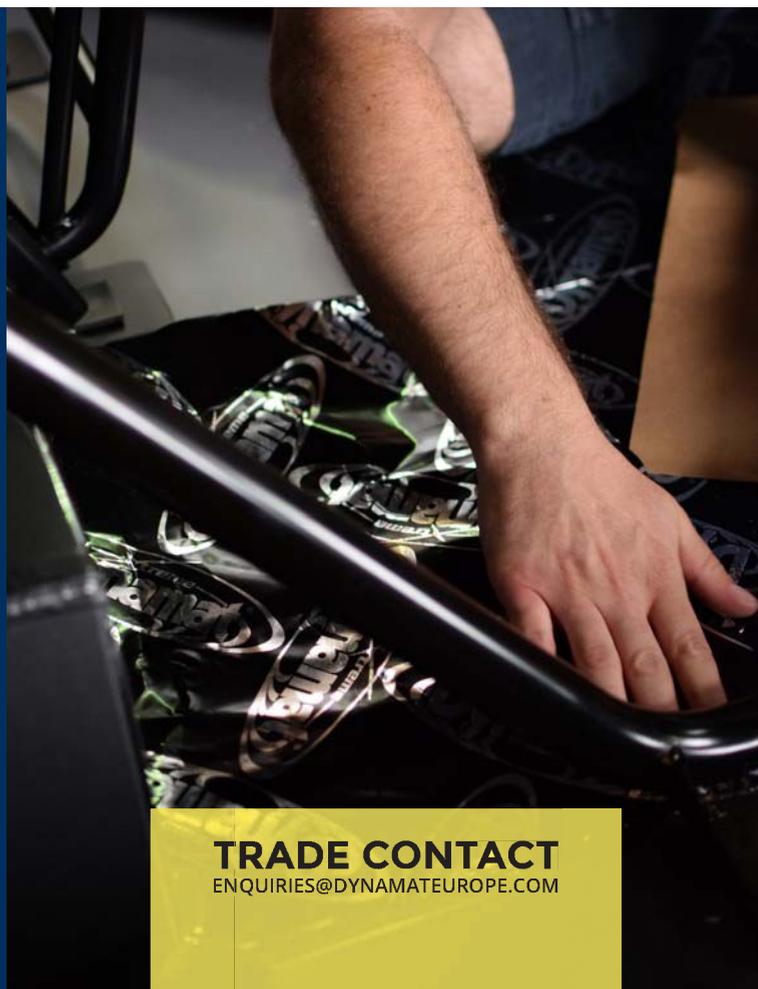
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ALL THE PORSCHE NEWS AND VIEWS

NEWS

New 991 GT2 RS is most extreme 911 ever. Porsche wheels out big guns at Goodwood. 1000 Porsches gather at Beaulieu. Homebrew manual 991 GT3 RS built. Record 2017 Porsche sales. 911&PW Picnic date



MIGHTY NEW GT2 RS: THE FASTEST AND MOST POWERFUL ROAD-GOING 911 EVER

We previewed Porsche's latest GT-badged masterpiece last issue. Now we can bring you the full details. As expected, it cranks out precisely 700 metric horsepower, making it both the most powerful and the fastest road-legal 911 ever.

Clocking in at 1470 kg with a full fuel tank, the new GT2 RS rips from zero to 60mph in just 2.8 seconds and powers on to a top speed of 211mph. For context, the new model is up fully 80hp and 37lb ft on the previous GT2 RS, the Type-997 model that used the hallowed Mezger engine in

3.6-litre twin-turbo form.

The new car, of course, takes its 3.8-litre MA1 lump from the current 911 Turbo models and then winds everything up to 11. For starters, larger turbos increase the volume of air crammed into the combustion cylinders. What's more, a new cooling system delivers optimum performance at peak loads and at very high temperatures sprays the charge-air cooler with water. The net result is reduced gas temps in the overpressure range and in turn optimum power output, even under extreme conditions.

Hooking up this 700hp monster of a flat six to the road is Porsche's seven-speed

PDK dual-clutch transmission. The rolling stock, meanwhile, involves monster 265/35 ZR20 boots up front and 325/30 ZR21 rollers at the rear. Massive carbon-ceramic stoppers are standard. As for other tasty details, how about a custom exhaust system fashioned from titanium and around seven kilos lighter than that of the 911 Turbo, not to mention the source of a reportedly unique soundtrack.

Then there's all the shiny carbon-fibre. The front wings, wheel housing vents, bonnet, outer shells on the Sport Design exterior mirrors, air intakes on the rear side sections and some further details on the rear end are all made from the light-weight

Porsche has pulled out all the stops with the GT2 RS. From its 700bhp engine and 211mph performance potential, to exposed carbon-fibre and magnesium for the roof (with carbon an option). There's no manual option for this RS, just the 7-speed PDK



material. The roof, meanwhile, is magnesium. Unless, that is, you opt for the Weissach pack, which swaps the magnesium roof for further carbon en route to 30kg of overall weight saving.

The Weissach pack also switches the anti-roll bars and coupling rods on both axles for carbon items and ditches the standard alloy rims for magnesium specials. Bonnet and roof with exposed carbon-weave stripes give the Weissach a visual flourish, too. All told, the Weissach pack is yours for £21,042.

Inside, the GT2 RS is sprinkled with red Alcantara, black leather and carbon accoutrements as standard. There's also a GT2 RS-specific steering wheel and both

the driver and the brave navigator enjoy the preposterous dynamics courtesy of full bucket seats with a carbon-weave finish. Nice. As for the exterior styling, it's a square-jawed brute. Highlights include much larger front air intakes, some carbon extensions for the front-wing vents, developed from the vents first seen in the last GT3 RS, plus a rear wing of truly biblical proportions.

According to the official Porsche line, the new GT2 RS is available to order today priced from £207,506.00 RRP including VAT. Whether you'll actually have any luck if you rock up at your local Porsche Centre with chequebook and pen is another matter.

WATCH OUT

Cheap to those who can afford it...

It doesn't feel like a first. But apparently it is. Never before has Porsche released a special-issue watch to celebrate the launch of a new high-performance model. But here it is, the Porsche Design 911 GT2 RS Chronograph.

At its heart is said to be the first clock movement developed by Porsche Design, the product of three years' work. The calibre 01.200 movement includes a flyback function, a load-path-optimised movement bridge and an official COSC certificate of authenticity, all of which will presumably mean something to the keen horologists among you.

Anyway, the flyback function is inspired by motorsport and allows multiple time intervals to be measured automatically with a single press of a button. On a standard chronograph, the button must be pressed to stop, reset and then restart the measuring process. There is, of course, a catch. The 911 GT2 RS watch is exclusively available to owners of the new car itself and can only be ordered in conjunction with the new GT model at a Porsche Centre. And the price? £8250.





PORSCHE STRUTS ITS STUFF AT GOODWOOD

Stuttgart brings out the big guns including new GT2 RS

Porsche chose the Goodwood Festival of Speed on 1st July for its global debut of the bonkers new 911 GT2 RS. The 700hp beast was seen driving in public for the first time on the 1.16 mile Goodwood Hill at the famous estate in Sussex.

It was none other than all-round driving legend Walter Rohrl doing the piloting duties. But Porsche's latest GT weapon and Rohrl were far from the only big beasts at what is the largest event of its kind, attracting a colossal 200,000 spectators over four days. The new 911 GT3, driven by head of the GT programme Andreas Preuninger, also tore it up on the Hill and the new 911 Turbo S Exclusive Edition, pedalled by Porsche Supercup racer and Carrera Cup winner Paul Rees, did its spangly gold thing, too.

But wait, there's more. The mightiest Porsche of all and the car that won the Le Mans 24 Hour race, the 919 Hybrid still covered in a layer of grime from its on-track

heroics, was piloted up the Hill by 2015 Le Mans winner and current Porsche LMP1 driver Nick Tandy. The 919 was joined by its racing progenitors in the form of the 917/30 and another crowd favourite, the fire-breathing 935 'Moby Dick' with Porsche 1970 Le Mans winner Richard Attwood in the action seat.

Also making UK debuts was a pair of new Panameras spearheaded by the Panamera Turbo Sport Turismo and the phenomenal 680 hp Panamera Turbo S E-Hybrid. Like the 919 Hybrid LMP1 race car, the E-Hybrid uses electric power to boost its performance.

Finally, the Cayenne once again gave punters a chance to get a taste of the mud-plugging prowess of Porsche's biggest SUV on a special all-terrain course behind Porsche's epic show installation, where an array of Porsche cars both old and new were on display including a new GT3 with a strange stick-like proboscis between its seats and a 918 Spyder in the natty Salzburg racing livery.

Porsches starred at the recent Goodwood Festival of Speed. Star turns included Richard Attwood at the wheel of the 'Moby Dick' 935

OUR TAKE



WHO NEEDS NEW?

The debate over the new four-cylinder engine in the 718 Cayster models will rage on. Of that you can be certain. But whatever you think about the noise and response of the turbo lump, there's no doubt it's creating something of a quandary for some Porsche buyers.

Peruse the usual Porsche-related online fora and you'll find a common refrain. I want to buy a new Cayman or Boxster, it goes, but I don't like the new engine. What am I to do? The obvious answer is often overlooked. Buy the outgoing model with the flat-six engine that you like.

Some will counter that there's no substitute for the stress-free experience of a new car, of being able to spec it to your preference and take delivery of a virgin, unsullied vehicle. In reality, however, does that really make sense? A key factor here is the extension of support for the official Porsche warranty to cars up to 15 years of age. The 981 has only just been replaced, so that means you've got the better part of 15 years of availability of examples on sale from a Porsche dealer with two years of pretty comprehensive cover.

What's more, Porsche built a whole hill of 981s and quite a lot of them, to be frank, aren't driven much. The point being, the supply of low mile, fully warrantied 981s that look and feel virtually like new cars and can simply be dumped at the dealer when something breaks will probably be generous for a good 10 years.

The other point involves what you might call peak Porsche. Here, many subjectives are involved. But one could argue that you lose as much as you gain these days with new Porsche models, the added performance of the 718 at the arguable cost of character and response being an obvious example. Drive a 981 GTS and it's hard to argue that you need more performance, more polish, more comfort, more down-the-road-panache. So if you fancy a new mid-engine Porsche and can't stomach the four-pot engine in the 718, don't sweat it. All you're really losing out on is the ability to spec it from the factory. In every other regard, a nearly new 981 is a fantastic proposition.



BEAULIEU BUSTS THE 1000 PORSCHE BARRIER

The 2017 instalment of Simply Porsche at the Beaulieu Estate in the New Forest has been deemed a roaring success. Held on June 4th, more than 1000 Porsches attended. That was not only an increase of around 200 on the 2016 event but also an outright record.

Held in association with The Independent Porsche Enthusiasts Club (TIPEC), Simply Porsche was not only packed with 911s from across the eras. The transaxle cars including the 944 and 928 had a strong showing in this anniversary era, too. Fleets of Boxsters and Caymans also filled out the numbers.

Throughout the day, visitors and rally participants voted for their favourite car in the People's Choice Award. Steve and Kate Hough took top honours with their impressive 2013 911 Carrera 4S. The fact that the car was bought as a 30th wedding anniversary present last year – turns out a Porsche was preferred to pearls – might just have swung it. Either way, the couple were presented with a commemorative Beaulieu trophy and a special Autoglym prize.

James Peel was a runner-up with his

stunning 1960 356B Super 90. Having racked up three years in this high-performance variant of the original Porsche, Peel drives the car as much as possible and gets particular pleasure from its enduring prettiness. Norman Holliday was also a runner-up with his Peridot Green Cayman R, while another popular Porsche was the race-spec 1996 993 GT1 entered by Universal Classic Cars. Precise dates and timings for Beaulieu 2018 are yet to be confirmed. But you can keep track of developments at beaulieu.co.uk/events/simply-porsche.

Beaulieu's Simply Porsche event, in conjunction with TIPEC, drew over 1000 Porsches

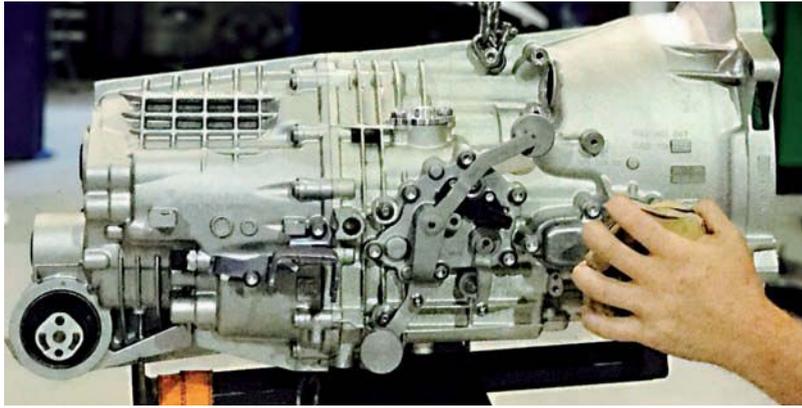


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HOMEBREW MANUAL GT3 RS IN THE MAKING

Where there's a will, there's a way

They said it was impossible. But that hasn't stopped one enterprising user of the Rennlist Porsche web forum from having a go. Known as RJGT3RS and based in the US, his aim alongside technical partner BGB Motorsports in Florida is to create the world's one and only Type-991 GT3 RS with a manual gearbox. And his plan is to do it with 100% OEM Porsche parts.

As he puts it, "I don't like that Porsche took the manual option away from us GT car owners only to put it back into a limited numbered car and play games with allocations." So a home brew manual example it is and based on a virtually brand new car with just 900 miles on the clock.

Needless to say, the conversion is an incredibly complex process. Ordering the parts alone apparently took six months. A brand new gearbox as used in the ultra-rare 911 R was sourced, along with the R's lightweight flywheel and mechanical differential.

Apart from the transmission itself, the list of parts is huge. Pedal box is obvious enough as is the removal of the steering wheel paddles and replacement of the steering wheel shroud with a non-paddle shift item. Further details include disassembling and converting the instrument cluster to replace the PDK indicator for the manual gear display. Tiny bits of trim around the gear lever that don't appear in

parts diagrams also had to be sourced.

An entire switch kit for the centre console was ordered, too, because it's the only way to get hold of the required 'SPORT' button to replace the 'PDK SPORT' button in the RS. A 911 R shift knob with the factory boot was acquired and then taken apart and re-stitched in Lava Orange to match the car's bodywork.

Of course, with the hardware fitted there's perhaps the greatest hurdle remaining, namely the electronics. Essentially, the car needs to forget that it ever had a PDK box fitted and with a plethora of ECUs filled with proprietary Porsche code, that is no mean feat. What's more, there's apparently also the risk that the next time the car visits an authorised dealer, hooking it up to the Porsche computer and making any changes could see the revised code replaced again with original factory settings. It's all very complicated.

Indeed, as we go to press it seems the car has had all the hardware fitted and is undergoing that very electronic overhaul. Fingers crossed and look out for an update soon. In the meantime, it's worth noting that while the project is undoubtedly costly, its protagonist is probably right when he points out that it's still around \$250,000 cheaper than buying a 911 R. More power to him and the best of luck with the project.

Converting from auto to manual has never been easy, but it's even more complicated in the era of connected electronics. Good luck, then, with this US project to put the manual 'box back into the 991 GT3 RS

PORSCHE BREAKS SALES RECORD AGAIN

First half of 2017 best yet

Porsche has once again sets a sales volume record. In the first half of 2017, Porsche delivered 126,497 cars. That's seven per cent up on the 117,963 homes found for Porsches during the same period in 2016.

The Macan remains the sales star and the highest-volume model line. However, the new Panamera achieved the strongest percentage growth in the first six months of the year, with sales of the four-door sports car seeing a staggering increase of 54 per cent. Clearly, the revised model is a smash hit.

Meanwhile, China has established itself as the largest single market, with a significant increase of 18 per cent to 35,864 vehicles. According to Detlev von Platen, Member of the Executive Board responsible for Sales and Marketing, "the enthusiastic response from customers has been overwhelming. The plug-in hybrid versions and the new Sport Turismo version of the Panamera will provide us with even more momentum. The highly attractive products and unique brand experience that Porsche offers are the foundation of our success."

For the record, the Macan recorded two-digit growth in the first half of 2017. Deliveries of Porsche's compact SUV increased by 11 per cent, busting the 50,000 mark. Figures for the 718 Cayman and Boxster models and the Cayenne also increased, though Porsche didn't divulge details. The Cayenne was the second most popular Porsche model line with 35,601 vehicles delivered. Not

bad considering the current Cayenne is rather long in the tooth. Although it has been updated in the meantime, it first went on sale in April 2010.

Meanwhile, the US market has fallen well behind China during the reporting period with 27,568 deliveries. In Germany, sales were nearly flat, albeit compared to a record year last year. At 15,474 units, vehicle deliveries were up one per cent to the motherland.

Porsche sales are up, with 126,497 cars delivered in the first half of 2017. China has established itself as the biggest single market



This is paradise I'm tellin' ya.

- Tony Montana



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IT'S 911&PW PICNIC TIME!

Pack your picnic hamper and join us on October 1

Here's an important date to put in your diary – and this time it's our own own Porsche Picnic. Set in acres of beautiful grounds, Mapledurham House, near Reading, is the venue for our low-key gathering on Sunday 1st October. The house is a Tourism South East award winner, often seen in TV's 'Midsomer Murders'. Not only that, but 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! It's a great venue for a Porsche show.

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 £4 discount on the usual £9 admission. For directions, go on-line to: www.mapledurham.co.uk

The Picnic itself will follow the tried-and-tested formula of a laid-back Porsche show run in conjunction with our sister magazine, *Classic Porsche*. Informality is the key-word, so bring your picnics (or indulge in a cream tea in the house) and head to Mapledurham. The venue opens at 10am. Entry is £5 per person, with under-11s free. For all enquiries, including trade spaces, contact Wildside on 0118 947 5200, or e-mail: wildside@adren-a-line.com.

All Porsches old and new welcome for our annual 911&PW Porsche Picnic in conjunction with our sister magazine, *Classic Porsche*

LE MANS AND 911 DOCUMENTARIES GO LIVE ON AMAZON

The internet is alive with the sound of Porsche. First up, Amazon Prime has released an all-new six-part documentary series, *Le Mans: Racing is everything*. Both Porsche and its drivers feature prominently

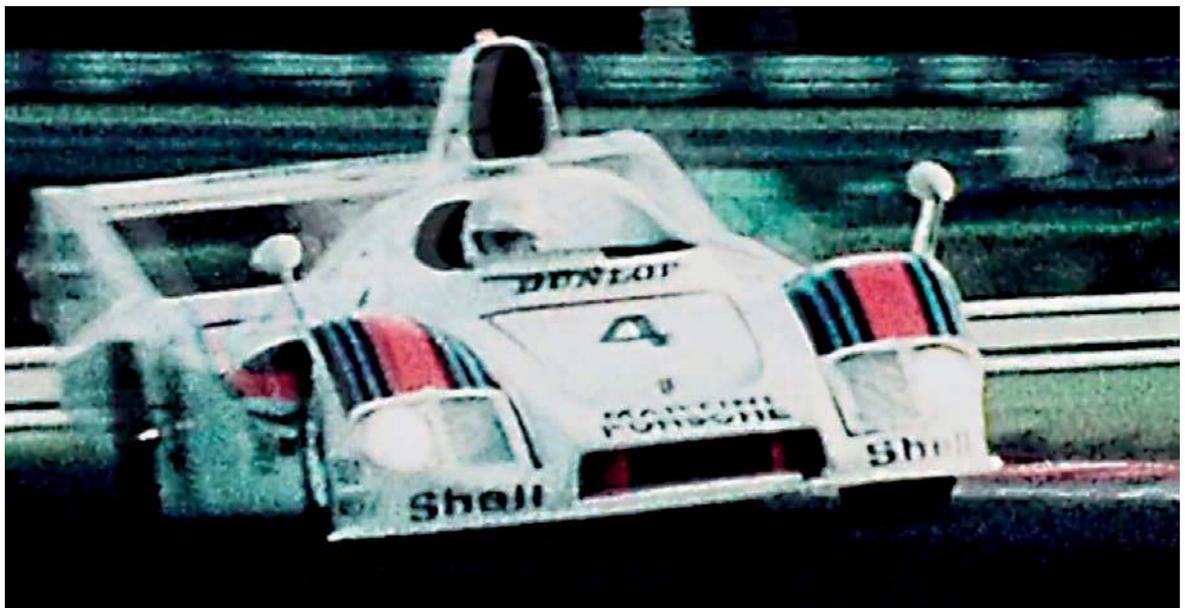
The series is produced by British documentary production company New Black Films and is directed by Emmy-nominated James Erskine. "We'll raise the veil on the pressure that racing cars to the limit puts on the teams and drivers, in a unique human-interest driven series that will take a 360 look at what it takes to participate, organise and ultimately try and win what is unquestionably the toughest race in motorsport," Erskine said. "It's a great privilege to bring this to screen with such strong collaborators as Amazon Prime Video. This is racing as you've never seen it before."

The documentary looks to have a bit of everything, from historical context to in-depth contemporary insight. The usual suspects pop up including former Porsche race ace and F1 hotshoe Mark Webber. Plenty of Porsches from the great race are there to be appreciated in high definition detail, too. The full series is available now to stream for Amazon subscribers via Amazon Prime Video. Why not get in the endurance spirit and binge watch the whole thing?

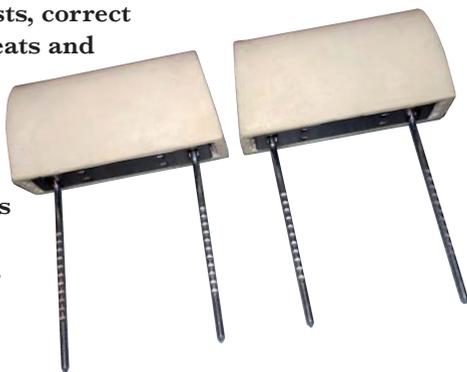
While we're talking Amazon Prime, another two part documentary focusing exclusively on the Porsche 911 has also popped up on the streaming service. The Porsche 911 Story, as it is

known, is a little clunky in production terms. But there's oodles of 911 footage old and new in the two-part documentary along with some interesting technical tidbits and numerous interviews with owners and various official Porsche reps. Point your PC, Mac, tablet or HDTV at amazon.com and get watching.

Hook up to Amazon Prime for a six-part documentary on Le Mans past and present



'68 to '73 headrests, correct for both Sport Seats and Standard Seats, correct finish on the posts, and the internals under the foam is identical to the originals as well.



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1965 to 1967 parking brake boot. No slits and no side tabs, all original molding details are correct.

Exact new re-production of the original SWF wipers for 1965 to 1967, painted in correct silver finish. Wiper blades and arms available as a package or separately. Black SWF style wiper blades for 68 to 73 also newly available. Silver arms and blades.



'65 to '68 rear bumper end caps, correct for both 912 and 911, correctly finished stainless steel, includes rivets and molding.



New 118 Fog and Driving Lights New production of 118 Horn Grill mount fog and driving lights. New molds were taken from NOS lights, correct 5 rivet mounts, concurs chrome, all raised lettering, and correct logo font.

Available in Clear Fog, Yellow Fog using a yellow reflector, and Clear Driving versions. Introductory pricing \$350 per pair. Also available as a kit with correct horn grills for either SWB or LWB for \$495 per pair.

Correct SWB chrome window winders, flawless reproduction. Window winder caps available separately as well! Winder with cap.



SWB standard horn grills for the 1965 to 1968 cars. Cast from Zinc alloy, quad chrome plated, and perfect fit. Absolutely exactly like the original.



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PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership

STIFF BUT NOT EXPENSIVE

When it comes to modifying modern Porsches, you can usually rely on one thing. Whatever you do, it'll be expensive, especially if you want it to have a significant impact on the driving experience. But not this time. Powerflex has cooked up some clever gearbox mount inserts for first-generation 997 models that will hardly break the bank at £35.94 a pop including VAT. For that you get a polymer insert that fills the voids in the OEM mount. That doesn't just tighten up the gearshift feel. It also adds precision to the whole rear end of the car. Not bad for so little money. Of course, fitting will cost you a buck or three unless you're a self spannerer. But the bushes are available in two different stiffnesses, including Powerflex's aggressive Black Series formulation for added precision and control, albeit at the cost of refinement. Take your pick at powerflex.co.uk.



HERE'S THE CATCH

The 911 may be Porsche's showbiz model, the one that grabs all the headlines. But the transaxle models including the 924, 944, 968 and 928 are increasingly winding their way into almost everyone's affections. Which is where parts specialist Woolies comes in. Woolies does indeed do 911 parts, but its USP is an extensive range of parts for transaxle cars, many of which you probably won't see listed elsewhere. The latest offering is a bonnet release kit for 924, 944, 968 and 928 models. The three-piece kit renews the inner bonnet release handle and surrounding trim, including the pull handle, finger plate surround and top hinge piece. Yours for a piffing £34.99, you can shave off a further £3 by using the "£3emaildeal" code at checkout. Head over to wooliesworkshop.com to place your order and peruse all the other parts.



BADGE IT UP

Keep it subtle or sock it to 'em? How do you prefer your car mods? If it's the former, our chums at Car Bone may have something for you. Based in Poland, Car Bone make cool stuff for Porsches. Cool stuff like period decals, engine bay stickers and plates, restored dash panels and much, much more. As a for instance, Car Bone can do you a full decal and sticker set for models as rare as the 959. Handy when you want to put the finishing touch on that perfect resto. Car Bone's latest tasty tweak involves custom rear engine lid emblems in the correct Porsche font. The idea is an emblem that looks like a standard model-designation badge at first glance but is actually a bespoke moniker. Priced at \$60 plus shipping and any local taxes, you can consider your options at car-bone.pl.





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996, 997, 924, 944, 968, BOXSTER & CAYMAN

NEW THINGS FOR OLD PORSCHEs

One for fanciers of air-cooled oldies, here. Stateside specialists in classic Porsche kit, Stoddard, have rustled up a nifty new batch of parts for older air-cooled models. Highlights include some hard-to-find hotness, like front fender fixings for 1965 to 1968 911 and 912 models that replace rotten flange mountings and are yours for \$198.26 per side plus shipping and taxes. Next up are bonnet lid rubber seals, this time for 911 and 912 cars built between 1964 and 1965 and clocking in at \$266.66. Winding back the clock even further, Stoddard also has some nice new instrument cluster hoods hewn from wood for 356 Speedster, Roadster and Convertible models. They're a snip at \$114.98. Or perhaps your 356 is in need of a new engine grille for \$130? Stoddard has you covered for that and a whole lot more at stoddard.com.



TIME FOR SOMETHING SPECIAL

Not quite all that glisters in Porsche land is gold. After all, the latest limited edition 911 Turbo S Exclusive Series is merely painted gold. It isn't actually gold. But you can get yourself a slither of the real stuff with this new official chronograph from Porsche. Details include a PVD-coated steel strap and an interchangeable rubber strap, both in black. The movement is a RONDA 5040.D with 13 stones, while the three-part casing is constructed from PVD-coated stainless steel in black and with side inserts made of carbon. The watch's dial is also carbon-fibre and it's covered in sapphire glass with an anti-reflection treatment. Waterproof up to 10 ATM, the casing measures 42mm and includes a limited-edition serial number engraving on the base. Swiss made with just 911 copies in the series, you can get yours from the official Porsche shop at porsche.com for £900.

WIDEBODY WONDER

With the values of even the plain-Jane Carrera 2 version of the 993 going intergalactic, cars like this may not happen so often in the future. So grab yourself a scale-model copy in the meantime. By cars like this we mean a bonkers widebody conversions by renown Japanese Porsche whisperer RAUH-Welt BEGRIFF and its legendary proprietor Akira Nakai. All the signature features are captured in 1:18 scale precision, including riveted arches of biblical proportions, the massive front splitter with dive planes, the monster rear wing and the preposterously, infeasibly deep-dish alloys. What's more, you can choose from a range of primary colours and take your pick from a selection of saucy decals. Spearmint Rhino in white? Why not. Snag one from selections.com for €199.95 including VAT or around £175.



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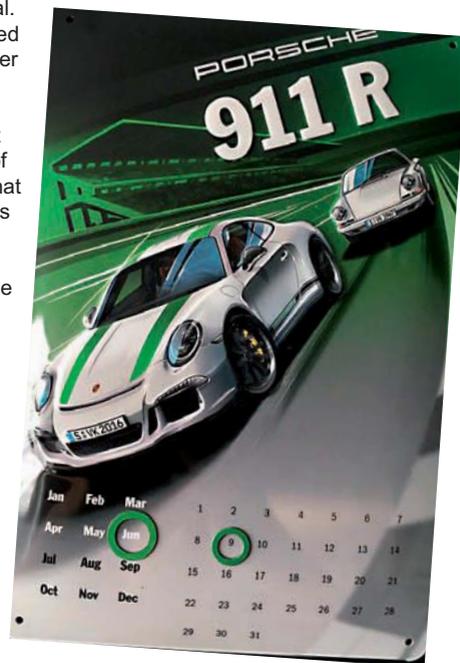
THE KEY TO VICTORY

Is a conventional Porsche keyring a little bit obvious, dare we say it possibly even a little outré? Then perhaps you would prefer something a more subtle and sartorially light hearted from which to hang your Porsche keys. Enter the 1:12 scale 919 Hybrid and 991 RSR pilot's helmet keyring from Spark. As worn, in full-scale format at least, by the victorious trio of Timo Bernhard, Earl Bamber and Brendon Hartley to make it three on the trot for Porsche at the most famous race of them all, it can be yours to dangle at g-force enhanced angles from your ignition slot. A mere bagatelle at €15.95 including VAT and precisely £14.24, you can pick one up at selectionrs.com.



CALL IT A GOOD YEAR

There's an old joke that involves transforming 365 copies of a certain species of prophylactic into a Goodyear tyre. But as this is a family publication, let's measure an orbit around the sun courtesy of a rather more wholesome metric. Yes, the 'it' car of the moment, the rebooted 911 R, accompanied by its air-cooled progenitor, the diminutive 1967 original. This punched and plated steel calendar can either hang from a wall or propped up by its own stand. As it happens, it has a decent chance of being as timeless as that 911 pairing thanks to its perpetual design that uses natty little green magnets to highlight the month and day. Clocking in at 19.5cm by 30cm, it'll cost you little more than pocket change at €9.95 or about eight quid including VAT from selectionrs.com.



PORSCHE PRECISION

And now for something completely different. It's the Porsche Design Type 301 knife. Hewn from Japanese steel, carving aficionados will want to know that the specifics involve 0.7 per cent carbon plus molybdene vanadium with a hardness of 57 to 58 degrees on the Rockwell scale for the blade. The handle, meanwhile, is stainless steel and the sharpening is ambidextrous, which we culinary philistines assume means you can go at it from either side of the blade. It is said that F.A. Porsche worked alongside the famous Austrian chef Joerg Woerther to create this modern masterpiece, its ergonomic handle just one of the reasons this knife has won countless awards. And who are we to disagree. The full range is available now from selectionrs.com with prices starting at €55.95 or bang on £50.





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NEW DESIGN

Throttle Bodies for Porsche application

AT Power have recently been working with Reno Rennsport on developing 'Shaftless' Billet aluminium Direct-to-Head Throttle Bodies for the Porsche 993, 964 and 911 engines.



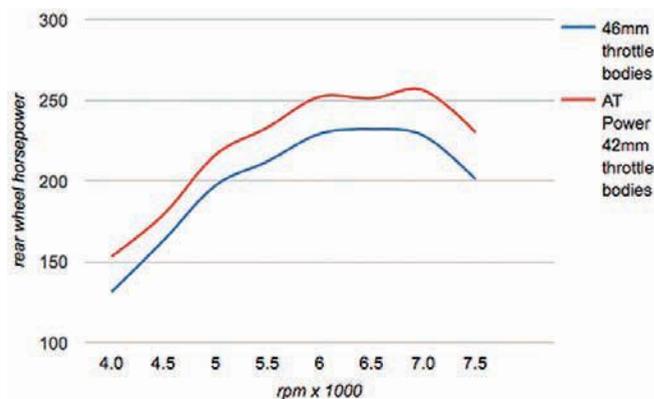
Porsche 911 **Throttles**



Porsche 964/993 **Throttles**

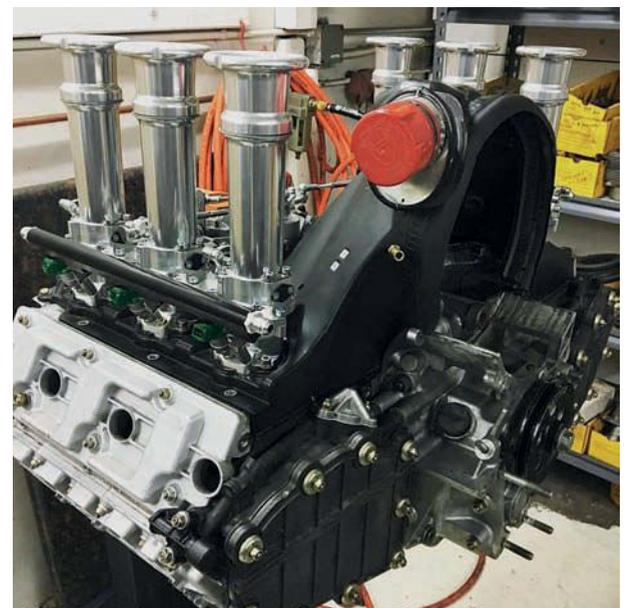
Dyno Data

Porsche 3.0 liter Euro engine, 46mm aftermarket stacks vs AT Power Shaftless throttle bodies.



Comparison is between two identical stock Porsche euro spec 3.0 liter engines. Each motor also has 1.5 inch headers and racing mufflers. Both engines have the same fuel injection system and ecu. One has a reputable aftermarket throttle body system with 46mm diameter shaft butterfly. The other contains the AT Power designed throttle body system with 42mm shaft-less butterfly. Both runs were done in same ambient conditions on the same wheel dyno. All other specs on the cars are identical.

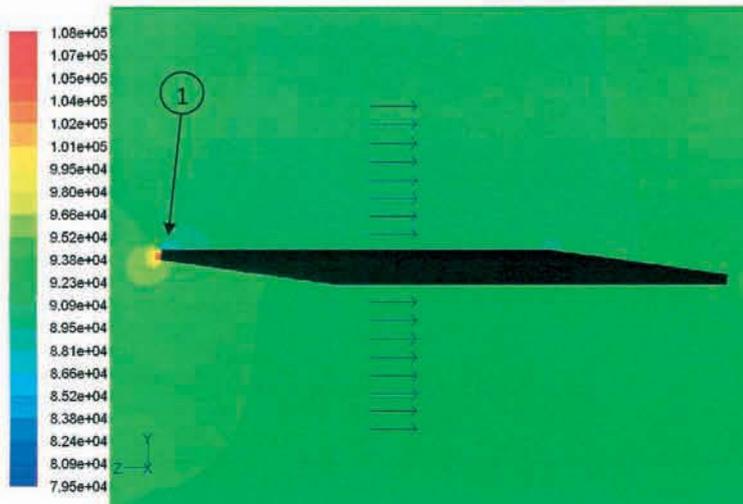
Throttles Installed



AT Power Improved Shaftless Flow Data

AT Power Shaftless Throttle

- Butterfly knife edge on leading and trailing edges minimising air flow separation.
- Minimal butterfly thickness maximising volumetric efficiency.
- No shaft or screws giving 99.5% the same flow efficiency as having no butterfly at all.
- Higher airflow velocity resulting in higher volumetric efficiency, horsepower and torque.

