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So 2013 is with us already. This issue goes on sale on the third day of the year, although UK subscriber issues should have landed sometime between Christmas and New Year, but in the old school world of publishing I'm writing this on Dec 14th and the printers will have the presses rolling soon after. Although of course our digital version will have beaten all of the above to it.



So as this issue straddles both 2012 and 2013, it's probably a good time to look both backwards and forwards too. So a good year for Porsche? Yes, it would appear so with sales figures up in the UK by nearly 30% thanks to new models like the exceptional Boxster and the continuing strong sales of the Cayenne. Information regarding sales of the new 991 is rather harder to come by, but nearly a year in, there is a nagging suspicion that the new model 911 isn't quite doing it in terms of numbers, or capturing the hearts and minds of the typical 911 buyer. We hope that the halo models like the Turbo and GT3 will give Porsche the

“Can someone explain why I'm not getting excited about the 918 Spyder?”

opportunity to re-engage us with the 991 concept. Or maybe we just haven't quite got it yet?

The star of 2013 for us will be the arrival of the new Cayman. The Boxster is a work of driving art, and the addition of the coupe can only improve the Boxster starting point. Porsche promise a focussed driving machine. Expect the Cayman to be picking up the 'Drivers' Car of 2013' plaudits in 12 months' time.

And then, of course, there is the 918 Spyder. Can someone explain why I'm not getting excited about this? This fusion of technologies should be doing it for me. Maybe it's because I've never really seen Porsche as a hypercar maker. But that said, of course I would love to see Stuttgart take the fight to Ferrari and McLaren. I'm just not quite sure the 918 is the way to go.

Steve Bennett
Editor

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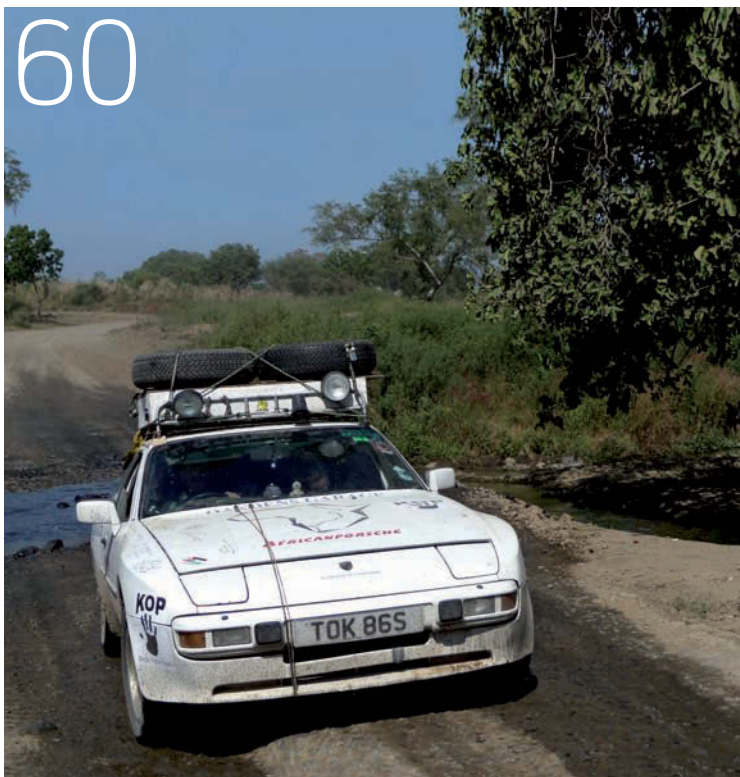
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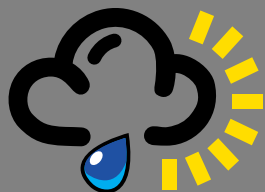
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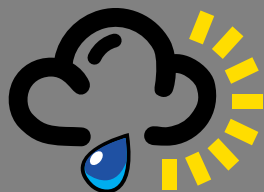
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PORSCHE NEWS

NEW GT3 CUP UNVEILED



Pictured here is effectively the track version of the forthcoming 911 GT3 road car. It is the latest 911 GT3 Cup racer for the one make Porsche Mobil 1 Supercup series, based on the new 991-series 911 – and what will please many enthusiasts is that it will retain

the legendary 'Mezger' engine in 3.8-litre form, rather than switching to the new DFI direct injection engine used across the road car range.

Named after the celebrated Porsche engineer who designed it, Hans Mezger, the

unit is based on the flat-six used in the 1970s 930 Turbo and which subsequently powered the Le Mans winning GT1 in 1998. It produces 455bhp at 7500rpm, an increase of 10bhp over its predecessor. For the first time in a Cup car, the six-speed dog-type gearbox





shifts via steering wheel paddles.

The road wheels have been redesigned to take the wider Michelin race tyres, and the brakes are updated. On the

safety front there is a redesigned protective cage for the driver, and the seats have extra, adjustable padding around the head and shoulders.

“The new GT3 Cup is much easier to drive at the limit,” commented Timo Bernhard, a Porsche works driver who helped develop the car. It will cost

teams €181,200 (about £145,000) plus the local VAT rate. Since 1998, 2395 Cup cars, designed solely for race use, have been sold to teams.





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OUR TAKE

PRICE PUZZLE

In the world of Porsches some things seem ludicrously expensive, and yet others look almost absurdly good value, concludes David Sutherland.

Various stories in these news pages may provoke thought on the notion of 'value for money'. A pristine 993-Series GT2 fetched £225,000 at a high profile auction in London, and this, two and a half times its original price 16 years ago, represents a good investment.

In the same auction a Porsche 959, also in new condition went under the hammer for £308,000. That, too, sounds like a good return, comfortably double the new price. But over the long term that has actually proved to be a very poor investment, because even before all 292 customers buying a 959 new in 1987/88 had taken delivery of their four-wheel drive supercar, speculators had driven prices up to half a million pounds. We also learned this month, thanks to yet another leak of Porsche documents onto the Internet, that extras for the 918 Spyder are going to be rather pricey. But maybe Porsche took the view that people won't value something that is too cheap, and therefore a set of magnesium alloy wheels for the £630,000 car had to be priced at £29,000 to sell.

By contrast, Porsche tuning specialist SpeedArt, in Stuttgart, is attempting to contain the cost of a turbo conversion on the forthcoming Cayman down to €15,000 (about £12,000), concerned that beyond that price customers will not show. Yet one man in Ohio is not expecting any shortage of customers paying \$85,000 (£53,000) to have their 911's steering wheel, driver's seat, gear lever and pedals shifted to the middle of the car.

Perhaps only one thing is certain, and last month's cover story was a reminder: a Porsche with four cylinders under its front bonnet has for years been easily the best value Porsche badged item on the planet. Four wheels for a 918 Spyder, or a quartet of very reasonable 944s? No contest, surely.

2014 LMP1 RACER WILL BE RUN IN HOUSE

Soon after announcing that the Nürburgring based tuner Manthey will run the factory 911 RSR team in Le Mans in 2013, in the GTE category (see *Porsche Sport*), Porsche has revealed that the full on, LMP1 car that is to be fielded in 2014 will be a wholly in house project. It will operate out of the Weissach Motorsport Centre, north east of the Stuttgart Zuffenhausen factory.

LMP1 is the highest category in endurance racing, and the car, which will be unveiled some time in mid 2013, is what Porsche motorsport fans have longed for ever since the carmaker quit Le Mans after winning it in 1998. So far Porsche has revealed nothing about the prototype category racer, which will run in the World Endurance Championship, although there has been much speculation that it could be some form of hybrid, as a device to help build a green image for Porsche.

In preparation, an entirely new department

has been created which will be headed by Fritz Enzinger (pictured), who comes from within Porsche, with the current motorsport boss Harmut Kristen not involved but maintaining responsibility for all Porsche's other racing activities worldwide. A workshop and office complex has been built at Weissach to accommodate the new operation.



SPEEDART TURBOS NEW CAYMAN

A blown version of the 981-series Boxster and freshly unveiled Cayman will be available in three months' time. Not from Porsche, but from another, rather smaller engineering facility also in Stuttgart – SpeedArt Automobildesign GmbH.

The specialist Porsche tuner has begun the development programme, which will be based around a single turbo system from Garrett. It will apply to the S models, and increase power by 80bhp, to around 400bhp.

Using the twin turbo set up from the 997-series 911 Turbo was considered but ruled out on cost ground. 'The price is very important,' says SpeedArt's Björn Striening. '15,000 euros net of tax is the target price, a twin turbo system would be better, but if it is too expensive people will not buy it.'

The kit will comprise the turbo unit, manifolds, exhaust, intercooler and modified ECU, and besides being priced at an affordable level, installation should be relatively straightforward. 'It will be bolt on so you don't have to open up the engine,' Striening says.

SpeedArt aims to have the kit ready for March, in time for the showroom debut of the new Cayman, because from past experience knows there will be a far greater demand from Cayman than Boxster owners. The conversion will be possible at SpeedArt UK in Romford, Essex.

Meantime, nearly a year on from the new Boxster's unveiling, the specialist tuning momentum is picking up. Last month TechArt

revealed its aerodynamic and suspension treatment for the roadster, and now SpeedArt has gone further, announcing the SP81-R package seen here, which in addition offers horsepower gains.

The body kit comprises a carbon fibre front chin spoiler, rear wing and rear diffuser, and the car pictured is finished in a colour scheme using original 991-series 911 paint. Wheels are the LSC Forged design, with a choice of 20- or 21-inch diameter.

A sport exhaust/manifold system along with an ECU remap bumps up the power and torque on both the 2.7 and 3.4-litre Boxster engines by 35bhp and 22lb ft torque. A range of suspension packs for road or track use are offered too, including an airlift kit to giving added ground clearance when required, thus protecting the SP81-R's lowered front bodywork.