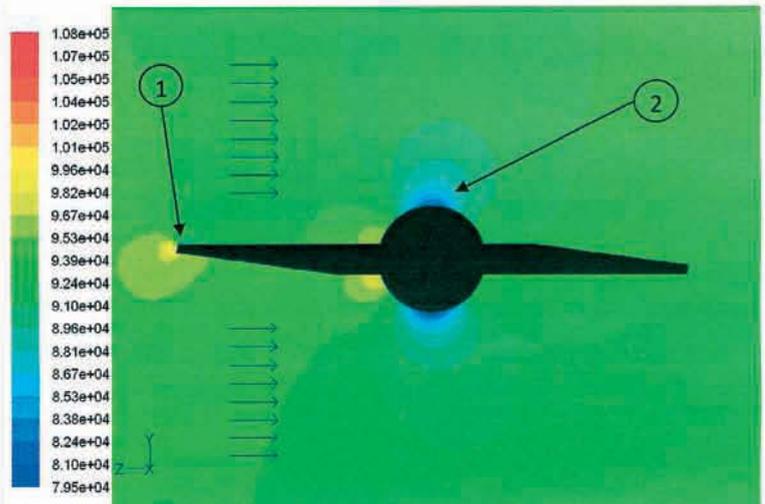


Contours of Static Pressure (pascal)

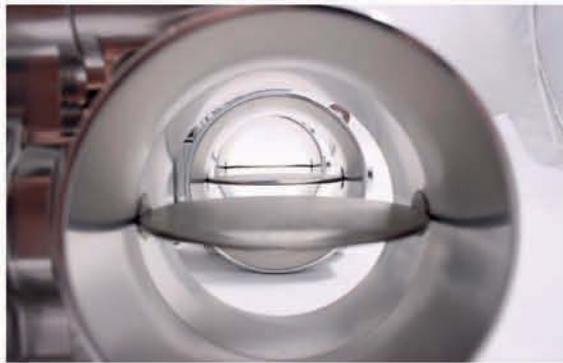
Standard Shafted Throttle Flow Data

Traditional Shafted Throttle

- Shaft and butterfly fixing screws causing air flow separation and stagnation areas.
- Reduced volumetric efficiency.
- Reduced airflow velocity resulting in reduced volumetric efficiency, horsepower and torque.



Contours of Static Pressure (pascal)



The Shaftless Difference

One area where traditional butterfly throttle bodies are lacking is that the butterfly valve is held via a thick shaft and two screws. The shaft and screws cause disruption to the airflow, reduce flow velocity and hamper the performance of the engine. To rectify this problem, AT Power developed an award-winning design concept where the blade is supported at each end and has no shaft in the throttle bore. The thickness of the blade is reduced to the minimum achievable, with knife-edged leading and trailing edges and the rotating shaft does not ingress into the airflow passage.

Our patented technology maintains all the benefits of the butterfly throttle system while improving the part and fully open airflow characteristics. Our 'Shaftless' system can improve flow by up to 10% on common throttle body sizes. In fact, tests show an AT Power throttle has 99.5% the same flow as having no butterfly at all. The minimal disruption caused by our 'Shaftless' blade allows us to specify a smaller throttle bore, resulting in higher airflow velocity resulting in a higher volumetric efficiency.

Customer Testimonial Reno Rennsport:

“The shaftless throttle body design is an amazing improvement over its predecessor. Not only do they work far better, but the details are incredible. From the weight saving aluminium parts to the bevelled blade and gorgeous air horns, this is an amazing product. We compete in one of the most competitive spec racing series in the US for air cooled Porsches (Spec 911) so any legal edge is of huge value. We have used just about every induction system on the market for a 911 and this is our favourite. The throttle response and power gains are truly impressive.
Thanks AT Power.”

Brian Lowrance, Spec 911 Racer Partner - Reno Rennsport

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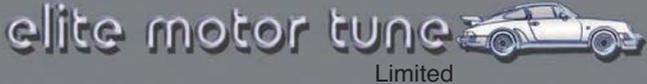




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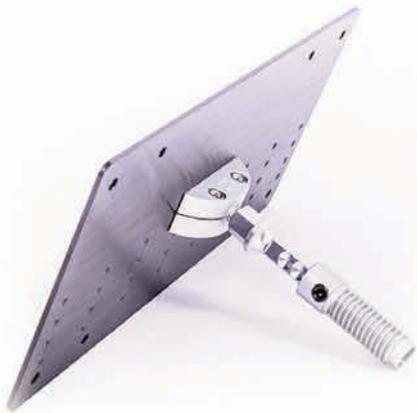


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THE USUAL SUSPECTS



PAUL DAVIES
911&PW's roving reporter

Where do you keep your pride and joy? Our man meets someone who's solved his storage problem three-hundred times over, and invites you to join him. Plus, when Porsche powered aeroplanes, and the clock's now ticking on Bloodhound's 1000mph run

ANSWERS TO A (NICE IF YOU'VE GOT IT) PROBLEM

Where do you keep your car collection? Not got one, sorry about that. But it's not such a silly question. More people than you might think do have one. OK they're usually the prerogative of the super-rich, but I did once visit a man who managed to cram five Porsche 928s onto his front lawn (not one was a runner) and knew a local builder who simply lined up in a field the cars he discarded each time he bought a new one.

Not everyone of course has a handy field or a garden big enough to take even a modest cache. The problem hit me last year when I bought a camper van bigger than the VW I'd had for years. Yes, the new job just fitted on the drive, but the thing towered over the hedge intimidating the neighbours – and I had to move it each time I wanted to get the Carrera 3.2 out of our tiny garage.

Five quid a week to rent a space in the farmer's barn down the road easily cured my problem. But I reckon once upon a time Rodger Dudding had more of a headache – he's currently got something exceeding 320 cars he's collected over the years. Actually Rodger solved his worries by building a warehouse to (ahem) house his collection. Now he's looking after other people's gems as well as his own, and also building a new state-of-the-art facility that'll take 500 more.

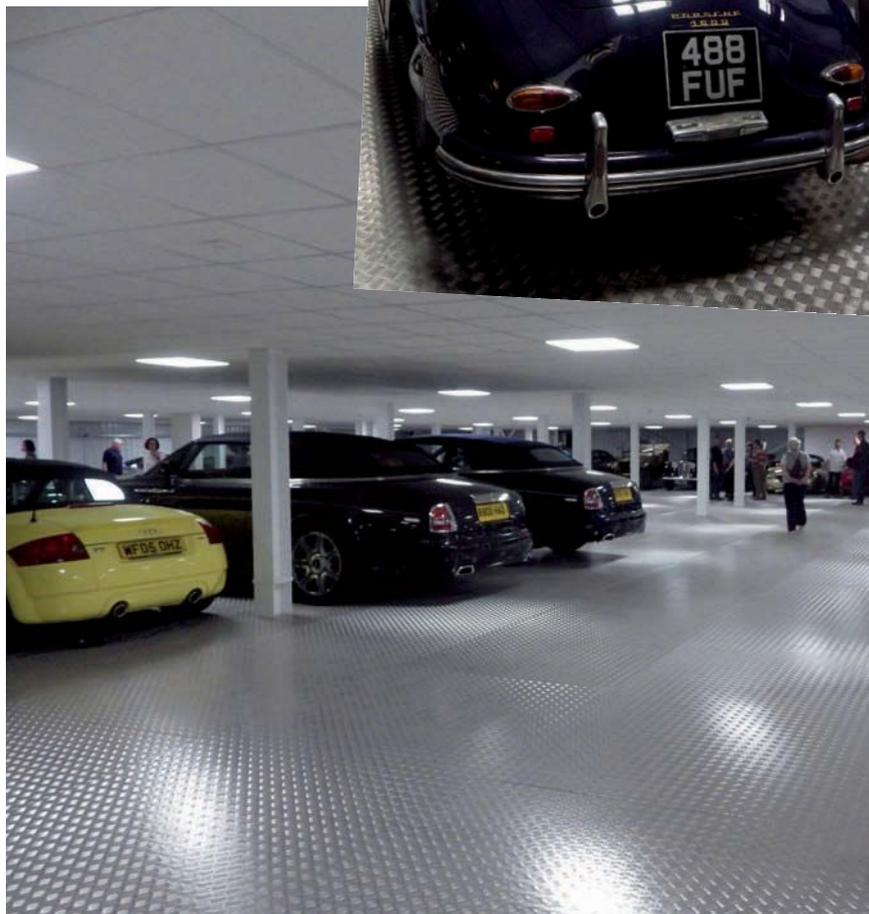
Car storage has become big business, and 'significant' Porsches are often candidates for it. Our old chum Neil Bainbridge, of BS Motorsport in Buckinghamshire, set up a predominately Porsche storage centre several years ago, whilst I recently visited the impressive Historic building at Bicester Heritage. All over the country there are car collections, small and big, some more private than others, and facilities ready to house them offering security and (if required) anonymity.

Back to Rodger, a truly affable fellow who made his money by inventing the system that issues a little printed ticket when we queue at the deli for our pate or stinking bishop. He admits to being a serial car buyer. He's got no ambitions to create a complete collection of, say, as we would, Porsches or even, as we would not say, Ferraris. He just buys what takes his fancy; often attending an auction to chase something he saw in the catalogue and returning with five others as well.

Rodger's 300-plus vehicles (you name it, he's got at least one) fill most of his original Studio 434 at Potters Bar, north of London, and since he started to take in, so to speak,

paying guests, the two-storey building is now full up. Studio 434/2, just around the corner, construction of which is now almost finished, offers an extra 500,000sq ft of secure space and should be up and running by the time you read this. Prices start at around £45 per week. (studio 434.co.uk)

Actually, there is one theme in Rodger's predominately eclectic collection. Remember the William Towns designed, wedge shaped, Aston Martin Lagonda of the eighties? He's got 23. He just likes them. Porsches, I'm sorry to report, are not that plentiful (although there are two nice 356s, one with US race history, a 928 and I also spotted a couple of what must be RSRs under wraps), so perhaps that's an area for improvement.



Rodger Dudding's 356 has US racing history

The new Studio 434/2 storage facility has space for 500 cars on three floors

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



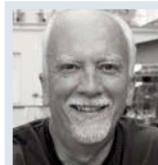
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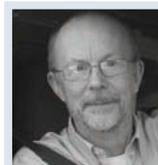
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HIGH FLYING PORSCHEs

My trip to Studio 434 was part of my writers' club, the Guild of Motoring Writers, 'Bring Your Own Car Day', which I'm pleased to say featured four Porsches amongst the 36 runners. After Potters Bar we headed 40 miles north to Old Warden airfield and the excellent Shuttleworth Collection which contains a small car and motorcycle collection (far smaller than Rodger's) amongst its famed aeroplanes. Again I must sadly report, no Porsches in either.

Did I suggest Porsche made aircraft? They didn't, but they did make aero engines. After all, there are significant advantages in using an air-cooled motor in a light plane. The Porsche designed VW flat four was produced in Type 678 form for aircraft in the mid-1950s but was not well received, the German RW3 'pusher' being the most successful application although the US Marine Corps evaluated the unit for the Gyrodyne helicopter. Then, it seems, Porsche lost interest until Peter Schutz became top man at the company.

Schutz, an American, revived the idea in 1983 with the PFM 3200 (Porsche Flug-aviation Motor) based on the Carrera 3.2 engine. Conversion to flight mode was relatively simple, with reduction gearing between flywheel and propeller to compensate for the high revving (for an aero engine) unit, and with a change to gear driven cams and dual ignition on safety grounds. Bosch K-Jetronic injection

was employed, with single lever throttle control that included automatic mixture adjustment to compensate for altitude. The engine cooling fan was belt driven.

The naturally aspirated 3146cc engine (Type 2554) was rated at 210bhp, a later turbocharged version delivered 240bhp. The unit was designed to run on pump petrol, rather than the AVGAS normally used in aero engines.

The unit (says Porsche in the press release I still have) was 'safer, more economical and more ecologically favourable to the environment, than current aero engines of similar capacity'. The one-lever control system, said Porsche, meant the pilot did not have to balance controls for ignition, throttle and airscrew pitch, as was necessary in 'conventional' light aircraft.

Porsche wanted to promote the technology and so, with motor sport sponsor Rothmans, devised a round the world flight in a PFM 3200-powered Mooney M20K.

The single-engine plane had a four-seat capacity, although when tackling the longest sections of the journey – the Pacific 'leg' lasted 17 hrs – extra fuel tanks meant there was only room on board for one pilot.

It wasn't just a 'round the world' trip, the total distance covered by the Porsche powered Mooney was two and a half times the circumference of the globe and involved crossing the Equator no less than six times.

The headlining 100,000kms, in 600 hrs of flying between Jul 1985 and Jan '86, was a way for Porsche to promote the performance and reliability of its engine. Despite all this, Porsche's (last) aero engine was only a partial success. In all 41 PFM powered Mooney aircraft were manufactured, and although other plane makers (Cessna in particular) evaluated it, the engine failed to find other buyers. Previously, a 911SC based version had been taken up by the British Airship Industries company and used on their short-lived Skyship 500 and 600 'blimps'.

Porsche announced it would withdraw from the aero engine market in 1991, citing liability issues, and in 2007 surrendered its Type Certificate for the PFM 3200, meaning it would no longer provide technical support. In all \$75m was spent on the project with 80 engines being made.



Poster issued by Porsche to record round the world flight

FANCY A FAST DATE?

It's taken what seems a long time, but then 1000 miles per hour vehicles are not knocked up overnight. The Bloodhound SSC team has announced their car will have its first test run late in October at Cornwall Airport, near Newquay. The date is a significant one, being the 20th anniversary of Thrust SSC's land speed record run of 763.035mph.

Andy Green, who set the record in 1997, will

be at the wheel of the jet/rocket powered Bloodhound which will undergo runway public tests on the steering, brakes, suspension and data systems on October 26 following static tests with the car tied-down. Speeds of up to 200mph are planned (pretty slow then) with just the Rolls Royce EJ200 Eurofighter jet engine being used. One testing priority is to examine how the engine intake behaves at lows speeds;

it's designed to work best over 800mph!

All being well, the car will then return to its Bristol base for dismantling and re-assembly before being shipped to South Africa next year when the 1000mph record attempts will begin in earnest with Andy at the wheel.

Admission to the testing at Newquay is by ticket only. (bloodhoundssc.yourticketbooking.com)



Bloodhound SSC partly unclothed (pic:Stefan Marjoram)



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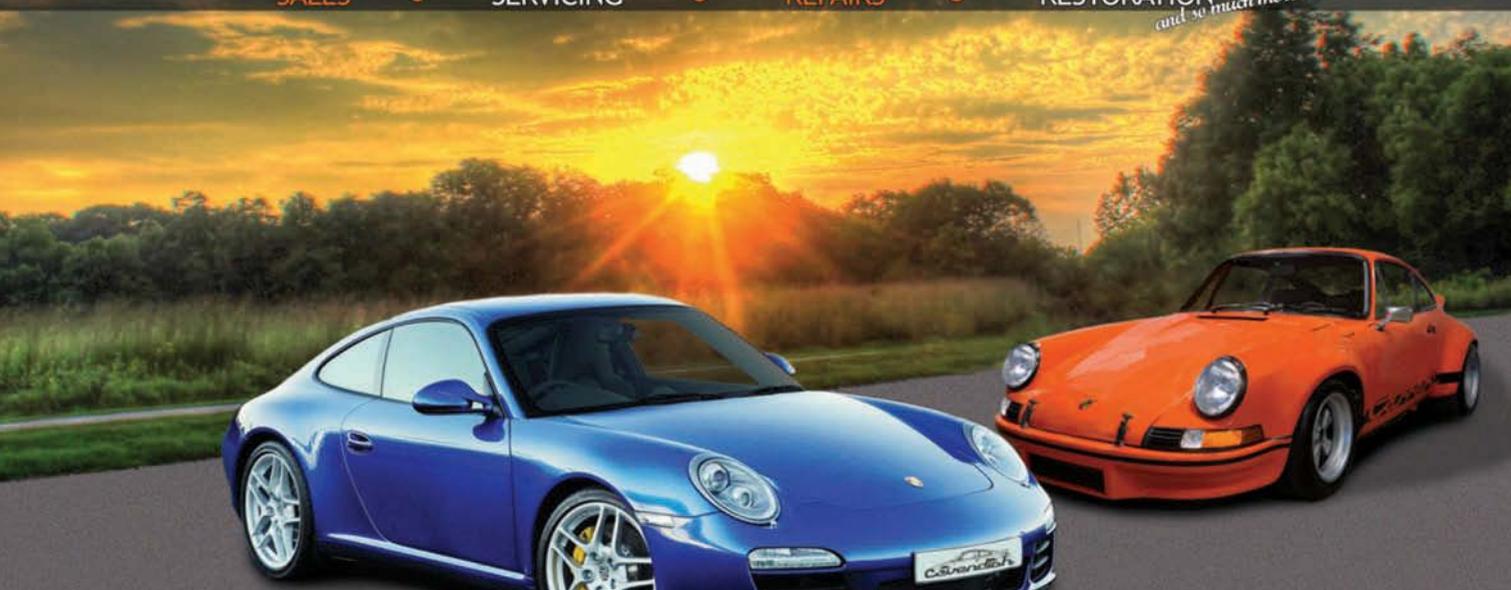
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911 (997) Turbo 3.6 (06 - 2006)
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911 (997) Turbo 3.6 tip (06 - 2006)
Basalt black with black leather
56,000 miles.....**£52,000**



911 (997) Turbo 3.6 tip (07 - 2007)
GT Silver with black leather
66,000 miles.....**£48,000**



911 (997) "4S" 3.8 cab (08 - 2008)
Basalt black with black leather
34,000 miles.....**£39,000**



911 (997) Targa "4S" 3.8 tip (08-2008)
Midnight blue with black leather
58,000 miles.....**£38,000**



911 (997) "4S" 3.8 tip (57 - 2007)
Basalt black with black leather
47,000 miles.....**£37,000**



911 (997) "4S" 3.8 tip (07 - 2007)
Basalt black with black leather
53,000 miles.....**£36,000**



911 (997) "4S" 3.8 (56 - 2006)
GT Silver with black leather
59,000 miles.....**£34,000**



911 (997) "4S" 3.8 tip cab (06 - 2006)
Lapis blue with grey leather
64,000 miles.....**£34,000**



911 (997) "4S" 3.8 tip (56 - 2006)
Silver with ocean blue leather
51,000 miles.....**£34,000**



911 (997) "2S" 3.8 (08 - 2008)
Meteor grey with grey leather
51,000 miles.....**£34,000**



911 (997) "4S" 3.8 tip (56 - 2006)
Silver with black leather
48,000 miles.....**£34,000**



911 (997) "2S" 3.8 (06 - 2006)
Silver with black leather
39,000 miles.....**£33,000**



911 (997) "2S" 3.8 tip (57 - 2007)
Red with black leather
57,000 miles.....**£33,000**



911 (997) "2S" 3.8 tip (06 - 2006)
GT Silver with black leather
42,000 miles.....**£32,000**



911 (997) "4S" 3.8 (55 - 2005)
Basalt black with black leather
59,000 miles.....**£32,000**



911 (997) "4S" 3.8 tip (55 - 2006)
Red with black leather
50,000 miles.....**£32,000**



911 (997) "2S" 3.8 (05 - 2005)
Silver with red leather
52,000 miles.....**£30,000**



911 (996) Turbo 3.6 tip (53 - 2003)
Silver with black leather
49,000 miles.....**£45,000**



911 (996) Turbo 3.6 tip (03 - 2003)
Basalt black with black leather
71,000 miles.....**£40,000**



Cayman "S" 3.4 pdk (63 - 2013)
White with black leather
29,000 miles.....**£42,000**



Cayman "S" 3.4 pdk (63 - 2013)
Agate grey with black leather
31,000 miles.....**£42,000**



Macan 2.0 pdk (65 - 2016)
Basalt black with black leather
13,000 miles.....**£47,000**



Cayenne 3.0 diesel tip (15 - 2015)
Meteor grey with sand leather
22,000 miles.....**£48,000**



Cayenne 4.2 "S" diesel tip (62 - 2013)
White with black leather
32,000 miles.....**£40,000**



Cayenne 3.0 diesel tip (61 - 2011)
Meteor grey with black leather
35,000 miles.....**£31,000**



Cayenne "GTS" 4.8 tip (59 - 2009)
Basalt black with black leather
60,000 miles.....**£25,000**



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

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ONE MAN AND HIS 964

There's a puff of smoke as the 964 backs out of the garage. No problem, probably just oil seeping past the valve guides. The puff becomes a cloud, a big cloud, and then there it is – a pool of black oil on the garage floor. Now THIS is a problem.

Words and photography: Richard Holdsworth

Porsche owners can be roughly divided into two categories – those that have admired the car for a long time, probably even a life-time, but the owner's manual is as far as they get into what lies beneath the bonnet. And there are those who are “hands on” and know what makes their pride and joy tick and know only too well that the tell-tale signs could mean cash, lots of it, and a long time off the road into the bargain.

David Wiffen doesn't quite fall into the first category. He is not a total newcomer when it comes to mechanics; he was Sprint Manager for the local Porsche club and was a participant himself for a number of years and, more significant than that, he was project manager in charge of, amongst other things, gas turbine engines before his retirement in August, 2006. That was for Halliburton, the giant oil conglomerate, and the work took him all over the world – USA, Europe, Russia. But I am sure he doesn't mind me saying that his 964 vies for his affection with many other interests – jazz music, painting, sculpting, skiing, and in one of his last posts for Halliburton he lived just

a five-minute walk from the world-famous opera house, La Scala, in Milan, and grand opera is something else the 964 has to compete with.

Maybe all these other interests had a bearing on how the Porsche came into his life. He was in the market for a car from the Porsche stable and at the 2003 Porsche Club of Great Britain annual event held at Moreton-in-Marsh, the opportunity arose. Amongst the myriad of eye-catching cars, a 1993 widebody Cabriolet 964 caught David's eye but it also attracted the attention of several other buyers, two most especially. As David puts it, “an attractive younger couple who appeared to be almost over the line in completing the transaction”, whereas David felt he was at the wrong end of the queue. “They had the attention of the owner that afternoon at Cornbury House and there seemed little hope for me.”

However, David was bright enough to get the owner's contact details and on the off-chance gave him a call a few weeks later. “Sold the car then I presume?” he enquired somewhat speculatively. No, the car was still available, and while the owner did not come forth with a gesture which suggested “make

me an offer”, it did set in train several weeks of careful negotiations all centred around expert inspection and opinion.

David was working as engineering manager for KBR, a subsidiary of the Halliburton group in the year the Porsche came into his life and he soon found himself posted to Milan, another country and another culture but David has a golden rule, “learn some of the local language, respect and enjoy the culture (not hard to do in a city as fine as Milan) and try to get a base close to good restaurants, good music (especially jazz clubs) and theatres...”

But with an Australian wife and knowing Adelaide as he did, there was always the hankering to move to Joan's home town and retirement after 28 years in the pressureful oil industry brought the opportunity to bring those plans to fruition with the 964 an integral part of those plans. “I was told the car was pretty rare, just one of a couple of dozen built in right-hand drive form, and I wasn't going to leave it behind.” David brought in the experts, Anglo Pacific, and they saw no problem in including the Porsche in the mammoth move across the world. David and Joan watched as all their

David Wiffen and his 964 widebodied Cabrio. As a resident of Adelaide, there's never any question of having to wait for decent weather before getting the hood down



belongings – and the 964 – were consumed within a giant container, the door slammed shut to be opened three months later at their new house 12,000 miles away in South Australia.

“Professional and competent and also not expensive” is how the carriers were summed up. “The car was a bit dusty and with a flat battery after being on the high seas for so long, but a set of jump leads and a friendly fork lift driver and the 964 came to life at the first turn of the key.”

The Australian authorities were equally compliant; a detailed inspection of the car by the authorities and a small State tax paid on a second-hand car importation, but again that was small beer thus making the whole operation more than acceptable. And here was David’s beloved open top 964 sitting in the Australian sun on the drive of their new home. Couldn’t be better!

From my own experience, Adelaide is a delightful city, smaller than both Sydney and Melbourne, but from my findings that’s no downside – although there was no Porsche Club of South Australia in my days, the SA Sporting Car Club was thriving and with the new race track at Mallala coming on tap to complement Collingrove Hill Climb, me and my 356A Speedster lived life to the full. And so it was with David, his wife and the 964; he joined both clubs, became Sprint Manager for the Porsche Club, and was soon fully involved. The Club fills the calendar with competitions, hillclimbs, track events, rallies and sprints and also enjoys a social scene – David and Joan were at home!

And on the Mallala ex-airfield track just north of Adelaide, David was able to call upon the full “hands on” experiences he had enjoyed at Brands Hatch and Goodwood, courtesy of Porsche GB.

And when not on the track, David found an outlet for his love of modern jazz with an invitation from a local radio programme manager at 5MBS – a specialist music station in South Australia – to host a weekly programme that now has 45,000 devotees. This all being helped by, as David puts it, “sparkling up the programme to involve the listener...” And although un-seen, David knows full well they are out there when the radio station gets calls such as, “who was the third sax player on that last track,” or, ‘I recognise that drummer’s style...’

It was the next morning after one of David’s programmes that he was brought down to earth with a bump when he saw that puff of smoke from the 964 and the tell-tale pool of oil. “I was stopped in my tracks. It is an owner’s worst nightmare.”

Not that stumbling across such a potentially serious problem is the end of the world for a Porsche owner “Down Under” – Adelaide has an enormous following for the Stuttgart cars and apart from the friends in the South Australian Porsche Club there is also a huge back-up from Porsche dealers and specialist centres that can undertake everything and anything that the Porsche owner throws at them (I might add that this is a far cry from when I owned my 356A Speedster back in the 1960s, when I believe I was just one of 50 Porsche owners in the whole of Australia).

The midnight black cabriolet, “turbo look-alike”, is a rare beast and David’s immediate thought was to get the car put right and his first step was to pick up the

David has entered into local Porsche life whole-heartedly. He is the Sprint Manager for the local Porsche Club and as such competes himself on track against the clock



“ He was brought down to earth with a bump, a puff of smoke and tell-tale pool of oil ”



Above middle: David with sculpture and art works. He also presents a modern jazz show on a local specialist music radio station. A multi-faceted and multi-talented chap



HISTORY

The 964 model 911 arrived in 1989 and was the first major 911 evolution since its launch in 1963. Although the basic bodysell was largely the same as the outgoing 3.2 Carrera, new front and rear aprons, plus side skirts, made for a much smoother and modern look. The engine grew to 3.6-litres and 250bhp and with it came the introduction of 4-wheel drive, while the torsion bar suspension was replaced with MacPherson struts. And David's car is a rare beast indeed. Just 702 'Turbo look' 964s were made.

phone and ask for Mark Poole at RSR Sports Cars. The car had been serviced at RSR and it was natural to turn to the team that David knew was capable of providing support for Porsche owners – from those who take their car for a Sunday afternoon spin right up to full race preparation. Mark Poole, himself, has been behind the wheel of a race car in many categories both in Australia and the UK and David had full confidence in a team which included a renowned Porsche engine specialist by the name of David Meaker.

I am listening to the tale of the 964 and the puff of smoke in the lounge of the beautiful home in Adelaide and being plied with coffees by Joan and I am eager to hear what happened next. "RSR are busy people but not so busy as to find time to sit me down and go through what they proposed to do, step-by-step, what might be essential work, what would be advisory and what was purely optional to make the engine – and the rest of the car – as close to new as possible."

David takes a deep breath. "These were anxious times and more so, of course, that nothing could be decided until the engine was taken out of the car, stripped down and a plan of action explained. That was the worst part – like waiting for the doctor's prognosis!"

I know the feeling; something similar happened to my Speedster after a good few thousand miles on the clock, some long distance running in the super-hot climate of Outback Australia, and some of it at full bore on Mallala circuit or Collingrove Hillclimb. Like David, I was not the first owner of my Porsche. David's 964 was 10 years old with some 45,000 miles on the clock, my Speedster just one year when I took it off the dealer's forecourt and with 50,000 miles behind it when I suffered my engine problem, an ominous knock in the

working on. That took second place too while Mark Poole and his team at RSR went to work. And David waited.

But, just like my Speedster 50 years before, the tale has a happy ending. The 964 is back in David's hands, after a full rebuild, and provides sublime motoring, whether getting him to the "day job" discussing the next radio programme with his producer or on a relaxed trail through the Adelaide Hills or the beautiful Barossa Valley with Joan at his side.

David Wiffen is a perfectionist; he would

“ The 964 is back in David's hands after a full rebuild ”

engine department. In both cases – what had gone before? And what was the "doctor" going to say?

Regular listeners to David Wiffen's weekly radio programme might have detected a little of his laid-back style missing and his wife certainly observed the paint brushes stayed where they were – never mind the current sculpture he was

not have held down the technically challenging job in the oil industry for half a lifetime nor created such masterpieces on canvas nor sculptures if he wasn't, never mind holding a slice of the Adelaide listening public in raptures each week. And when it comes to getting his beloved Porsche 964 back to a state of perfection, he showed that same resolve. **PW**



Local specialist, RSR Sportscars, carried out the engine rebuild on David's 964. A big job and not for the faint hearted or, indeed, faint of wallet!



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FLIGHTS OF FANCY

The CTR1 Yellowbird placed Alois Ruf at the top of the 911 pecking order, and the CTR2 Sport ruffled just as many establishment feathers. We fly the nest with our feathered friends at Abbeville Circuit

Words: Johnny Tipler

Photography: Antony Fraser



Tires screaming Storm Force 10, I'm viewing Abbeville Circuit's infield complex head-on from the passenger window of a Ruf CTR1 while owner Johan Dirickx glides noisily – sideways. Again. Shake a tail-feather baby! Soon enough, though, it'll be my turn to perch behind the wheel of Redbird un-caged for a more modest flight of fancy.

Thirty years ago, its sibling, the Yellowbird CTR1, put Alois Ruf on the map as the creator of the world's fastest road car, topping 214mph in a magazine track test in 1987 (see sidebar). That probably makes it the best-known creation from the Ruf oeuvre, and here, during a trackday fest at our second-home French racetrack at Abbeville, we have one of its siblings disporting itself – with a little help from its handler, Johan. That'll be Redbird, then. 'Contrast and compare,' the Prof used to

say in art history lessons, and so, by way of a comparison, we also have at our disposal the Redbird's successor, the CTR2, or, let's say, in this case, Whitebird. To place a little context on the designations, Ruf's 911-based models are corralled in initialled groups – SCR, BTR, CR, BR, CTR, RCT, RTR and RGT, comprising two or three evolutions based on the contemporary 'donor' 911 model, beginning in 1983, and based on single- or twin-turbo fitment or increased engine capacity.

Twitchers! Say 'hi' to some rare plumage. Ruf created just 29 CTR1s, and twenty 911s were retro-converted to CTR1 spec at his Pfaffenhausen eyrie. Alois Ruf had been creating his own brand of Porsche 911-based cars over a decade before the rambunctious Yellowbird was hatched. His first effort was based on a 911 Carrera 3.0 RS, launched in 1975, with his normally-aspirated 3.2-litre 911 SCR following on a year later. In 1981 the

German TÜV granted Ruf Automobile manufacturer status, and the first car to bear an actual Ruf chassis number was the turbocharged 3.4-litre Ruf BTR, hand-built in 1983. The CTR 1 – standing for 'Group C Turbo Ruf' – appeared in 1987. Its Motronic-managed powerplant is the KKK Type K26 twin-turbo 3.4-litre unit, developing 496bhp. Each air-charge intercooler is mounted ahead of the rear wheels. Though the rear wings are wider than standard by an inch either side (2.5cm), the shell is further streamlined by the removal of the roof-side rain gutters, which also cuts down wind noise, and wind-cheating plastic bumpers are fitted, prefiguring the 964, instead of the donor 3.2 Carrera's rubber-gaitered impact bumpers. The front bumper contains an oil cooler, with integral fog lamps and curving indicator housings, while the rear bumper manifests a trio of three cooling slats either side of the number-plate. The oil



filler cap is on the outside of the right-hand rear wheelarch, à la 1972 2.4-litre 911s, and the rear arches of earlier cars feature arrowhead-shaped ducting to feed the two air-charge intercoolers, though they found that there was sufficient airflow via the engine lid ducting. An IMSA-style whaletail rear wing projects from the engine lid, and beneath the car, running from side to side midway within the wheelbase, there's a little rubber aerodynamic strip that comes into play at high speeds. The suspension is 40mm lower than standard, using

Bilstein gas dampers and running 2.5° negative camber. Braking is by 330mm discs sourced from the 962 Group C parts-bin. Minimalist rear number plate lights reference the 911R. Torsional rigidity is improved by seam-welding the inner panel joins within the bodysell, and the rear cabin roll-over bars stiffen the chassis still further. There's a special leather-bound, three-spoke, monogrammed Ruf steering-wheel, and the 5-speed gear-knob is topped with a leather ferrule, stamped with the 6-speed logo. Within the

instrument binnacle, the dials are Ruf logo'd items, including the 350kph speedo.

If ever a car fitted like a glove it's the Ruf Redbird: the chairs in the CTR1 are figure-hugging Recaros clad with a spongy fabric centre section with leather sides and backs, with provision for a full harness. There's an ignition cut-off on the dashboard just to the right of the Ruf monogrammed steering wheel, and it has a leather-lined roof and door panels, pre-dating the Ruf internal roll cage. Instead of a radio there's a boost gauge and a knob



RING-A-RING-A-ROSER

To glimpse the Yellowbird in full flight, check out Stefan Roser's tyre-squealing workout aboard the CTR1 on the Nürburgring Nordschleife in the RUF DVD "Fascination Plus", or watch one of several YouTube vids of the same action.

Ruf CTR1 (Yellowbird) displaying some old school 911 roll into one of Abeville's many tight bends

Interior is relatively luxurious, with leather trimmed Recaros and sumptuous carpet. It's a car you could cover some distance in, although owner, Johan, mainly uses it on track these days

to turn up the turbo boost. The rear seats are absent, with roll-cage and Simpson harness anchor points.

The CTR1 weighs in at 1150kg (2533lb) and accelerates from 0 to 200kph (124mph) in 11.4s, covering the standing kilometre in 20.9s. Top speed is 214mph. The Yellowbird was Ruf's first twin-turbo model, a system that Porsche didn't offer until 1995 on the 993 Turbo. The spaciousness of the engine bay comes as a surprise, because you assume that it's going to be chocker with turbos and intercoolers, but Ruf installed the intercoolers behind the rear wheels and the turbos and pipework underneath to make a very neat situation for the drivetrain. The front luggage compartment is equally uncluttered, manifesting a brake balance adjuster and custom-made strut-brace between the

turrets. Johan bought his Redbird in 2002 in Austria when it had done 9000km. 'I've done 6000km in all those years,' he says. 'I used to have it road licensed, but because Belgian legislation meant that you had to pay a huge amount of money to get the car on the road I decided to just use it on tracks and not on the road anymore.'

And if the Redbird's successor – the CTR2 'Whitebird' – is unfamiliar, even to Ruf buffs (and buff Rufs), it's because it's a wide-bodied lightweight Sport version. The CTR2 was built on the narrow 993 shell, and could be specified in either two- or four-wheel drive; this is the latter configuration. This car dates from 1999, which makes it the last of the CTR2 line. It's the first time that owner Joachim von Beust will drive it on track because it's been back at Ruf since he bought it and had it road licenced.

The smooth, rain-channel-free bodywork is extravagantly wide, with air vents everywhere, including the leading edges of the rear wing, and the lower valance has feeder ducts on either side; there's a pair of intakes in the engine lid, just behind the rear window and in the upper spoiler as well, so the air feeds round through the sides of the wing into the engine bay. As the air passes over the body of the car it gets sucked back into the intakes in the bumper extremities. The intercoolers are mounted in the most ingenious places, behind the rear wheels and angled so they fit inside the profile of the rear arches. There are ducts in the trailing edges of the front wings, redolent of 935, 924 GTR and other Group B wizardry, so that the front wings project proud of the doors and the air dissipates along the sides of the car. Clip fasteners secure the front lid,



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For quite some time the RUF CTR1 was just about the fastest thing on four wheels, with a top-speed of 214mph in the late '80s. And that's without any kind of electronic trickery

perhaps something of an afterthought, and it's got the RUF badge on the bonnet. Like the 993 Turbo there's an intake across the front flanked by two smaller versions, and then vents on either side with two bars across them in the trailing edges of the front valance. Inside the cabin is a pair of Recaro race seats with Schroth five-point harnesses and a trackday type cage – that's to say, not a comprehensive race cage. Wheels are RUF forged aluminium OZ Racing, 8.5in x 19in front and 10in x 19in rear, running Dunlop SP Sport 8000 tyres, 245/35ZR 19 front and 285/30ZR 19 rear.