993 GT2 BAGS BIG PRICE

Europe's recession may be refusing to lift but that does not seem to have had any affect on the values of top classic Porsches, a high profile auction in London late last year proved. Two key, top condition models, a 993-series GT2 and a 959 sailed past their estimate prices in a fury of bidding.

At the sale, hosted by RM Auction in the Battersea Evolution, the original condition GT2 – with just 16,000 kilometres on the clock, and never raced or rallied – was expected to go under the hammer for between £225,000 and £275,000. But it made £324,800, which was two and a half times its new price when delivered to the

first of its two owner in Switzerland in 1996.

The original 424bhp GT2, 57 of which were delivered in road car form, is emerging as a most sought after Porsche classic, celebrated not only for its wild, no compromise homologation nature, but as the ultimate version of the final air-cooled 911 generation. 'Any air cooled Porsche is going to go up in value,' commented John Hawkins, managing director of Specialist Cars of Malton, based in North Yorkshire. 'It's supply and demand, they're not making them any more – about five years ago I sold one for £100,000 then within two years the same car for £130,000 and then £160,000.'

The 959 went into the sale with a

£260,000-£290,000 estimate but sold for £308,000, confirming that after a long period in the price doldrums the twin-turbo, four-wheel drive car – Porsche's Group B racer of the mid 1980s – is now rehabilitated in the premium classic market. This car, a 'Komfort' model, chassis number 900189 and effectively a delivery mileage example with 635 kilometres showing, was shipped back to Europe from Texas several years ago and re-sprayed.

A 1959 Porsche 356A 1600 Super Cabriolet, a rare right-hand drive example, and which recently underwent a bare metal restoration sold in the same auction for £89,600.



SPYDER OPTION PRICES LEAKED

We know that production of the 918 Spyder will commence on 18th September 2013, and when deliveries commence a month later the price paid will be €645,000, which translates into close on €630,000 once VAT has been applied.

What hadn't previously been disclosed is the price of any options for the V8 engined car. But following an embarrassing spill of marketing details on to the internet (now a semi regular occurrence with new Porsche models) it is clear that the cost of extras is going to bump up the cost considerably – how about a special liquid metal paint for €57,120 (£46,400)?

A US website claiming to be in possession of the options list reports that the previously announced

35kg weight saving Weissach Package (carbon roof, rear wings, mirrors and windscreen surround, plus a six-point harness and superlight magnesium wheels), will add €85,700 (£69,600), the wheels €35,710 or

£29,000 on their own. Other individual options include a front axle lift system at €10,710 (£8700), special leather for €28,560 (£23,200), and a five-piece luggage set at €21,280 (£17,200).



NEW CAYMAN COSTS MORE

Porsche has announced prices of the new generation Cayman which goes on sale in the UK in March, both models costing more than the outgoing cars. Described in full technical detail in last month's news, they can now be ordered at Official Porsche Centres.

The before extras price for the 2.7-litre Cayman is £39,694, which is a £487 or 1.2 per cent increase on the old 2.9-litre base model, while the 3.4-litre Cayman S is £48,783, £1134 or 2.4 per cent more. Few of course are likely to be ordered without options.

A key option on both will be the seven-speed PDK

double clutch transmission, which although costing a quite hefty £1922, lowers CO2 emissions sufficiently to reduce first year road tax on the Cayman by £135 to £325, and on the Cayman S by £140 to £460. The emission levels are 192 and 180g/km for the manual and PDK Cayman, and 206 and 188 g/km for the Cayman S.

In the US the new Cayman will arrive in dealerships in Spring 2013. The Cayman will be priced at \$52,600 and \$63,800 for the Cayman S, with an additional 'destination charge of \$950'.



MIDDLE MANAGEMENT

You might imagine that when a man converts a Porsche 911 to a centred driving position he had spent too much time pondering the McLaren F1 road car of two decades ago, which showcased the format. However Shawn Bayliff of Ohio-based Trinity Motorsports Group did so because it improved the racing breed – and because a customer in Florida demanded it, handing him the 997-series Carrera S Cabriolet instead of the Lamborghini Gallardo originally slated for the job.

'The centred steering gives you such an unusual perspective,' said Bayliff, who races Indy cars. 'You wouldn't have thought it, but it gives you a feeling of being in a single seater – it's amazing how much an A-pillar normally impedes your vision of apexes.'

As can be seen from the pictures, not only the seat, steering wheel, gearlever and pedals have been shifted to the right, but the entire fascia has been reconfigured to suit. The Centro Porsche cost \$85,000 (about £53,000) to build, and Bayliff is currently working on a second car, this time a Coupe, and in full trackday trim.



JOINT VENTURE

Every so often a weird car theft craze breaks out, for example in the late 1980s fans of the hip hop/rap band Beastie Boys went around stealing the grille badges from Volkswagens, to wear around their necks. Now, according to a Dutch newspaper, Porsche Cayenne and Panamera HID headlamps are going missing at a fast rate in Holland.

They are, reports De Telegraaf, being used by those growing marijuana indoors, because the high intensity discharge bulbs used in the lamp assembly are particularly efficient, giving off much more light but using less energy than standard grow lamps. Security camera footage suggests they also appear to be quite easy to remove from the car, and some 20 Porsches in Amsterdam had been stripped of their expensive lamp assemblies, the report said.



CATCHING UP WITH

BURKHARD WIES



We know car manufacturers including Porsche multi-source original equipment tyres. But Burkhard Wies, in charge of development at the German tyre maker Continental, knows just how tough it can be to get on their approved list

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

I'm 50, and I live and work in Hanover in Germany.

What was your big break into the motor industry?

I joined Uniroyal 20 years ago. I was doing combustion research but my wife wanted to continue studying so I had to get a job.

Summarise your career

At the Uniroyal interview I said I wouldn't stay long because I wanted to work on engine development, but they told me, 'rubber sticks'. I went into the test department, and worked on OE development. Continental took over Uniroyal and now I am head of tyre development worldwide.

Are you a petrolhead?

Yes, I'm going to put 21-inch wheels on my BMW. My wife doesn't like being driven by me.

What was your first car?

A 1970s Mercedes 200D, as a student.

What was the first Porsche you ever drove?

A 996 Carrera at a test event. I went off the track.

Which Porsche past or present do you like best?

A 997 911 Turbo modified by TechArt.

What car do you drive daily?

BMW 525 Touring iX four-wheel drive.

What gets you out of bed in the morning?

The passion to win, to be better than anyone else.

What has been the biggest challenge in your working life?

Getting OE approval for the E39 5-Series. BMW had just switched to Continental and we were under pressure. We had a very short time and it was close to being unmanageable.

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If your Porsche is sick or even a little under par, take it to the doctor. Following its popular Porsche Health Check Week, Hertfordshire specialist in the German marque, JZM, is now running its Porsche Saturday Surgery on an ongoing basis, enabling owners to have faults diagnosed free of charge.

The session runs from 9.00am to 1.00pm at JZM's workshops in Kings Langely on every Saturday, with each inspection slot 45 minutes. Due to anticipated demand owners must pre-book on the JZM Connect system at www.jzmporsche.com

There will be no scaremongering on minor issues discovered, or pressure to have the work done, the firm promises. 'We'll give you a report that you can take away. We'll help with an estimated cost of repair, but you can address the issues however you wish.'



PIT LANE PALS

They were sworn rivals on track, jousting in their classic Porsches 911 RSRs in a round of the 2012 Masters Festival at Zandvoort in the Netherlands. But in the pit lane immediately after the race, while still in their overalls, Leonard Stolk and Mark Bates struck up a rapport – and a distribution deal that will see the export of a new range of classic 911 road and race parts to mainland Europe.

Even before heat had dissipated from brake discs, Bates, managing director of Yorkshire-based EB Motorsport (pictured left, and who came eighth in the race), had been asked by Stolk (who finished last) to supply his firm, TwinSpark Racing which is in Oegstgeest in Holland. The items will include parts for 1960s and 1970s Porsche racers, some of which EB Motorsport has had specially sourced or remanufactured, such as lightweight glazing and 917 braking components.

It seems the sporting affinity of the two racing MDs short circuited the usual negotiations. "It's good to know that some deals can still be sealed with a handshake in the pit lane," said Stolk.



POD PLEASURE

Santa Pod, the home of drag racing in the UK is organising a special event on Saturday 23rd March aimed at enthusiasts who have tried 'run what you brung' (RWYB) days, but want to move up to the next affordable step without having to invest in a megabuck rocket ship vehicle. It is the RWYB 'dial in' day, which will introduce participants to the concept of 'bracket racing'.

Bracket racing is designed to emphasis driver skill and reaction times rather than demonstrating sheer horsepower, and runs on a handicap system based on the closeness of runs to predicted times, which are the dial-in times. After qualifying, an elimination process takes place. Entry is inexpensive at £10 admission to Santa Pod, plus a £25 sign on. More information on how the dial-in day works at www.santapod.co.uk



NEWS IN BRIEF

- In mid 2013 German tyre maker Continental will become an approved original equipment supplier of 20-inch tyres for the 991-series 911 with the CSC5P. Presently only Pirellis are fitted in this size.
- With his 2009 pay off from Porsche reportedly over €50 (about £43m), former CEO Wendelin Wiedeking presumably was not in a hurry to find a new job. He has nonetheless launched a new pizza restaurant chain, called Vialino, with outlets to open in Germany, Austria and Switzerland.
- The improving US car market is giving Porsche a big leg-up, with sales of the German marque increasing 18 per cent from January to December 2012, and leaping 71 per cent in the month of November, due mainly to a near doubling of Cayenne sales.
- The GTS is not the most powerful Panamera – that honour goes to the 543bhp Turbo S – but it's the best one, according to the German magazine *Auto Bild*, which has voted it Auto Bild Sports Car of the Year 2012, in the saloon category.
- Porsche has begun building its new US corporate headquarters close to the airport in Atlanta, on the former site of a Ford Taurus factory. Due to open in the second half of 2014, it will bring most of Porsche's North American operations under one roof.

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SHOWS AND EVENTS

January 10-13

Autosport International

Birmingham, National Exhibition Centre
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www.autosportinternational.com

January 11-20

Auto Moto Salon

Brussels Expo, Belgium
Belgium's biggest classic show
www.autosalon.be

February 1-3

Bremen Classic Motorshow

Bremen, Germany
Kicking off Germany's classic car show season, in seven heated halls no less
www.classicmotorshow.de

February 6-10

Retromobile

Paris, France
Credited as the most stylish classic show on the calendar
www.en.retromobile.com

February 22-24

Race Retro

Stoneleigh Park, Coventry
Live action and static displays from Europe's biggest historic motorsport show
www.raceretro.com

March 7-10

Retro Classics Stuttgart

Stuttgart, Germany
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www.messe-stuttgart.de/retro/

Sport

January 24-27

Daytona 24-Hours

Daytona, Florida
The endurance racing year gets underway as Grand Am cars mix it with GTs. Could be first GT win of the year for Porsche
www.daytona24.com

January 25-February 1

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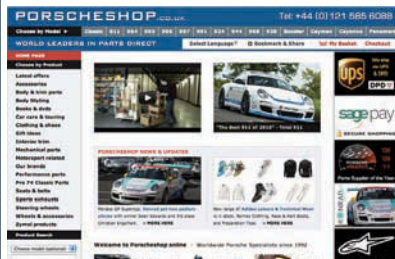
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BUYING POWER

THIS MONTH'S MUST-HAVES AND PORSCHE ACCESSORIES

FUCHS EXTENDS CLASSIC RANGE

One year ago the German wheel maker Otto Fuchs began selling its classic five-spoke rim to the public, the first time it had been available since the 911 Carrera 3.2 ceased production in 1989. The UK distributor signed up was JZM in Hertfordshire, director Jonas Zambakides finding a steady demand for the wheels, costing £3720 a set and available in 19-inch diameter. They are suitable only for wide-bodied 911s: 996 C4S and Turbo, and most 997s including the GT3 and Turbo.

But recently the range has been extended to include 18-inch diameter, 8Jx18 (front) and 10Jx18 (rear), priced at £620 and £675 including VAT per rim, £1130 less per set than the 19s – and Zambakides could have been forgiven for wondering if the wheels had come with wings, such was the ease with which they flew off the shelves. 'We sold all our first allocation even before we received it,' he says. 'They are seen as much better value for money.'

This fitment caters for all standard bodied 993s, and Boxsters other than the new 981-series model. Within weeks 17-inch diameter wheels will be added to the line up: 7Jx17 (front), and 8J and 9Jx17 (rear), costing £510, and £530 and £565, and which are suitable for 964-series 911s.

The wheels, available with the classic black satin inner rim, or in silver, do more than look wonderful. 'On the 18s you're saving 5kg per rim compared to a standard Porsche rim,' Zambakides points out. Sadly the range won't be extended to 15- and 16-inch diameter, which would please many pre-1989 911 owners, but these can still be purchased through Porsche dealers. More details on 01923 269788 or at www.jzmporsche.com



HEAT LOSS

Given Porsche's traditional philosophy of minimising weight to optimise performance, it is gratifying to shave a few kilos from your car. Porsche specialist Rennline, in Vermont in the US offers a kit which replicates the lighter and simplified RS Club Sport spec heater system on 964-series 911s.

These RSs were very basically furnished inside, and among the items junked in order to save weight was the heater motor, located in the engine bay. Instead, a pipe took its place, which allowed a modicum of heating and ventilation to be supplied from the engine, its volume dependent on rpm and barely strong enough even to demist the windscreen.

The Rennline RS Blower Bypass Tube is a carbon replica of the factory pipe, and comes with an aluminium fitting for the distributor breather tube. It costs \$265 (about £165) before shipping, with \$10 extra if fitted with an aluminium '3.6' or '3.8' plate. Your car is now four kilos lighter.

The kit also fits 993-series RS models, but the conversion is only truly satisfactory on cars from the 1995 model year on, with the Variocam engine (the pipe does not fit neatly at the base on early 993s), and these will additionally require the 964's heater shroud to be fitted. Plus you can still buy the factory RS pipe at Porsche dealers for £184.

The Rennline kit is straightforward to fit, with easy to follow instructions included. More details at <http://www.renline.com>



TOP TALK

Porsche has long decreed that drivers of its soft topped cars should not lower or raise the canvas roof above 50km/h (31mph). For over 10 years Mods4cars has taken issue with that, offering an aftermarket override facility, and now the Las Vegas based firm has updated its SmartTop product for the latest Cabriolet, the 991-series.

The add on, plug and play module does a lot more than remove the speed restriction. While the standard Porsche set up requires the button on the console or on the remote key to be continually depressed throughout lowering or raising, the SmartTop unit provides a welcome one touch operation. On cars with Keyless Go, this function can be extended to the roof, the driver simply touching the door handle to start the operation, while the windows can be opened and closed remotely from the factory remote. And should you no longer want the module fitted, for example if you're selling the car, it can be removed leaving no electronic trace.

It comes with a standard USB connector, allowing the various functions to be set via a PC or Mac, and periodic updates downloaded. Measuring 57x68mm, the unit mounts underneath the hood cover, and depending on your DIY skills might be a home fit; a video on the Mods4cars will give you an idea of whether it is or not. It can be purchased direct from Mods4cars, or from some UK outlets, more details at www.mods4cars.com



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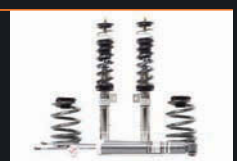
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AIR TIME

Claiming an improvement over an original Porsche component is a bold step, but that's what air filter specialist Pipcros tells us of its new induction filter for the current model (still based on the 997) 911 Turbo. The filter is bonded on to a lightweight aluminium frame so we can assume this saves a few grammes in weight, but it is also claimed to have a 30 per cent better air-flow rate than standard, and filters down to a finer rate. It makes a slightly different induction noise too.

The Northampton based firm, with extensive experience as a BTCC race supplier, delivers each filter with a can of cleaning spray to keep it in best condition, and it is covered with a lifetime warranty (whatever that means). Not quite on sale as we compiled these pages, the price was not announced, but bear in mind that the Porsche original part is £45. More details, call 01604 707750 or visit www.pipcros.com



TIME FOR THE 918 SPYDER

Porsche never needs an excuse for another new watch, so here is one to mark the arrival later in 2013 of the super exotic, hybrid 918 Spyder. While that will be the most expensive Porsche road car ever, at around £630,000, the 918 Spyder Sport Classic Chronograph is rather more accessible at £475.

It comes from the carmaker's Driver Selection catalogue rather than Porsche Design, which has made all the classic Porsche branded watches in the past, but nonetheless a tinge of collectability is suggested by production being limited to 918, in salute to the forthcoming supercar.

The Swiss made watch has a black carbon dial with acid green details as seen on the Spyder, a black rubber strap, and extra hard sapphire glass. It has split time measurements, and is water resistant down to a depth of 50 metres. It can be ordered at www.porsche.co.uk, under Driver's Selection.



CALENDAR BOYS

The McKlein Motorsport Classic Calendar will once again take pride of place on the back of the door in the Editor's kitchen. Drawing from the McKlein archive of race and rally photography, the 2013 edition features stunning images from the 1950s, '60s and '70s. At 67x48cm it's big too, and not only that but each month is double sided so you have the choice of 24 pictures, or you could just flip over half way through the month.

There's always a good few Porsche images, including a wonderful pic of Jean Behra getting some rest in front of three RSK 1500s in 1958.

The price for this great calendar is €39.90 (about £32.50). To order go to www.racingwebshop.com

Another dependably well illustrated calendar is from the German tuner TechArt, responsible for some of the mightiest Porsche conversions on earth. Printed on high quality, glossy paper, the 50x70mm calendar, 1500 of which will be printed, has pictures representing the TechArt range, from the new 981 Boxster to the firm's ultimate 911 conversion, the GT2-based GTstreet RS. It costs €29.80 (£24) plus shipping, and can be ordered at www.techArt.de/calendar

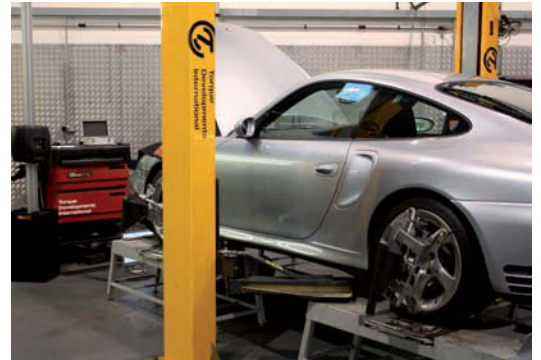


BACK TO BASICS

Fitting different suspension can improve your Porsche's handling, but one independent tuner is claiming to achieve an upgrade without changing a single component. Motorsport and tuning specialist Torque Developments in Thurrock, Essex is now offering its Dynamic Handling Package on the 964 Carrera and the 996 Turbo, its trick being to optimise all the suspension geometry.

Attention is focused on the suspension's toe-in, castor angles, and wheel camber, and also the anti-roll bar balance and tyre pressures. 'We don't use factory settings, and this results in a dramatic improvement in handling dynamics which make the turn in sharper, the car feel more planted,' says managing director Mark Catchpole.

The cost is £474 including VAT, a similar package already being available for the 993 GT3 and 997 Turbo. However the treatment is not designed as a substitute for chassis upgrades, more a preparation treatment to ensure that any spring and damper upgrades that are put in place – and Torque Developments does offer these – give their best.