Abbeville is one of those charming circuits where you can keep track of more or less everything that's going on around each one of its 13 tight turns, from one end of the stadium to the other. The two days we're here there are a dozen or so Porsches from the Benelux countries, with a smattering of Lotus and BMWs to scrutinise as they hustle by. Time to get going with the CTR1. The whistle from the wastegate that accompanies each shift is entrancing, while boost on full throttle is a

constant 1.2-bar. The CTR1's handling is characterised by light, easy turn-in and weighted-up back end, beautifully poised. It's such a fluent chassis compared with a normal 3.2 Carrera or 930 from 1987. In Johan's opinion, 'it's much better than the Porsche, chassis-wise, brake-wise and of course engine-wise. The biggest difference is the chassis, and if you compare it to what

you'll go all over the place. I probably would try and put it sideways but I don't want to ruin these street tyres and not be able to use them on the road anymore. With the wastegate completely open it's giving 500bhp.' Amazing whistling wastegates, squealing tyres and 7000rpm when most shifts happen. Not surprisingly, the CTR1 rates very highly in Johan's affections: 'I

“ You need to be on top of the game because this car can bite you ”

Porsche was doing at the time, this is absolutely fabulous. The acceleration is explosive, braking is very hard, but you need to be on top of the game, because this car can bite you! You have to be very careful, and basically start applying the accelerator once your steering is pointing straight, and if you do that where you turn

would say, probably top 3,' he muses, 'because basically you have racecar performance that you can use on the road.' Which begs the question, why don't we see race teams running RUF models in competition? 'A very good question,' responds Johan. 'I don't think there is any category where they could race, and

Below: RUF five-spoke OZ wheel is one of the great wheel designs and one of the CTR1's distinct styling cues. Right: Twin turbo, flat-six puts out 500bhp



FLIGHT CONTROL

The Yellowbird name was coined in homage to its body colour by the US magazine *Road & Track* when it staged a showdown at VW's Eira Leissen test track at Wolfsburg in 1987, with 1961 F1 Champion Phil Hill and Porsche buff Paul Frère wingman on driving duties. In the hands of Ruf's favourite test driver Stefan Roser the Yellowbird maxed out at 214mph (342kph), a speed that none of the assembled supercars from Ferrari, Lamborghini, Mercedes AMG, nor Porsche, even, with its 959, could match. Endowed with nearly twice as many horses as decreed by Zuffenhausen, and mustering 408lb ft torque from its blown flat-six in the narrow-body, non-Turbo shell, it was yet 13mph quicker

in a straight line than the much-vaunted 959.

The Yellowbird sealed Ruf's reputation for creating world-beating sports cars, and as the firm forged ahead with its BTR 3.4 and BTR slant-nose models in 1988, the firm was officially certified as a car manufacturer by the US Environmental Protection Agency and the US Department of Transport. Meanwhile, the Yellowbird morphed from the 3.2 Carrera shell into the 964 in 1989, not that it's obvious from the exterior, though the switch from torsion bars to wishbone type suspension was a bonus. When the 964 was superseded by the works 993, Ruf introduced the CTR2, of which 29 cars were built.



maybe they were too special to adapt for racing, but it's true, we never saw a Ruf racing car.' I think the answer probably is, Ruf owners are passionate about the brand and the engineering excellence and innovation it represents; they're just not racing people. You buy a Ruf, you become part of the family.

Then we climb into the CTR2; surely the pièce de résistance of Ruf's air-cooled oeuvre? Let's find out. The CTR2 is closer to the road and the ride is much harder, harsher even, than the CTR1, and the steering is considerably lighter, even though it's four-wheel drive, and it's also slightly more precise. I'm told the location of the

shift linkage has been moved by a few centimetres though that's hard to detect in practice. It runs low rpm, just as if it is a normal 993 Turbo, though when he drives it, Johan is critical: 'It does give you the impression it's a little bit lazy at low rpm, but once the turbos come in it's a lot more lively.' Under 4000rpm you hardly have anything whereas a lot of the time with the CTR1 we're up around 6- and 7000rpm. The CTR2 gets going at 4000rpm, and when we really use the revs that's when it starts to make sense, though Johan is sceptical: 'I suppose lots of people driving a Ruf will maybe not even see above 4000rpm, but that's where it happens.' On

the move, it doesn't have quite the fluency through the corners as its predecessor and, as Johan attests, 'while it's reasonable at normal speed it's harder to work with when your speed is going up, and four-wheel drive seems to be working against it.' The gate seems a trifle awkward, and Johan agrees: 'yes, it's different and I do find it difficult for finding gears.' We do reach almost 220kph on the short straight, however. It certainly reveals its 650bhp once we get above 4000rpm, and it does go very fast, but its power delivery is also linear, it's not as explosive as the CTR1. 'That's the fastest I've ever gone on this track at the end of the straight,' says Johan.

The 993 based CTR2 is a rare bird indeed, particularly in this stripped out, lightweight, wide-body spec

Below left: Doing the 'double take.' The CTR2 gets that sort of reaction. It really is one of Ruf's more radical creations and almost other worldly compared to its CTR1 predecessor





'I did a little bit above 200kph once with my own CTR, but then I had to do an emergency brake, and with the two sharp right-and-left turns immediately afterwards you don't want to have to brake that hard.' Before shutting down the turbocharger I let the engine tick over for a while to allow the oil to cool down, but I notice that after his outing Johan simply increases the revs before shutting down: 'I try to stay under the turbo boost so as not to foul the plugs because if you run it at idle speed you will oil the plugs, so therefore I go up to 4000rpm, let the engine run for about 10 seconds and then shut it off; that's the best way – at least that's what I learned with my own car. Would Johan be tempted to own a CTR2? 'If they weren't that expensive, yes, but in my opinion they are too expensive; this car would be close to €1m.' Some nest-egg. But that still makes it cheaper than a 993 GT2, I contend. Johan is not convinced: 'That £1.8m 993 GT2 was extremely highly priced and we know why that happened – there were three wealthy bidders after it.'

This CTR2 Whitebird was built to order

for Ruf's Japanese agent. The concept of a Ruf Club Sport is a little difficult to comprehend, although Alois has recently produced a Club Sport version of the CTR3, and indeed the original Yellowbird is pretty raw; but on the whole you expect to get a really luxurious cabin in a Ruf car, or at least a Comfort spec one like the Redbird. Johan agrees: 'If you go to Ruf and give him a shopping list he'll build whatever you want, but it's kind of perverse to specify a

wings and the rear spoilers; you don't need that, not on the roads, and I don't think you're going to drive this car on the track that much anyway.'

We're joined by Joachim, the Whitebird's owner, who's come along for Day 2 of the Abbeville action. Last time we met, right here, he had a Redbird of his own, a spartan '89 CTR1, one of just seven that Ruf made in Lightweight spec – 'the most explosive car I have ever driven,' he recalls.

'Whitebird' is a different animal on track. Faster, obviously, but with more grip and aerodynamics that pin it to the Tarmac

“ This CTR2 Whitebird was built to order for Ruf's Japanese agent ”

car like this as a Club Sport, in my opinion.' To be fair, it is some way more civilised than the 993 GT2 Club Sport I drove recently. 'If I was in the market for a CTR2 I would have it spec'd like my CTR1,' says Johan, 'with normal bucket seats, maybe with a roll cage, but not with these wide

'No lag whatsoever, and that unique whistle from the wastegate...!' That car now lives in New York, its red hue changed to black (he frowns as he tells me of the colour change) with roadgoing comforts installed. Joachim, who also owns an R-Gruppe 911 complete with roof-rack, explains that his CTR2

Below left: Stripped out interior won't be to everyone's taste. Below: Twin-turbo, flat six puts out 580bhp. Note intercooler slanted on left-hand side





Whitebird is 'one of just 13 wide-bodied lightweight cars, two of which were Pikes Peak hillclimb cars, which have bigger spoilers and more air intakes.' The CTR2 is uncommon anyway; production totalled a mere 29 cars – coinciding handily with CTR1 volumes. It weighs 1380kg (3036lbs). 'The only creature comforts are the driver and passenger seats and air-con for the Japanese market.' Power output is between 520- and 590bhp, depending on boost applied; Ruf quotes 580bhp at 5800rpm. He's just driven it from Pfaffenhausen to Brussels, enabling him to explore its performance on the unrestricted autobahn: 'I went to 300kph (186mph) several times – but the thing is, it is still accelerating at that speed. And it's stable, too, completely different to the CTR1; it's of a different generation. It's done most of its mileage almost exclusively on circuits, because you can't drive a car like this on the roads in Japan, but on the other hand I'm sure it has been properly looked after.' Well, if you're Ruf's agent, then you would, wouldn't you. Would Joachim buy the CTR3 that tops the Pfaffenhausen pecking order? 'That's another dimension – of money, too,' he

responds, 'and from the aesthetic point of view it's very different, a bit like a 550 coupé from the Panamericana on steroids! It's mid-engined, 750bhp, and next time I am there I will try one. I have already tried the RCT 4.2 and that is fantastic, as you know. Alois Ruf is amazing; he pushes the technology to the limit, then builds a car

going to be tricky, but the warmer they get the more the car sits comfortably and asks to be pushed further. The push is incredible, and it could have gone so much quicker, given a bigger circuit like Spa for example, otherwise you're not really taking advantage of this extreme power. With my old CTR1 the maximum I could do on the short

The CTR2 is reminiscent of the 959 or one of Porsche's '70s/'80s 911 based endurance racers

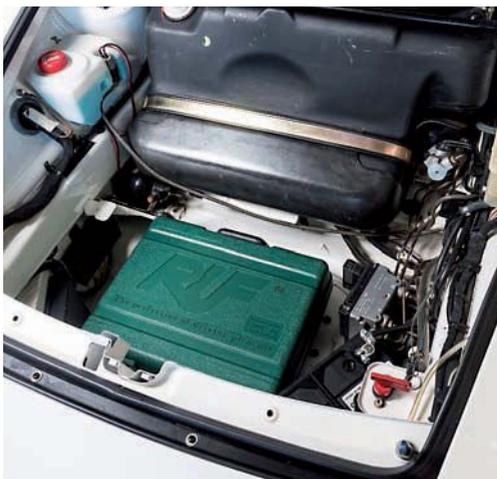
“ Alois Ruf is amazing; he pushes the technology to the limit ”

that can get older with you. So I don't know whether I would go forwards or backwards in time.'

Whitebird, fly me away. It takes four laps to really get the tyres hot and sticky, then we do another six. Back in the paddock, Joachim is ebullient: 'It didn't take long to find out what this incredible engine and chassis is capable of. It was hitting 225kph on the straight and we were starting to pass the others. At first I thought the tyres were

straight here was 190kph, and with the CTR2 it's 225kph. The brakes are incredible, too; it's a much better car than the CTR1.' Objectively, maybe: it may have it in the performance stakes, but aesthetically it's not a looker, compared with the gorgeous, understated CTR1.

So, Redbird, Whitebird: flights of fancy or winged wonders? Road-runners both, but one thing's for sure, when they're provoked, they sure can be Angry Birds. **PW**



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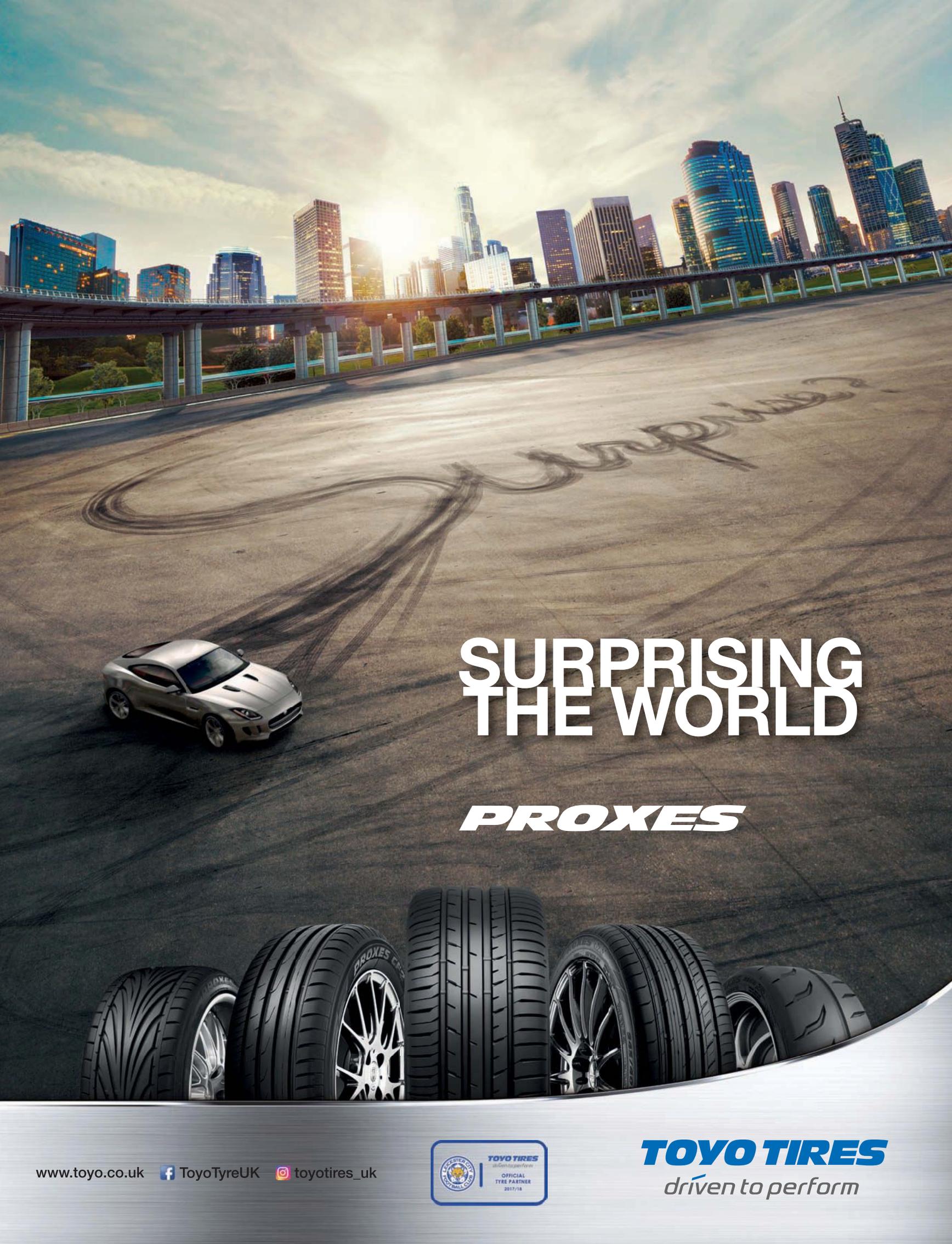


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Like standing on the platform waiting for the right train, you've been anticipating owning a Porsche but never made the leap of faith. This year, in our annual oration, we've taken the middle ground, proffering a trio of eminently suitable candidates bracketed within a budget of £15- to £25,000. Here's why these cars would do the business

Our annual exhortation to join the Porsche fraternity takes a different slant this year, with just three protagonists lined up to whet your appetite: 987 Boxster, 987 Cayman and gen 1 997 C2. These particular cars illustrate what's available at either end of a broad £10K price spectrum, ranging from £15- to £25 grand, though there are plenty of examples in the marketplace that fall either side of that bracket. We think at this price level that these models represent the sweet spot of modern Porschedom, where previous mechanical issues have been ironed out and, as far as the Boxster and 997 are concerned, can be acquired with more confidence of mechanical dependability than their predecessors, while both 987 models are also smaller and wieldier than their 981 successors.

Scan the classifieds and the dealers' display ads towards the back of this magazine and you're seeing a broad cross section of Porsches on the market. You'll have noticed that the front-engined sports cars, the 924 and 944 ranges, are mainly below £10,000, as are earlier Boxster 986s, while it's now unusual to find a 996 at that level any more. If it's a classic air-cooled 911 you're after, you're out of luck, because

that sky rocket's in flight, and there are almost no trad 911s available under £25k any longer, and if you do spot one it'll inevitably need work. Where to pitch in, then? Assuming you have a maximum budget of £25,000, that'll get you a good 997 and the very best 996 – one that's had a new IMS bearing fitted, for example, or a C4S and maybe a 996 Anniversary special edition; and, indeed, if you're minded to go for something a bit more classic, a front-engined 928 is also in the frame. You'll presumably have an idea about what you want to use the car for, and whether you need the two jump seats in the rear of the cabin to accommodate kids or canines, or whether two seats will suffice. A sunroof lets the sunshine in, sure, but there's no substitute for total Boxster decapotability for the full-on fresh air effect. Anyway, if you'd prefer not to spend that much money, the safe ground we're advocating starts at £15 grand. Here you are firmly planted in 987 Boxster and 987 Cayman country, and we'll get onto that in a moment.

For that reason, our feature kicks off at £15k, and two of the cars that I've been out in – the 987 Boxster and the Cayman come up at a shade under £16- and £17k respectively, while the 997 C2 at the top end is stickered at £25k. Our trusty trio are all on the stocks



at Saltash-based Williams Crawford, and they've kindly let us loose with the cars for an evaluation. As Adrian Crawford says, 'at £15k, you can buy a 987 Boxster S or Cayman, and you should be able to avoid the pitfalls of a car that you might have paid £10 or £12 grand for but which ends up costing £19 grand. But I would probably look at it the other way round: if someone came to me with £15 grand I'd be quizzing them to find out what they really want, what

they like, what their needs are, what their expectations are. So, I might be able to sell someone a £15 grand 996, but we both know that's likely to be more of a pain than a Boxster 987 for the same money. Put them into a Boxster at that sort of level, and if two seats suit them, then they're likely to have a nice time and they're likely to carry on in the Porsche marque. So that's the ideal entry level, and a safe place to be.' To that end we've taken the threesome up onto

the wild wastes of Dartmoor, where the road winds sinuously across the moor, a black ribbon against the khaki, wonderful Tor skyline, uphill and down-dale, on- and off-camber sweeping bends for any Porsche. The bleakness is tempered by sunshine, and we've got cattle and ponies straying across the road, sheep and lambs beside it, and suddenly the 40mph speed limit makes sense, despite the fact that we could be going very quickly along here.



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987 BOXSTER S: £15K



First up is a 987 Boxster S, a Tiptronic in this case, classic Arctic Silver with 50,000 miles on the clock. Priced at £15,995 on Williams Crawford's forecourt, it was originally delivered by PC

Exeter on 21st November 2006, having now done 50,520 miles, and the service book shows two major and three minor services carried out at roughly 10k mile intervals at PC Leicester and Nottingham and the last one at Williams Crawford.

the Boxster were now larger, with more pronounced horizontal slats and coloured metallic silver, irrespective of the car's body colour. The wheel arches were subtly broadened to accommodate up to 19in diameter wheels, though the most significant revisions were to the interior, with a more prominent circular theme to the instrument binnacle and cooling vents. The base model was a 2.7-litre 240bhp flat-six, with the Boxster S getting the 3.2-litre unit now up to 280bhp. Engine output increased in 2007 when both Boxster chassis were installed with the 3.4-litre engines from corresponding Cayman variants. Porsche unveiled facelifted gen 2 Boxster and Boxster S 987 models at the Los Angeles Auto Show in November 2008. A five-speed manual transaxle was standard on the regular Cayman, while a six-speed Getrag manual was fitted on the Boxster S and as an option on the base model. An electronically controlled 5-speed automatic Tiptronic 'box was also available, as fitted on our feature car, though the 2009 models replaced this option with a 7-speed PDK (Doppelkupplungsgetriebe), Porsche's dual-

Boxster 987 S – a whole lot of car, for not a lot of money. As entry level Porsches go, it takes a lot to beat a Boxster

“ The 987 Boxster debuted at the 2004 Paris motor show ”

987 BOXSTER S

| | |
|---------------|---------------------|
| Model tested: | 987 Boxster S |
| Engine: | 3.4-litre flat six |
| Transmission: | 5-speed Tiptronic |
| Body style: | 2-seater sports |
| Economy: | 30.5mpg (combined) |
| Top speed: | 166mph |
| 0-62mph: | 5.1secs |
| Power: | 295bhp at 6200rpm |
| Power: | 273lb ft at 4750rpm |

Let's play the numbers game, and you will need to get your head around this if only to comprehend model evolutions. Following on from the 986 Boxster which was available between 1996 and 2005, the 987 Boxster debuted at the 2004 Paris motor show alongside the new 911 (Type 997), on sale in 2005 for model year 2006. The most obvious styling change was to the headlights, which echoed those of the 997 as well as the mid-engined Carrera GT supercar. The intake vents on the sides of



The fact that this is the more powerful S version of the Boxster is a bonus, but don't discount the base model 2.7. It's a very sweet car in its own right

Interior is good quality. Spec will vary depending on how many options boxes the original purchaser ticked. Tiptronic suits many Boxster buyers

clutch transmission, and if you can up your budget to closer to £20k you could get one of those, with the benefit of the swiftest of shifts.

The third generation Boxster, the Type 981, was unveiled at the 2012 Geneva motor show, with sales starting early summer 2012. This is a significantly larger car, extremely competent but rather lacking the cavalier bravado of the earlier models. Back in the 987 Boxster S, my view from the cockpit is good, in so far as I can see all four of the curvaceous wings – the rears in the egg-shaped mirrors, though the head restraints and roll-over hoops are a little intrusive, but essential in so far as they also provide valuable protection. A removable

screen that slots between the three-quarter rear buttresses keeps draughts at bay, and top down and windows up, I can travel over a ton where it's legal to do so with no

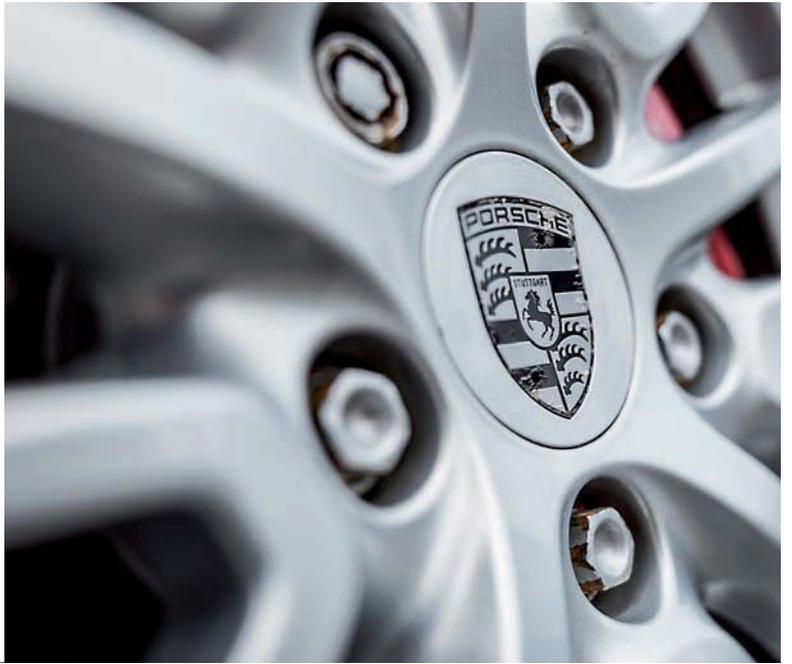
accompanied by bursts of flat-six cacophony. At once it feels a stronger, hunkier car than the delicate 986 I've driven down in, and immediately I see the point of

“ The kickdown from this Tiptronic Boxster is quite phenomenal ”

buffeting whatsoever – and even my hat remains firmly in place. The kick-down on this Tiptronic 987 Boxster is quite phenomenal and very dramatic,

the Tiptronic shift; it may not be as spontaneous as the PDK, but it's jolly good nevertheless. I can use the Tiptronic for engine braking by using the thumb shifts on





the steering wheel and, by the same method, I play a tune, making the engine note go up and down, just for fun. Build

of the 997. If it's your first time on the Porsche pantheon and getting to grips with their performance, the Tiptronic is the easy

because it's taking care of that. The bottom line is, though, that in the case of the Boxster and Cayman, the agility factor is just so wonderful that in order to complement that, you need to have the manual shifter.

Second generation Boxster benefited from much improved headlights. Above: Porsche crest is to be proud of

“ The Boxster is nimble, agile and solidly planted ”

quality is another stage up from the 986: the solidity of it, cabin ergonomics better thought out, headlights simpler and redolent

option in so far as you just concentrate on operating the accelerator and the brakes, you haven't got to figure out gear changes

Whichever transmission option, the 987 positively relishes any twist and turn, no matter how much speed I ask of it, and apparently no matter how much I try to rewrite the laws of physics: power down and round it goes, nimble, agile, and solidly planted, thanks to its mid-engined layout, and it's as secure a driving platform as you could wish for.

What it's all about: Electric roof retracted, great roads and a great roadster. The Boxster is a bargain driver's machine



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987 CAYMAN S: £17K



We're in 987 Cayman territory today, as well as 987 Boxster, though the Cayman is slightly more expensive, which is largely down to desirability and

availability. 'Clearly, more people want the Cayman for a particular amount of money than there are Caymans to go round,' says Adrian; 'it's only market forces, and the difference between Caymans and Boxsters is £1500 or so, and if more people wanted a

Boxster has that added dimension when you take the roof off.

Our second contender for your hard-earned £17,000 is a 987 Cayman S, as black and shiny as a Guardsman's boots, which has logged 48,000 miles. It's got 19in Sport Design alloys and a previous owner has equipped it with drilled aluminium pedals and a Porsche logo embroidery on the rear parcel shelf.

Porsche chose to release the more powerful 3.4-litre Cayman S several months ahead of the 'base-model' 2.7-litre version, which served to position the Cayman above the Boxster in the Zuffenhausen hierarchy. What the 295bhp Cayman S lacks in outright power compared to its big brother, the 325bhp 997 Carrera, it more than makes up for in handling. The mid-engined layout means relatively neutral manners, allowing me to make full use of those (Dartmoor) ponies, as ably demonstrated at the Nürburgring when it first came out by development ace Walter Röhr: he lapped the Nordschleife in 8m 11s in a Cayman S, 7 seconds faster than a Boxster S and 4 seconds faster than a 997 C2. The reality is

Availability and desirability means there is a premium on Caymans over Boxsters. It has gained a reputation as being the 'driver's' car of the two, although there is very little between them dynamically

“ More people want a Cayman than there are Caymans to go round ”

987 CAYMAN S

| | |
|---------------|---------------------|
| Model tested: | 987 Cayman S |
| Engine: | 3.4-litre flat six |
| Transmission: | 6-speed manual |
| Body style: | 2-seater coupe |
| Economy: | 30.5mpg (combined) |
| Top speed: | 166mph |
| 0-62mph: | 5.1secs |
| Power: | 295bhp at 6200rpm |
| Power: | 273lb ft at 4750rpm |

Boxster than there were Boxsters available, the prices would be higher than they currently are. It's nothing to do with cost new or that it's a newer model; the 987 Boxster started in '05, the Cayman started '06, so it shouldn't make a difference. The Cayman is a slightly different proposition only in so much as the touch and feel of the car is different, and it does have a tighter feel, like you're wearing your best pair of trainers, an integral part of your body, but both Boxsters and Caymans work extremely well, and the



Fitting a roof to the Cayman was a no-brainer for Porsche and instantly created a new model range. Rear hatch makes it very practical too

Default option black interior is a good choice all round - particularly for resale. Options are again dependent on the box ticking purchaser

somewhat different here on the Moor, where I reckon the 987 Boxster comes out on top.

I perceive that our Boxster has probably had a softer life, being a Tiptronic, than the Cayman, which may have been driven harder; one indication of which – though by no means conclusive – are the drilled aluminium pedals, equally suggestive that the 987 Cayman probably appeals to a younger market, and certainly to people who like using them day-to-day, while the Boxster at this level often comes from the hobby market, meaning it's been owned by a gentleman driver or for weekends and high days and holidays. So, this Cayman S

– just like a 930 Turbo – is likely to have had a different style of driver to a regular Boxster, and that is indicative of the

life, whereas a Cayman S is fair game as a trackday toy.

The Cayman has a similar degree of

“ The Cayman is likely to have a different style of driver to the Boxster ”

difference between a manual and a Tiptronic as well; you can hardly over-rev a Tiptronic, so the Tiptronics tend to have had an easier

solidity about it to the Boxster, and instead of the electrically lowering soft-top, you have the glorious swooping coupé shape,





which is quite the equal of the 997 in its design aesthetics. As for carrying capacity, it's swings and roundabouts: while the 997 offers front boot and rear cabin stowage, both the Boxster and Cayman have similar frontal space and a decent boot behind the engine. Not a lot in it, unless the rear seats are important for carrying children – and god knows, I spent many years doing the school run in 911s. The Cayman does have a parcel shelf behind the seats, the Boxster just a cubbyhole.

In the real world, there's not much disparity in performance between these cars; the 997 is a 3.6 and the other two are 3.4s, but the difference is in the way they demonstrate their abilities, and it's the feel

of the car that's at stake here: the Cayman has the more rigid chassis but the Boxster seems just as taut, hustling along the moorland byways. The 997 coupe is

space, aesthetics and modus operandi. But there's more: 'It's usually because people have always had it in their hearts that they want a 911, in which case they'd best be

The mid-mounted engine is hidden under a cover and, as with the Boxster, access to filling of vital fluids is under a neat flap in the rear

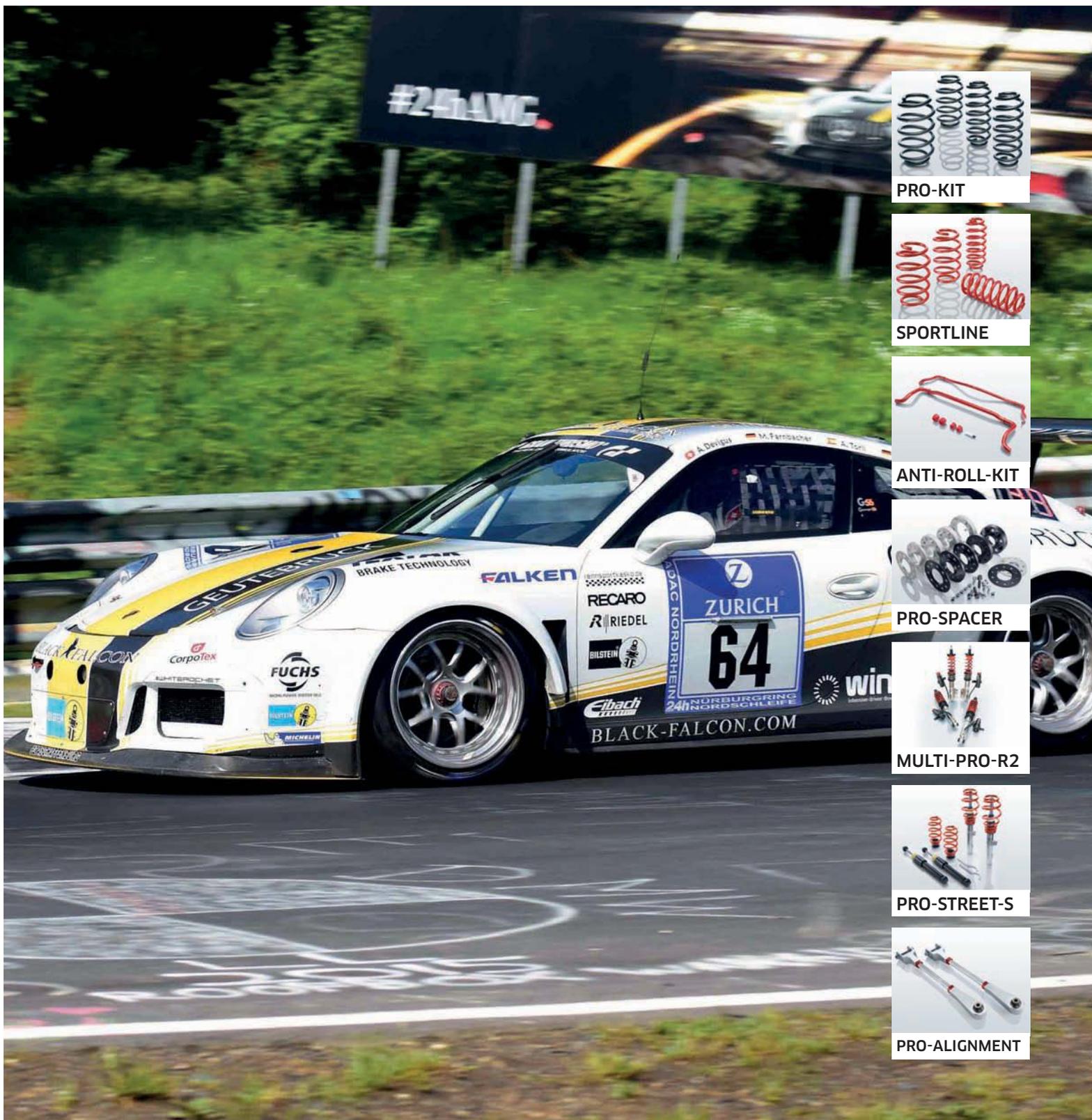
“ In the real world, there's not much disparity in performance ”

beautifully balanced but it is a bigger car than the other two. It should be obvious why someone would buy a 997 rather than a Cayman or Boxster: for reasons of size,

buying a 911, and a nice one as well. I do think 997 quality is ahead of the 996, but there's a growing interest in nice 996s now, and rightly so.'

Roof gives the 987 platform a completely different vibe. Original owner spec'd 19in Turbo style wheels. We would caution against these, as they give the suspension a hard time





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911 C2: £25K



Upping the stakes by £8 grand, we move into 911 territory, and at the top end of our triple car tryst we present the 3.6-litre 997 C2, an earlier variant than the 997 S that sports the 3.8-litre flat-six. This scrumptious blue 997 C2 is on offer at a shade under £25 grand, a manual gearbox model that's covered 70,000 miles in the hands of three former owners. As Adrian affirms, 'if somebody is wanting a 997 then that is safe

territory to jump into. The 3.6s seem to have a better reputation than the 3.8; we are fully aware of the potential issues with both engines, but we don't feel it's a big enough worry to prevent us from dealing with them. The 3.6 997s have two things going for them: one is that they don't seem to suffer from the bore wear, as they're probably not so stressed and they're probably not driven as hard as a 3.8, and also the 997's IMS bearing is a bigger bearing race than the 996's, though it's not as

people for six months. I think the engine issues are over-played; people talk about bore-scoring and IMS bearing failures on the M96 engines, and they do exist but they are few and far between. We come across the occasional car that we don't like, in which case we don't touch it, and we can detect it, so my advice to anyone is always go to a Porsche specialist. That's your protection, isn't it?