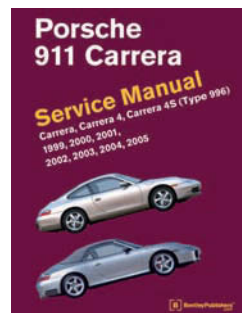


HOME FOR YOUR LAPTOP

The 996-series 911 is now sufficiently old and inexpensive to be worthy of a comprehensive DIY manual, especially given the much publicised reliability issues of the pre-2000, 3.4-litre engines. Automotive book specialist, Bentley Publishers based near Boston in the US, and with a wealth of Porsche titles already in its catalogue, has obliged, with its latest manual, Porsche 911 (Type 996) Service Manual, priced at \$219.95 (about £137).

The models covered are the Carrera 2, 4 and 4S, pre- and post-facelift models, and the 1024-page hardback includes step by step procedures on all the major tasks, such as cylinder head removal, clutch and flywheel overhaul, and suspension and brake work including fettling the ABS. There is also full guidance on regular maintenance.

Is this a manual only for die hard DIY enthusiasts such as our own Consultant Editor Chris Horton? Not necessarily. 'The Porsche owner who has no intention of working on his or her car will find that reading and owning this manual makes it possible to discuss repairs more intelligently with a professional technician,' the publisher says.



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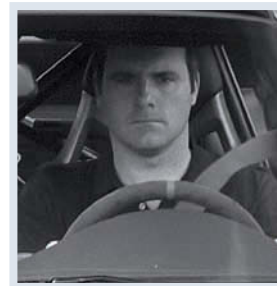
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USUAL SUSPECTS

PORSCHEPHILE, ADAM TOWLER, ON THE RETURN OF THE MEZGER ENGINE AND ITS IMPLICATIONS FOR THE 991 GT3, HOW THE 997 GT3 COULD WELL BE A FUTURE CLASSIC, AND HOW HE'S GOING TO PUT HIS MONEY WHERE HIS MOUTH IS AND BUY A 944



ADAM TOWLER

STAY OF EXECUTION FOR THE MEZGER ENGINE - BUT WILL IT BE IN THE 991 GT3 ROAD CAR?

As I write, Porsche are in the process of launching their racing cars for the 2013 season, with shiny press photos, a slick little movie of the new 991-based Cup car and spy shots doing the rounds of the 991 GT3 RSR. The RSR will make its racing debut at Silverstone in April, run as a 'works' entry by 'Porsche AG Team Manthey', with customer cars released for the 2014 season.

All well and good, except that Wolfgang Hatz (Porsche's Board member for Research and Development) has gone on record as saying the RSR uses the 'old' Mezger engine, as does the new Cup car as well. This poses an interesting public relations challenge for Porsche, after the general consensus being

that the days of the Mezger were numbered and that everything 911-based forthwith would have a new-gen DFI engine in the back.

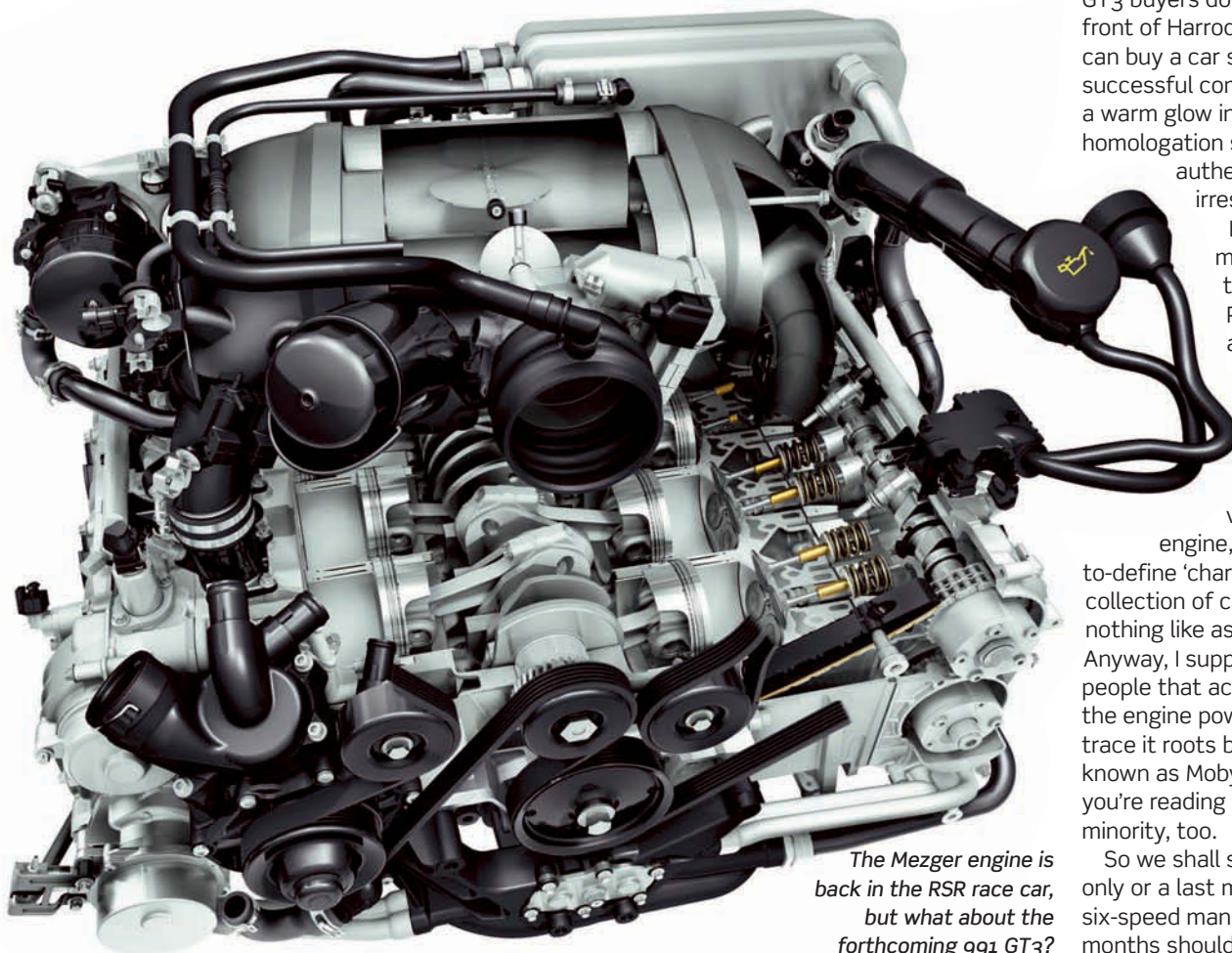
It also makes the rumour mill about the now not-very-far-away 991 GT3 road car go into even more of an overdrive. So far we've had the near hysterical debate about whether the car will be PDK only, and now you can't help but wonder what really is going to be under that rear panel (you can't call it a lid, as it doesn't open on the 991). If the road GT3 has a different engine to the racing cars, I think it's undeniable that a little bit of the magic with these cars will have been lost. Sure, it's not worth lying awake at night planning a candlelit vigil, but I do think



that just one of the many reasons the GT3 series of cars has been so successful is that for genuine enthusiasts – and let's face it, GT3 buyers don't tend to be 'park out the front of Harrods braggarts' – the fact they can buy a car so closely related to a hugely successful competition machine gives them a warm glow inside. It's why we like homologation specials. They have an authenticity about them that is irresistible if you love cars.

Losing the Mezger engine mattered because it was one of the all-time great engines. Period. It's generally as tough as old boots, and makes one of the best sounds ever released by a human-designed object primarily concerned with moving a vehicle. And whatever version you try of the new DFI engine, when it comes to that hard-to-define 'character' – no, let's call it a collection of characteristics – the new boy is nothing like as rich as the old stager. Anyway, I suppose I'm in the tiny minority of people that actually care about the fact that the engine powering the car I'm driving can trace its roots back to the 935/78, otherwise known as Moby Dick. Now that was a car! As you're reading this, I hope you're in that minority, too.

So we shall see: DFI engine and PDK 'box only or a last minute return for the old guard, six-speed manual and all? The next few months should prove fascinating.



The Mezger engine is back in the RSR race car, but what about the forthcoming 991 GT3?

Here they are: The usual suspects, g11 & Porsche World's elite squad of journalists and Porschephiles. They've always got plenty to say so we've given them a couple of pages each month to chunter on



CHRIS HORTON



BRETT FRASER



JOHNNY TIPLER



KETH SEUME



STEVE BENNETT

LOOKING FOR A FUTURE CLASSIC 997? THE GTS IS OUR TIP FOR THE TOP

Heard recently from a friend who had accompanied his father to their local Porsche Centre for a test drive in a 991 Carrera S. Both seemed to like the car, but found it hard to comprehend that the price of the particular 991 they drove, with options, worked out at £110,000.

Not sure how 991 sales are at the moment, but I keep hearing persistent rumours that they're not exactly flying out of the showroom. Just anecdotally, I can't say I've seen that many on the roads, and I've heard more than a few people complaining just how expensive the car is once you've started piling on the ubiquitous options. Given this probably isn't an issue in China or other key markets, maybe Porsche isn't too worried (it was announced today that sales are up in the UK nearly 30% for the year-to-date, mainly due to the arrival of the new Boxster), but for my friend's Dad it was a definite no-no and he readjusted his aim to a used 997.2.

Now there's a car that seems to have shrunk from view in recent

months. Not the GT3 and Turbo variants, granted, but the regular Carrera and Carrera S models. Being launched in the era of the 'Credit Crunch' can't have helped sales when new, but I think a nice one of these could be a real sleeper investment one day. Think about it: you've got what second-hand car traders will inevitably gush in the years ahead as 'the last real g11', combined with what is effectively the 991 engine in the back. And as anyone who reads this magazine regularly will know from Chris Horton's superb recent investigation, the sizeable flaw in the otherwise lovely gen1 997 is the engine. With the gen2, Porsche gave the new engine a try out so that it didn't need reinventing when the rest of the car was for 2012. In many ways that sounds like the best of both worlds to me.