Our subject 997 was first registered in late October 2004, making it 2005 model-year, finished in lovely metallic Cobalt Blue with Ocean Blue leather interior. Factory options include 19in Sport Design alloys, Bi-Xenon headlights with headlamp washers and all the other goodies including PASM – which, if you are new to Porsches, is just one example of the baffling acronyms that refer to some form of engine management or traction control, in this case Porsche Active Suspension Management, which is an electronically controlled system that maintains consistent ride control. The car has an early example of integrated satnav, which is not as intuitive as, say, an aftermarket device, but it is a bonus having it on the centre console rather than suckered on to the windscreen. There's also a Bose hi-fi with six-disc CD player, which is also something of an anachronism. As a passing comment, Porsches of this era need

A 911 – the Holy Grail of Porsche ownership for some and within the means of many at just under £25k

“ For someone wanting a 997, then this is safe territory to jump into ”

911 CARRERA C2

| | |
|---------------|---------------------|
| Model tested: | 911 Carrera C2 |
| Engine: | 3.6-litre flat six |
| Transmission: | 6-speed manual |
| Body style: | 2+2 coupe |
| Economy: | 28.5mpg (combined) |
| Top speed: | 179mph |
| 0–62mph: | 5.1secs |
| Power: | 325bhp at 6800rpm |
| Power: | 273lb ft at 4250rpm |

straightforward to access as the 996's.' The IMS bearing was strengthened for the 2007 model year, and with the arrival of the direct fuel injection gen 2 997 in 2009 the IMS bearing is absent so there's no longer any issue. 'In any case,' says Adrian, 'we offer our own guarantee, so if it does go belly up it will be from our pockets that the money is drawn; we're not doing an insurance warranty, it's a six-months' guarantee, and we don't mind where they are in the country, we look after



Great colour and iconic 911 shape created by unique rear-engined layout

Interior quality was a step up from the previous 997 model 911. Expect 911 interiors to be generally better specced than Boxsters and Caymans

to be equipped with Bluetooth, enabling hands-free calls and able to plug in and play music from one's smartphone. Anyway, this 997 has a comprehensive maintenance history with stamps from Porsche Centres and respected independent Porsche specialists, plus a folder of receipts and invoices for work carried out. Our test car has electrically adjustable 16-way adaptive sports seats with memory setting on the driver's side. I love the deep blue leather upholstery. The steering wheel is multi-functional with cruise control, and there's also Park Assist which is a bonus in tight spots. It's also endowed with the Sports

Chrono Package Plus, which features a small button in the centre console labelled 'Sport', which actuates a change in the engine management system, making for a livelier performance via an even more spontaneous throttle response, and sharpening the ride by tweaking the PASM to provide firmer damping. Oh, and it's also a stopwatch for trackdays, if that's your thing. The 997 superseded the 996 in October 2004 for the 2005 model year, and like the 987s, it moved on in respect of solidity and build quality. Without getting into the hotter GT2, GT3 or Turbo variants, power outputs of the basic models remained

much the same as those of the 996. The basic 997 C2's 3.6 flat-six produces 325bhp and the 3.8-litre motor powering the 997 C2S develops 355bhp. The latter is equipped with updated suspension and PASM, with electronically adjustable settings. It could also be fitted with so-called Lobster Fork 19in alloys, and bigger brakes with red calipers. The all-wheel-drive C4 and C4S versions were announced for the 2006 model year, featuring the wider shells and fatter tyres. The 997 Cabriolet was actually designed before the closed versions on the basis that the necessary chassis strengthening for the open top car could be





pared down for the coupé. Subtle upgrades for the gen 2 997 in 2009 included a larger air intake in the front valance, new headlamps and rear lights, Bluetooth connectivity, and, far more crucially, new common-rail direct-injection engines married to the dual-clutch PDK gearbox.

Back to our prospect car: the gen 1 997 C2 may not have the whistles and bells of the Turbo or 3.8S versions, but it is a very sophisticated drive, so responsive and, here in the dramatically undulating Dartmoor fells, it's a highly efficient ground coverer, totally relishing twists and turns, and indeed this is, of necessity, a taster because I am being circumspect about the blanket 40mph limit; on the unfettered A-roads beyond the National park it reveals more of its

personality. It turns in and sticks to a given line, and on these undulating cross-country B-roads the ride is controlled and composed, and it's as taut and positive as either of its mid-engined 987 siblings. At

Crawford likes the 3.6 997s: 'the engine is sweet, it's a smooth performer, it feels nice, and you can buy a better 3.6 for your £25,000 than you could a 3.8, as the 3.8 is worth more money. And if you're running to

Stopwatch/clock thing on the dash top is visual clue that this 911 is fitted with PASM, although we've yet to meet anyone who knows how to operate it!

“ You can buy a better 3.6 for your £25,000 than you can a 3.8 ”

70,000 miles, as opposed to 50,000 of the other two, it feels superbly taut, and, being rear-drive as opposed to AWD, the C2 delivers superb steering feel. Adrian

a budget, it follows that you'll buy a better standard Boxster than you will a Boxster S, you'll buy a better Boxster S than you'll buy a Cayman, and so on.'

For many it's the ultimate Porsche. Buy carefully and you won't be disappointed. Whether or not the 911 commands such a premium over the Boxster or Cayman is a key buying decision



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993 C4S – Turbo bodied Coupe Manual (03/98) 75,300 miles

An outstanding low mileage example of one of the last of these increasingly rare and very special models with a full Porsche main dealer history and a comprehensive invoice file, prepared to our usual very high standard including a fresh MOT and service at Porsche, finished in Zenith Blue with Grey leather sports seats and Cobra tracker system. I have known this car since 2003 and sold and looked after it since 2006.

£POA



993 Carrera S – Turbo bodied Coupe Tiptronic (97/R) 83,000 miles

Another exceptional example having been lightly restored by Porsche main dealer at a cost of £14,000, including new seat covers – looks like new inside! With a very comprehensive history and finished in Polar Silver with Dark Navy leather this car must be seen to be appreciated.

£POA



996 Turbo Cabriolet rare Manual (04/54) 59,000 miles

I am delighted to offer this fabulous 1 owner example sold by me new from Porsche Edinburgh and with a fully comprehensive main dealer history including all the invoices. Finished in Midnight Blue with special order Marble Grey extended leather, short shift gear change + sports exhaust, please call Kenny to arrange a viewing.

£POA



996 Turbo Coupe Tiptronic (00/W) 53,000 miles

Another superb example sold new by me and to its subsequent owners, with a full Porsche main dealer history and finished in Seal Grey with contrasting Nephrite interior, it looks simply stunning. The 996 Turbo has become recognised recently for what it is 'A PRACTICAL SUPERCAR'. This example prepared to our usual very high standard, this car represents outstanding value for both the performance and the money.

£POA



996 GT3 Comfort Spec (03/53) 48,000 miles

A very nice example in Polar Silver with Black leather sports seats, radio and air conditioning, an excellent history by Porsche Specialists and ideal for someone looking for a car to drive to the track day and back.

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997 Carrera 2 Coupe Manual (05 mdl) 48,000 miles

A really lovely low mileage example of these 911s, sold by me to last owner in 2012 with Porsche history and looked after by ourselves. Finished in classic Arctic Silver with Dark Grey leather and 19" Carrera S wheels, this is a great entry in to 911 ownership at only

£26,911

I AM ALWAYS LOOKING FOR LOW MILEAGE (FOR AGE) ACCIDENT FREE PORSCHEs WITH A GOOD HISTORY,
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DECISIONS, DECISIONS

If you're up in the mid-£20s where our 997 is priced, you're still eligible for a 987 but it'll be a gen 2 987, because the 981 Boxster and Cayman is out of this bracket, being as they're in the late-£20s. 'The gen 2 987 is a step forward from the gen 1,' Adrian counsels, 'because it could be a PDK car, it won't have the IMS concerns and it has more power, more efficiency, a slightly better response, and better built-in navigation, plus a slightly different look, slightly different feel, and it's an improved car.' A gen 2 Boxster starts at around £19k, and a gen 2 Cayman of the same age is a couple of grand more, plus there's a premium with both cars if you want the 7-speed PDK transmission as it's a slicker shift than the Tiptronic.

I bought my first Porsche from Adrian in 2000, a left-hand drive Prussian Blue 3.2 Carrera, when he specialised in importing them. His own first Porsche was a 2.4T Targa for which he paid £3300 when aged 23, selling it for £5k, having rebuilt it. 'Now,' he says, 'a nice right-hand drive 2.4T Targa would be worth probably £70 or £80 grand, wouldn't it?' And that's why most people won't find their way into an air-cooled car any more. You might just see a 3.2 or SC Targa on eBay for £25k – an air cooled 911 that moves – but unfortunately, it's going to be a rolling restoration. So, the air cooled 911 market is no longer a choice for most people, not on the budget we're talking about, anyway.

Adrian is driven by a deep passion for the marque, and the sports models in particular: 'I am averse to the snobbery of Porsche ownership; what you like is best for you, and it's better to own one with what you can afford, than be a "wished I had that" because you've set your sights too high. We've seen 996 values creeping back up, and that is going to happen for Boxsters and Caymans as the numbers dwindle, as the poorer ones drop right off, and people that want a nice one will pay good money for them; we've seen that through all the years of handling Porsches. The market got as far down as it could have got, probably three years ago, when you could buy a 996 for £12 grand, and those days have gone: it's now £15 grand for a 996. If you spend £15k wisely you've got yourself a safe car, and that's the key: if someone spends whatever amount of money unwisely they're going to end up unhappy, so buy from an

expert or seek expert advice first. We're not saying, "don't put that £15k into a 996, because we've had really nice 996s for £15k, nice enough if they suit the customer, and they could be a Cabriolet with Tiptronic or a really early coupé, but the fresher car is probably lower risk and is going to cost less to run long term. At entry level, putting someone into a lower risk car that's a lower cost to run is a win for us and a win for them, because they're going to have a happy time in it.'

All sorts of other factors influence car purchasing aspirations: it may be the colour, the wheels, you've fallen in love with its blue leather upholstery, or it has a sunroof or Targa top. How much does mileage matter in the selection process? 'Mileage has a big influence on the car's value, and for most car buyers that's one of the few measurements that they've got of the value, because if they haven't got enough expertise to judge a car by any other method, you know and I know that 20,000 miles in one person's hands is 60,000 in someone else's, so as long as you're buying at the appropriate price for a particular mileage, then it's fine. The cars themselves have longevity, they're high-quality cars, so my Boxster might have done 90,000 and yours might have done 50, and yet they might drive very similarly.'

So, as long as it's got a full service record there's nothing to fear? 'You are kidding?' he snorts. Well, it's a point that needs to be made, because plenty of people would go and buy a car on the basis that it's done 70,000 miles but it's backed up with a sheaf of bills, stamped-up service book and past MOT certificates. 'All very well, but it's important that they've been through a specialist, because they aren't just covering service items; they'll have taken the covers off and really got underneath to inspect it properly. The safest way is to buy from a good independent specialist.'

There are five things people should bear in mind when buying a car, according to Adrian. Typically, people judge what they're buying, based on only two of the five criteria that they should be applying. The first is an amalgam of the mileage, the condition, the colour, the year and the price, and they'll judge it on that. The second criterion is the service history, and they'll see that it's got five stamps in the service book and that will do.

'The third thing they ought to find out

from the dealer is what the true condition of the car was when it arrived. Fourthly, what the dealer does to it prior to it being delivered is your added value; we might spend £1000 or we might spend £4000 on a car, and that makes it a very different proposition from the one that's just had oil and a filter and a stamp in the book. Then the fifth question, which is often overlooked, is what support is there subsequent to purchase, in terms of guarantees, warranties and support beyond that? The reality of buying a used car from the dealers is that there is such a broad spectrum of what people are actually receiving for their money. We see it all the time, Johnny, we see cars that the customer has been told, "yes, we service them," and what they've really done is just oil and filter. Another dealer might change the brake pipes front to rear, fit a pair of suspension arms, and do a proper service and all the things that actually ought to be done, and we're not unique in doing that, but to say "buy from a dealer," my god, you have got from Zero to Hero out there, that's the reality, and punters are so ill informed it isn't funny. They do judge a prospective car on number one and number two. Only later do they maybe think of some of the others, but when you're buying at £15 grand or £25 grand, you ought to really assess what it is, and it's those five questions you should be asking. There are plenty of very good people to deal with apart from us, and generally the Porsche world is blessed with good folk, so the best advice is to go to a Porsche man, ask him a few questions, and if he's willing to answer them, you've got a fair chance of getting a good car, or of course you could get an independent inspection.'

Adrian sums up for us: 'The Cayman is a super piece of kit that you can do anything with, the Boxster's got obvious advantages, the 911 remains a 911, and if you blindfolded someone and put them in a 997 and then you put them into an old 911 they'd still recognise the DNA, it's still in the car; they work differently but the DNA is there, and that's what the attraction is.' Certainly true, and if you are in the market for your first Porsche, that that DNA powers all three cars here. Take Adrian's advice and check out your local specialist – and don't be leery of travelling to view or buy. That's when getting on the right train comes in handy.

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BARGAIN BASEMENT BOXSTER



Where is the Boxster baseline? I've recently bought myself a super 986 Boxster S, low 45k miles, for £8500 from a customer of Honiton, Devon based independent specialists SCS, who featured in our Specialists spot last year and whose work impressed me at the time. That's important: buy from someone you trust – or who's had their car looked after by someone you trust. Having run a 986 S 550 Spyder 50th Anniversary model for a couple of years, I was keen to get as close to that spec as possible, as it's subtly lifted the standard formula with a few more horses,

inflict such wilful mods on a car whose inherent value lies in its remaining as pristine and as close to original spec as possible.

And that brings us neatly into our nominated £15k arena of the main piece – where these special edition, dare I say "collectors", 986s nest, and where good quality 987s like our test cars sit. Talking of which, our two other drivers on the photoshoot, Louise Tope and Peter Offord, declared themselves in favour of the 987 Cayman S and 987 Boxster S respectively, passing on the 997. But that's not why we're here; we're seeking best value bargain basement Boxsters, and that's the start-off

996 'Pig Energy', I would replace it with a Boxster, and I would do better to get a really good 3.2-litre 986 S than a fairly good 2.7 987, simply because it would give me a head start in the power stakes. Sure, there were cheaper pre-2003 facelift 986s down around £5- or £6k, but with high-ish miles and plenty of owners. At similar money, I could have been drawn towards 924S and 944S, though these are classic cars now, however practical they may be as everyday transport. So I messaged most of our regular contacts in the business, including Adrian Crawford, and they all promised to keep an eye out or let me know if a trade-in showed up. My search extended country-wide – and, having in the past bought cars such as the 964 'Peppermint Pig' from continental Europe, I was certainly up for a journey to get the right car. Soon enough the S that I now own flashed up on my radar, and I didn't have to travel as far as that to buy it; just to Honiton, a six-hour train ride from north Norfolk.

Had I waited a little longer, I might have been tempted by this particular 986 currently on sale at Williams Crawford. While Richard Williams is the water-cooled man, Adrian is more of a classic 911 buff, though he does run a blue '02 Boxster 986 S 3.2 himself. 'I use that daily and it's worth maybe £8000, and I really enjoy it. It goes well and it's practical and I can take my dog in it, I go to the beach, even use it on the odd track day and let customers borrow it.' His contender for Bargain Basement King is

Normally we would advise to tread carefully when looking at a cheap Boxster, but this £5995 example is on sale at a reputable Porsche specialist and so meets their criteria and as such comes with a warranty

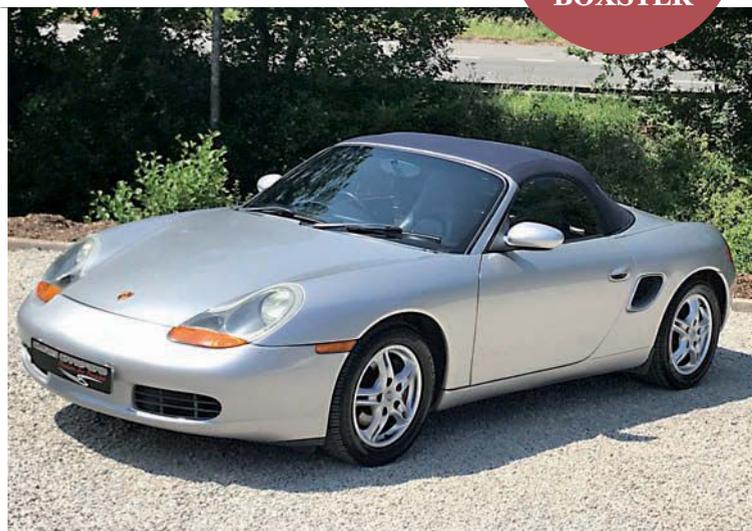
“ Don't be afraid to ask around dealers to see if they have a part ex ”

lowered and widened track, special Carrera Silver paint job and nicely finished wheels, and I would like to replicate that as much as possible with the S I've just bought. 'Why not simply buy another 550 Anni if you liked it so much?' I hear you ask. Because they command a £4- or £5 grand premium over the contemporary Boxster S, since there are only 1953 of them, and I need a car that I can do things to, to entertain you, Dear Reader, as well as myself, and I can hardly

986 model. Sure, you can find a decent 987 Boxster 2.7 for £11 or £12k, especially privately, but, as Adrian Crawford cautions, 'for people starting out, that's potentially dangerous territory, because if they spend £10- or £12,000 on a 987, they could end up with a car that costs them £3 grand over the next 12 months, and they are going to fall out of love with it, so that's the key to it really: spend your money wisely.'

I had already decided that, if I sold my

CONTACT
Thanks to Louise Tope and Peter Offord for helping out with driving duties on the photoshoot.



It's a lot of Boxster for not a lot of money. Search carefully and you could find something similar. Alternatively this one might still be up for sale...

the 2001 Boxster 986 pictured here. Finished in metallic Arctic Silver with standard 16in Boxster alloys, pristine Metropol blue leather interior and a complementary-coloured blue hood, this 2.7-litre, 220bhp 986 is a 5-speed manual and dates from 1st November 2001, making it a pre-facelift 2002 model. It was first delivered to Guildford PC who maintained it exclusively for the first eight years, since when it's been looked after by Devon-based specialists. The last service was carried out in May 2017 and included a sparkplug change. It's done 98,500 miles, and is on sale for £5995. It is unusual to come across

Porsches at this level on the forecourts of leading specialists, though of course they do take in part exchanges, which explains why this one is on site. The lesson to take from this is, don't be afraid to ask around the top dealers to see if they have anything similar, traded in, that they would happily sell you, rather than pass on. As Adrian says, 'It's rare for us to be able to offer a Porsche at this level, but this car is known to us and we inspected it carefully before we took it in part exchange for another Boxster, so we are more than happy to put our name to it.'

It appears amazingly unblemished, and

although the hood is in good shape, it does have the plastic rear window rather than the glass one that came in a year after the car was built. But, hell, sports cars were ever thus until relatively recently; an electric hood is an awesome bonus, and this one raises and lowers without question. I venture up the road and head west, its snarling flat-six the aural backdrop, gears snicking adroitly into place. On the bendy bits, it's nicely tight and as responsive as you could wish, given that it's logged almost 100k miles. For this money, what's not to like: this is the bargain basement first time Porsche, par excellence.



YOUR FIRST CLASSIC PORSCHE



It's perhaps a sobering thought for those of us who assumed that when the time came a classic air-cooled 911 would be ours for between £15,000–£25,000. And not only that, it would be a pretty good one, too. Sadly that boat has sailed, and if you want your first Porsche to be of the classic variety and air-cooled, you're going to have to spend substantially more, or adapt to a new reality.

A new reality? And what might that be?

“ Bizarrely, the humble 924 is the rarest of all the front-engined cars ”

Well, it's the emergence of Porsche's transaxle cars as a classic Porsche to be reckoned with, but at a much more affordable price. We're talking of course of the 924, 944 and 968. We're not talking about the 928 here, because we don't feel it's quite starter Porsche territory, and prices for very good cars have slipped past £25k. There are still some rough ones out there at tempting prices, but for such a complicated car, we wouldn't touch them with anyone's

barge pole.

So that's a no to the 928, but before we get immersed in 924s, 944s and 968s, what about an air-cooled 911? Is there really nothing out there for £25k? Well, let's have a look... No, nothing. Oh, OK, so we found a Carrera 3.2 in America for £10k, but it didn't have an engine, or a gearbox. And a 911SC rolling shell at £15k, also in the States, but that was it and you've have to be a pretty desperate chancer to consider either. Sure, a rot box might crop up in the

£20ks, but to restore an air-cooled 911 of any description is a terrifyingly expensive proposition. The front-engined cars are starting to look quite enticing, are they not?

Starting with the 924 and working forward, the front-engined, four-cylinder Porsches were a long-lasting support act to the 911, ploughing their own furrow from the launch of the 924 in 1975 to the concept's demise, with the 968 in 1994, with the 944 in between. The 924 and the

944 were hugely popular and sold in similarly huge numbers. The 968 stretched the concept a little too far, when it should really have been pensioned off relative to the early '90s competition, but in retrospect its relative rarity now and last of the line evolution makes it the ultimate front-engined, four-cylinder Porsche, with prices to match.

Prices? Well, they are a little all over the place at the moment, as the market is pushed and pulled. Bizarrely, perhaps, the humble 924 is the rarest of all the front-engined cars, despite being the one built in the highest numbers. But then it follows a fairly predictable pattern being the starter Porsche and therefore falling quicker in terms of depreciation to the point where they entered Porsche banger territory, which is to say cheap to buy, but still expensive to maintain. Cue a few years of being passed from one chancer to another and the final resting place is the scrap yard.

That's to a some extent a good thing, because the cars that are left are still standing because they have avoided this fate and have had few owners or a succession of pampering owners. So the cars on the market now, as any cursory glance will tell you, are pretty good. If you are lucky you can still get a very sound 2-litre car for under £5000, but this will not

Any one of the above – from 924 to 968 via 944 – meets our budget criteria and now represents the core of the up to £25k classic Porsche market



The new reality of classic Porsche ownership. Forget the air-cooled and welcome the age of the water-cooled classic Porsche

last, so get in there now. Indeed the best 2-litre car we have seen, albeit fully restored by a Porsche Centre, was £29,000.

In rather more abundance is the 924S, which gained the 944s 2.5-litre 'all Porsche' engine. Prices here start at around £5000, too, but rise fiercely for good examples. Dealers are asking £10k plus for exceptional examples. Likewise for the lesser spotted 924 Turbo. Keep looking, though, because private sales do crop up and the market is not at the stage where cars are selling fast. There is still a reluctance, we think, to accept this as the new 'normal' for classic Porsche prices.

Enter the 944. Entry model is the 944 Lux, launched in 1982, with its wide body look and super-smooth 2.5-litre, 163bhp, four-cylinder engine. Rather like the base 924, the Lux is the rarest of 944s, despite being the biggest seller and for all the same reasons. Scruffy eBay examples still exist, but you'd be a fool to buy anything that required too much work. Rust is the enemy – particularly the complicated sills and once you've put that right on a project, then you might as well have stumped up the extra for something decent. And with most of the really rough stuff long gone, there are some very decent 944s out there, with

corresponding prices. Dealers are pushing beyond £10,000 and for low mileage examples £15k+ isn't unusual. But again, as with the 924, private sellers are out there and prices are more competitive as long as they don't try to compete with the dealers.

The 944 Turbo was a 911 challenger in its day, selling for pretty much the same price. It's a genuinely fast 150mph modern classic, that now sells for a fraction and was the first 944 to really get going in terms of desirability and value. Really good low-mileage cars are £25,000+, but £15k will still get you into a decent, well looked after car.

The 944 S2, with its 3-litre, 210bhp engine falls between the Lux and the Turbo, but the market doesn't differentiate particularly between the S2 and the Lux. Really good examples of both can command similar money despite being rather different cars to drive – the Lux with its relaxed 8-valve four, and the S2 with its revvier 16-valve four-cylinder, making it the keener driver's car. Indeed, despite this writer's preference for the Lux, for its understressed simplicity, the S2 is the sweet spot of the 944 range.

And finally there is the 968, with its big-banger 3-litre, four cylinder that, with Varioram cam timing, produced a

wholesome 240bhp and came attached to a six-speed gearbox. To give you an idea of the 968's rarity, just 5731 Coupes were made between 1992 and 1995. As a comparison, in the first two years of 944 production over 60,000 cars rolled out.

The 968 benefits from the full 20-years of transaxle evolution and it feels like it to drive. Fast, gutsy, modern and a handling delight, it also formed the basis of the cult hero 968 Club Sport, examples of which now go for over £30,000 and as much as £50,000+ if mileage is low. But a good Coupe can still be found at £15,000 and they are a lot less prone to rot than earlier 944 and 924s.

Which ever you go for, with the front engined output you're getting a real driver's machine. That is to say front-engined, rear drive, with the much lauded 50/50 weight balance from the rear transaxle. There's a lot to be said for that, not to mention the practicality that comes with the 2+2 layout and rear hatch. In modern terms... Well, in modern terms, there really isn't anything like it and it look unlikely that Porsche will build anything much like it anytime soon.

So this is the new reality of £15,000 to £25,000 classic Porsche ownership, and it's not a bad reality, we're sure you will agree.

What's not to like about a front-engined, rear drive Porsche, when you can drive it like this?



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WORDS OF WISDOM

We asked a number of well-known independent Porsche specialists to recommend what cars they would suggest to first-time buyers, based on our budget, and although most concurred, to give us an outright winner, it was a close-run thing, and there were also one or two surprises



IAN HEWARD AT PORSCHESHOP PORSCHESHOP.CO.UK

As a toe-dipper, I would avoid the classics, due mainly to needing inside knowledge and pitfalls. That said; 1: £20–25k, 997 gen 1 Carrera 2S (can't go wrong for anyone who has previously owned any type of sports car); 2: £15–20k, 987 Cayman gen 1 or gen 2 (any model as they are all fantastic alternatives to a 911); 3: £15k, 987 Boxster, any model as they are all great value entry level cars. No mention of the 996 here, and that is because you can get good cars for between £10–15k these days but they need a bit of inside knowledge due to age and different models.



JONATHAN STURGESS AT AUTOSTORE CAMBRIDGE AUTOSTORE.CO.UK

First of all, I would recommend a 996 C4S (at around £25k) as they are superb looking and generally better maintained than the normal 996s. Secondly,



I would also look at a gen 2 Boxster – either a higher mileage 'S' or a 2.9 with PDK at early £20ks. Lastly, I would look at a 968 Sport/944 Turbo.

TOM HARRIS AT 911VIRGIN 911VIRGIN.COM

I recommend a 987 3.2S/3.4S Boxster manual, 996 C2 Coupe manual (3.4 or 3.6). Certainly Cayman 2.9 PDK or 3.4S gen 2 Cayman if a decent one can be found for £25k. No 997 because I don't feel £25k will get you a good enough one. In my mind (assuming a relationship between price and quality), a good/really nice 997 is now £25k+. I've noticed prices on these firming up since Porsche altered their extended warranty terms to cover cars up to their 14th birthday. Any reservations over bore scoring or IMS failure no longer seem insurmountable to a lot of buyers knowing that a quality warranty is available should the need arise.



THOMAS SCHMITZ AT TJS GERMAN SPORTSCARS GERMANSPORTSCARS. NET

As I believe none of the great air-cooled cars can be bought for £15–25k these days, I have to nominate three "kettles". Firstly, a great quality car and absolutely superb drive for a small amount of money is a Porsche 944 S2. This was the latest version of the 944 with normally aspirated engine, and a bullet proof and very quick car with superb balance. A daily driver that works in every situation very well.

If you are an open-air freak, a nice Boxster S can be an interesting car. And lastly, a 997 S Coupe is hard to find at £25k, but may be possible.

JOFF WARD AT FINLAY GORHAM FINLAYGORHAM.COM

Looking at Porsche prices, and if it is to be a 911, then the only choice is a 996, probably a 3.6 if you can get one, but a C4S is the best thing to get into as they will definitely hold value. Obviously a 997 gen 1 3.6 or 3.8 with rebuilt engine, but even they are now fetching more than £25k.



The results are fairly clear-cut amongst our experts: The Boxster and Cayman have it as a perfect first Porsche up to £25k

**MARK SUMPTER AT
PARAGON PORSCHE
PARAGONGB.COM**

Our three nominations are: Boxster, Cayman or 911 (996 gen 2 3.6), and we would advise buyers to push to your maximum budget and buy the nicest example you can afford. At £25k you should get a gen 2 987 Cayman or Boxster, which is the most sensible choice for a first purchase. If it has to be a 911, then for £25k you should be able to find a nice 3.6 996, but be cautious when making a purchase as mechanical condition and service history vary massively.



**ANDY MOSS AT SCS
HONITON
SCSPORSCHE.CO.UK**

Our recommendations within that price bracket would be: 968 Coupe, gen 2 987 Boxster, 996 C4S.



**SIMON LENTON AT DOVE
HOUSE CARS
DOVEHOUSECARS.COM**

The three cars that I would recommend as a first Porsche would be either:

1. 997 3.6 Carrera gen 1 (circa £20k-£25k).
2. 987 Cayman 2.9 or 3.4 S gen 2 (circa £20k-£25k).
3. 987 Boxster 2.9 or 3.4 S gen 2 (circa £18k-£25k).



Surprisingly, perhaps, the front-engined Porsches didn't feature very highly. Maybe our dealers considered them to be too classic or niche. The 996 scored highly and rightly so

The gen 1 997 is always a favourite as it is a modern, useable 911 that everybody had a poster of on their wall as a kid. The gen 2 987 Cayman is arguably a better car, with perfect balance, making it more of a driver's car, but it doesn't have any rear seats which people like as a compromise, especially if they have young children. The gen 2 987 Boxster is again a beautifully balanced car, with the added benefit of roof-down motoring for sunny days, but again does not have the flexibility of a 911 or the iconic status.

**COLIN BELTON AT
NINEMEISTER
NINEMEISTER.COM**

Within that price bracket, here is my shortlist of Porsches that I would consider:

1. 987 Cayman S gen 1 (or possibly an early gen 2).
2. 997 Carrera 2S (got to be a good one).
3. 996 Carrera 2 (again, need to find a good one).

I would only recommend a manual.



**DARREN ANDERSON AT
RPM TECHNIK
RPMTECHNIK.CO.UK**

I would suggest in order:

1. 987 gen 2 Cayman 2.9 – entry level, reliable, relatively cheap to run, and great chassis.
2. 996 Carrera 2 Coupe (manual) – great value 911, modern classic, underrated and great sports car, and tuneable.
3. 987 gen 2 Boxster. For similar reasons to Cayman – and you get wind in your hair.



**JOSH SADLER AT
AUTOFARM
AUTOFARM.CO.UK**

Start off with the 996 C2 manual, because it's so practical, very rapid and capable, and values are only just being realised. Next, the 944 Turbo: a quick car, and you can get a bike in the boot! Rare enough to have some kudos. Thirdly, and go in with your eyes wide open, and you should be able to find an honest and straight 911SC. Last of the analogue 911s, it'll give you the true 911 experience.



RESULT

- 7 votes: 987 Boxster gen 2
- 5 votes: 987 Cayman gen 2
- 5 votes: 987 Boxster S gen 1
- 4 votes: 996 C2
- 4 votes: 996 C4S
- 3 votes: 987 Cayman S gen 1
- 3 votes: 997 C2
- 2 votes: 997 C2S
- 2 votes: 968 Sport Coupe
- 2 votes: 944 Turbo
- 1 vote: 944 S2
- 1 vote: 911SC

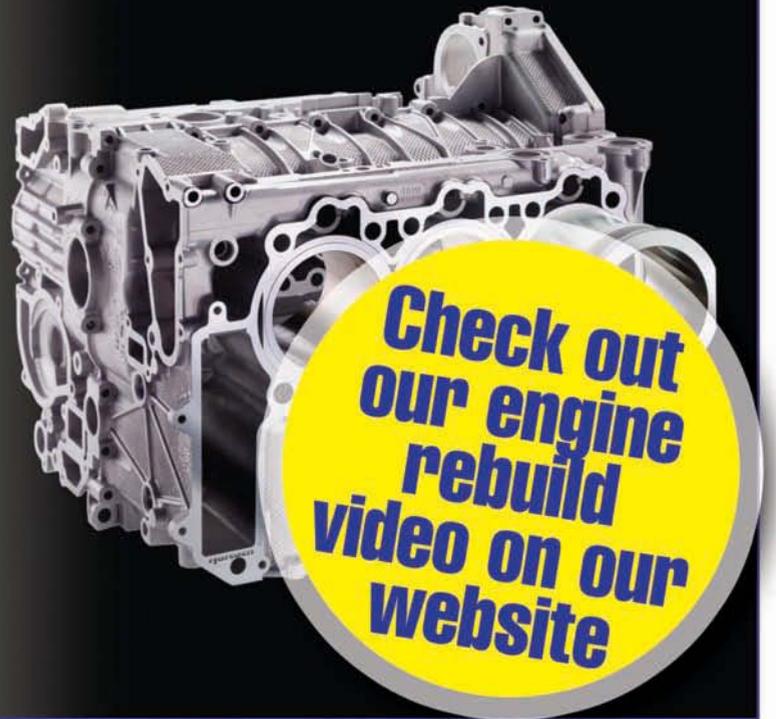
So, totting up the number of votes, within our £15- to £25,000 budget, the clear winner, with 7 votes, is the 987 gen 2 Boxster, available around the £20K mark. Not far behind, with 5 votes, is its slightly older sibling, the gen 1 987 Boxster, available for rather less money, while the 987 gen 2 Cayman, which also scored 5 votes, would be a bit dearer. More responders thought the 996 C2 and C4S better bets than the 997, which was slightly surprising, though the 997 is right at the top of our price range. Meanwhile, glad to see some confidence in the front-engined models, and unsure about the wisdom of an air-cooled SC. Still, if it's a project you're after, take a deep breath and jump right in! Otherwise, welcome to the world of Boxster motoring. **PW**



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Maritime Blue • Tri-Tone Leather Bucket Seats • Manual Gearbox • 17" Magnesium Cup Wheels • 93,753 km (58,595 miles) • 1992 (J)

£209,995



911 S 2.0 (SWB)

Silver Metallic • Black Half Leather Sport Seats • Manual Gearbox • Matching Numbers • Professional Restoration 1968 (F)

£174,995



911 Turbo (993)

Polar Silver • Black Leather Sport Seats • Manual Gearbox • 18" Turbo Wheels • Electric Sunroof • 57,162 miles 1996 (N)

£149,995



911 GT3 (997)

Basalt Black • Black Half Leather Adaptive Sports Seats • Manual Gearbox Satellite Navigation • Sport Chrono Pack Plus • 32,729 miles • 2007 (07)

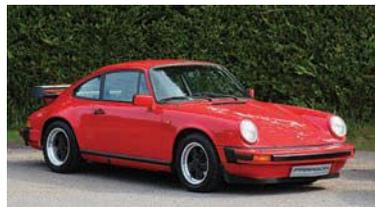
£79,995



911 Carrera Sport Targa

Grand Prix White • Black Leather Sport Seats • Manual Gearbox • 16" Fuchs Wheels • Porsche Certificate of Authenticity • 89,689 miles • 1988 (F)

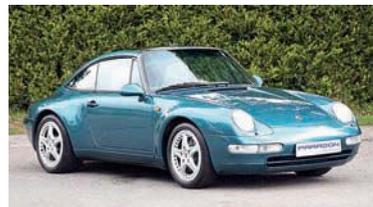
£64,995



911 SC

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

£64,995



911 Carrera Targa (993)

Turquoise Green • Marble Grey Leather Seats • Manual Gearbox • Air Conditioning • 17" Targa Wheels • 69,945 miles • 1996 (N)

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911 Turbo (997)

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911 Turbo (996)

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Cayman S (981)

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A whistle-stop 1700-kilometre road trip around New Zealand's beautiful South Island in a 997 C4S is highway heaven

Words: Johnny Tipler Photography: Laura Drysdale & Johnny Tipler

A month in God's Own Country: it's early 2017 and New Zealand's summertime climate is balmy, traffic is light (even though it's peak holiday season), flora and fauna are amazing, nothing bites or stings and the only snaking is the sublime hill roads. And to top it all, I've been let loose in a 997 C4S. Porsche paradise!

My boy Alfie has been living and working in Nelson at the top of the South Island for nearly two years and demanded a visit. After the 24-hour flight from Heathrow on Christmas Day, Mrs T and I relax aboard his 28ft yacht for a few days before travelling to Christchurch to rendezvous with 911 aficionado Brent Jones at the plush Hotel Montreal. Brent, who's just finished making a replica of the RSR R7 that finished 4th at Le Mans in 1973, has sportingly offered us his 997 so we can go sightseeing around South Island's beauty spots.

As well as an itinerary, Brent's briefing includes an instruction on how to operate the radar detecting devices installed in the 997, something of a necessity on account of the teeth-clenching national speed limit of 100kph – just 62mph in old money. Coincidentally, we witness an armed

the Lewis Pass on State Highway 7. I'm glad of the radar detector, because the cops are vigilant and several times the apparatus alerts us of surveillance. Not that we're going particularly fast, it's more to do with habitual wariness. It bleeps, I slow to well below the speed limit – to the chagrin of the tailgating boy racer – and around the corner there's the Holden patrol car. We're on sweeping driving roads through the valley so we press on to our first port of call, Hanmer Springs. This is a spa resort, set in hill-tramping woodland. Butlins-with-hot-springs, tacky and overpriced.

We hit the road early. The route heads on up to Maruia Falls, meandering beside the river and interspersed with a few hairpins approaching the summit of Lewis Pass. There's a real feeling of passing into a different weather system crossing from east to west, and suddenly we're in the clouds, driving through a forest of black beech, one of NZ's native trees.

Large yellow advisory speed signs preface many corners, and a bend involving the slightest difficulty will have a sign with a recommended velocity for you to negotiate it at, ranging from an 85kph sweeper to a 15kph hairpin. Like all NZ road signs, they've been in kilometres since the country went decimal in 1967.

“ Radar detector a necessity on account of 100kph speed limit ”

standoff outside the Montreal as five squad cars apprehend a trio of miscreants, and their deployment of assault rifle, dogs and pistols is an indication that the NZ cops don't mess about. So, thus primed, we set off from Christchurch on the main A1 east coast highway. It's mostly two-lane north-to-south with passing lanes, flanked by a single-track railway line and the Pacific beaches about 5 kilometres over to the right. Traffic is relatively heavy, much of it going our way because, further north, the road is still out of use due to last November's earthquake at Kaikoura. Seventy-five per cent of the big trucks are American in origin: Kenworth, Mack, Freightliner – and right-hand drive, too.

We turn off left at Waipara and head for

So we're in a right-hooker 997 with speedo in Kph. As for these suggested speeds, in a four-wheel drive 911, it's possible to better them by some way, unsurprisingly. So I might drop it into 5th for a "65kph" bend and hoof it round at 85, just for the hell of it, but in any case the C4S chassis takes everything in its stride.

Down from the higher slopes the climate changes and we're seeing enormous ferns again. We've got the road pretty much to ourselves as it's winding through the forest, mostly beech, birch and fir, while the sun's burning through the cloud. Now and again, beside the river we're seeing abandoned coal mining settlements. At Reefton there's a down-to-earth atmosphere, complete with a living





facsimile of a miners' encampment, where they're trying to promote a town that was on its knees after mining finished in 1951 – and that's not just coal mining but gold mining as well. There's a really good ironmongers, too, which is always the test; in Reefton I can buy a proper knife for those impromptu picnic situations.

It's 415kms from Christchurch to Nelson on

sonorous Bellbirds whose dawn chorus is a campanologist's paradise. A mellow breeze counters the glorious summer heat and, reunited with Alfie, we swelter on the dancefloor at DeVille's during the BattleSka Galactica gig. Further up the coast on the 60 there's a distinctly hippie vibe at Motueka and Takaka, and we catch the Richter City Rebels' eight-piece brass ensemble at the Mussel Inn,

has become way lusher with masses of tree ferns, and a limestone escarpment beside the Buller river with huge cliffs and overhangs to our left and single-file cuttings to negotiate. Date and banana palms and upside-down Monkey Puzzles tower in a riotous jungle, flanked by flaxes and tree ferns, while the road twists and turns endlessly along the craggy coastline with glimpses of black sand to our right, cliffs all covered in bush.

We climb the lighthouse at Cape Foulwind – noting the treacherous rocks looming offshore from the murky sea – and a little further on we pause among the tourists to view the amazing Punakaiki Pancake Rocks, incredible layered limestone formations jutting out into the sea where they've been sliced and undercut over millions of years. You would not want to get caught in the tidal surges, currents and blowholes here! The main road's pretty straight now down to Greymouth, where we're billeted in the bush in an Airbnb caravan. It's snug as we scoff our takeaway, but gusting winds and the rain pelting on the tin roof make it impossible to hear the telly! So much for the privations of

Previous page: 997 paused beside Lake Wanaka. Above: Fearless Brent Jones lent Tipler his C4S for the road trip

“ We swelter on the dancefloor during the BattleSka Gallactica gig ”

this particular route. The Buller Gorge heads north via Murchison on the 69 and then the 6 to Nelson – a town so laid-back it just wants to hug you and buy you a glass of local Pinot Gris. There's a plethora of amazing birds and plants – and possums, which are a pest, apparently, along with stoats, which they trap to protect the indigenous creatures, like the

then crash at a cosy backpackers' at Collingwood on Golden Bay. Glorious beaches, tidelines higgledy-piggledy with washed up driftwood, the ocean's ever-changing sculpture park. It's all too beautiful.

Leaving Alfie and the sunshine behind, we approach Westport on State Highway 6 on the Tasman Sea coast, and the vegetation

Below left: Under Frog Rock on the SH7 near Weka Pass. Right: Significant T-junction at Reefton's former mining town





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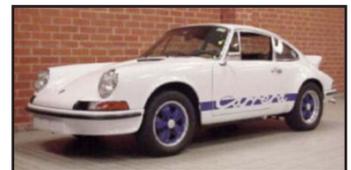
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camping.

Aptly named, Greymouth was a port serving a mining community at the mouth of the river Grey, flowing into the Tasman Sea, and a total contrast with the vibrancy of Nelson. But now it's brightened up, we've got blue sky and the road has flattened out, with a bank of exotic trees on one side and sea on the other. Broad rivers are in full spate, churning milky-water channels and grey pebble eyots, mostly spanned by single-track bridges; the railway line shares one so the tyres squirm on the inset metal rails.

A short distance south is the artisan town of Hokitika. We watch craftsmen and women create hoards of jade jewellery, while next door glass-blowers fashion penguins and kiwis in similar production line volumes. So many similar greenstone shapes to choose from, and apparently they all mean something in Maori folklore. There's a driftwood sculpture contest on the beach, but actually the waves themselves make just as an artistic job of it.

At modest main road speeds the 997 is proving economical but, mindful of a potential absence of filling stations the further south we go, we refuel at Ross – 96 octane is as good as it gets, anywhere. It becomes hillier, and the road winds through densely packed forest. We're in a designated ecological area, getting into the Southern Alps, backbone of South Island, and the tall trees are covered in parasitic

plants, from mosses to lichens to yuccas.

We ascend a serpentine road up Mount Hercules, mostly 4th gear, a bit of 3rd, 80kph, just the kind of road this car is made for. And for natural astonishment, Route 6 must be one of the world's great driving roads – it's 417km from Westport to Haast where the 6 tracks inland towards Wanaka. Meanwhile, our next geophysical phenomenon is the Franz Joseph Glacier. We turn off and join the ice warriors on the glacial trail. Tinged pale blue, it's a wall of ice, a mile or so from the viewing embankment, filling an entire 12km valley and 300m deep. We learn that it's receded that mile in the last 100 years, due to 'global warming', leaving behind a sprawling, icy river.

The 20 kilometres between the Franz Josef Glacier and the Fox Glacier is unadulterated ecstasy, a succession of hairpins going up one side of the mountain and down the other, traversed as quickly as possible at 3000, 4000rpm, 3rd gear, 4th gear, sheer dynamic bliss as the C4 kisses the apexes and hugs the white lines out. There are far fewer tourist traps at Fox Glacier, and despite the short distance between them there's very different foliage and taller trees here, all covered in the most incredible mosses and ferns, though the bush is less dense.

Motoring south on the coast road again, there's a succession of broad river valleys

with fast flowing currents and single-track bridges over them. We're heading into sub-tropical forest again. The plant life is just crazy, so effusive, lustrous and shiny, with so many different textures of leaves and fronds, encompassing every shade of green. Despite minimal traffic there are occasional road-kills – possums mostly, and a few pheasant-sized wekas. Now, where's that penknife? Just short of Bruce Bay we turn onto an unmade road. Our Airbnb accommodation is a cabin set just behind the beach levee in a wooded water meadow. The beach is strewn with huge pieces of driftwood; whole trees and root systems have been washed down the rivers and out to sea and then flung back again. The quantity of driftwood on the high tide line deposited during previous storms forms a wooden palisade, stretching as far as the eye can see around the bay. This coastal strip has a backdrop looking east at Mt Cook and Mt Tasman – NZ's two highest mountains (Mt Cook is 3724m) – glimpsed whenever the cloud and the mist clears, revealing a little snow right on the tops, with the ridges enfolding and superimposed on each other into the distance. There's a whole weather system evolving just in this one bay, where it's raining at the cape to the south, yet brilliant sunshine where we're standing, while the air is full of spray from the crashing waves.

Our cabin Airbnb landlady's sons are

Rare straight section of blacktop crossing Otago Plains on State Highway 85 between Ranfurly and Palmerstown





Above: Timber buildings characterise NZ architecture. Right: Nelson's beautiful coastline; seafood temptation at Havelock

petrolheads of the 4x4 persuasion and want to know all about the 997 C4. I can't tell them how many were built, though by now we've had time to take stock of Porsche volumes in NZ, and although I'm told there are more Porsches per head of population than anywhere else worldwide, the number we actually spot on the road is not large: maybe a dozen Cayennes, half-a-dozen Boxsters and a 996 GT3. After breakfast we hit the road again. Approaching Haast, we turn inland on the 6, where there's an extremely long single-file bridge over the Haast River. Haast proves to be not so much a town as a collection of rafting and river boating opportunities, an activity centre with a handful of cafés advertising whitebait patties. Spurning these delicacies, we press on along the river valley, where the Tarmac steams as the sun dries it. According to our road map, the mountains on either side are all personified – the Snob, the Joker, the Pivot, the Deuce, and so on, forested all the way up with some of the tops in cloud. They're also very steep, and at the limit of the tree line there's the tundra line, then above that there's the snow line. At Makarora we're suddenly in a broad valley with serrated pinnacles ahead, heralding the vast, turquoise waters of Lake Wanaka lying in their midst. We pause for lunch at a roadhouse, and although there's no high octane at the pumps I reckon we can still make it to our next overnighter at Queenstown, 100kms away, on the gas we've got. The winding lakeside road switches from one bank to another at 'The Neck' to run alongside another inland sea, Lake Hawea. Glorious vistas in every direction.

There's quite a lot of new building as we come down to Wanaka; virtually all houses in

New Zealand are constructed of wood, and all the more charming for that. Wanaka is a popular resort town at the southern end of the eponymous lake, with all sorts of outdoor activities available, but Queenstown's the target, so we motor on. There's a broad plain between khaki hills, and I suppose winter snow suppresses plant growth up there, but now there's a vivid profusion of wild lupins. We're entering another pass into the Crown Range between Wanaka and Queenstown, a winter sports road with successive signs indicating places where you should fit your snow chains. Heading down from the pass towards Queenstown the landscape is a lot mellower with mown meadows and sheep grazing, and big prosperous properties.

Queenstown is a blast. So lively, with open-

Teppan.

It's 265km on the SH6 and 85 from Queenstown across the Otago plains to Palmerston on the Pacific seaboard. We make for Cromwell, passing Highlands Motorsport Park and numerous vineyards, and pull into Misha's winery to buy some Pinot for Brent. After Dunstan Lake and its big dam there's more terracing around Clyde, and there are apple and cherry orchards, plus a goldminers' monument. At Alexandra we abandon the 6 in favour of the 8 and the 85 towards Ranfurly, as there's even less traffic going this way. Fast, two-lane blacktop with some nice cambered curves in an undulating landscape, tourist hot spots now far behind us. Agriculture is the major facet of the rolling Otago region – livestock on rough pasture

“ We spot a dozen Cayennes, half-a-dozen Boxsters and a 996 GT3 ”

air gigs, buskers, fire-eaters, jugglers, affable crowds milling around the harbour on Lake Wakatipu. The last coal-fired steamer sails across the lake twice daily to Walter Peak, and we relax deckside on a launch-bar, sipping the Gris and absorbing the holiday vibe. We've checked into the wonderful Hulbert House hotel, a late Victorian lodge, with fantastic views of the lake and downtown Queenstown. It's quite possibly the best hotel-B'n'B we've ever stayed in, but the restaurant's not open in the evening so we eat scrummy Japanese downtown at Tanoshi

cladding a strange moorland moonscape, corrugated hillsides with jagged peaks beyond. A big farmstead nestles in trees: no ostentation, grey house, grey barns. We pause for lunch at Ranfurly, and a farmer and his wife sit down next to us in the crowded café, and we discuss our proposed route. 'You have to eat at Fleur's Place at Moeraki,' they say. Being a fishing village, there's no mistaking Fleur's speciality. Meanwhile it's another two or three hours still to Palmerston and the Pacific, 100km of blissfully deserted roads. Palmerston's Victorian church spire



and a beacon on top of a conical hill greet us. We've crossed from coast to coast and arrived at Shag Point, and then it's north on State Highway 1, which will take you from Dunedin in the south all the way to Picton and the Wellington ferry, 700km to the north. Or it will, once the road's repaired at Kaikoura. Following our farmer friend's advice, we head for Moeraki, a hamlet best known for its beach boulders, as well as Fleur's Place, where our selection of fresh fish is one of the trip's gastronomic highlights. Apparently Rick Stein thought so, too.

Downtown Oamaru is a big surprise with its immense, majestic limestone buildings, a legacy of Victorian aspiration matching San Francisco and LA. Fabulous neo-classical architecture, civic and commercial, built when they envisaged a major port, many now given over to indoor markets and art galleries like the SteamPunk Museum and Classic Car collection. We overnight at the Pen-y-Bryn, B'n'B plus haut cuisine gourmet dinner in a charmingly restored Victorian lodge.

It's 250km from Oamaru to Christchurch on the A1, heading north towards Timaru, and at Geraldine we veer left off the main drag onto

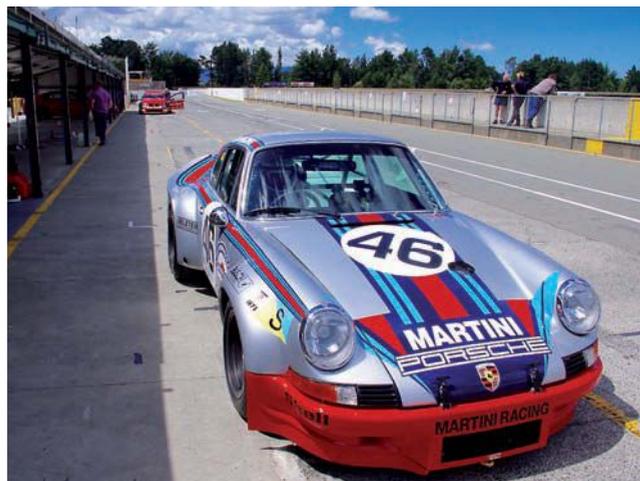
the 72, the signposted 'scenic route' to Christchurch via Mount Hutt. Long, long straights traversing the flat coastal plain. It's warm and sunny and – unusually – the 997's sunroof is open. So, inevitably, it's where I get nicked for speeding. The rushing wind noise from the open top obscures the Beltronics' warning bleeps, and there he is, lurking in a farm track. He's in so much of a hurry to nail us that he gets his Holden in a muddle on the verge as he spins it around. No mercy of course, despite playing the dim Pom card: 'I'd like to send you on your way with just a warning, but you're in the system now,' he gloats. So, pulled for doing 129kph on an arrow-straight road. The fine is 230 bucks, 'same as our dinner last night,' remarks Mrs T wryly. I count myself lucky: 140kph is a ban.

Back in Christchurch we offload our stuff at the sumptuous George Hotel and I take the 997 around Hagley Park for a splash-n-dash before returning it to Brent. It's an awkward denouement. Car ablated, I try to move off from the carwash, but it won't budge. I phone Brent. The assumption is that the clutch has gone, and he's philosophical: 'I've done a few track days with it, and it's 10 years old, just

one of those things,' he says. 'Lucky it's happened here and not in the middle of nowhere.' Trailered ignominiously to Christchurch specialists Archibald's, they discover that the dual-mass flywheel has split in two. 'The rivets that hold it together had all sheared off,' Brent reports; 'they haven't seen that happen before.' Brent is remarkably sanguine, and we spend the last few days of our trip at his holiday home at Akaroa on the spectacular Banks Peninsular. There's also an opportunity to have a go in his newly-built 911 RSR replica on Ruapuna circuit; it's a faithful copy of the Martini RSR with the 'Mary Stuart collar' rear spoiler that came 4th at Le Mans in 1973, the replica built in Christchurch last year by Jason Burke at Burke's Metalworks and assembled and fettled by Wayne Graves' independent Porsche specialists Authority, using NOS parts sourced from TwinSpark Racing in Holland. It's a real pleasure to drive on track, and Brent has since raced it successfully in NZ historics. Our 997 road trip has covered 1757km – 1091 miles – on the most fabulous roads and through the most gorgeous scenery, a total pleasure, and I can't wait to go back. **PW**

Above left: Single-track bridge. Top: Westport town hall. Above: Hokitika war memorial and van clearly lacking in something – beer!

CONTACT
Thanks to Brent Jones for generously providing his 997 C4S; the Montreal Hotel, Christchurch hotelmontreal.co.nz Hulbert House Hotel, Queenstown hulberthouse.co.nz Pen-y-Bryn Lodge, Oamaru penybryn.co.nz, and the George Hotel, Christchurch thegeorge.com for four memorable nights' accommodation on the trip.



Far left: Twilight at Bruce Bay, Tasman Sea. Left: Tipler drives Brent Jones' other Porsche: a brand-new '73 Martini 911 RSR replica

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Words: Keith Seume

Photographs: Antony Fraser

In these days of wide-bodied excess, such as the conversions carried out by chain-smoking, grinder-wielding Japanese 'artists', it's hard to imagine just what an impression the first factory-built road-legal turbo Porsches made when they hit the scene in the mid-1970s. Sure, anyone who attended race meetings would have become familiar with the wide-ass RSRs, but road cars? No way. Until then, the Carrera RS and its siblings had been about as radical as things got.

But all that changed in September 1973 when Porsche pulled the covers off a silver 911 on their stand at the Frankfurt motor show. It was quite unlike any other 911, except for, maybe, some of the more extreme race cars of the era. It wore the fattest rear tyres yet seen on a road-going Porsche, and a deep RSR-inspired front air dam incorporating a mesh-covered oil cooler intake, either side of which was a pair of brake ducts. It looked like a race car. But it was the oh-so-wide wheel arches that gave the display car such presence.

The panels fitted to the prototype were essentially those of the new Carrera 3.0 RS, and were necessary to accommodate the wider track, front and rear, that gave the Turbo its characteristic aggressive stance, along with the deep 15in-diameter wheels. 'Porsche' graphics in white along each side left no doubt as to who had built the car, and the even more bold 'Turbo' graphics on the rear wings hinted at what lay beneath the engine lid, which itself carried a crazy 'whale-tail' spoiler.

In truth, although the display material talked of a race-developed turbocharged flat-six, the engine of this Frankfurt show car was a mock-up, with a wooden crankcase and dummy induction system. No wonder the lid stayed firmly closed for the duration of the event. Inquisitive visitors to the stand were told that this special wide-bodied 911 was powered by a 2.7-litre engine producing some 280bhp, which would give the car '160mph potential'.

The prototype marked a parting of the waves with regard to the development of a turbocharged Porsche. On the one hand was a call to prepare the turbo 911 for production as a road car, on the other was

the desire to develop a full-race 911, which would ultimately grow to become the mighty Turbo RSR.

However, Porsche made no promises that the show car would go into production – it was a teaser to gauge public reaction as much as anything. The initial plan was that it would maybe serve as the basis for an entry into Group 4 GT competition, which meant that Porsche would have to build a minimum of 400 examples, after which the idea of a production turbocharged 911 could have conveniently dropped off the radar.

Even if the car was to remain a limited production homologation model, there was still the matter of how to market it. Here there were two schools of thought, one being that it should be sold as a sparsely-equipped lightweight at as low a price as possible, the other to dress it up and market it as a luxury supercar. Both had merits – a no-frills version would be easy to build, easy to sell quickly and hence turn a fast profit. A luxury version would be a flagship, showcasing what Porsche was capable of in terms of technology and build quality. Fortunately, among the supporters of the latter was Ernst Fuhrmann, head of Porsche since 1972 and no mean engineer himself. It is him we have to thank for making the decision to put the 911 Turbo (aka Type 930) into production.

A year passed before Porsche showed off the production-ready 930 at the 1974 Paris Salon d'Auto – it was a well-spec'd model that marked the company's first real venture into the world of road-going supercars, previously the domain of arch rivals Ferrari and Lamborghini. Public response was overwhelming, press reviews equally as supportive of the project. The legend of the Porsche Turbo was born.

The first 930s were, in hindsight, relatively modest in today's terms. The single-turbo 3.0-litre engine, based on the normally-aspirated unit used in the Carrera 3.0, displaced 2992cc courtesy of a bore and stroke of 95mm x 70.4mm. It produced 260bhp at 5500rpm in European spec, with 253lb ft of torque at 4000rpm, but a more modest 246bhp and 246lb ft in US spec, thanks to the smog equipment necessary to allow the engine to meet the increasingly





Above: From the rear, you get the full impact of the 930's wide-body styling. In its day, this was a familiar sight, as the KKK turbocharger spooled up and left other road users gasping in its wake

Below left: It's not a pretty engine by any stretch of the imagination, the large intercooler and the air-con pump dominating the 930's engine bay

Below right: Black leather interior replaces the original white trim installed by the factory

strict anti-pollution legislation in North America. In 1978, the engine was then increased in capacity to 3.3-litres (3298cc), courtesy of a longer stroke crankshaft (74.4mm), resulting in a power output of 300bhp and torque of 420lb ft.

The transmission was initially a four-speed unit, derived from, but stronger than, the contemporary 915 unit. Porsche believed that the greater torque of the turbocharged 'six' meant that a five-speed unit was unnecessary, although in 1989 a five-speed gearbox was installed, this being based on the stronger G50 unit of the Carrera 3.2.

At its launch, the Turbo came with the same brake set-up as the 911S and Carrera RS, with aluminium 'S' calipers at the front and cast-iron 'M' calipers at the rear. However, in 1978, with the introduction of the 3.3-litre Turbo, big four-pot aluminium calipers and matching vented discs derived

from those of the mighty 917 race cars were installed, resulting in huge reserves of stopping power.

As for wheels and tyres, the first Turbos came with relatively slim 7Jx15 fronts with 185/70x15 tyres and 8Jx15 rears with 215/60x15 tyres, Pirelli CN36 being the standard fitment on UK-spec cars. A popular option was Pirelli's grippy P7, and the tyres' size changed to 205/55 (front) and 225/50 (rear) in this case. In 1987, rim diameter was increased to 16in, with the fronts staying at 7J width, while the rears grew to 9J. Tyres were 205/55 and 245/45x16, respectively.

In terms of performance, the Turbo was pretty spectacular by standards of the day, with the 3.0-litre capable of hitting 60mph from rest in around 6.5 seconds before topping out at a shade over 155mph. Not blistering by today's standards, but enough to raise a few eyebrows in the mid-1970s.

The later 3.3-litre Turbo was credited with a similar top speed but the greater power and torque of the revised engine whisked the car to 60mph in just five exhilarating seconds.

The example we tracked down belongs to Perry Tonking, a fastidious owner/collector who instantly fell for the 1985 3.3-litre four-speed Turbo in Guards Red. 'The car is totally unmolested and in excellent condition for the 51,000 miles showing on the odometer,' says Perry. 'We stumbled across it at JZM and didn't hesitate to purchase it due to the excellent underbody and engine condition. The only modifications I made were the replacement of the all-white pimp-style red-piped interior with a more conservative black offering and the installation of window tinting, which has subsequently been carefully removed to return it to a more original look.'

'The vehicle is listed as a Tourist Delivery in 1985 and was designated "C26" –



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911 - 993 GT 2 EVO. 1998. One of only 21 produced original Porsche 993 GT 2 Evo road cars from 1998. Ocean Blue met. Bucket seats in leather black with grey (driver seat in XL size). Air conditioning, twin airbags (orig. steering wheel + special option steering wheel with the car), stereo, power windows. 36.900 km only. Perfect example with new tyres, new service, new Swiss oil protection. Private TJS-Collection.

964 RS & RS CS, 964 TURBO 3.6, 964 TURBO S, 993 RS & RS CS, 993 CUP, 993 TURBO, 993 GT2

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Above: Can't afford a Turbo? Then here's the answer – a Carrera SSE. You could choose between a coupé, a Targa or even a full Cabriolet

according to our research this is either a Singapore or South African specification. Interestingly it never made it south and remained in UK ownership all its life. However, we think it was most likely to be a Singapore vehicle judging from the nationality of the first owner.'

So many people loved the wide-body Turbo styling (and who can possibly blame them?) that the factory offered customers the opportunity to order the normally-aspirated Carrera 3.2 with the look of the 930, but without the turbocharged engine and matching transmission. This was carried out by the 'special wishes' department under the option code M491.

For the 1985 model year, this package was made available as a model in its own right, known under the lengthy name 'Turbo Look – Special Sports Equipment', or 'SSE', but in 1987 it became officially known simply as 'Super Sport'. Incidentally, the model enjoyed its greatest success in the UK market, where a large proportion were ordered with body-coloured piping to the leather seats.

The complete M491 package consisted of the wide 930 wings – to begin with the flares were welded to the original wings but from 1986 they became one-piece pressings. This was the same for the rear wings, too. The front apron featured a flexible spoiler, while the engine lid sported the trademark tea-tray spoiler of the 3.3 Turbo. Incidentally, under option code

dampers were not fitted, and neither were the uprated so-called 'Turbo tie-rods'.

The performance of the Turbo Look Carrera was little different to that of the regular Carrera 3.2, with the exception of reduced top speed (as much as 12mph) thanks to the greater drag created by the wider arches. In the real world, the difference is so small that you'd be hard

“ So many people loved the wide-body Turbo styling... ”

Below left: Black trim with beige carpets is an unusual choice, but that's the way the first owner spec'd his Carrera Targa

Below right: As redolent of the 1980s as red braces, striped shirts and enormous city bonuses, the 'tea tray' rear wing is an icon of its time

M490, a customer could order his SSE without these front and rear spoilers.

The brakes were those of the 3.3 Turbo, as were the front (23mm) and rear (initially 20mm and then 22mm) anti-roll bars. The wheels and tyres were the same (7Jx16 and 9Jx16 with 205/55 and 245/50x16 Pirellis) but the Turbo's green Bilstein sport

pressed to notice any loss of ultimate performance. However, there's no denying the effect the M491 options have on handling and, most particularly, braking. Here the SSE scores over the Turbo as its lower weight means it feels easier to flick through a series of bends, while the big 917-style brakes do an impressive job of





hauling the car down to a crawl.

The car shown here is a low-mileage (a shade under 65,000 miles, in fact) which has been in the same ownership for the last 24 years. With an exhaustive service history, it's on sale at Cornwall-based Williams Crawford for roughly £1 for each mile it's travelled in its life. What makes this 1986 SSE different is that it is a rare Targa version, most being coupés. It was ordered with black leather trim but beige carpets, which seems an odd combination, and looks pretty stunning.

Personally I'm not struck on the combination of grippy, firmer Turbo suspension and the less rigid Targa bodyshell, but that's probably more psychological than anything. In real terms, I think you'd probably notice little real difference in handling, especially with the roof secured in place. And you most certainly can't dispute its good looks: Guards Red, black trim and Turbo profile. What's not to like?

So, a pair of wide bodied Porsches, both in that iconic red, so beloved of the city boys spending their first bonus, both with those wide arches, steam-roller tyres and extravagant rubber-lipped tails. The choice as a customer in the 1980s would have been a hard one: turbo or non-turbo, coupé or Targa (or even the full Cabriolet). Each of them had their appeal and even today it's

difficult to choose. Or is it?

To be frank, from the author's point of view, the choice is an obvious one: if money was no object, it has to be the 930 Turbo. It's a personal favourite of mine, having driven an early example back in 1976 and never forgetting the experience of that lag before the KKK spoiler spooled up to catapult you into the future. But that's not to say the SSE isn't a great car and, if you can't afford the near six-figure prices that good 930s are achieving, then this makes for a compelling alternative.

And talking of alternatives, check out the third in our trio of wide-bodied wonders: a very rare Ruf Carrera. Yes, you read that right – not a turbo, not a CTR but a Carrera 3.2 that's been given 'the treatment' by the famous German tuning company headed by Alois Ruf Jr.

The project largely came into being due to Porsche's reluctant decision to pull the Turbo from the US market in mid-1977. Its failure to meet the strict emissions regulations meant that, short of carrying out a total engine revamp, left Porsche little option. This decision added weight to the development of the Turbo Look models, which had all the pizzazz of the flagship model but without those evil exhaust emissions. It wasn't until 1985 that the Turbo was allowed back into the US following the adoption of the Motronic

engine management system.

Also owned by Perry Tonking, the red Ruf (chassis #13) is an interesting vehicle with an equally interesting history, having originally been delivered to Canada. 'The project was allegedly abandoned in late 1986 following the resumption of the sale of the 930 Turbo in North America, with the base model 930 retailing for as much as \$20,000 less than Ruf's pricing point,' says Tonking. 'According to Alois Ruf's wife, Estonia, they only ever sold a handful of Canadian-specification vehicles while they had a licence for Canada.'

'Allegedly their licence was revoked in 1990 and there were only ever a few Ruf vehicles delivered to Canada – one of which was a signature CTR in India (Guards) Red. I also established that they sent vehicles to Canada as they were unable to secure a licence to retail their vehicles in the USA; this may not necessarily be true but we have found no evidence of purebred Ruf vehicles being sold new in the United States.'

The story is taken up by Bob Carswell, the original owner of this unusual Porsche, who wished to help promote Ruf conversions in North America. 'A realtor named Werner Molicki (a person with contacts throughout the Porsche scene in Canada) and his wife Sylvia held a lunch at their home, to which I was invited, when Alois Jr came to Canada to forge a

Above left and centre: Ruf steering wheel and logo'd gauges hint at the bespoke nature of the Carrera

Above: Blueprinted engine produced 240bhp, thanks to hotter cams and careful assembly...

Below: Ruf Carrera certainly cuts a dash, but only a trained eye will immediately spot the differences between this and a regular Turbo. It sits lower and sounds altogether more purposeful than a stock Carrera 3.2





business relationship. My Ruf was the test car for Canada.

'The arrangement to buy the car was made directly with Alois; he was a super fellow to deal with and very, very honourable. The arrangement was to have the first Ruf in Canada and to test drive it to Canadian standards, meaning drive year round, in sun, snow, ice and rain. Alois wanted to know how the car handled and how the oil cooler and engine would perform in the winters down to minus-40°C. Ruf did an amazing job with this car – it was a fun and exhilarating machine and we had very few issues with it. It certainly stood out amongst the other plain Porsches in the city in those days!'

Paperwork shows that the vehicle, a turbo wide-bodied 911 Carrera, was ordered on 1st December 1984 with an expected delivery quoted by April 1985. The first invoice was for a CAD \$10,000 deposit,

but the final price paid for the Ruf was CAD \$60,000. However, this was evidently a special price agreed in return for the information gained during the 'test' driving.

Tonking again: 'Amongst the documentation that came with the car we found a specification sheet dating back to 1985 that perfectly describes the vehicle invoiced except that the base model price was quoted at \$60,750, meaning that the additional features installed would have resulted in a total price of approximately CAD \$83,000.' Some discount!

The specification included a blueprinted 3.2-litre engine producing 240bhp. This was at a time when Carrera 3.2s destined for the North American market were only rated at 207bhp, compared to 231bhp elsewhere. The increased output was down to revised camshafts and breathing, the engines being assembled by hand in Ruf's own workshops. The five-speed transmission

was also a Ruf speciality, being less clunky than the factory-built 915 unit.

And while 240bhp may not sound like a lot today, back then it was snapping at the heels of the 'forbidden' Turbo's 265bhp in US-spec and a definite improvement over the output of the Federally-approved Carrera 3.2.

When Bob Carswell went to collect the car from the docks, he was in for a bit of a shock: it had been removed from its shipping container and moved elsewhere in the facility, where it had been stripped of its radio and was about to be relieved of its wheels, too! With the wheel nuts tightened back up, Carswell drove the Ruf Carrera (one of two he had ordered, incidentally, the other being #12, a narrow-bodied car in dark blue) back to his Calgary home and threw a celebratory party for a dozen friends.

'It didn't matter about the radio – after all driving it was a blast! I did get stopped out

Above: Seume tries to look cool in his colour-matched T-shirt and shorts, but fails miserably. Fortunately, all eyes are on the car, in this instance the Ruf...

Below left: It's hard not to be taken under the spell of a well-sorted 930 Turbo. It represents the very best of 1980s engineering

Below: Colour-matched wheels somehow look dated, but we still love 'em





in the provinces but I believe the police simply wanted to see this machine close up, not because I was driving it hard (which I was not) but because it was such a stunning car. Champagne flowed freely at the party because we knew that these cars were very special and this one was a one of a kind. It was a great machine – the first Ruf in Canada.'

Eventually, the car was sold to a new owner also in Calgary, after which it found its way to British Columbia and into the hands of its third owner, George Marcial, who kept it for 18 years. During his ownership, the original Ruf front spoiler was damaged while the car was being serviced, and a new updated Ruf panel fitted in its place. Sadly the original was discarded when the car was sold to its fourth owner.

The Carrera was then tracked down and acquired by Michael Durkee in Arizona, who tells us 'It's difficult, to say the least, to import a Canadian car into the USA because they don't have titles – they only carry a registration. I managed to get it here and was very pleased and surprised by the excellent condition of the car. It had to go through a thorough inspection here in Arizona and get assigned a real certificate of title that actually says "Ruf 911" and not simply Porsche.'

Michael then advertised the car on Pelican Parts, which is where Perry Tonking stepped in. And so it now resides in Cornwall, cared for by Williams Crawford

who store it for the owner alongside his red Turbo. And this is where we caught up with this rarest of our wide-bodied trio.

Firing it up from cold, it's immediately obvious this is not a stock Carrera 3.2, for the engine note is altogether deeper and more purposeful. The gear change is slicker than average, too (Ruf clearly knew what they were doing in that department!), while the bespoke Ruf logo'd gauges are a nice touch.

On the move, the car is obviously not

“ Their loss gave us two great variations on the 911 theme... ”

going to feel as fast or anything like as torquey as a well-sorted 3.3 Turbo, and lacks the all or nothing character of the older 3.0-litre 930, but it is a great car in its own right and while trying to compare it to the range-topping factory product is an obvious thing to do, ultimately it's almost pointless. This is a Ruf Carrera, not simply a beefed up Porsche-built Carrera and the differences are clear the moment we hit the twists and turns of our favourite west country roads.

As a piece of Porsche history, this and other early Ruf cars are truly significant.

Remember, Porsche gave Ruf its blessing to build them with their own chassis number and you know damned well that accreditation doesn't come lightly.

So, at the end of a long, hot day on Dartmoor, which would I choose? I have to confess I'm not a massive fan of the impact-bumper Targas (although I am prepared to be swayed on this), and as lovely as 'our' car is, it can't match the delights of the Turbo or the Ruf.

Hmmm, so now what? The Ruf is

Above left: Even though a Targa SSE without its roof may not be the most rigid choice, it's still a fun car to throw around some favourite bends

Above: 9Jx16 rims were shared with the contemporary Turbo

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undoubtedly a fabulous car, with clear evidence of being hand-built by one of the most respected teams in Porsche history. It's rare, it looks sensational and performs wonderfully – you know there's a 'but' coming, don't you – but I still can't help falling in love with the 930 every time I get behind the wheel.

My heart bleeds for the US public being starved of the 930 for so many years, but if it's any consolation, their loss gave us two great variations on the 911 theme: the Turbo-look wide-bodies and the sensational Ruf Carrera. Let us at least be thankful for that... **PW**

Below left: Ruf sits lower and looks angry, even when driven with care around Dartmoor's sheep-lined roads

Below: Ruf's own take on five-spoke wheels (made by Speedline) has stood the test of time



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TECH: HOW TO

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Pre-G50 911s famously have a gear change often described as 'awkward', 'challenging' or even 'impossible', but US-based Stomski Racing reckons it has the affordable and effective solutions – in the shape of a precision coupling for the main longitudinal shift rod, and a choice of harder powertrain mounts. Chris Horton followed a typical installation in a 911SC. Photographs by the author



We began last month's technical feature – an analysis of Classic Retrofit's ingenious bolt-in, no-drilling air-conditioning system – by suggesting that effective cabin heating and ventilation are not high among the earlier 911's attributes. And sadly – without wishing to sound as though we have a vendetta going here – the same must be said of the pre-964 cars' gear-shift quality, too.

The post-1986 Carrera 3.2, with its G50 transmission, is a vast improvement over the previous 901 and 915 gearboxes (although still not as good as either the 964 or the 993), but in cars with those previous units any modest performance gain that might accrue from increased engine power is more than likely to be largely negated by the time – and the concentration – it still takes to shift cleanly and precisely from one ratio to the next.

Proponents of those earlier gearboxes will (correctly) argue that they are strong and reliable, with a proven world-class competition pedigree, and (incorrectly, this writer believes) that anyone who can't cope with their idiosyncrasies ought to stick with a contemporary 944. (Which, paradoxically, has a by and large exemplary gear shift. But then I would say that, wouldn't I?)