That applies even more so to the 997.2 GTS - a rear-drive, six-speed manual GTS coupe has to be one of the very best g11s of recent years, and

is a sure-fire future classic. But it's not a good investment right now. Another friend thought about buying one recently but decided that he just couldn't live with the depreciation and bought a 997 GT3 RS instead (as it turned out that car lost value far quicker than he'd thought it would).

But if you can get in there for the long haul, I don't think you'll go wrong with the GTS. Whether two-wheel drive or four, these are simply wonderful cars and my gut says they'll be in so much demand one day. Just wish I had the necessary finance to pick one up for myself!



THIS MONTH I'M GOING TO BUY A 944 - NO REALLY I AM

Talking of which... "Write about your Porsche buying saga", said the Editor so here goes. Apologies for the following mutterings, but those that know me will probably attest that my rampant enthusiasm for cars is always bubbling away very near the surface, but my attempts to actually buy cars lags someway behind.

I'm very fortunate as a freelance journalist to work with all sorts of cars every month, new and old, but - especially if

there's a period when I'm working with Porsches a lot - I tend to spend a disproportionately large amount of time gassing on about buying a g11. This normally manifests itself in wasted hours spent poring over adverts for SCs and 3.2 Carreras, and then asking those around me whether it might be a good idea or not - and getting back the usual answers. The trouble is, every time I get near to taking the plunge something more important/sensible comes along

in life that requires money and the g11 elusively shrinks back towards the horizon.

Well, I've had enough with this self-inflicted torture. I've decided: I'm going to put the g11 dream away in a cupboard, turn the key, and revisit in a few years when hopefully the situation is a bit more amenable to buying one. In the meantime, I'm going to buy a 944.

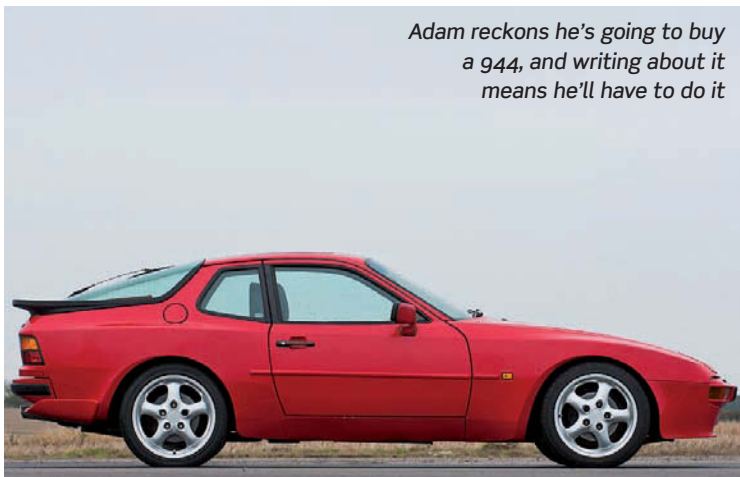
I had thought about this route in the past, but managed to talk myself out of it every time I drove a g11 (a good g11 that is, like a Carrera 2.7 or such like, not the ratty old half eaten away SC that my budget realistically allowed). But as you'll have seen from the cover of last month's magazine, we put together a huge front engined group test and I was the lucky so-and-so who got to spend a whole day slithering and sliding the cars around a sodden and terrifyingly cold Blyton Park Driving Centre.

If you haven't read the piece, the long and the short of it is that I loved the cars, and the day was a reaffirmation for all

present (not that 944 owners like your Editor Steve Bennett required it) of just how good to drive this car really is.

It also proved to me that I might not necessarily need an S2 or a Turbo to have a great deal of fun. So I've set myself the task of buying an honest 944, but in typical fashion I've left the goalposts distractingly wide. I'd probably go for a 2.7, in truth a 2.5 too, but I know my heart is really out for an S2 (ok, or a Turbo) if I can find one. Some work to do on it would be good, mainly as it'll reduce the price up front and as it'll be a long term in 'Our Cars' I'll need plenty of things to write about. I just need to find the right car! So far, there's talk of a possible S2 project car, which may lend itself to a g68 engine transplant. But should I be a stickler for originality? See - I'm getting in a muddle already. You can find out how I get on, and other Porsche matters, by following me on Twitter (@AdamTowler) or on my blog www.adamtowler.co.uk. I can hardly wait.

Adam reckons he's going to buy a 944, and writing about it means he'll have to do it



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LETTERS

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Nothing better

I was introduced to Porsche fifteen years ago by a friend who wanted to sell his 944S2. Like a drug dealer doling out free samples, he lent me the car for a day. That was that: I had to have it.

Several years later I found myself at the main Porsche dealership signing on the dotted line for a 993 C4. The car was wonderful and I clocked up over 280,000 trouble free miles. At 150,000 miles, and just for the hell of it rather than out of necessity, JZ Machtech rebuilt the suspension and engine, shoe-horning in a very satisfactory increase in bhp. (See 'Air to the Throne', 911 & Porsche World October 2003).

This spring my wife bought a Mazda MX-5. I was taken with open top motoring and the notion took hold that we could combine Porsche and wind in the hair in one vehicle. The Mazda and 993 were sold. In the case of the 993 it was just a matter of fending off buyers sixteen deep. I should perhaps have realised at this point that parting with the 993 was not one of my brightest ideas.

The replacement came in the shape of a very well

appointed Boxster 3.4S. The car performed perfectly but there was something missing.

I missed the top end grunt of my 993. Perversely I also missed the occasional sphincter-loosening, 'Oh my God, I'm going to die' moments that the 911 could induce at the limit. Brilliant as the Boxster was, I'd bought the wrong car.

After much soul searching, the solution came from RSJ Sports Cars in Slough. I part exchanged the 987 for a 996 Turbo S. The car is sublime. It's well appointed with whistles and bells and, with 450 bhp on tap, the power is more than adequate – and the torque is eyeball-crushing.

I was a little put off by the standard, frighteningly expensive ceramic composite brake discs. However the marked reduction in unsprung weight helps the balance and handling to be close to super natural. It is a fabulous car. I use any excuse for a drive and the car has rekindled my passion for Porsche.

It has been a steep and expensive learning curve and the moral of the experience for me has been, your next best car may be the one you already

have – and nothing cuts it quite like a 911.

Dr James Willis, Devon

In love with the 996

I have wanted a 911 since its first appearance when I was a child. I loved the original look, not realising of course what a 'purist's dream' or a 'classic' it was or would be. Then it was just light and lithe, plain modern; some better-off neighbours had one.

My first experience was as a passenger, blown away at the lights in Aberdeen by a Kawasaki in 1975! As they got 'addenda', I came to fancy 911s less – the red-braces, nadir of style version, with whale-tail and all the greedy associations that came to, and to an extent have stuck with, the brand.

A shot in a pal's SC in the late 1980s sealed it – it had a horrible, heavy clutch (I don't know if it was typical). The 993 was a welcome return to simplicity and, with the sorted dynamics, became a must-have that I could never quite afford.

After some great cars, I have been in the position to afford a decent 911 as a toy for a while and finally put the feelers out

for a 997 last year.

But it didn't happen: I got cold feet. Among the boys, a house extension was used as an excuse, but in reality I'd ended up in possession of secondhand reservations that went like 'If you buy one of these, I won't be seen in it!' or 'You can't have one of these in this village!' So what to do? How to tick the box?

Easy, I proclaim, the 996 is a design classic! For its late '90s era, the original unadorned 996 can be seen to exhibit the same relative purity of style as the original 1960s and '70s cars. Not the big headlamp final run-out 996, even in wide-body nor early ones with hideous aftermarket GT3 add-ons.

And the 993? Sorry, it's beginning to look a wee bit old and frumpish in standard trim. So, a 996 in from the cold, first in from the air-cooled? Loads of them about cheap; get together people, adopt one.

Richard Maxwell, Ibiza

Do it yourself...

I found the piece on the *Step-by-step Guide to Mechanical Fuel Injection* very thought provoking ('News', January 2012). In my younger days I ran a series of Triumph TRs. The TR6 had mechanical fuel-injection said to be descended from 1950s Formula 1 technology.

Generally it was accepted that you needed to approach this with a book of dark spells and a degree in wizardry if you were to get the best from it. However, after watching a couple of specialists work on mine I decided that it couldn't be that difficult – could it?

And so the next time the metering unit needed

rebuilding and recalibrating I did it myself. I don't know how efficient it was but it worked.

So I would say to anyone gazing in trepidation at a mechanical fuel system, have a go. At worst you can break it, but presumably it wasn't working properly anyway or you wouldn't have been messing with it. And there's enormous satisfaction if you crack it.

The piece on the Bedford Autodrome track days was interesting. I'm seriously considering taking my Cayman there for some exercise. Have you given any thought to a 911 & Porsche World event there?

John Carter, Worcestershire

Keith Seume replies: We have run an event there once before, and are considering doing so again. Watch this space.

Keeping afloat

Perhaps we need to look at the concerns raised in Brett Fraser's s piece ('Our take', December 2012) in another way. Is it the popularity of non-traditional Porsche models which allows the company to continue to develop the cars which we enjoy?

It is hard to see how the sporting models alone could give the company a secure future, yet it also seems rather unlikely that they would ditch the flagship model which they have spent 50 years nurturing.

If sales of the Cayenne and Macan help to finance a return to top line motorsport, is that a bad thing? The history of motoring is littered with great cars made by companies who were unable to stay in business and Porsche appears to be well aware of that.

Martin Broadribb, Chepstow

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PORSCHE SPORT

PAUL LAWRENCE ROUNDS UP ALL THE LATEST SPORT NEWS

Photos: Porsche AG, Malcolm Griffiths, Steve Jones and Paul Lawrence

The first factory-backed Porsche entry at Le Mans for 15 years will be based on two GTE versions of the latest 911. Meanwhile, Carrera Cup Scholar Daniel Lloyd has earned further recognition and Rick Styrin grabbed the Boxster racing title in great style

WORKS TEAM RETURNS TO LE MANS

In what is widely considered to be a warm-up venture before the 2014 racing season (see main news pages), Porsche AG will field two GT race cars based on the latest generation of the 911 in the 2013 Le Mans 24-hour race and the World Endurance Championship. In 2014, Porsche will take a full LMP1 prototype team to Le Mans.