Maybe so, but the fact is that these are meant to be high-performance sports cars we are talking about, not some antediluvian lorry. And, even if you are not overly concerned about 0–62mph times, they ought to be capable of delivering a more fluid, a more efficient and ultimately a rather more rewarding driving experience, without the constant fear of damaging either the gearbox itself or, worse still, 'buzzing' an expensive air-cooled engine.

And they *can* be that good, too – perhaps for the sake of just a few hundred pounds, and barely more than two hours' relatively

easy work. There is, understandably, no guarantee that you will achieve a miraculous improvement merely by the addition of a few after-market peripheral components – however well designed and engineered they may be, they cannot overcome possible problems within the gearbox itself – but based upon our own hands-on experience with this 1981 911SC, it certainly has to be worth a try.

So, what are those peripheral items that we are dealing with here? Primarily the universal-jointed coupling at the rear end of the primary longitudinal shift rod, which is accessible beneath a metal cover on the central tunnel, behind the front seats. And after that – a little more ambitiously, but not impossibly so – the four metal-and-rubber bushings via which the engine and the transmission are suspended beneath the body shell. More on these in a moment.

The logic is simple. That coupling, pulling, pushing and/or twisting hundreds

The gear shift in our guinea pig 911SC was tolerably mediocre – but still offered scope for improvement.

Uniquely, the car's situation would allow us to fit the uprated items above, and see if the owners noticed any difference: a sort of blind tasting.

Key to the process was undoubtedly the shift-rod coupler: original was quite noticeably worn, but crucially this one is not only more precise to start with, but should resist any future deterioration. Engine and gearbox mounts offer three easily swapped levels of firmness: details on next spread

This set of pictures is surely about as self-explanatory as it gets.

The only significant point is to engage second gear before you disconnect the shift-rod coupling, and to make sure that it is still selected when you fit the new one. Red marks on the primary rod and the original coupling (middle row, far right) presumably date from earlier work that involved disconnecting them, but have no relevance here. The protective rubber boot over the coupling should be dry inside. The oil here indicates a leaking seal where the secondary shift rod enters the gearbox. Needless to say, that is now earmarked for replacement as soon as possible. Bushes in original coupling are clearly worn around the central pin – and logic and experience suggest that even a brand-new Porsche item (far right) would sooner or later go the same way



THE KNOWLEDGE

You will need very little in the way of tools and equipment for this one. We used a wheel-free lift for the installation of the transmission mounts, because that's what was available (and also simplified the photography), but the work could almost as easily be carried out with the car on the ground and – safely, of course – supported on axle-stands. In which case you will need further to support the power unit, while the mounts are detached, with a good trolley jack. (And the two engine mounts, as you will see, require the car to be on the ground, too.) Other than that, it's sockets, ring spanners, screwdrivers, and an Allen key for the grub screw securing the shift coupling to the secondary longitudinal shift rod.

The job was done for us by Rob Nugent, one of the senior technicians at BS Motorsport in Westcott, near Aylesbury, Buckinghamshire (01296 658422; www.bsmotorsport.co.uk). All told, it took him about two hours, so reckon on a labour charge for around that time if you elect to have the work done by another independent. (Or, indeed, by BS Motorsport

itself; they'll be more than happy to help.)

Key to successfully installing the gear-shift coupling is either to maintain the correct relationship between the two rods that it connects or, if they were misaligned in the first place (which could also have hindered clean and precise gear shifts, of course), to reset them such that they are as Porsche intended. Rob's method is to select second gear and then, assuming that correctly selects the same ratio within the transmission itself, to maintain the secondary rod, passing through the back of the tunnel, in exactly the same position.

'The rear end of the coupling is fixed to the secondary rod with a grub screw into a machined hole,' he says, 'so that can fit in only one position. All you have to do then is join the two splined sections with the gear lever still hard over to the left in second, and that should give you the required movement in all directions. Sometimes it takes a bit of trial and error to get it right – and you need to make sure you can get all gears before you test-drive the car – but it's pretty straightforward.'

Interestingly, during the course of adjusting

the shift mechanism, Rob discovered a not unusual problem with the 'gate' at the base of the gear lever itself, which features an ingeniously simple lock-out device designed to prevent the inadvertent (and obviously potentially disastrous) selection of reverse gear as you attempt to change from fifth to fourth.

Essentially there is a spring-loaded pawl which is meant to push the lever back toward the middle of the double 'H'-pattern gate. Here, though, as in many similar cars, the spring in this now 36-year-old 911SC had long since broken, such that the pawl naturally remained in the 'open' position to which it had been pushed by the forward movement of the lever into the fifth-gear position.

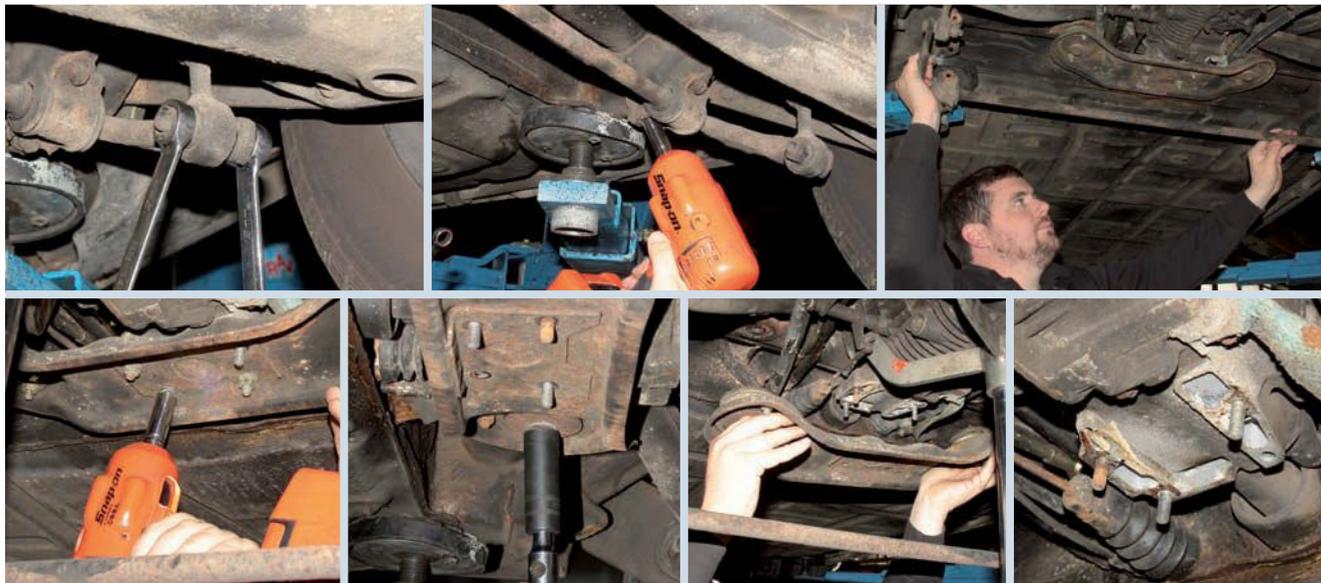
The spring is available from Porsche, though (the complete top plate, with spring and pawl, costs around £42 plus VAT; at that price it's arguably not worth bothering with the spring alone), and although we were unable to obtain one quickly enough to incorporate the job within this story, we shall be tackling it soon – look out for a short piece in *Technical Topics* either next month or in the November issue.

Reassembly with the new coupling is just as straightforward: the device is located by a grub screw in a machined hole in the secondary rod, and so can fit in only one (correct) position. Then, assuming you haven't disturbed that secondary rod, all you have to do is reset the shift lever itself to second-gear position and tighten the nut and bolt.

Make sure – with engine off – that you can reliably and easily select all five forward gears, and reverse. If not, all it should take is a little trial and error – loosening the nut and bolt and resetting the lever again. Interestingly, this car also has a (very common) problem with the pawl that is meant to prevent the inadvertent selection of reverse gear when downshifting from fifth to fourth. The spring that is provided to push it into the position shown is broken. Parts easily available, though, so we'll be looking at this in the months to come



TECH: HOW TO



Transmission mounts are built in to a plate secured to the floor at the front end of the gearbox, and which needs to be removed. But that is possible only after the rear anti-roll bar has been partially detached. Loosen nut and bolt at the lower end of each ARB link; this will allow the bar to swivel downwards far enough once the mounting brackets have been removed. With transmission supported, undo and remove the four nuts and washers securing plate to the gearbox. Remove the two large bolts securing the plate to the floor – one at each end – and it should drop clear. One of the four studs unscrewed from the gearbox, but that's no big deal: either treat it as a bolt when you refit it, or first remove the nut and refit the stud alone, perhaps helping it stay put with Loctite

or perhaps even thousands of times during any one journey, is the vital single link that transmits the movement of your hand, via the gear-shift lever, to the shift rods inside the transmission. Any free play within the coupling, which could be the result of either manufacturing tolerances and/or wear and tear, will necessarily dull the essential sharpness of that connection.

And the fact is that these hard-working devices do wear out. The original Porsche component extracted from this car was showing a substantial gap between the central pin and the nylon outer bushes, and naturally the resulting free play would have been magnified at the top of the gear lever, both longitudinally and laterally. Bigly. (Or *big-league*, as Donald Trump almost certainly actually said in that TV debate,

even if that is not nearly as amusing.)

New couplings are available from Porsche, at around £72 plus VAT, but there is nothing in their rather basic design to suggest that they will retain any additional precision for long. Far better, then, to spend a little extra on an after-market device, such as the one shown here from US-based Stomski Racing (US\$198). Inside its sealed-for-life rubber boot is a small but robust pin-and-block universal joint, and that should remain as-new more or less indefinitely. Fitting and adjustment could easily take little more than half an hour.

The science behind the same company's symmetrical, semi-solid polyurethane engine and transmission mounts is a little harder to grasp, but is based on the none the less sound premise – espoused by Porsche itself

in the electro-magnetic 'active' mounts it later fitted to ultra-hard-core track cars such as the 997 GT3 RS – that by limiting the (small) movement of the power unit against the pushing and pulling of the shift lever, you will transmit more of said lever's input, more quickly, to the internal mechanisms that actually do all the work.

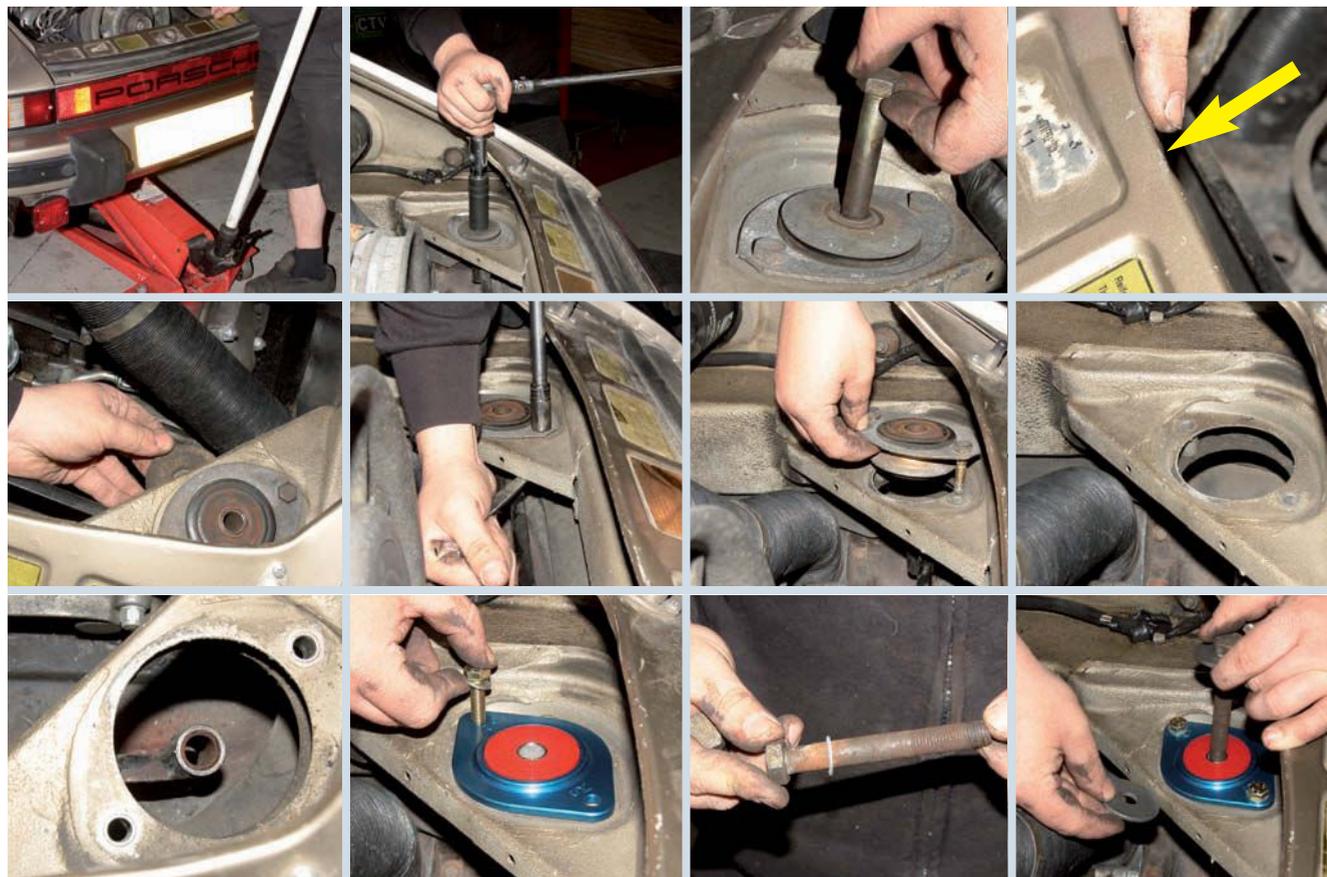
Installing those, currently priced at US\$376 per set of four for this 911SC (see the panel on the opposite page), is naturally a little more complicated – you need good, safe access to the underside of the car, and unsurprisingly to support the powertrain with either a jack or a transmission stand for the duration – but, even so, the job should no more than around 90 minutes from start to finish.

This car's owners were understandably

Original mounts are secured to the plate by ordinary M8 nuts, bolts and washers; new ones go on the same way – but make sure you fit them the right way up, as here. Engine mounts, using the same beautifully machined aluminium blocks, are mounted with the large central boss facing down. New Stomski mounts have a slightly thicker outer flange, but length of all fixings is more than sufficient to cater for that. BS Motorsport's Rob Nugent used new M8 fixings, and crucially with a so-called wave washer (arrowed) in place of the original Porsche spring washer: see *Technical Topics* in this issue for an explanation. Aluminium grease will make sure everything comes undone again, far into the future. Red intermediate bushes selected first, later changed to softest yellow items. Either way, don't forget spacer and so-called Schnorr washer (both supplied) to help lock main through-bolt



Engine mounts work on exactly the same principle. Car needs to be on the ground this time, but again with some suitable support beneath the engine while the mounts are removed. A trolley jack beneath the crankcase is fine; just make sure that its saddle is padded to avoid damaging the relatively soft alloy. Arrow in photo top right highlights the point where some previous mechanic has casually levered the transverse engine-mounting bar against the engine lid's slam panel, presumably to get the eye at the end to line up with the main through-bolt: don't make the same elementary mistake. Again we started with the red intermediate blocks, but later changed these to the softer yellow items at the owners' request



happy with our handiwork. (Which, so far uniquely, we had carried out as something of a 'blind tasting', in order to attempt to determine whether any improvement in the shift quality was genuinely that, rather than the mind telling the hand that it had to be.) And so, too, were we.

There was a marked improvement in the precision and overall feel of the shift, even

after the coupling alone had been installed, and although the engine and gearbox mounting bushes (initially the middle of the three grades supplied in the kit) brought about only a marginal further improvement in what remains essentially a fairly 'soft' car, we have no doubt that for even occasional track use – and the odd cross-country thrash – it will be a far more confidence-

inspiring and certainly enjoyable set-up.

In truth, the owners later had those middle-grade bushes replaced with the softest ones, but profess themselves big fans of the coupling's greater 'connectedness' with what is going on inside the gearbox, and we have heard nothing since. And in that context – as in most others – no news is good news. **PW**

STATIONARY ENGINE

It is generally accepted that the more rigidly you mount a power unit within its chassis, so the better (albeit perhaps only marginally) will be the car's driving characteristics – including throttle response, acceleration, handling, and not least the precision of any old-fashioned rod-based gear-shift mechanism.

(That will be less noticeable in a more modern cable-based gear-shift system, which by definition tends not to exert a significant force on the combined engine and gearbox assembly, but it didn't deter Porsche itself from equipping the 997 GT3 RS, among others, with sophisticated mounts that can instantaneously become firmer or softer at the behest of an electronic control system.)

The major disadvantage of this approach is that the more rigidly you mount the engine and gearbox, so the more NVH (Noise, Vibration, Harshness) you transmit to the body shell. And while that might be acceptable for a full-on race or even trackday car, you would very quickly tire of it out on the road. Hence the GT3 RS's 'switchable' engine and gearbox mounts.

The answer, says Steven Stomski, the proprietor of Annapolis, Maryland-based Stomski Racing, is what he claims to be the first truly symmetrical semi-solid engine and transmission mounts for a wide variety of Porsches, and crucially all of them offering the optimum compromise between comfort and firmness. The best of both worlds, basically.

'We offer three different grades of polyurethane inserts for our mountings,'

he says, 'which allows you to custom-tune your ride now, and then later if your requirements should change. And because the aircraft-grade aluminium blocks in which they are located are effectively symmetrical, you can legitimately use them as either engine mounts or, inverted, as transmission mounts. They fully support – and thus fully absorb movement and vibration – in both directions.

'Mildest of the inserts is our "S" grade, colour-coded yellow. It's stiffer than the stock factory rubber mount, and provides a significant increase in control, but without any major reduction in refinement. After that there's the "RS" set-up, colour-coded red – harder still, but with only a modest increase in noise or vibration – and then the black "RSR" bushes. Those are close to full-on solid mounts, but again transmit very little vibration, even with open exhausts, solid-bushed suspension, and no creature comforts inside the car.'

Normally, adds Stomski, you would need to specify which grade you required when ordering, but for a limited introductory period he is offering all three in each pack, allowing a considerable degree of fine-tuning for those who might require it. (Each car needs a total of two pairs of mounts: one pair for the engine and one for the transmission. You don't have to fit both pairs at the same time, although that will tend to limit any benefits.)

Also included are the necessary sleeves and washers (flat and so-called Schnorr type), but neither the main through-bolts nor the M8 fixings securing the aluminium blocks to the chassis, so you might wish to order some of

those from Porsche before you start. The through-bolts are prone to damage if they have previously been removed and refitted by a less than expert mechanic.

Prices? For a 1965–1971 911 you will need two SR016 mounts for the engine (US\$94 each), and two SR017s for the transmission (US\$95 apiece). Cars built from 1972 to 1986 (to the end of pre-G50 Carrera 3.2 production, in other words) require two pairs of SR016s. For the 1976–1989 Turbo you will need two SR016s for the engine, and two SR017s for the transmission. There are similar devices available for the 964, 993, and even the later water-cooled cars, including the Boxster and Cayman. See the Stomski website for details.

Stomski's SR010 gear-shift couplers cost \$198 each for pre-G50 cars (including the 930-model 911 Turbo and the 912), and there is a similar device (SR060) for G50-equipped vehicles – albeit intended primarily for competition work – at \$250. To use that in a road car you will need an adaptor (SR061) for \$125. Owners of 356s can take advantage of the technology, too, with a coupler for 'B' and 'C' models (SR010-356) at \$228. All of those figures exclude shipping and duty.

More details on all these products – and the rest of the company's exciting range of tuning hardware and special tools, further examples of which we hope to showcase in future how-to stories – at stomskiracing.com. See also the September 2016 edition of the magazine for a how-to feature demonstrating Stomski's clever drilling jig for 996/986 etc exhaust-manifold fixings.

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CARGRAPHIC

For over two decades Cargraphic has supplied its own British-made exhaust systems and other Porsche tuning equipment. We paid a visit to their Landau headquarters and drove three of their cars in the beautiful Pfalz countryside

Words: Johnny Tipler Photography: Antony Fraser



Sooner or later you'll need to replace your exhaust system. Or you'll be seduced by the notion of upgrading for the sake of performance increase, or merely making more noise. Chances are, as you surf the net for suppliers, you'll hit on Cargraphic. Based in Landau, a historic town in the heart of the southwest German wine-growing Pfalz region, the firm has been marketing Porsche exhausts for over 20 years, since patron Thomas Schnarr went into partnership with Simon Young, who manufactures Cargraphic's own manifolds, catalytic converters, silencers (with or without integrated flaps), and Active Sound exhausts for diesel engines at his Cullompton factory in Devon, GB.

Cargraphic's aftermarket Porsche accessories catalogue also features performance components such as its own three-piece wheels and AirLift kit – a front-axle lift system for cars with lowered suspension and limited ground clearance – as applied to my colleague's 996 GT3 but, alas, not my slammed 996 C2.

One of the most positive characters you could hope to meet, Thomas Schnarr is constantly upbeat: 'Our best business at the

moment is with the 981 Boxster and Cayman engine, particularly the 981 GT4; we must have sold 250 manifold sets already, and there's a race series that we have built a special exhaust system for which they all have to run, so this is really good business.' He tells us that the Cayman GT4 manifold also fits the regular Cayman, so that's beneficial. 'There are three models in that bracket,' he continues: 'the normal Cayman and Boxster, which run a smaller diameter 45mm manifold because of the engine capacity and a combination of power and torque; and then we have the GT4 and the Spyder which have the 3.8, and they are on a 51mm primary pipe size; and also we have the race header for the race track or the Club Sport cars, and that is a long, primary race header which Simon developed on a car.'

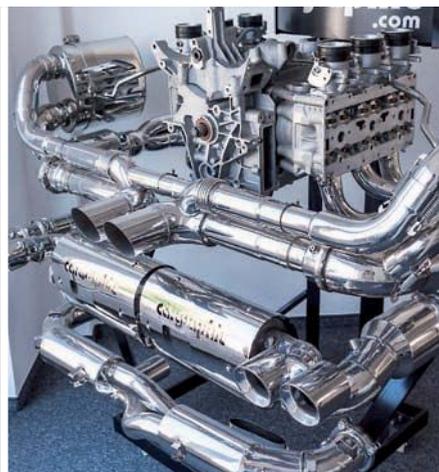
The exhaust side of the business represents around three-quarters of the firm's turnover, and more recently the new Active Sound System has become Cargraphic's second most popular product line. Next up comes the company's own series of road wheels, available in six different styles – including Motorsport split-rims which we observe being assembled at Landau – and, last but not least,

performance upgrade components such as throttle bodies, intake plenums and lightweight flywheels.

Over in the Cullompton factory, 32 skilled craftsmen hand-build a variety of Cargraphic exhaust systems for the entire Porsche range. It's a cavern of alcoves, inner recesses lit by flashing welding torches, accompanied by a diverse soundtrack of clanking pipes, fizzing welders, machine tools, lathes, polishers and pop music, decorated by girly calendars and intersected by shelves overflowing with segments of exhaust systems. In adjoining workshops sheet stainless steel is cut and curved and filled with a baffling variety of sound absorption materials prior to mating up with associated cats and pipework. 'All our silencers are assembled in the same way, wrapping two or three layers of stainless steel wire-wool around the baffle, plus a layer of needle mat which is glass-fibre blanket around the inside of the insulator case, and then we fill the void with glass robing, which is like glassfibre in a continuous filament so it doesn't break down. This is then pushed into the silencer under pressure, and these machines will squash the case to the right shape for the baffle so the internals retain the shape.'

A mixed bag in Cargraphic's workshop although with more classic than modern machinery as befitting of Cargraphic's move into the classic world as tuning and modifying the current generation becomes more restrictive. There will always be room for exhausts, though!

A full trophy cabinet is always a reassuring sign because winning anything always involves being at the top of your game. Middle: Cargraphic systems shout quality. Right: Cargraphic fit and recommend Bilstein



All parts are test-fitted, dyno-tested and TÜV approved in Germany. 'We have a prototype system or a component part made in England, then we get type approval; we receive an order and the finished article is produced and despatched. Our business is divided 80 per cent through dealers and 20 per cent private orders. We are constantly expanding, and we have a lot of growth potential in new markets like South America, South Africa and India, and we're doing a lot in Australia and New Zealand now. China has declined a little bit, but India and Malaysia are doing very well. India is a very big growth market, because they have loads of Cayennes and SUVs, if not sports cars.'

Cargraphic has a register of agents worldwide, including Parr Motorsport in the UK, and runs the mail-order operation from its Landau premises. The despatch department where orders are boxed up is in the main building with a staff of 12. The way dealers order items and components has altered radically: 'Whereas before we had dealers in America who bought containers full of stuff and kept a stock of it, this is no longer the case; they buy items as and when they need them, and that's because distribution systems like UPS and Fedex mean we have competitive freight rates, so we can send, for instance, a 997 Turbo

system today to the East Coast of the USA overnight for about 150 euros, and because everything goes via Memphis, Tennessee it takes another day to reach the West Coast, but it would be there within two days for 175 euros. Then the dealers despatch to the customers.'

Meanwhile, if you happen to be in the Landau area, Cargraphic has a spotless workshop run by three technicians, with three hoists and state-of-the-art equipment to carry out virtually any task on your

not so much 'why,' as 'how?' Up on the hoist Thomas points out a pair of bulbous speakers mounted just before the tail pipes, which are programmed to emit a petrol V8 rumble, which you can modulate to high- or low-pitch V8 via a smartphone app. But that's the exception. As Thomas says, 'we try to make our systems fit with OE parts, whereas other makes won't do, and in some cases you can't just replace the tail pipes or rear box because their systems won't match with the existing parts. Design-wise, with the

“ We try to make our systems fit with OE parts, where other makes don't ”

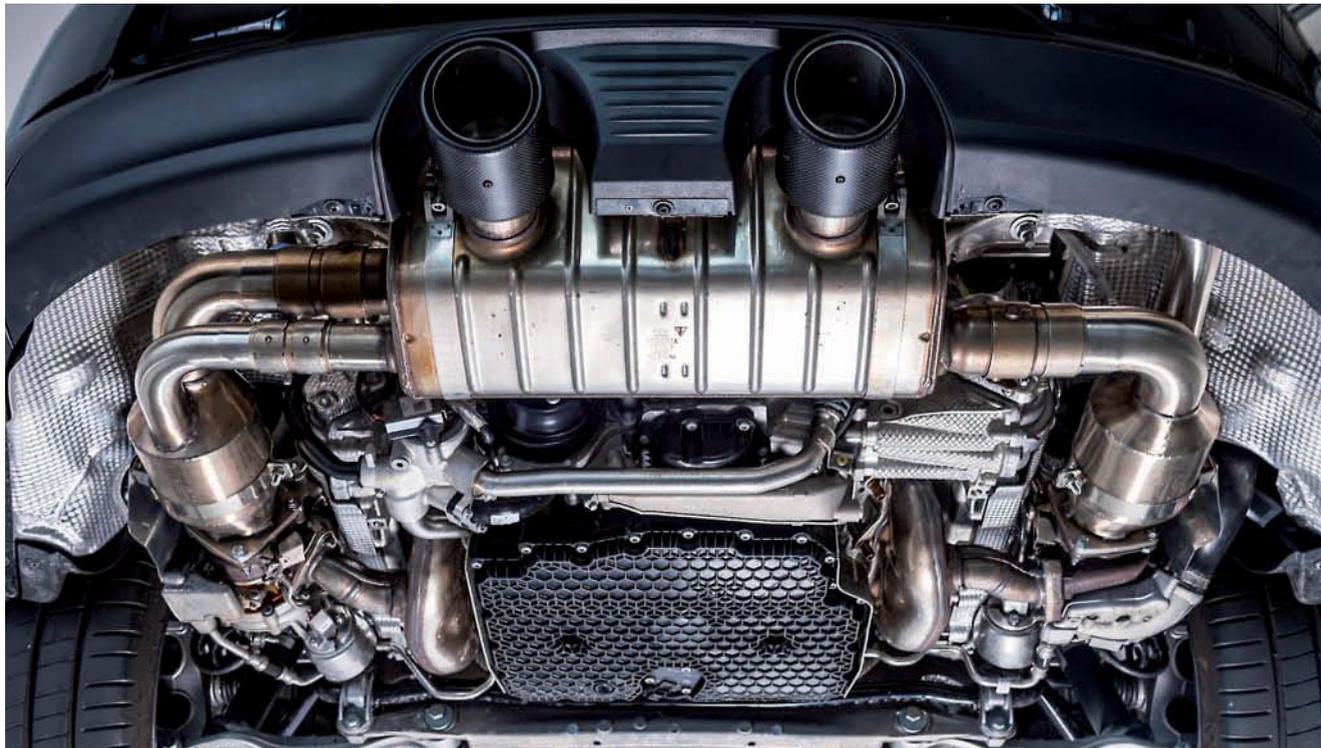
Porsche. By way of demonstrating the Cargraphic range, Thomas has three cars for us to try, each featuring very different Cargraphic apparatus. First up is a Macan diesel; not especially dear to Porsche aficionados, maybe, but nevertheless an extremely capable vehicle. A diesel, did I say? Well, when the techie fires it up I'm transported to the US-of-A, because this sounds like nothing other than a big-block American V8 petrol guzzler. The question is,

Cargraphic products, we always try to maximise flow, maximise power but still keeping it within a respectable – and legal – sound level. Because of the constraints with TÜV in Germany we can't have a system that's absolutely unfettered, so there has to be a compromise between the level of sound and the performance that can be gained, but our systems do tend to be more driveable and more user friendly as a result. You don't have that horrible droning in the



Cargraphic chief, Thomas Schnarr, has been at the forefront of Porsche tuning for over 20-years. Right: 2.7 RS replica is based on a Carrera 3.2 and is a wonderful drive





Seems a shame to hide such quality workmanship away. Porsche exhaust systems are complicated things and quality aftermarket systems have to be of exceptional quality

back of your head over long distances.' How they gauge whether a particular configuration of silencer and header and tailpipes, plus catalytic converter and heat exchangers is going to enhance the car's performance is, according to Thomas, 'very much an experience based thing. We have a decibel meter and we measure the car as standard and then we can do our own work

palladium Cargraphic exclusive cats, and there's an immediate gain to be had in fitting those when the factory parts are usually 600-cell, so immediately you've increased the flow by three times. If you're going for maximum power you should consider those, as a lot of the factory headers are particularly restrictive. And there are good gains to be made in replacing the stock

in full boom.

Cargraphic's piece-de-resistance though is a 1987 3.2 Carrera, finished in Blood Orange and backdated accurately, aesthetically at least, to a 2.7 RS lookalike, complete with Carrera graphics on the lower flanks. 'I like the F-programme models,' says Thomas. 'I wanted a rust-free American late G50 car for this project, and I got this one three years ago: no accidents, no rust, and since then we've completely done it up.' The revised bodywork consists of carbon front wings, long-bonnet carbon front lid, steel doors, carbon ducktail and carbon rear bumper panel, the whole package weighing in at 1025kg. Suspension includes Bilstein Clubsport dampers with Weltmeister bushes, and retains the 3.2's torsion-bars. It's running Michelin TB15 classic racing tyres on 15in replica Fuchs wheels. The 3.2 Carrera-based flat-six is Cargraphic's RSC 3.2 power kit unit, rated at 283bhp, with top speed calculated at 267kph, and containing Cargraphic's own modified 964 cams and head porting. It's running a big air mass flow

“ There are good gains to be made in replacing the stock headers ”

and then measure the car.' That's done static and drive-by, rather than rolling road. Increasing bhp is also down to past experience: 'It's what we've learned over the years; we can work out primary diameters, primary lengths, and cats we know always give an improvement with the modern 200-cell, tri-coated T38 platinum, rhodium,

headers with our free-flowing headers.' Another car to benefit in this way is the 991 gen 2 Carrera 3.0 turbo Cabriolet which I sample out in the picturesque Pfalz vineyard countryside, featuring state-of-the-art Cargraphic exhaust and cat sections – a wonderful car on a sunny afternoon. I'm Johnny-look-at-me with the Sport system



Cargraphic exhausts are marketed and sold from the company's German base, but made in the UK – Devon, to be precise

It's not just exhausts. Cargraphic also produce wheels, with split-rims of varying sizes and widths a speciality



sensor and BMC air filter, which forms a very neat arrangement, having been installed by Cargraphic's in-house technicians. The sparkling exhaust system, the Cargraphic GT exhaust with EURO2 catalytic converters and integrated flaps. There are three different grades of internal baffling for a Cargraphic 911 silencer, producing three different variations of sound, effectively, so you could have what would be considered an OE sound, which is identified as an ET, and then the TÜV box which is a little louder than standard and called an ETR, and then the non-TÜV export version which is an ETS. The orange car's comprehensive pipework includes the ET flap system, fitted with special flaps, pressure-less closed, with the advantage that the car always starts in quiet mode, and that is controlled by a vacuum that will open the flaps so the car can be driven quietly at low revs. Two further configurations can be specified for classic 911s. 'We have built this system with two versions for the earlier cars,' says Thomas, 'with a modified heat exchanger like this system that's fitted on the orange car, or with our full GT system which has the heat exchangers over the

catalytic converter; that works just as well, but you have more variations with the inlet pipe diameter so you can go bigger than the heat exchangers, so it's more powerful. In fact, we actually sell more GT systems than heat exchangers.'

The orange 3.2 backdate reflects where Thomas sees the trend going in 911 ownership: 'I see the direction as classic,

991s, but for classic Porsches the possibilities are limitless. We have so many classic parts in store on the first and second floors of our main building, and this is in addition to our range of exhausts and tuning equipment.'

Cargraphic's next project cars are a 964 and another 3.2: 'We are building two cars at present, a 964 WTL America Roadster in

“ The 3.2 backdate reflects where Thomas see the trend going for 911s ”

especially as new cars become more and more tightly regulated. So I want to have a baseline for the next 20 years, and with our facility and our knowledge and what we can produce, I see the direction heading towards classic cars, because the next generation of regulations will make it very difficult for us, especially in this range. OK, there will always be people who want to upgrade their performance or maybe want a performance exhaust sound from their 996s or 997s or

white – it's a factory Turbo-look, one of 326 built, with all our goodies on it, including air-lift and the new flap system for the 964. We are also working on a 1987 G-model G50 3.2 Carrera which will have the '74-'75 3.0 Carrera RS look, which will be finished in Continental Orange.' Personally, I can't wait to get back to Landau, where I'll be sampling the local Dornfelder as well as Cargraphic's upgraded 911s, though, of course, not simultaneously. **PW**

Cargraphic diesel Macan makes a V8 burble, thanks to exhaust and hidden speaker trickery, which can be controlled via a phone app! What will they think of next? 991 Cabrio is fully fitted with Cargraphic exhaust and wheels

CONTACT:

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THE TEAM

STEVE BENNETT

996 C2/944 LUX



As you can see opposite, the 944 has been sold, and to a very good home, so I'm pleased. So that leaves the 996 and now some money to spend on it. Air con rads are first and then there's the botched body repair.



KEITH SEUME

912/6 'EL CHUCHO'



Delighted to say the car is running well and a recent 500-mile roundtrip showed it to be a fun car to drive in all road conditions. Now it's time to start sorting out all those little jobs that always get put off.



CHRIS HORTON

924S, 944



The 944 waits quietly for me at BS Motorsport, while I fix one of my BMWs. Meanwhile a visit to Auto Umbau, to give the 924S a run, brings with it the disappointing discovery that it has no brakes. More next time.



PETER SIMPSON

356C



I've just purchased a roll over bar which should make the 356's floors a lot easier to work on and hopefully save my back in the long run. All I need to do now is build it and attach it to the car!



BRETT FRASER

BOXSTER 3.2S



Returning home from a top-down blast, I couldn't get the hood to go back up. Tried all sorts, to no avail. Then I noticed the handbrake light wasn't on – a quick thump of the lever brought it back to life.



JOHNNY TIPLER

996 C2



So Pig Energy has gone to pastures new, replaced by a new bathroom and a delightful 986 Boxster, with flesh-tone upholstery. First task is to replace the wheels with 18in Carrera jobs.