For the first time since taking overall victory in 1998, a factory team from Porsche will tackle the world famous long distance classic in France over the weekend of 22/23 June.

The two new Porsche 911 RSRs, which will race in the GTE category, will be run by the Porsche AG Team Manthey. The role of team manager will be taken by experienced endurance specialist Olaf Manthey, who has celebrated five overall wins with Porsche in the Nürburgring 24-hour race and recently fielded a 911 GT3 RSR in the International GT Open.

“The new 911 RSR is currently being developed by our engineers and tested by our works drivers,” said Porsche Head of Motorsport, Hartmut Kristen. “What better time could there be to introduce the new car than the Porsche 911’s 50th anniversary.”

Although no drivers have yet been announced for the project, British racer Nick Tandy has strong links with the Manthey team and raced for them in 2012, taking the

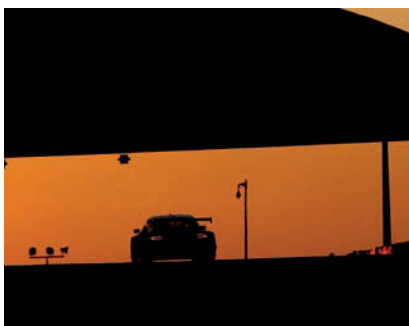


Works Porsches will return to Le Mans

runner-up position in the International GT Open with team mate Marco Holzer.

The newly-titled World Endurance Championship will comprise eight rounds, starting at Silverstone in mid-April. After the Le Mans 24-hour race, further events will be

held in Brazil, the US, Japan, China and Bahrain. The third European race will be the six-hours of Spa in early May. Aside from Le Mans, all races will run over six hours, with the US race to be held at Austin, Texas, the new home of the US Grand Prix.



Two 911s will tackle the 24-hour



The latest model 911 is being developed for racing



Olaf Manthey, flanked by racers Holzer and Tandy



Lloyd is being tipped for a big career in the sport

LLOYD GETS MSA BACKING

Daniel Lloyd, the 2012 and 2013 Porsche Carrera Cup GB Scholar, has been invited to join the prestigious MSA Academy programme; a driver development programme run by the sport's governing body.

The invitation-only MSA Academy programme offers a range of courses and workshops to help facilitate driver progression and the development of Britain's most highly regarded young competitors.

Along with opportunities to meet leading figures in the industry and benefit from their extensive knowledge and experience, the MSA Academy also provides coaching with its own elite trainers to help aspiring professional racers maximise their potential.

"It really is fantastic to have been invited to join the MSA Academy. It's real recognition of all we achieved in the Carrera Cup GB this season and a great way to end the year," said Lloyd. "Being able to draw on the experience of the MSA Academy coaches for my second season as the Porsche Scholar will be a huge bonus, I'm grateful to everyone at the MSA for this opportunity."

"It is pleasing Daniel will be joining us in the MSA Academy for the next year," said Greg Symes, Academy Coordinator. "Daniel's results speak for themselves and with our guidance, support and coaching, we believe he has great potential to have a highly successful career within motorsport."

The 20-year-old from Huddersfield will have his first involvement with the Academy at the Porsche Human Performance Centre at Silverstone, a facility he has trained at extensively this year as the Porsche Scholar.

RACING CHANCE FOR EARLY 3-LITRE 911S

Owners of early 3-litre Porsche 911SCs will have a new racing opportunity for 2013 after the Historic Sports Car Club revised the technical regulations for its '70s Road Sports Championship.

The popular race championship, for cars in close to standard specification, previously capped 911 engine size at 2.4-litres, but after a recent review the club has amended that limit to 3-litres. The move will allow the 2.7-litre Lux and S models and the 3-litre SC onto the grid, providing the car was built before the end of 1979.

"We hope to tempt out early 3-litre cars for the first time," said HSCC competition secretary Alan Jones.



More 911s could join the '70s Road Sports grid

MASON BAGS CLASS VICTORY

Despite sliding off the road in one of the Yorkshire forests, Tim Mason and Captain Thompson finished a class-winning best of the Porsches in their Strasse run 911 on the Roger Albert Clark Rally in late November.

"We had brake problems but finished, and this is an event we've not finished many times

before," said Mason of the event that took crews into the forest special stages of Yorkshire, Northumberland and the Scottish borders.

However, early in the event they spent four minutes off the road in the Gale Rigg stage. Fortunately, around 20 spectators manhandled the 911 back onto the road and saved Mason's rally.



Mason battled to a class victory on the RAC Rally despite an off that cost him four minutes

REPRESENTING 911 & PORSCHE WORLD IN THE BRSCC PORSCHE CHAMPIONSHIP WAS BOXSTER RACER RICK STYRIN WHO WON THE OVERALL TITLE WITH A PERFECT FINALE.

"We had it all our own way at Donington Park in the final race weekend, but it was close. It didn't start very well, however, as the throttle pedal fell off on the first lap of qualifying and I had to start the first race from the very back of the grid. That was the only mechanical problem we had all year.

"Some days everything just feels right and it was my day, the car was perfect. We've got a very good team and the car set-up was spot on.

"I won the first race from the back of the grid, then won the second race from pole. For the third race we had a reversed grid, so I had to start from the back again, but I won that one as well. It was so exciting.

"My team manager Gerry Taylor was my closest rival and we finished first and second in the opening race.

"The championship is already looking good for next year as we know of 25 Boxsters that will be racing. We're hoping to have a race in Europe and more triple-header weekends. We could have as many as 23 races and I plan to be back to defend my title."



Rick Styryn claimed the title with three wins

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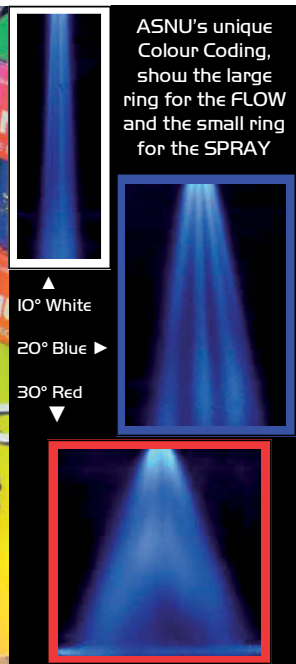
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HISTORY BOY

Paul Sutters' 2.7 RS rep wears its competition history as a badge of honour and Paul intends to return it to its championship winning livery of the '80s and go racing

Words and photography: Brett Fraser

Hands up who hasn't wondered about the previous life of the secondhand car they've just bought. Particularly when that secondhand car was a Porsche. And did your curiosity extend beyond whether or not it enjoyed a full service history and been kindly treated?

Paul Sutters, a 31-year-old management consultant, has raised the level of the background checks on his g11 2.7 RS lookalike to something approaching mild obsession – but then, Paul's car has a past that merits extensive exploration.

Rather than 'never raced or rallied', from day one JWV 529N racked up lots and lots of track miles competing in the Pirelli-Porsche Club GB Championship and in 1985, driven by Paul Edwards, winning the Giroflex Porsche Championship for Production Cars, at which stage it was painted blue. For much of its racing career JWV ran around in official Pirelli livery, with yellow and black stickers over its white base colour; Paul's long-term goal is to return the car to that livery, to take it back to its roots. "It currently looks like an inaccurate 2.7 RS replica," Paul explains, "and I want to abandon that theme and put it back to how it looked when it was a championship-winning car."

Not that Paul particularly wants to go head-to-head racing: trackdays are what he's more interested in, and during 2013 he plans to get his MSA licence so that he can try hillclimbing and sprinting. It was that desire for circuit driving that ultimately led him to JWV.

"My passion for Porsches started when I was a kid," Paul recalls, "when I had posters of them on my bedroom wall. Later on I worked my way through various Volkswagens – I enjoyed the air-cooled engines and the handling of something with rear-wheel drive and a rear-mounted motor. There was also an Alfa Spider that kept breaking down, before I was able to

buy my first Porsche, a g12, when I was 26.

"I liked that car a lot, and I still miss it. My wife and I had some great times in it – we drove it down to the south of France and it didn't miss a beat all the way there and almost all the way home: part of the exhaust fell off on the M25 when we were only a few miles from the house. We also took part in The Classic Harvest Tour regulatory rally, which was great fun.

"But while the g12 drove very nicely I wasn't comfortable using it on the track. I didn't want to wreck it and it wasn't really very quick. Ultimately it became too precious to use. Around that time I became more and more interested in trackday driving – a friend of mine owned a Subaru Impreza Turbo that he let me share the use of.

"I wanted something of my own, though, so I started looking for a car that could be used with a track focus but would still be road legal. It turned out to be hard to find a car that fitted the bill – they were either very rough or had FIA papers that put them way out of reach of my budget. Meanwhile, while I was trying to find the right car I filled the gap with a Boxster S: a big spin on track made me realise the importance of having a car with all the safety gear when you're out on a circuit.

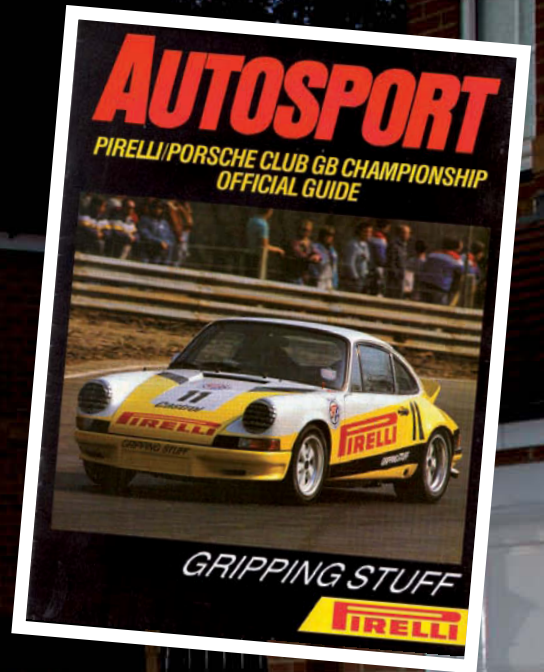
"Then one day someone on the DDK (Die Deutschen Klassiker) forum suggested that a car for sale at (Porsche specialist) Paul Stephens might suit me. And it was perfect for my needs: it was road legal but with all the race gear in place, such as harnesses, competition seats, cage, electrical cut-outs and fire extinguisher. I thought it was reasonably priced for what it is."

Paul Stephens had already prepared a potted history of the car which has provided the basis for Paul Sutters' further investigations. "According to the chassis number, the car started life as a g11 E," Paul

Right: Paul Sutters and his former racer and 2.7 RS replica. Based on a g11E it had a very successful racing career in the 1980s winning the Giroflex Porsche Championship, most famously in Pirelli livery as seen in the inset picture



YOU AND YOURS **PAUL SUTTERS**



reveals. "However, it wasn't registered immediately, perhaps because it was a Porsche display car, which is why it ended up with an 'N' registration. A few people have seen the plate and told me it should have impact bumpers, but this is genuinely a long-nose early 911.

"It originally had a 2.4-litre engine which is what it raced with, but at some stage that engine was replaced with a 2.7 on mechanical fuel injection. It is now fitted with a 3.2, but my long-term plan is to re-fit a 2.4-litre engine to return the car to its original specification."

The installation of the 3.2-litre engine was at the bequest of Paul Stephens. The Essex-based specialist had taken JWV in part exchange, intending to turn it into an FIA Historic race car, but the dismal health of the 2.7-litre engine – along with the need to remove many of the later parts that this bitsa had been fitted with over the years – caused a rethink, during which time the 911 languished in a storage unit.

A year later the guys at Paul Stephens chanced upon an article about club racing during the 1980s, in which they discovered that Paul Edwards had won the Giroflex in JWV. Cue animated discussion, culminating in a plan to return JWV loosely to what it looked like in the photos, and then use it for trackdays and customer drives. Luck intervened in the matter of the engine. Parked alongside JWV was a rusty 1984 3.2-litre Targa that was earmarked to donate its running gear to an RSR recreation project: when that project didn't come to fruition, both cars were sent to Early 911 for an engine transplant.

Once that was completed, JWV was shipped off to Carrera Bodyworks in nearby Bury St Edmunds to sort out its looks: over the years it had acquired a whale tail rear spoiler and the 'wrong' bumpers. Carrera Bodyworks fitted a glassfibre bonnet, ducktail spoiler and RS Technik bumper units front and rear. The rear bumper remains 'wrong', being slightly deeper than it would have been originally, in order to cover the lower tailpipe of the 3.2-litre engine.

"That's one of the items on my 'to do' list," says Paul (Sutters), "but when I change the rear bumper I will also have to do something about the exhaust exit height. I'm currently looking into a bespoke exhaust system from Turbo Thomas, but as there's nothing wrong with the existing system other than the height of the tailpipe, I'm also considering whether I could heat it and bend it into shape myself."

At the same time that the new glassfibre panels were being fitted, JWV was subject to what Paul

Stephens describes as a 'light restoration', which included replacing a door that had been damaged and filled, and attending to the wheelarches. Various pieces of interior trim were tidied or replaced, and the car was fitted with secondhand Recaro competition seats – their certificates are out of date for racing, but they're fine for trackdays.

Paul Stephens also swapped the car's 16in wheels for a set of its in-house PS Autoart 'Retro' 15in alloys. In the fullness of time Paul (Sutters) hopes to replace these for a set of genuine Fuchs, complete with anodised petals, although the cost of such wheels is starting to make him wince a bit...

And it was sky-high costs, in this instance of public liability insurance, that stymied Paul Stephens' plans to use JWV for entertaining its customers on track. Hence the car was put on the market.

"I'd like to thank Paul Stephens (the man, rather than the company), for honouring the warranty when I had an engine issue early in my ownership," enthuses Paul. He was very fair and he's transparent – for instance, he took pictures of the rustproofing work being undertaken as one of my conditions for buying the car.

"Although the front end has been raised slightly to be more practical on the road, it's essentially still race suspension, so the ride is hard – it hates potholes and struggles with speed bumps. It prefers A-roads to B-roads. But I'm looking forward to my track driving and have already booked some one-to-one tuition at the Porsche Centre at Silverstone. Stripped of the interior the car is light, and with about 230bhp it's very quick."

Paul has lots of plans for improving and restoring JWV, but also concedes that he just wants to drive it: "I want it to be useable and it won't be pampered."

And he's desperate to find out more about the car's history. Some of it he already has from Paul Stephens and magazine articles from old issues of *Autosport* and *Porsche Post*, and he's picking up further snippets from old Porsche hands – Steve Winter from JAZ in Wembley, for example, remembers being a mechanic on the car during its racing career. Paul has also learnt that the sister car to JWV during its Pirelli-sponsored days was spotted recently at Goodwood, but nobody managed to get the name of its lady owner – if you know who it was or have any other information regarding the car, please get in touch with us here at the magazine and we'll pass your details on.

As Paul says, JWV "is a piece of Porsche history," and he's aiming to make that history as complete as he can, whilst seriously enjoying himself in the process. **PW**

CONTACT:

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Always something interesting in the PS showroom and Paul's RS rep is a prime example

Carrera Bodyworks,
www.carrerabodyworks.com
Bury St Edmunds outfit did a top job of fitting and painting the RS Technik panels

DDK
www.ddk-online.com
The online community and forum for all pre '73 Porsches and replicas. Our favourite forum

Early 911
www.early911.co.uk
Did the heavy work of carrying out engine transplant into Paul's replica shell

Paul intends to use his 911 for track days and Speed events. At present it's running a 3.2 Carrera engine, but along with the livery Paul wants to go back to the original 2.4-litre engine





356 C Cabriolet

Ivory White • Red Leather Seats • 15" Steel Wheels
Wood Rim Steering Wheel • Full Tool Kit with Jack
108,000 miles • 1964

£98,495



911 Turbo (997, 6-Speed)

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Ceramic Composite Brakes • Sport Chrono Pack
Plus 14,000 miles • 2007 (07)

£54,995



911 Carrera 2 S Cabriolet (997)

GEN II • 7-Speed PDK • Basalt Black • Black
Leather Seats • Touchscreen Satellite Navigation
Sport Chrono Pack Plus • 33,000 miles • 2010 (10)

£51,995



911 Carrera 2 S (997, GEN II)

7-Speed PDK • Guards Red • Black Leather
Sports Seats • Touchscreen Satellite Navigation
19" Carrera S II Wheels • 18,000 miles • 2009 (59)

£48,995



911 Carrera 4 S (997, 6-Speed)

Cobalt Blue • Black Leather Seats Satellite
Navigation • 19" Sport Design Wheels
11,000 miles • 2009 (59)

£43,995



911 Carrera Supersport Targa

5-Speed • Jet Black • Black Leather Sport Seats
Piped Red • 16" Fuchs Wheels • G-50 Gearbox
13,000 miles • 1989 (F)

£39,995



Boxster S (GEN II, 7 Speed PDK)

Basalt Black • Black Leather Seats • Touchscreen
Satellite Navigation • 19" Carrera S II Wheels
Air Conditioning • 7,000 miles • 2010 (10)

£33,995



Boxster S (GEN II, 7 Speed PDK)

Carrera White • Black Leather Seats • Touchscreen
Satellite Navigation • 19" Turbo II Wheels
12,000 miles • 2010 (60)

£33,995



911 Carrera 2 S (997, 6-Speed)

Basalt Black • Black Leather Seats • Sport Chrono
Pack • 19" Sport Design Wheels • 44,000 miles
2007 (07)

£33,995



911 Carrera 2 S (997, 6-Speed)

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19" Carrera S Wheels • Satellite Navigation
35,000 miles • 2006 (06)

£32,995



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Air Conditioning • 17" Cup Wheels • 62,000 miles
1995 (N)

£31,995



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Arctic Silver • Blue Leather Interior • 19" Carrera
S II Wheels • Touchscreen Satellite Navigation
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£25,995



Boxster 2.9 (GEN II, 6-Speed Manual)

Jet Black • Black Leather Seats
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Basalt Black • Black Leather Heated Seats
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£23,995



911 Carrera 4 S (996, 6-Speed)

Arctic Silver • Black Leather Seats • 18" Turbo
Wheels • Fully Electric Seats with Drivers Memory
61,000 miles • 2002 (02)

£22,995



911 Carrera 4 S (996, 6-Speed)

Seal Grey • Natural Black Leather Seats
Fully Electric Seats with Drivers Memory
68,000 miles • 2003 (03)

£22,995



911 Carrera 2 Cabriolet (996)

Facelift • Basalt Black • Black / Grey Dual Tone
Leather Seats • 18" Carrera Wheels • BOSE Sound
System • 58,000 miles • 2002 (02)

£19,995



911 Carrera 4 (996, Facelift, 6-Speed)

Basalt Black • Black Leather Seats
18" Sport Design Wheels • Satellite Navigation
61,000 miles • 2003 (52)

£19,995



Boxster S (987, 6-Speed)

Basalt Black • Black Leather Seats • Satellite
Navigation • Heated, Fully Electric Seats with
Drivers Memory • 27,000 miles • 2006 (06)

£19,995



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31,000 miles.....**£34,000**



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Basalt black with black leather, Sat Nav, 29,000 miles.....**£34,000**



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Basalt black with black leather, Sat Nav, 43,000 miles.....**£32,000**



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44,000 miles.....**£ 29,000**



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43,000 miles.....**£28,000**