JEREMY LAIRD

CAYMAN S



Forget about the saga of the springs. The Croc's headers are blowing and replacements are £1200 a pop. Then there's the prospect of the studs being baked into the heads. Please. Kill me. Now.



SAYING GOODBYE

It's goodbye to Bennett's 944 Lux. After five years and a good deal of work, this already 'good' 944 became an 'even better' 944. The new owner will benefit and so will Bennett's 996 from a cash injection



Wonders will never cease. I've actually managed to sell my 944 and – without wishing to sound too smug, or even grubby, I've actually managed to make a little bit of money, too! Not that it was ever my motivation, but having missed out on the classic 911 boom, it's nice to have lucked in on the not quite so frenzied classic 944 boom. I'll probably regret it, but I've got a needy 996 and I can't squeeze three cars into one double garage (in my spare time I drive a dog-eared MX-5), so the 944 had to go and having been on the receiving end of much work in recent years, I was confident in its saleable value.

Before I start on the sales patter a quick recap is probably in order. Leafing through the documentation, I was quite surprised to discover that I had bought the 944 back in 2012. Of course I clearly remember buying it, but it really didn't seem that long ago. Time flies and all that. Regular readers will know that I'm a sucker for a 944 and for various reasons I go a bundle on the plain and simple 944 Lux. This particular car had my name all over it. I had spied it at dealer, Paul Stephens classic Porsche emporium. Over a period of a couple of weeks I had cause to pop in two or three times and it wore me down to the point that I realised I had to have it.

There was a 944 hole in my life. I had

recently sold a very early 1983 Lux and together with another car sale, I had scraped up enough money to scratch a persistent itch in the shape of Mk5 Golf GTI. Why? I don't really know, perhaps it was the fond memories of a series of Mk2 Golf GTIs and the promise that the Mk5 was a return to form. We didn't hit it off and so I was weak in the face of what was an extremely tidy 944.

It was a 1987 car on a D plate, with just 81,000 miles on the clock and original right down to the dealer plates, Panasonic radio cassette and working digital clock. The real clincher, though, was the colour: Diamond Blue Metallic. Having had the usual range of 1980s black, red and white 944s (I did once have a gold one, too) this contemporary colour could have come straight from the current Porsche (or Audi or VW) palette and gave this 944 a very contemporary look. It's a rarely specced colour, too. In fact metallic paints were rarely specced on 944s in the '80s because the cars was expensive enough as it was and the aforementioned reds, blacks and whites were popular enough.

Paul had taken the 944 in as a part-ex on a 996 Cabrio. He was going to market it at £4000, but being the decent chap that he is, he let me have it for what he effectively paid for it, which was £3250, albeit without any warranties etc. Suited me and, besides, I've had enough 944s to know a good one when it's staring me in the face.

STEVE BENNETT

944 LUX/
996 C2

Occupation:

Editor,
911 & Porsche
World

Previous

Porsches: 911
Carrera 3.2, plus
numerous 944s

Current

Porsches:

996 C2

Mods/options:

944: Augment
Automotive ECU
and camshaft, Koni
dampers. 996 C2:
Eibach springs

Contact:

porsche.world@chp

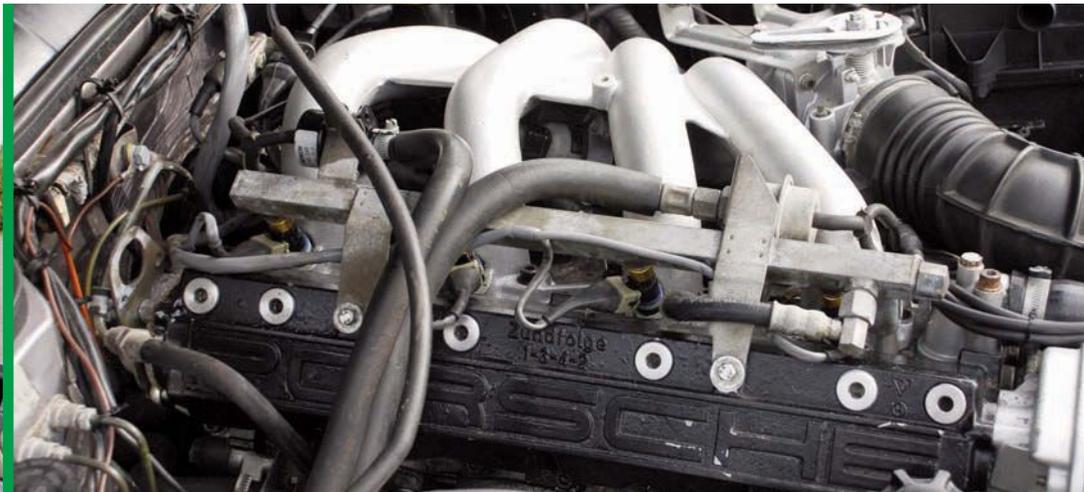
This month:

The 944 has been
sold. All hail the
996 and all those
who suffer its
horrible suspension

Bennett's 944
alongside Bennett
senior's Cayman R

The best 944 Bennett
has ever had?
Undoubtedly, and
he's had a few.
New owner will
benefit from a fully
sorted car





And a good one it really was. No rot whatsoever in the sills or underneath and with the regular Waxoyling invoices to prove it. The paintwork was excellent, save for a few stone chips on the front apron and bonnet, which I had sorted. The interior was in fine shape, but I didn't much like the standard putty coloured seats, so I swapped them for black leather, which worked fine with the black/cream dashboard, console and door cards. I left the standard Panasonic cassette radio as a sign of respect and simpler times. Remarkably this 944 was the only one that I've ever had that didn't at some point have a massive '80s style car phone fitted, as evidenced by the lack of tell tale screw holes in the side of the centre console.

It wasn't quite perfect, of course. Again serial 944 ownership has left me with a keen sense of what's what mechanically and 80,000-miles is usually about it for the clutch and dampers, plus engine mounts, and so it proved. I had all three replaced by Augment Automotive and pushed the boat out with the engine mounts and dampers. Most folk go for pattern mounts, but unlike the O/E mounts, these are not hydraulic fluid filled and so are prone to picking up the bad vibes of the big 2.5-litre, four-cylinder engine. The O/E mounts are expensive, but worth it to keep things smooth. For dampers I went for Koni adjustable, and while the clutch was out I had Augment Automotive replace the torque tube bearings, which were just starting to chatter. Oh, and while they were at it, new front and rear discs and pads, too.

But that was just the start of things. Augment Automotive are better known for

their 944 tuning mods in the shape of bespoke fuel injection and ignition tuning. My 944 soon had distributorless electronic ignition, airflow meter delete and state of the art ECI internals, plus modern ASNU fuel injectors. The result was a smooth and torquey 185bhp, helped along by Augment's own cam profile.

There were a few problems. A couple of years into ownership, the 944 started to run a bit hot, particularly under load. The guys at Augment took the head off and discovered that the head gasket was on its way out. No great surprise after 25-years or so. What was rather more serious was the discovery of a broken piston ring and scored bore, which rendered the Nikasil coated liner on that cylinder effectively scrap. Sure we could have just replaced the head gasket and thrown it back together and, who knows, it may well have been fine, but a good 944 deserves better, so I swallowed hard and went for the full engine rebuild.

Augment decided to use my engine as a test rig to develop a steel liner kit for the block, which took some time (18-months actually, but they're busy folk and I was in no rush), but it was worth the time and effort and they soaked up the costs. Other than that, the engine was rebuilt with new bearings, seals, valve guides etc and given a lick of paint to look properly spiffing. Once back in the car, with its new clutch, dampers, engine mounts, brakes and even new tyres, it really was like a new 944, which is when I realised it was time to sell, which sounds mad given all the time and effort, but things had moved on for me. In the time that the 944 had been away, I had

bought my 996 and that was and is my main focus.

In the time that I had owned the 944, prices had started to firm up quite nicely, pulled along by the excitement surrounding air-cooled 911s. Turbos have been going for strong money for a while, but the humble Lux is actually a rarer beast now, with so many having been scrapped. Dealers are asking anything over £10,000 for comparable cars and so I decided to pitch mine at £8000 and take £7500. And that's exactly what happened. I put it on Pistonheads.com and within five minutes I had a serious enquiry and by the weekend it had gone to Mike and Lorna who made the trip from Bristol to East Anglia to view and buy. They reckoned that they had been looking for the best part of a year and mine was the best they had seen, which is gratifying.

Interestingly, Mike mentioned that many of the 944s that he had researched had fallen foul of MOT advisories that are easily researched on the MOT database, but were not mentioned by vendors in their adverts, so beware, it is becoming harder to conceal information. I have to say, that I was unaware of this service, but then fortunately the advisories on my 944 were of the minor variety.

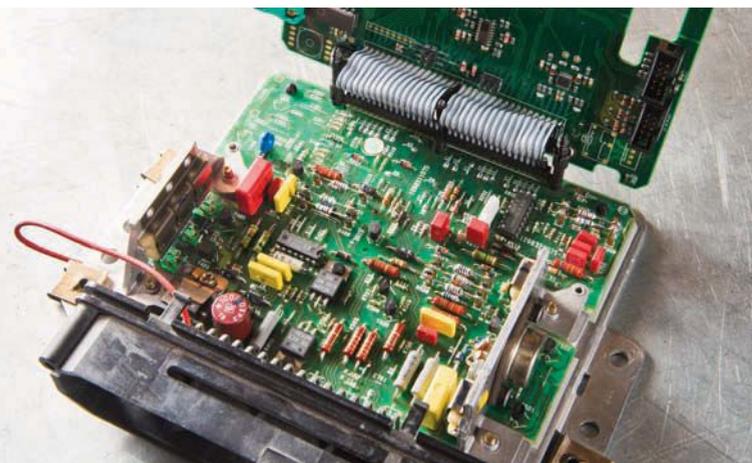
So there goes pretty much 16-years of continuous 944 ownership, all of them of the Lux variety save for one 944S (don't bother). It's good to see that they're finally having their day, because a good 944 really is a very good Porsche. I'm sure that I will have another at some point, but for now the 996 has to take priority. **PW**

Left: Bennett gives the 944 a cursory once over at Paul Stephens before handing his credit card over!

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motive.co.uk

Below left: New steel liners being fitted to the 944's block.
Below: Augment Automotive's much modified ECU





ASNU Injector Diagnostic Testing & Servicing

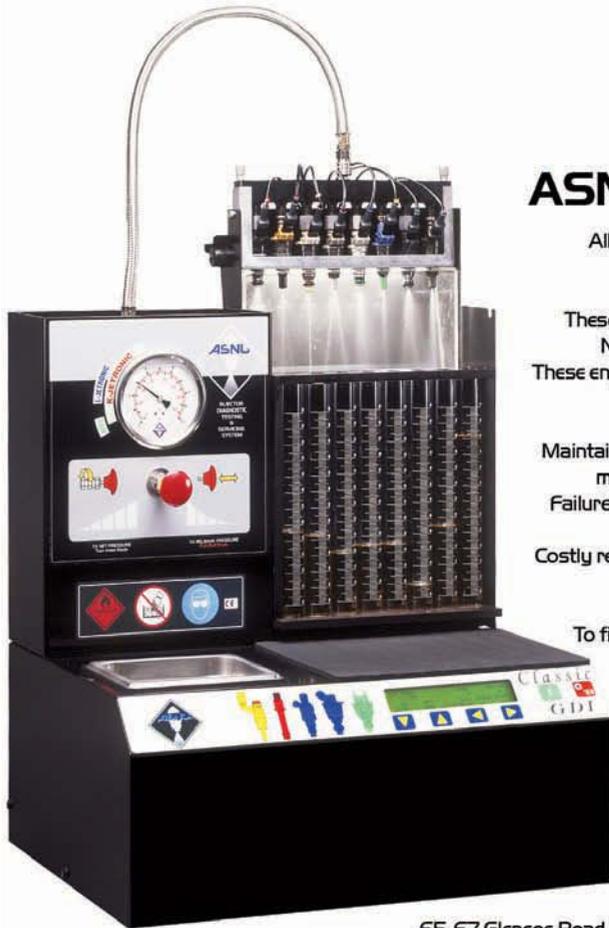
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JOHNNY TIPLER

996 C2

Occupation:
Freelance writer,
author

Previous Porsches:
Carrera 3.2, 964 C2,
Boxster 986
Current Porsches:
996 C2

Mods/options:
Modified induction
set up/K&N filters,
remapped ECU,
Dansk exhaust

Contact:
john.tipler@paston.
co.uk

www.johntipler.co.uk

This month:
Blowing exhaust
demanded
replacement and a
trip to Devon

Tipler's 996 C2
looking good with its
new Turbo style nose

Noise sells cars; that is, if you subscribe to the notion that a vehicle's exhaust note is a powerful draw when it comes to coveting that car.

Pig Energy has just received a pair of Cargraphic silencers, and the resulting soundtrack is achingly, lustfully strident.

Having spent most of January at Autofarm having its IMS bearing sorted as well as a lengthy list of renewables fitted and fettled, it wasn't long before I detected the exhaust was blowing. It grew louder, a gradual basso profundo crescendo. I stopped by at Autofarm again and the left-hand concertina section of the silencer pipe was ripped by corrosion. They kindly offered to weld in a new section, but a fresh pair of silencers was the preferred option. Enter our Landau-based friend Thomas Schnarr at Cargraphic. His range of specialised Porsche exhaust systems is manufactured in partnership with his Cullompton, Devon-based, associates Simon and Jon Young, and arrangements were made for me to take Pig Energy to their factory and get a pair of 996 Cargraphic silencers fitted. Handily, my wife's cousins live nearby at Bickleigh in wonderful rolling Exmoor countryside, so I overnighted with them and presented the car for silencing first thing in the morning.

Simon Young and Thomas Schnarr have been in partnership for 21 years, and their association goes back ten years before that when Simon worked for another exhaust firm that went into liquidation. 'Thomas wanted to keep our flow of products going, and we would have been producing systems for the

993 at the time.' So, while Simon's right-hand man Keith gets stuck into dismantling the 996's old silencers, Simon gives me a tour of their operation. There are three main workshops. As well as the individual fabrication booths there's a machine shop, pipe-bending machine, the polishing room, an area where brackets are made, and the chamber where silencers are assembled, where there's a guillotine and a machine tool that seam-welds cases. We walk past racks of pattern systems for all manner of Porsches, beside which technicians in curtained-off booths labour on work benches fashioning convoluted pipework, stainless-steel cylinders and panels, with welding torches flickering here and there, accompanied by the brouhaha of angle grinders, polishers and pipe benders. There's the usual hubbub of pop music, and I compliment Simon on his workforce's obvious dedication to their wives, whose photographs are pinned up at every workstation – all of whom seem very attractive, though why they wear so few clothes, if any at all, is a mystery.

Simon provides a commentary. 'We always try to make our systems fit with OE parts, whereas other makes won't, so in some cases you can't just replace the tail pipes or rear box because their systems won't match with the existing parts. Design-wise, with the Cargraphic products, we always try to maximise flow, maximise power but still keeping it within a respectable – and legal – sound level. Because of the constraints with TÜV in Germany we can't have a system that's absolutely unfettered, so there has to be a compromise between the level of sound and

the performance that can be gained, but our systems do tend to be more driveable and more user friendly as a result. You don't have this horrible droning in the back of your head over long distances.' Which is what I've been hearing with my 996 pipe blowing over the last few weeks. How they gauge whether a particular configuration of silencer and header and tailpipes, plus catalytic converter and heat exchangers is going to enhance the car's performance is, according to Simon, 'very much an experience based thing. We have a decibel meter and we measure the car as standard and then we can do our own work and then measure the car.' That's done static and drive-by, rather than rolling road. Increasing bhp is also down to past experience: 'It's what we've learned over the years; we can work out primary diameters, primary lengths, and cats we know always give an improvement with the modern 200-cell, tri-coated cats and there's an immediate gain to be had in fitting those when the factory parts are usually 600-cell, so immediately you've increased the flow by three times. If you're going for maximum power you should consider those, as a lot of the factory headers are particularly restrictive. And there are good gains to be made in replacing the stock headers with our free-flowing headers. Our best selling item at the moment is probably the Cayman GT4 manifolds; we do a cat version and a non-cat version. We can't make these parts quickly enough! Which begs the question why the factory don't fit something similar: 'They are starting to produce their own sports equipment but the key is that they need to produce an exhaust system that is legal in



all countries and, given the worst case scenario, probably California where they have to comply with all regulations, where we are probably side-stepping some regulations.'

In practice, Cargraphic receives an order in Landau, the parts are made in Devon then shipped to Landau, and dispatched to the customer from there. 'Anywhere in the world,' says Simon, 'and if we had a globe we could put a flag in every country where we've supplied a Cargraphic system I don't think there would be many left where we haven't supplied one.' The time scale for manufacturing a complete exhaust system is difficult to quantify because everything is produced to order in small batches. 'For instance, Keith is currently developing the cat sections for the 991 gen 2 turbo, and it will probably take us about a week to produce a working set and a pattern set,' estimates Simon. 'The process is to jig the original parts and then to build our part in that jig, so our part will then fit with an OE rear silencer, but if we were producing manifolds, cat sections, centre section, rear boxes and tail pipes, that could be three- to four-weeks' work, particularly if we're building it on the car, by the time we've built our patterns and then jugged our patterns and then produced one out of the jigs to make sure it fits the car and that could be as much as a month's work. It may need refining, but hopefully it's perfect first time.' That sounds almost like the creation of a prototype system, and at very least they're refining the OE equipment. I ask Simon which he regards as the most impressive exhaust system that he produces:

'Probably our 911 flat-six system for the earlier cars, the 3.2 Carrera maybe, and I also like our 996 GT3 race system, or our 991 Turbo system that features on the Cargraphic video with flames coming out of the tail pipes.' It's a real eye-opener to see just how many different facets there are to creating an exhaust system; we tend to take it for granted, but it's amazing what complexities go into its creation.

Cargraphic exhausts are fabricated from 304 stainless-steel, which is an austenite or gamma-iron, so it's non-magnetic, whereas cheaper grades of stainless-steel like 409 which is a steel with a high chromium content and not much nickel, but which is magnetic, and over a period of time it will rust. As Simon says, 'it will probably last ten years, and that's the gamble; most stainless manufacturers offer a lifetime guarantee to the original purchaser, but the likelihood that somebody keeps their car more than ten years is not that great. It depends if it's somebody's everyday runner or whether it's just a high days and holidays car, in which case it will last equally as long as 304.'

Here's the methodology. The steel arrives on a palette in 2m x 1m flat sheets, and the tube comes in a range of diameters, in 1/8th increments in 6.1m lengths, and they cut, roll, bend and polish everything from the raw material into a finished exhaust system. 'We machine all our sensors, flanges, olives and system parts, using the manual lathe where we can modify the flanges, and there's a milling machine where we can do things like boring at an angle or counter boring, or

machining grooves, and our bending machine can bend up to 3in diameter pipe, and we can bend anything from 35mm, which is 1 3/8th, right the way up to 76mm. It's a very good British machine and it's got all these flexible knuckles that sit inside the pipe whilst the pipe is being bent, and it's attached to a hydraulic ram, and after the bend is finished the ram will draw back and iron out any wrinkles or any imperfections in the bend, so we end up with as near to the full diameter of the tube as possible whilst it's being bent.' Some parts for flanges and brackets are bought in, again in 304, but basically everything is made in-house. 'We have a dummy 993 engine that we have developed several different systems on, and it's a matter of taking off the relevant parts which put it back to this 3.2 state, and the manifolds were 964 manifolds we'd already produced, so we've got that as a starting point so from there we can then hook up a rear silencer onto our engine and then basically plumb in between. It would be nearly impossible to do that on a bench; you either need a car, an engine or an original part to copy.' So, for example, 'when an order comes in for a set of 964 manifolds, the technician refers to the pattern section, and we've all the bending information and the cutting information saved on spread-sheets, so we'll print out the spread-sheet for three sets of 964s; the material is then cut, then bent, and at that stage that particular job would then go to one of the final assembly welders, and they would get the jig and the pattern, and trim and self-assemble all the pipes, because it's not possible to bend all the pipes in one piece. So

Above left: Simon Young has been bending pipes and manufacturing exhaust systems for many years and has been making Cargraphic systems for 21-years. Above: Completed back boxes and pipe bending equipment

Below: Systems are assembled and welded on a jig. All systems are made from 304 stainless-steel and as such should last the lifetime of the car



TECH: PROJECTS



the welders would then trim all those pipes, tack them together in the jig, group them altogether as they then go to the polishing shop, and then the pipes would come back into the jigs to be finally assembled and welded. That's the tip of the iceberg really.' Air-cooled versus water-cooled? 'The water-cooled systems tend to be simpler, purely because they're more conventional, whereas the air-cooled car with rear engine and lack of space seems to set up a lot more vibration within the system, which I'm not sure what the reasons are for that, but it's another factor that we have to always be aware of when doing air cooled parts, for fear of them failing and fracturing. As far as quantities are concerned, it's very difficult to put a number on how many systems we make in a given period because the systems are so different.' This is an eye-opener, which would cause the average KwikFit customer to need a lie-down. I had very little idea that the internals of a silencer were so complex, nor indeed that aural volumes are deliberately altered according to the amount of material contained within the silencer box.

As for my 996 silencers, that's one of the more impressive stages of the process. 'For the silencers, we produce everything ourselves, the baffles, the cases, the whole thing is produced in-house.' The baffles start off as a perforated blank plate that's sculpted to form the centrepiece of the silencer box. It's then wrapped in steel wool, placed inside the silencer chamber, which is then wadded with fibreglass string, pumped in by a modified air gun system. A similar process is used for all silencers, including the classic flat-six's banana. 'All our silencers are assembled in the same way, wrapping two or

three layers of stainless steel wire-wool around the baffle, we put a layer of needle mat which is a blanket glass-fibre around the inside of the case to the insulator case, and then we fill the void with material which is called glass robing which is like fibreglass in a continuous filament so it doesn't break down. This will then get pushed into the silencer under pressure by this machine, and these machines will squash the case to the right shape for the baffle and then the internals will retain the shape.' Variations on the theme include the vacuum flap silencer, which enables the driver to modulate the volume of sound the car is making at the press of a switch. 'When the vacuum flap is open the gases can go straight to the tail pipe, and when the vacuum flaps close and when the vacuum flap is closed the gases are forced down the spur pipe into the long run on the silencer so they then go into the centre return and drop back in onto the tail pipe outlet.' I also notice that some systems employ spring attachments: 'where there's a risk of fracture, the springs allow the system to expand and to vibrate, and when the springs are attached it gives the system a tremendous amount of flexibility and the ability for the system to expand when it gets very hot without the risk of fracture. They're important on our race and trackday systems.'

There are three different grades of internals for a wheel-arch silencer such as the 996's. 'Three different variations of sound, effectively, so you have what would be considered an OE sound, which we call an ET, and then our TÜV box which is a little louder than standard and called an ETR, and then the export version is an ETS, so each one of them has slightly different box

internals, one is a little bit more powerful than the others, and obviously they are packed differently as well. And from the outside you couldn't tell which is which, without looking at the type plate. There's a type plate on each silencer with the part number on, so for your car it would be Car P96ET and then a TÜV number, and then the TÜV box would be Car P96ETR, and the last one would be Car P96ETS which would have no TÜV number.'

Back to the hoist. As Keith installs the shiny new 996 Cargraphic silencers I examine the abandoned old ones. Clearly the concertina-joint sections were the Achilles' heel, and in fact belonged on a Tiptronic rather than a manual car. 'Maybe the previous owner got them on eBay,' jokes Keith. 'Apparently the flexies absorb some vibrations and frequencies that are produced by the Tiptronic, which aren't found in the manual gearbox car.' A single silencer is quite heavy, and as Keith hoists one of them into position he needs a second person to hold it in place while he slots the header and tailpipes on and bolts it up onto the mounting bracket to the side of the engine, which are very awkward to access. Job done, he lowers the ramp and fires up the engine. An appreciable growl rises to a vociferous snarl at 3000rpm. We part company and I hit the dualled A36. Pig Energy gives voice: a harsher bellowing rasp than at any time in the past: this is a new vocabulary. Power delivery is smoother, swifter, too. An amazing transformation. I bask in the welter of sound that reverberates off walls, barriers and bridges. For now this will do, but someday I can picture a full Cargraphic system. **PW**

Above: Shiny new v rusty and old. Old silencer split around the concertina-joint section. Indeed such a style of back box is actually for a Tiptronic 996 and not a manual, like JTs

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PORSCHE AND PASTRIES

I was chatting to Steve McHale at JZM in Kings Langley, Hertfordshire, a few weeks ago, the occasion being the coffee morning he and his enthusiastic staff had organised – and which brought out no fewer than 250 people, in what must have been at least 200 Porsches of pretty much every shape and size. It was quite a sight, especially for a Sunday, with virtually the entire industrial estate full of Stuttgart's finest.

Somehow or other we got on to the subject of the rear-window washer in Cayennes – I always like to glean some technical nugget or other from Porsche people with Steve's long experience – and more specifically what to do if, or more likely when, it ever stops working.

'Stop using it!' was Steve's characteristically simple, pithy advice. 'And get it fixed.' That sounds pretty obvious, of course, but there is a natural tendency among we humans to keep jabbing at any suddenly unresponsive switch or control in the usually vain hope that the problem will miraculously somehow cure itself. I did exactly the same

myself last week, when the driver's window of my Vito van wouldn't reliably roll back up again, clearly indicating some kind of electrical rather than purely mechanical issue. (It's now working again, as it happens, but for how long?)

It may be simply that the washer system's fluid reservoir is empty, which is easy enough to check and rectify. What often happens, however, is that the jets block up – with either plain, old-fashioned dirt or, if you live in an area with so-called 'hard' water, with calcium deposits. And that is Very Bad News. Because the pump, bless it, delivers at such a relatively high pressure that something else within the system has to give. And usually it's where the plastic pipe carrying the fluid from the front of the car to the rear meets an 'L'-shaped connector deep within the dashboard.

Once that happens, says Steve, operating the switch squirts a hefty dose of liquid all over the massively complicated adjacent wiring (and remember that most screenwash antifreeze additives are also flammable) from where, in the fullness of

time, it usually ends up inside the ECU that controls many of the car's 'body' systems, such as the door locks, the window and seat motors, and not least the central-locking. You really couldn't make it up if you tried, could you?

Repair is a time-consuming and thus costly process, adds

Steve, requiring the stripping out of every last centimetre of corroded cable, and its replacement using the correct specialised connectors (which, needless to say, JZM buys in from the relevant supplier; nothing less than the best will do). Indeed, the cost can be a significant proportion of what

an older Cayenne might now be worth, and while that isn't necessarily a deterrent – if you are in that deep you often have no choice but to keep going; look at the hostages to fortune that many 996 and 997 owners have become – it surely has to hurt. Forewarned is always forearmed.



JZM's Sunday coffee morning on 11th June was attended by more than 250 enthusiasts, in perhaps as many as 200 cars. Next event is on 1st October, offering another chance to see the company's latest stock, tour the workshop and, if you are very lucky, bend Steve McHale's ear with technical queries...

NEW-WAVE FASTENER TECHNOLOGY

There is a growing feeling among old-car owners in general – and early-Porsche owners in particular – that original is best. And by and large that is entirely true. Better – if at all possible – to (re)fit a genuinely good period Porsche part, for instance, even if it might feel a bit like second-best, or perhaps making do, than blindly to trust some cheap new pattern item from the darker and dodgier corners of the internet.

And sadly that same logic sometimes applies to components you might buy from Porsche itself. Last year I fitted a new plenum-chamber cover to my left-hand-drive 944 (part number 944 572 063 03), and to my disappointment found that it required cutting and trimming to make it fit properly. OK, so it wasn't the end of the world – all I needed was a pair of ordinary kitchen scissors, and then some black tape to mask the resulting joint; and there was no way any second-hand cover would ever

have done the job – but you do wonder why even something as inherently uncomplicated as this can no longer be made quite as accurately as it must have been back in the day.

Fixings always cause me a little bit of soul-searching, as well. (I was going to say anxiety, but that's putting it far too strongly.) I would never use again any that are obviously even slightly damaged in any way – and I only ever replace exactly whence they came any that require that precision for valid technical reasons – but by the same token I do try to avoid the visual *non sequitur* of shiny new nuts, bolts, screws and washers on some otherwise 'historic' assembly or other. They are a bit of a giveaway that someone has been inside it, aren't they?

Most likely, then, I would have cleaned and used again the spring washer on the right-hand side of this photo. After all, it looks OK – the plating is a bit tarnished, but no more so

than any of the surrounding metalwork – but Rob Nugent, one of the technicians at BS Motorsport (and to whom belongs the hand) begs to differ. And that despite the genuine historical significance of many of the cars the guys at BS routinely work on. 'We are finding more and more of

these washers that have broken, like the one on the left,' he says. 'And once that happens, they are no more effective as locking devices than plain flat washers. In fact, once part of the washer has broken away, the nut or bolt is free to rock from side to side, and quickly works loose. Now,

wherever possible, we fit a spring-steel "wave washer", like the one at the top of your photo. Ours come from Würth, as do many of our workshop consumables, but all good fastener specialists sell them – there are dozens on-line. And I have never seen one of this type break.'



Spring washer on the far right looks OK, doesn't it? Maybe so, but chances are it could eventually break up like the one on the left, leaving the nut and/or bolt it is meant to be securing free to work loose. Best answer – where locking compound is neither specified nor appropriate – is a wave washer (top)

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GREASE IS THE WORD – BUT ONLY IN THE RIGHT PLACE

Following the story in these pages last month about corroded wheel-bolt collars on a 997 (*Action this day!*, page 110), I have had a number of e-mails from readers asking whether or not these hard-working components need to be lubricated.

It's a bit of an odd one, this. Porsche advises using on the threaded portion of each wheel bolt a small quantity of a special aluminium-based assembly paste known as Optimoly (or Optimol) TA. A similarly sparing amount should also be placed between the flat, top part of the rotating conical collar and the matching underside of the

hexagonal bolt head. But the plain fact of the matter is that the cars appear to leave the factory with not a trace of the stuff anywhere on the wheel bolts. Go figure, as the old saying goes.

You must not allow grease to come into contact with either the conical face of that collar, though, or the corresponding face on the wheel. If someone has already made this error, it's well worth taking all four wheels off the car and degreasing the affected areas with an aerosol spray of brake cleaner, and perhaps a small stiff brush and then a clean cloth.

In very simple terms,

the logic behind this selective greasing is to allow the bolts easily and accurately to be tightened to the correct 130Nm, but without the danger of the over-tightening, or even the subsequent loosening, which there would be if the conical faces were lubricated in any way.

You can buy a handy-sized tube of Optimol(y) from any Porsche Centre for around £20 – it should treat as many bolts as you are likely to need any time soon – and well-known consumables supplier Würth (wurth.co.uk) makes a broadly similar product. Note, too, by the way, that these late-model Porsche wheel

bolts come in at least two lengths depending on both the car and the specific wheel

type. And it's vitally important to use only the right ones if they are to perform correctly.



To grease or not to grease? That is, indeed, the question. On the threaded area, certainly (but sparingly), and between top of collar and underside of bolt head. But NOT on conical face of collar

WHAT TO DO WHEN EVEN YOUR G50 GEAR SHIFT DOESN'T CUT IT

The how-to story elsewhere in this edition (pages 86–89) tackles the age-old problem of vague and difficult gear selection in those earlier 911s with the 901 or then 915 transmission. But that's not to say that the later cars, with the G50 gearbox – post-1986 Carrera 3.2s, in other words – are totally immune to similar problems in this area.

More often than not, however, the cause will be not the gear-shift mechanism (although, like any such system, that can wear and/or slip out of correct alignment) but rather the clutch-actuating mechanism. Often – and in earlier 3.2s in particular – the pedal becomes increasingly stiff and heavy to operate, with the result that it becomes ever more difficult to achieve a good, clean shift. It makes the car a real pain in the backside to drive in traffic, too.

In many vehicles – and, to be fair, these Porsches included – this can be an indication that the friction plate is wearing out, or of problems with the hydraulics. But in

earlier G50 cars the central shaft of the forked arm that releases the clutch pressure plate runs directly in the light-alloy clutch housing, and unless it is regularly lubricated – which is hardly practicable, since you would need to separate the gearbox from the

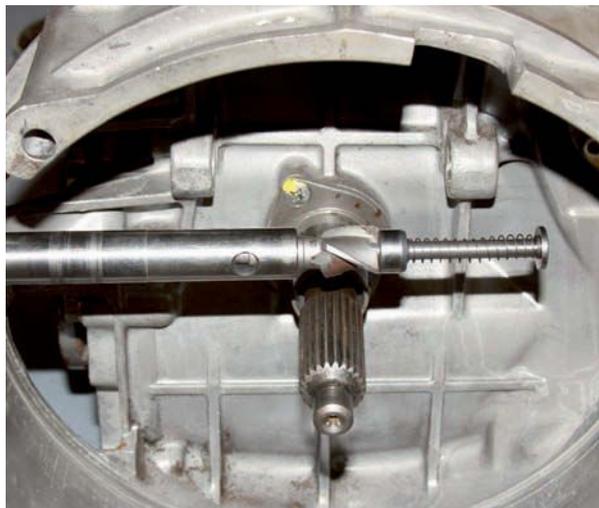
engine in order to do so – it can begin to seize up.

The simplest and the cheapest solution would be to do just that, of course, but a rather better longer-term alternative, since in either case you will have to separate the engine and gearbox, is to

install the needle-roller bearings that Porsche itself later began fitting at the factory.

It's not really a DIY job – even if you can do the primary dismantling and reassembly work yourself, you will need a special Porsche-specific cutter accurately to enlarge the

holes in the casing to the required diameter – but any good independent with knowledge of these models ought to be able to do the whole thing for a total of around £600, including the cost of the two needle-roller bearings and VAT.



You – or more likely your chosen Porsche specialist – will need one of these special cutters (left) to modify an earlier G50 gearbox casing to accept friction-reducing needle-roller bearings for the clutch operating-arm shaft, but it's a worthwhile upgrade if the pedal is becoming stiff – and assuming it hasn't already been done, of course. Or that the heavy action is not due to the friction plate wearing out. Second photo shows shaft with one bearing, plus screw required to help remove the shaft when first separating the engine and transmission



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THE MIDDLE GROUND

The 981 Cayman is a classic in the making. Why are we so sure? Because it's the last of the flat-six Caymans, which will guarantee its future status. Not only that, but it's also one of the finest handling Porsches ever made. Supplies are plentiful and most cars have yet to fall off the radar in terms of condition. It's the right time to buy

When Porsche introduced the Boxster-derived, 987-model Cayman range in 2005, Zuffenhausen nailed it right first time, the engineering, styling and build quality all beyond reproach. Even more of a driver's car than the hardly-lacking Boxster, the mid-engined coupe successfully posed the question to buyers: why buy a 911? It was the definitive sub-exotic sports car.

Scoring a bulls-eye seemed to have left little scope for improvement, so when the time came to replace it, Porsche did what it has done in revamps for years now: carefully but thoroughly evolved it, the 981-model newcomer looking very similar (though with an entirely new bodyshell) but with a raft of updates, minor and major.

You chose between two flat-six engines, a 2.7-litre for the Cayman and a 3.4-litre (shared with the 911) for the Cayman S. And when this generation came to an end in December 2015, replaced by the 982-coded 718 Cayman/S with four-cylinder turbocharged engines, a wave of affection was whipped up for the outgoing car. They

were now seen as "the last of the six-cylinder Caymans", a more hearty car than the efficient but somewhat bland by comparison 718s, with values strong by outgoing model standards.

So here we focus on that four-year model series whose classic potential is already being spoken about. So far they're affordable, starting at £25,000 to £30,000, so what do you need to check for when buying? Is it a car with typical modern reliability, or does its complex powertrain call for a wary approach?

DESIGN, EVOLUTION

It was the 2012 LA Auto Show's good fortune to land the public launch of the second generation Cayman (although Porsche called it the third, describing the original's facelift as the second). The 981 measured in with a 60mm extended wheelbase and overall length, and was 10mm lower than its predecessor; weight was up to 30kg lighter depending on the model, and the shell was said to be 40 per cent stiffer.

While the original Cayman was launched

in two stages, the plain Cayman six months after the Cayman S, this time both arrived together. The Cayman came with a new, smaller capacity flat-six, the 2.7 quad cam nonetheless slightly more powerful with 271bhp produced at 7400rpm, a fractionally higher peak than previously. Torque, though, was down by 7lb ft to 214lb ft, occurring at between 4500 and 6500rpm.

The Cayman S carried over the 987's 3.4-litre unit, with output unchanged at 321bhp, also at 7400rpm, and 273lb ft torque, although with a flatter curve. Clever features included an electrical recuperation system to charge the battery more intensively under braking, and a computerised system to manage engine cooling; fuel economy and CO2 output was improved on both models.

The standard transmission on both was a six-speed manual gearbox, but of course the optional seven-speed, double-clutch PDK automatic gearbox was commonly specified. Cars equipped with Sport Chrono also had dynamic transmission mounts to control driveline movements under inertia, while a new generation of the PASM active damping system was employed.

The Cayman 981 looked rather different from the previous 987-model. Like the Boxster, the Cayman wasn't saddled with the same doors as the 911, and so the bespoke doors and induction intakes make a more aggressive styling statement





Above: This is what it's all about! Cayman's mid-mounted, flat-six engine and associated benefits of keeping the weight low down in the chassis, give the Cayman its exceptional handling balance.
Right: Porsche interiors keep getting better and better

The previous hydraulic power-steering was replaced by an electrical system. Braking was updated, with stiffer calipers, a larger brake contact patch and an optimised pad design, and as ever, cars with PCCB ceramic brakes wore yellow calipers. The Cayman's standard wheels were 18-inch and those for the S 19-inch, with various styles of 20-inch rims available.

At this point the Cayman ceased to feel like a traditional Porsche inside. It adopted the high, switch-smothered centre console (including an electronic handbrake) which had been transposed from the Cayenne into the 991 a year earlier, and giving the cabin more of a GT car feel.

There were no technical or styling changes made during production, only additional models, the first being the Cayman GTS which arrived in May 2014. Porsche claimed that it 're-sets the sports coupe benchmark', although apart from its 335bhp/280lb ft engine (the first Porsche engine to be certified to the then new Euro 6 emissions regulations), it was effectively a high spec Cayman S. As standard it carried the normally optional PASM, Sport Chrono,

20-inch wheels (with 235/35 front and 265/35 rear tyres), and could be ordered with 20mm lowered sports suspension. It sported a special front spoiler and lower rear apron, and came in manual and PDK form, priced from £55,397.

The next addition to the range was a lot more than just an equipment upgrade: the GT4, arriving in February 2015, was the Cayman equivalent of the 911 GT3, a totally track-focused model built only in six-speed manual form. Its 3.8-litre Carrera S engine pumped out 380bhp at 7400 and 309lb ft at between 4750 and 6000rpm, while the suspension – lowered by 30mm over normal Caymans – used many 911 GT3 components. With its extended snout, big rear wing and GT3-like 20-inch wheels the GT4 (available in Clubsport trim) was hard to miss, although with limited numbers bound for the UK, seeing one in the first place would be a rare event.

The sole limited edition Cayman offered was the Black Edition, based on the 2.7 car and released in the final year of production, in October 2015. Its spec included 20-inch wheels, black paint and part black leather,

Porsche Communication Management (PCN) and Sound Package Plus. In late April 2016 Cayman flat-six production ended to make way for the 718 four-cylinder cars.

DRIVING THE CAYMAN

While the 911 overcomes its in-built chassis disadvantage – the rear-mounted engine – with decades of engineering improvements, the Cayman's mid-engined layout puts it in the ideal place to begin with, and the coupe's handling can be described only as exquisite, even with the slightly less tactile, electric power steering of the 981. It is perfectly balanced, and totally predictable.

The same applies to the engines, peachy, revvy units delivering joyous performance even in 2.7-litre guise. Most Caymans are PDK, but if you want the purity of a manual car the six-speed gearbox has a beautiful shift. The GT4 – even though it uses a Carrera engine rather than a GT3 derived unit – is the dream sports car: super quick and great on track, but nearly as practical as any other Cayman.

TIMELINE

November 2012
981-model Cayman and Cayman S unveiled at the Los Angeles Auto Show

May 2014
Cayman GTS added to the range

February 2015
GT4 launched, a track-focused model which is soon selling for above list price

October 2015
Limited edition Cayman Black Edition introduced, based on the 2.7 model

April 2016
Production ceases, to make way for four-cylinder 718 models

SPECIFICATIONS

| | Cayman | Cayman S | Cayman GTS | Cayman GT4 |
|--------------------------|------------------|--------------------|--------------------|---------------------|
| Engine (cyl/cc) | Flat-6/2706 | Flat-6/3436 | Flat-6/3436 | Flat-6/3800 |
| Power (bhp/rpm) | 271/7400 | 321/7400 | 335/7400 | 380/7400 |
| Torque (lb ft/rpm) | 214/4500–6500 | 273/4500–5800 | 280/4750–5800 | 309/4750–6000 |
| 0–62mph (man/auto, sec) | 5.7/5.6 | 5.0/4.9 | 4.9/4.8 | 4.4 |
| 0–125mph (man/auto, sec) | 21.0/20.9 | 17.2/17.1 | 16.9/16.8 | 14.5 |
| Max mph (man/auto) | 166/165 | 177/176 | 178/177 | 183 |
| Average mpg | 34.5/36.7 | 32.1/35.3 | 31.4/34.5 | 27.4 |
| CO2 (g/km) | 192/180 | 206/188 | 211/190 | 238 |
| Weight (kg) | 1310/1340 | 1320/1350 | 1345/1375 | 1340 |
| Wheels (front, rear) | 8Jx18in, 9Jx18in | 8Jx19in, 9.5Jx19in | 8Jx20in, 9.5Jx20in | 8.5Jx20in, 11Jx20in |
| Tyres (front, rear) | 235/45, 265/45 | 235/40, 265/40 | 235/35, 265/35 | 245/35, 295/30 |

All figures from Porsche

Maintenance costs, 981-model Cayman/Cayman S (including VAT)
20,000-mile service £394
40,000-mile service £514
60,000-mile service £755
Replace front/rear brake discs and pads £764/£614
Replace the two air conditioning condensers £987
Renew the steering arm outer ball joints £180
Four Pirelli P Zero N1 N-rated tyres (235/40 ZR19, 265/40 ZR19) £958
Servicing and repair costs supplied by JZM

WHAT YOU'LL PAY

£25,000–£30,000 2013 Cayman, or possibly a Cayman S, at auction or in a private sale

£30,000–£40,000 2014–2015 Cayman and Cayman S, Porsche Centre cars usually from £35,000

£40,000–£50,000 2014 and 2015 Cayman and Cayman S from PC, PDK cars valued around £20,000 higher

£85,000–£95,000 Cayman GT4 at PCs and Porsche specialists

TUNING THE GT4

While the GT4 has, unsurprisingly, turned out to be more of an investment purchase than a track oriented machine, Steve McHale, director at Hertfordshire Porsche specialist JZM, which has close connections with German tuner Manthey-Racing, tells us he has tuned some for owners – at least in the chassis department. 'The GT4 is a great car for the track enthusiast, we've modified them for a straight track setup which involves changing some suspension parts including fitting KW three-way Clubsport suspension, and our own Surface Transforms ceramic brake disc conversion.'

However, extracting engine power is more difficult. 'The engine is not tunable – after extensive testing by Manthey, the gains were 14–15bhp achieved by fitting tuned exhaust headers, 100 cell cats and an Akrapovic exhaust,' Steve reveals. 'That works out at nearly £1000 per bhp! There are also no worthwhile gains in the management system.'

WHAT YOU'LL PAY

Approximately 4700 of the 981 Cayman were delivered in the UK and so there are plenty for sale at Porsche Centres and independent dealers – after all, cars of this age are the sweet spot for dealers, generally trouble-free and fetching profit-yielding prices.

You'll see the odd Cayman 2.7 and perhaps even a 3.4 for under £30,000, but that's likely to be at auction or a private sale. The effective starting price is £30,000 on used car dealer forecourts and usually £5000 to £10,000 more at PCs, according to price expert Glass's. That's impressively low depreciation, given that when first introduced the Cayman was priced at £39,694 and the Cayman S at £48,783.

A PDK Cayman, 2.7 or 3.4, is worth around £2000 more than a manual car, and the 3.4 fetches about £2500 to £5000 more than the 2.7, depending on how new it is. The Black Edition goes for £1000 more than the regular 2.7. The top price for a (non-GT4) 981 would be a 2015 Cayman GTS,

WHAT THE PRESS SAID

'A manual Porsche Cayman S is a truly wonderful object that should sit at the top of a lot of people's wish lists. And if you had been speculating that the lithe, compact potent Cayman S might just be the best driving machine that Porsche offers today, then speculate no longer. Because it is' **911 & Porsche World**, April 2013

'The smaller flat-six is no pale shadow, it's a stirring boxer engine in Porsche's grand tradition, and what it lacks in tractability it makes up for in high-rev sparkle. Requesting proper speed is not solely a job for your right foot; it's an immediate stab through the clutch's fleshy travel with the left and a wrist-flick of a downshift away. This might be wearing if the gears didn't engage so beautifully.'

Autocar, Cayman road test, April 24th, 2013

retailing for just over £60,000.

As with all modern Porsches, you are advised to choose the right equipment spec to maximise resale value. 'Caymans need to be fully loaded,' advises Steve McHale. 'People want all the gadgets – cars with a base specification are hard to sell. Sport Chrono is a must-have item, and the sports exhaust, sports seats, sports steering wheel, telephone module, navigation module and DAB radio are all highly desirable.'

The GT4 is in a price category all of its own. They are still being offered (though not necessarily selling!) at £85,000 to £95,000, at least £10k over list. At the time of writing 21 were for sale at PCs alone.

Cayman GT4 is the ultimate version of Porsche's mid-engined coupe and the first time the Cayman had been allowed to break through the 911's glass ceiling. Prices are currently on the optimistic side and at least £10k over list price





Get yourself into a Cayman and you won't be disappointed. It is a state of the art sports car and the pinnacle of Porsche's accumulated knowledge and experience. As such, you could almost say it's a bargain

HOW TO PAY FOR IT

Most customers buying a car of sizeable expense use 'personal contract purchase' (PCP), which lowers the monthly repayments and allows you to hand back the car at the end of the contract. Here's a flavour of how the Porsche PCP scheme, named Solutions, would work out on a three-year-old Cayman S priced at £47,690. A quote from Porsche Centre Leeds (0113 292 6479, porscheleeds.co.uk), based on a three-year deal with a £10,000 deposit or trade in, sets a £697.97 monthly payment, based on 8.5 per cent APR interest. To buy the Cayman S after three years, you'd pay £20,425.

WHAT TO LOOK FOR

With even the earliest 981 Caymans not yet five years old, and many still covered by the three-year factory warranty, this car is generally a safe buy, hence this 'What to look for' section is abbreviated. 'These are relatively new cars – ask me about them in in three or four years' time and I'm sure the list of potential problems will be a bit longer,' says Steve McHale of Hertfordshire Porsche specialist JZM.

ENGINE

The 2.7- and 3.4-litre engines are essentially the Direct Fuel Injection units introduced in 2008, and to date at least would appear not to suffer the bore wear problems that affected Porsche's first generation of water-cooled flat-sixes. However, the check for this is easy enough and worth making: look at the tail pipes for signs of burnt engine oil. 'There are no serious issues, although we have seen a few cam lift solenoid faults and vacuum switch valve failures,' says Steve.

USEFUL CONTACTS

JZM Porsche
A long established Hertfordshire-based specialist with a deep engineering knowledge of modern Porsches and their performance tuning; our technical consultant for this Buyers' Guide.
jzmporsche.com

SUSPENSION

For some reason breaking suspension springs seems to be a widespread problem on modern cars, the 981 Cayman included. It isn't always obvious if this has happened because the vehicle tends not to collapse at one side because of it. 'If a spring breaks, it's usually just the tail or end part that comes off – MOT testers are wise to this and have started checking them during the test,' Steve tells us. This was also something to look out for on the original Cayman, and there's another problem common to the 981: 'Steering arm outer ball joints are wearing in the same way they did on the 987,' Steve says.

ELECTRICS

So far there is a largely clean bill of health, although Steve does report having changed a few ignition keys. 'The horn push can stick in, but we have a modification for this,' he says. It's important to appreciate that this high tech car cannot be worked on by just anyone: 'You cannot access these cars without a Porsche "PIWIS" tester.'

BODYWORK

There is not going to be any rust on the bodywork of a 981 unless accident damage has been badly repaired, but corrosion can be a problem in one particular place: the two air-conditioning condensers, mounted in the Porsche's nose, and which have proved vulnerable in all previous Caymans and Boxsters.

VERDICT

The 981 Cayman is a thorough and careful evolution of its predecessor, improved in many ways over a car that itself gave little

cause for complaint. All models are delightful whether for track use or commuting, and at this stage you'd be unlucky to have trouble with one unless it was an early car with a big mileage. It won't be cheap, with a minimum of £30,000 for a worthwhile choice, but with these six-cylinder cars enjoying a "last of the line" cult status, we'd expect depreciation to be slow, so in this case Porsche purchase could be (almost) as financially sound as it is entertaining. **PW**

SPOTTED FOR SALE

Private seller
2013/13 Cayman S PDK, black, black leather, 3 owners, transferrable warranty, 29,500 miles, £29,900, London

Porsche Centre
2013/13 Cayman 2.7 manual, white, red leather, 20-inch wheels, PASM, Sport Chrono, 30,100 miles, £34,000
Porsche Centre Solihull

Independent Porsche specialist
2013/63 Cayman 2.7 PDK, silver, black leather, Sport Chrono Package with Dynamic Engine Mounts, 11,600 miles, £35,995
911virgin.com



BUYERS' CHECKLIST

Early Cayman oil burning issue unlikely to affect 981s – but check tail pipes for signs just in case
Look out for broken front or rear suspension springs, something not always immediately obvious
Electronic ignition keys can fail
Corroding air conditioning condensers still an issue on the Cayman
If under three years old, a car will still be covered by the Porsche factory warranty

911 & Porsche *World* PICNIC

MAPLEDURHAM HOUSE, NEAR READING
SUNDAY 1 OCTOBER

A return to Mapledurham House for this year's Porsche Picnic, once again following the tried-and-tested formula of a laid-back Porsche gathering 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 awarding rosettes to their favourite 'Top Six' cars of the show.

So bring your picnics (or indulge in a cream tea) and head to Mapledurham on 1 October. The venue opens at 10am, with the awards taking place at 3pm. Entry is £5 per person, with under-11s free.

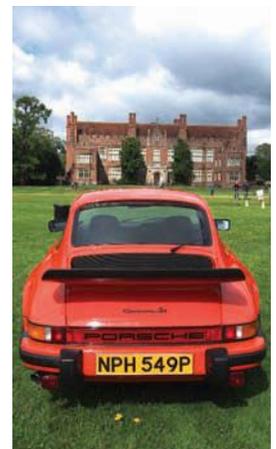
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Set in acres of beautiful grounds, just off the A4074* Oxford road, Mapledurham House is a Tourism South East award winner often seen in TV's *Midsomer Murders*. Indeed, Mapledurham's watermill was used as a location in Michael Caine's 1976 film *The 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. Freshly made to order sandwiches and homemade soup will also be available. 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 £9.50 admission. For further details on Mapledurham House, go to: www.mapledurham.co.uk
**Turn at the brown Mapledurham House sign opposite The Pack Saddle pub, Mapledurham. Please note that the entry road is very narrow.*

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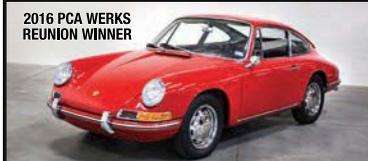


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DEALER TALK: AUTOFARM

This Oxfordshire-based Porsche specialist is one of the longest established in the UK, and in 2015 the ownership torch passed on. New co-owner Mikey Wastie explains what he and Steve Wood are doing with their acquisition, and what their plans are for the future. Exciting times are ahead



How long have you been in the Porsche business?

My career in Porsches started in 1996. I'd worked at a VW main dealer before then but I wanted more of a challenge! That's when I started in the Autofarm workshop, learning as an apprentice. A couple of years ago I was fortunate to become a co-owner when Josh Sadler, who founded the business, wanted to step back.

What Porsches do you specialise in?

Any Porsche and only Porsche, that's Autofarm. Most people seem to think we focus on air-cooled cars but it's probably 50/50 between air and water. We've started to see Macans, Panameras and a fair few more Cayennes in the past year or so. Having said that, I think we are a leader when it comes to the 911 Carrera 2.7RS. We were both created in 1973 so we've grown up together, and thanks to Josh we've amassed a lot of knowledge and history on these cars.

What are the cheapest, and most expensive Porsches you tend to stock?

We don't really sell cheap cars. The most expensive are the 2.7RS, and we've been fortunate to sell some of the finest examples. Several have passed through here recently without us publicising or offering them on our website. We know these cars intimately and this can be helpful – Josh knows many of the cars individually and we have all the details logged here, very useful if you're considering one.

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

That depends on whether you

are after a modern or classic Porsche experience. They are very different. For the classic enthusiasts, a 911SC or 3.2. If they haven't rusted, they'll be a good first Porsche. For something more contemporary, I'd opt for a 996-model 911 – we seem to get a request every week from someone looking for a manual coupe!

Where do you get your stock from?

Typically, from our customer base. They know us and our passion for the cars, and for commission sales they also know that we know all about the car so are best placed to sell it for them.

How do you prepare cars?

If it is one of our Porsches we'll prepare it to our set standard. If it's a commission sale, we'll make recommendations as to the most cost-effective work to do. We can arrange all of this, which takes the hassle away from the customer.

What's 'hot' at the moment?

Anything "cheap"! The market is in a strange situation because many people have inflated their prices and that has caused a slowdown. As you'd expect, very clean, full-history cars are sought after.

What's best value at the moment?

The gen 2 997 GT3 is a lot of car, and in relative terms offers great value at this time.

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

It would have to be the yellow 911 "backdate" we built for a customer and subsequently sold on his behalf. He regrets selling

it and, if I could, I would have bought it. Such a fun car.

What car do you drive everyday?

I drive a VW Amarok. My own 911 backdate is coming together very slowly.

What are your plans for the future?

We are currently creating a new Projects bay area here. That will provide a large, clean and spacious area to build backdates, of which we have three on order. We launched a new website this spring and we've started to embrace video more. Whether for servicing or sales, we now use video to keep our customers informed of what we are doing to their car, or to show them around a sales vehicle. It's been extremely popular.

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HELPING YOU BUY YOUR PORSCHE

HAS YOUR CAR BEEN RECALLED?

Early this year Porsche announced a recall of nearly 16,500 718 Boxsters, Caymans and 911s so that checks could be made on fuel pipe screw connectors. Porsche informed owners, and the corrective work will be carried out at owners' local Porsche Centres, free of charge.

Manufacturers' recalls occur periodically, so how do you know if a Porsche you have recently purchased has had the necessary inspection following a recall? Easy. All official recalls since 1992 are recorded by a UK government body, the Vehicle and Operator Services Agency (VOSA), and details can be viewed at www.dft.gov.uk/vosa.

There have been many Porsche recalls in the last 25 years, with almost every model affected, from the 944 (overheating power steering pump wiring) to the 918 Spyder (possibly faulty seat belts). If you see a recall on the website that looks like it might affect your Porsche, quote the Recall Number given and check with your Porsche Centre. It won't cost you anything, and you'll have peace of mind.



DON'T PHONE AND DRIVE! NEW IPHONE SOFTWARE PREVENTS CALLS ON THE MOVE

Even with the driver involvement a Porsche offers, for many on the road the temptation to answer a mobile phone on the move is too great. Which is a pity, as it's dangerous, and will get you six points and a £200 fine if you're caught in the UK.

Useful then, that when Apple releases its iOS 11 software for the iPhone, it will contain a "do not disturb" app for drivers. With typical Apple ingenuity, the app senses when you're driving, and withholds calls, texts and messages until later. People trying to reach you will be informed that you're driving. And nothing on the home screen can be accessed. Of course, if the withdrawal symptoms of being barred from your iPhone are too great, you can always select the 'I'm not driving' mode and test your resolve not to interact with the thing... The choice, then, is yours!



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£8500 P0917/029



944S2

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| 1974 RS | 911 SHE |
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AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

Classic Porsche values have been fast rising for several years, but does a recent damp squib of an auction as far as Porsches are concerned point to the Zuffenhausen market finally levelling out, *David Sutherland* wonders



RS Lightweight – one of just 17 RHD official UK market examples, made £830,300 at recent Bonhams sale, but was exception rather than rule

The international auction house Bonhams has secured the gig to host the classic car auction at the Goodwood Festival of Speed, held in late June/early July every year. The name of this West Sussex event provides the clue that numerous Porsches are usually entered, and at the 2017 sale 20 featured in the auction catalogue. As ever, it was mostly upmarket stuff: the car expected to sell for the least expensive price was a 944 Turbo Cabriolet with a £30,000–£35,000 pre-sale estimate, but most of the estimate ranges were above £50,000, the highest for a 1957 356A Carrera Speedster, expected to attract bids of between £900,000 and £1m, with a 1973 911 Carrera 2.7RS “Lightweight” next at £750,000 to £850,000.

The backdrop to the sale is the noise and excitement of this immensely popular celebration of motorsport, and it’s tempting to think that the sight of so many iconic race cars, the chorus of open exhausts and even the whiff of Castrol R in the air – the classic racer’s favourite engine oil – provides a tail wind that spurs already buoyant classic car values on even further. At least that’s

how it looked on the Friday morning, before the sale, from the Porsche perspective.

But by Monday morning, when, as is the usual practise, Bonhams put the prices achieved on its website, a very different story was told. The results list does not include cars that did not sell, hence the previously extensive list was reduced to a mere nine, over half the lots unsold. And in an era of auctions where many classic Zuffenhausen machines bust their estimates in a big way, not a single Porsche sold above its top estimate, and three went for under.

The top priced car was the previously mentioned 911 Carrera 2.7RS, said to be one of only 17 right-hand drive, official UK market examples supplied and which had been fully restored, fetched £830,000 including buyer’s premium, a price Bonhams described as ‘astounding’. After that came a 2010 997-model 911 GT2 RS with 8900km (5560 miles) from new, selling at £320,700, more or less in the middle of its estimate range.

But the expected £1m was not raised for the 356A Speedster, which did not sell,

nor the £250,000–£300,000 for a 964 911 Turbo or the £240,000–£280,000 for a 1967 911S, these two also of DNS status. A 930 generation 911 Turbo made £124,700, but this was £16,000 below its lower estimate, and the usual frenzy over blown 930s had clearly subsided on that day because another 930 Turbo expected to make a comparatively modest £60,000–£60,000 failed to find an obliging bidder. A 964-model 911 Turbo went under the hammer at £138,140, just short of its lower estimate. The cheapest Porsche sold was the drophead 944 Turbo, at £31,050, a thousand over lower estimate.

A 996-model GT3 with 34,000 miles that looked well used and with an estimate of £70,000–£80,000 did not sell. And there was insufficient interest in two replicas – a 1974 935 lookalike that had been driven in “gentleman racer” events by motor industry journalist John Griffiths for two decades and a 1975 911 2.7 Group 4 recreation, and a 1980 911SC.

Bonhams didn’t want to say much, putting the lack-lustre result down to ‘who was in the room on the day’. But what

happened might just be a sign that the Porsche classic and modern classic market is finally running out of steam.

‘Porsches have been going up and up and up, but I think today’s buyers are getting wary, and do not want to pay another 10 per cent every year,’ comments Max Girardo, formerly chief auctioneer at RM Sotheby’s before founding London-based classic car consultancy Girardo & Co in 2016. ‘But sellers have seen the cars increasing in value for the last three years and think, “well, mine will keep on going up”, so there’s a disconnect between buyers and sellers.’

His prediction? ‘I personally think the cars are not going to sell for 10 per cent more each year – from now on they are going to sell for a “normal” price.’

Of course, the obvious reason that classics do not sell at auction is because the reserves – which should not be confused with pre-sale estimates – are set too high. Some blame auction houses for acting like residential estate agents and promising sellers an unrealistically high price in order to secure the consignment, and one unnamed observer went

further, suggesting that ‘sometimes they’ll take a car in because they know it will make the catalogue look good, and that’s a great marketing ploy, too.’

But Max disagrees, telling us that reserves in the land of stupid are usually the work of the sellers, who simply become greedy. ‘An auctioneer doesn’t want a car that doesn’t sell – remember it costs a lot to present a car, you have to photograph it, catalogue, transport it and so on.’

But back to the key question: is the Porsche market at last turning? Unfortunately the 911&PW crystal ball can’t offer that level of detail, but we’ll probably get some kind of steer at the next round of major auctions, at the Pebble Beach Concours d’Elegance held in mid-August in Monterey in California. Both RM Sotheby’s and Gooding and Company have a diverse range of high end Porsches, classic and modern, to sell, including a 1964 904 Carrera GTS racer, an early 356 Super Speedster, two 997 GT3 RS 4.0s and a 918 Spyder. We’ll be poring over the results, analysing and reporting back!



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PARTS



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997 CARRERA C2S 2005 29,700 MILES £26,950

Bargain alert! Water-cooled 911s are the snips of the Porsche coupé genre, and as 996 values scale the money-shop escalator, a 997 C2S in this condition at this price and with these low miles looks like something of a steal.

I've come to see my old acquaintance Ian Heward, proprietor of components specialists Porscheshop, who I bought my 996 C2 from a couple of years ago. I'm dropping it off so he can replace the front nosecone, a task that's covered in last month's 'Projects' section. When I bought the car Porscheshop was based at Halesowen, but has recently relocated to new premises on Hartlebury Trading estate between Kidderminster and Worcester. It's a former MoD site and the actual premises is (like many other buildings here) a converted WW2 bomb-making factory – with appropriately substantial walls and a nod to pe-war Art Deco architecture. In the workshop a 993 and a 964 are up on hoists being worked on, while a 962 race-rep has its 964 engine rebuilt. As well as offering parts of all descriptions – though not explosives – Porscheshop also handles car sales, and my eye is drawn to the svelte-looking 997 in the spacious parking lot outside.

It's a 997 Carrera 2S, the 3.8-litre car, delivered in 2005, and finished in Arctic Silver with Ocean Blue leather cabin upholstery, what some might say is the ideal combination of hues; black's all very well, but dark blue raises the game a little bit. It's had just two owners, the last one for nine years, who have between them notched up a modest 29,700 miles in 12 years, and it has a full service history based on Porsche Centre Solihull. A Midlands car, then. It's endowed with the majority of ancillaries defining 997 civilisation, including switchable Sports exhaust system, reversing sensor, sunshine roof, heated seats with memory – not that I ever manage to get that to recall my own particular driving position, though as for the heated seating effect, I frequently find I've got a warm bum when travelling in such a car with my photographic colleague who likes nothing more than to apply the relevant button while I'm otherwise distracted; how we laugh... While the 996 controls have a basic simplicity to them, in the same way as the 986 Boxster does, the 997 switchgear raised the game into a slightly more complicated mode. So, there's also a satnav, and again the humble TomTom appears to provide more up-to-date mapping and guidance than the inbuilt system; well, it will do when it can be readily updated on your desktop PC, and I notice that more and more of us are employing our smartphones for route instruction. I wonder about the legality of that, in a non-Bluetooth situation, but so long as you're not chatting at the same time I suppose it's OK. Anyway, this 997 also has a phone installed, as well as a six CD player and 11-speaker Bose surround-sound system, plus the useful on-board computer that amongst other things gives outside temp and fuel range. It's recently had new front discs and pads, plus two new front tyres, and the MOT runs until 25th January 2018.

With my head full of 996, it's helpful to revise the origins and spec of its successor. The 997 came out in 2005, moving on stylistically from the 996 with its more trad 911 headlights – of the Bi-Xenon Litronic persuasion (with attendant washers), and so incomparably brighter than the air-cooled candle power – as well as revised rear lamp clusters. Despite a broad similarity with the 996 bodysell, the 997 coupé contrived a lower drag coefficient (0.28) than its predecessor, and it was said to have retained only a third of its predecessor's componentry, while its interior was also agreeably redesigned. Power outputs of the basic models – without getting into GT2, GT3 or Turbo – stayed much the same as the 996. The basic 997 C2's 3.6 flat-six produced 325bhp and the 3.8-litre



motor powering the 997 C2S developed 355bhp. The latter was equipped with uprated suspension and PASM with electronically adjustable settings. It also came fitted with so-called Lobster Fork 19in alloys, bigger brakes with red calipers, and dazzling Xenon headlights. The all-wheel-drive C4 and C4S versions were announced for the 2006 model year, featuring the wider shells and fatter tyres. The 997 Cabriolet was actually designed before the closed versions on the basis that the necessary chassis strengthening for the open top car could be pared down for the coupé. Subtle upgrades for the 997 in 2009 included a larger air intake in the front valance, new headlamps and rear lights, Bluetooth mobile phone ability, and, far more crucially, new common-rail direct engines married to the dual clutch PDK gearbox.

Back to our prospect car: the gen 1 997 C2S is a sophisticated drive, and here in the gently undulating Worcestershire countryside it's a highly efficient ground coverer, totally untroubled by any twist and turn, no matter how quickly I'm going. It turns in and sticks to a given line like a suckered snail – though immeasurably faster. On these undulating cross-country B-roads the ride is controlled and composed, and it's equally as taut and positive as my hunkered down 996. The rear-drive C2S provides optimum steering feel and the ride is agreeable, and it's as secure a driving platform as you could wish for. Certainly a prospective next step on the Porsche ladder for a 996 owner. **PW**



CHECKLIST

BACKGROUND

Raised in the English Midlands, this 997 C2S has had two owners who've managed to log a scant 29K miles, and there's a full service history from Porsche Centre Solihull. With a sticker price a shade less than £27 grand, this gen 1 997 C2S looks good and drives well, making it an attractive proposition in the water-cooled 911 market.

WHERE IS IT?

Porscheshop has recently moved to a new location, now to be found at 293 Oak Drive, Hartlebury Trading Estate, DY10 4JB, close to Kidderminster and the M5, and the train from Birmingham stops right outside the site. Tel: 0121 585 6088 Email: enquiries@porscheshop.co.uk porscheshop.co.uk

FOR

Low miles, just two owners, immaculate bodywork, unblemished interior, new front tyres and brake discs, reasonably priced.

AGAINST

Depends on whether you insist on black cabin upholstery, otherwise you'll have to make do with Ocean Blue leather.

VERDICT

On the face of it, nothing not to like. Bodywork is fine, cabin interior unblemished, more than adequate performance. A very good example of a 3.8-litre gen 1 997 C2S.

VALUE AT A GLANCE

| | |
|-------------|----------|
| Condition | ●●●●●●●● |
| Price | ●●●●●●●● |
| Performance | ●●●●●●●● |
| Overall | ●●●●●●●● |

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TIME MACHINE

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

SEPTEMBER 2007 (ISSUE 162)

In the world of magazine publishing, certain trends tend to develop and it's no different here at *911&PW*. The September issue, then, tends to be what we loosely term 'Your first Porsche,' as you will see with the issue that you're perusing right now. And so it was 10-years ago in Sept 2007, albeit under the heading of 'Your first 911.'

These regular investigations into the entry level of Porsche ownership are a handy year-on-year barometer of the market. Back in 2007 we took a notional £20k budget and assembled six 911s: a Carrera 3.0, 911SC, Carrera 3.2, 964, 993 and a 996. Indeed the only 911s that we couldn't get our hands on at that money was a pre-'74 car and the then current 997, although a pre-'74 car would have been available as a project had we looked hard enough and there was a perfectly sound looking US import 911T in the classifieds at just £15,950. Whatever, with £20k burning a hole in your pocket in 2007, the Porsche world really was your lobster (whatever that means).

Having assembled our six 'first' 911s, what we couldn't possibly decide on was which was actually the best for your money, although we did concede that the 996 was easily the best in terms of performance and relative value. If you had bought on those strengths back then, we wouldn't have blamed you. Anyone taking the classic route 10-years ago, will now be basking in their relative good fortune. I mean, who saw that coming? Not us, that's for sure.

Elsewhere in issue 162, we dropped in on Stirling Moss at his Mayfair gaff. We were there to chat over his Porsche racing days and we took along a current

SEPTEMBER 1997 (ISSUE 45)

Was it really 20-years ago? The front cover never lies and the importance of the arrival of the 996 model 911 is not to be underestimated. Together with

the Boxster, it forms the foundations of the modern Porsche success story, which transformed the brand into the world's most profitable car manufacturer.

Of course, we weren't to know that at the time. Of rather more importance was just how this new, modern, water-cooled 911 was going to take over the baton. There was much to take in and despite being saddled with a Tiptronic for our launch drive, we couldn't help but fall for the all-new machine and marvel at how – despite a reduction in capacity over the outgoing 993 – the new 3.4-litre flat-six managed to produce more power and better economy. That's progress for you.

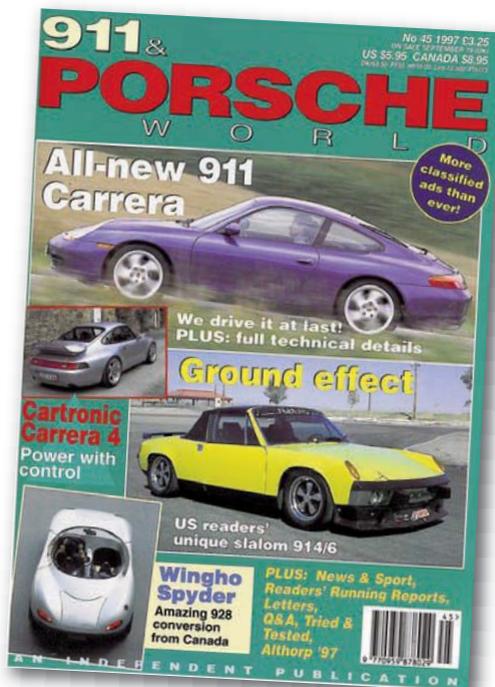
Anything we didn't like? Yes! The frameless doors didn't shut with the traditional old school 911 'thunk!' First world problems, eh?

Twenty years on and a great example of Porsche's all-new 911 can be had for under £20k.



Boxster for him to have a whizz in, too. Moss's recollections of racing 718s and 550 Spyders were helped hugely by his habit of keeping a diary. His fee for an afternoon of Porsche racing chat? Just a couple of bottles of his favourite Chardonnay.

Porsche's product cycles can clearly be relied on like our own issue cycles. Ten years ago in the news pages we were reporting on the new 997 GT2 as the most extreme 911 ever. Extreme? Pah, just turn to the news pages in this issue for extreme!



SEPT 2013 (ISSUE 234)

It's September 2013 and we've come to the end of a six-month run celebrating 50-years of the 911, which – it has to be said – has been a lot of fun. Starting with a '60s group test, we worked our way through the decades and culminated with a 911 Top 10 nominated by the great and the good of the Porsche scene, and us. Predictably it was the Carrera 2.7 RS that came out on top, closely followed by the 2.4 S. There were some surprises, though. Not least the rather more humble Carrera 3.2 at no3 and the 996 GT3 tied in fourth, with the 993 Turbo. For the record, our Top 10 read like this: 1: Carrera 2.7 RS. 2: 911 2.4 S. 3: Carrera 3.2. 4=: 996 GT3/993 Turbo. 5: 964 RS. 6: Carrera 3.0 RS. 7: Carrera 2.8 RSR. 8: 911 2.2 S. 9=: 911ST/Ruf RT12. 10: 935 race car.

While most of the above 911s are very much in the past, we took a look into the future with a first drive in the then new Panamera Hybrid. Of course such technology is now coming on in leaps and bounds and we fully expect a hybrid 911 when the current 991 is replaced.

Also in this issue we managed to get behind the wheel of Phil Hindley's Tour of Britain winning 911. This glorious homage to historic racing 911s of old mixed the best of many generations to create the perfect pre '81 FIA Homologated 911. And what a machine. Editor Bennett had to be dragged from behind the wheel at the end of the shoot.

And while this Sept issue bucked the 'Your first Porsche' trend (we ran it in the Oct issue instead), just to prove that four years ago the market hadn't gone barmy, there was no shortage of air-cooled classics in the classifieds at under £20,000.



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