911 (997) "2S" 3.8 (2005-05)
Silver with stone grey leather, Sat Nav
44,000 miles.....**£ 28,000**



911 (997) "2S" 3.8 (2005-05)
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911 (997) "2S" 3.8 (2004-54)
Midnight blue with black leather, Sat Nav, 38,000 miles.....**£ 27,000**



911 (997) "2S" (2004-54)
3.8 Basalt black with black leather, Sat Nav, 43,000 miles.....**£ 27,000**



911 (997) "2S" 3.8 (2004-54)
Midnight blue with stone leather, Sat Nav, 44,000 miles.....**£ 26,000**



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Basalt black with black leather, Sat Nav, 55,000 miles.....**£ 26,000**

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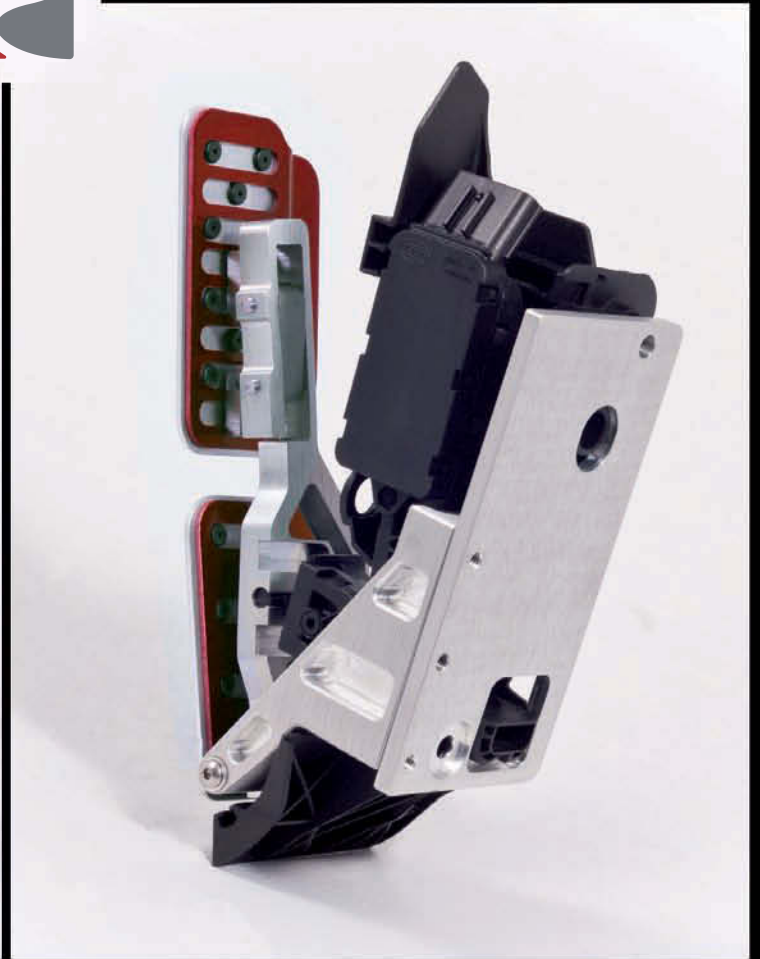
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964 V 993: THE RISE AND THE FALL

The air-cooled 911 market is constantly evolving and no model is immune from the gravitational pull of ever increasing values witnessed by the ever decreasing gap between the 964 and the 993

Words: Adam Towler Photography: Antony Fraser



MARKET VALUES: 964 V 993

If you're forever keeping one eye on the Porsche market you'll probably have noticed a particular pricing phenomenon in recent months. After years of being the poor relation in the modern-classic 911 arena, the 964 has suddenly built a passionate following. Prices have risen rapidly as a result. In doing so, it has begun to put pressure on the succeeding 993 variant – for so long the halo model in more recent 911 history. So we thought we'd get together an example of each – of the type most seem to want: a Carrera 2 coupe with a manual gearbox – and compare what your money is buying, and why the pricing structures have been on the move.

With an endless ream of magazine plaudits, and a

dedicated following, the 993's place as the pinnacle of the 911 world has looked assured for a long time. And by and large that still holds true, particularly for fine examples of the wide-body cars – the 2S and 4S – even though in period these were some of the very few 993s to receive mixed reviews from the motoring press. The blistering Turbo has its devotees, naturally, and as for the 993 RS, that particular bird has long since flown with values already heading north of £100,000 for the best examples.

But as the collective fleet of 993s gets older, so more and more cars fall into a general state of disrepair, either through excessive mileage, abuse, neglected maintenance – or a mixture of all three. So



“From a purely personal perspective my natural response is to gravitate towards the 964”



these days it's easy to find a selection of 993s for well under £20,000, and even for clean, well-maintained Carrera 2 Coupés, the pricing has remained static. Perhaps there are currently too many nice examples around for the prices to rise at present? Whatever, the model has slightly lost that air of residual value superiority it so long enjoyed.

But what of the 964? For so many years this was the 911 that by and large remained unloved, fed by mixed reviews at launch, horror stories of engines leaking oil like sieves and various other maladies. At the eye of the storm was the now fabled 964 RS, a car that had received a pasting from the majority of the motoring press for simply being too firm in the suspension dept to work on the public road. As such, RSs lived a life of being thrashed around the track days of Britain, with prices even dropping below £20,000 for well-used examples. And then something strange happened. The RS was recast as the last true road-racer, a brilliant drivers' car, a highly collectible, blue chip Porsche. Ever since, people have been re-evaluating the 964, whether you agree with the clamour for the RS model or not.

Holding the keys to both types today (provided by

TECHNICAL SPECIFICATION

PORSCHE 964 C2

YEAR:	1990
ENGINE:	3600cc
POWER:	250bhp at 6100rpm
TORQUE:	229lb ft at 4800rpm
TRANSMISSION:	Five-speed, G50 manual
TOP SPEED:	161mph
0-60MPH:	5.7 secs
SUSPENSION:	MacPherson strut front and rear
TYRES:	205/55 ZR16 front, 225/50 ZR16 rear

specialist Paul Stephens), my natural response is to gravitate towards the 964. I know that's from a purely personal perspective, but I think it might just demonstrate part of what has been going on. My brain says the 993 is the better car, a more sophisticated drive, but somehow the pugnacious, Guards Red 964, with its upright front wings and clean but chunky shape, just sucks me in. There's something so utterly compelling about it, a feeling that it's a 'real' 911, that has a magnetic attraction just as the 911 has done so for decades. I am fascinated by this subconscious battle, the contest between the head and the heart, but that doesn't

Above: The 964 heralded the first major makeover for the 911 since its conception in 1963. Big bumpers front and rear, plus side skirts were the visual clues, plus the Dgo wheels. Underneath MacPherson struts replaced torsion bars and the engine grew to 3.6-litres. The interior was modernised too





mean I'm anywhere nearer being able to explain it.

Nevertheless, it would be wrong to portray the 964 as a primitive, firebrand of a 911 ready to hang you out to dry should you slip up as a driver. It was the 964 that brought the 911 kicking and screaming into the 20th century, with the modern integration of bumpers, up-to-date aerodynamic thinking, power steering, ABS, a decent heating system, and so on. That means you can just jump in one and drive away without thinking too hard about what you're doing, if you should so wish to do so: that was Porsche's key objective with the car, given that they had spent the best part of the decade up to that point selling 3.2 Carreras to by and large people who just wanted a Porsche key ring to display at the wine bar.

In creating such a machine, they angered the 'purists' who thought the soul had gone. Whatever the reality, the soul had certainly put on the pounds, and coupled with the far easier controls, made the 964 a more measured, but less thrilling car to drive than some of its forebears. Looked at another way though, today it's a classic 911 that seems at ease in modern traffic, and can be driven hard without too much fear of anything untoward happening (granted, only up to a point). Despite its high miles, this red 964 is just such a case in point – and I love it partly for that very reason. It's an easy car to drive, yet a rewarding one. The standard engine would benefit from a bit more of a 'voice' in the cabin (just my opinion, and easily achieved) but with a relatively under-stressed 250bhp, it feels more than

quick enough for most tastes. The ride is firm, and you certainly feel every blemish in the road, but it's not an uncomfortable car, just one that relays exactly what's going on at the road surface in no uncertain terms. And then there's that evocative view down the bonnet...

Jumping straight into the 993 (now sold as I write this, though Paul Stephens has a similar car for sale) is a strong contrast. The view out is different (without those wings to act as a gun sight) and the revised engine feels a good deal punchier, aided by the six-speed gearbox. It may well have helped that this 993 is a fine, low mileage example, but it feels appreciably faster – a modern sort of performance with which you'd feel confident in trading blows with cars more than one generation further down the line.

Even so, by far the biggest difference is the effect wrought by the 993's multi-link rear axle. The 993 oozes down the road like melted chocolate compared with the bump and bang of the 964. It has a stunning sense of poise to it, unshaken by awkward jolts or camber changes from the road surface, and yet never feels loose or sloppy. It's a comfortable car, easily able to provide long distance cruising comfort, but you wonder if there are those who mistake that sophistication for a lack of sporting intent. That couldn't be further from the case – it's just that the 993 makes everything seem so easy. When you combine that with the fabulously clear (ideal weighting and so talkative) power steering and a wonderful six-speed gearbox, you have a car that makes most

Above: The Dgo wheel is clean and simple, but no replacement for the classic Fuchs. Centre console topped the transmission tunnel and was required to house the four-wheel drive system. Below: The 964 C2 is snake-hipped, while the 993 has the rounder rear





Above: The interior took another step forward with the arrival of the 993 model 911, although dimensionally it was still as snug as ever. Below: Dark metallic grey suits the 993 and marks the start of a period that saw colour tastes in the UK change. The market still favours the more subtle colours

modern sports cars look ludicrously ham fisted. We can only hope that Porsche makes its engineering apprentices drive a 993 before they get down to any serious work because there's so much to appreciate in this car – and much you can't help feeling that could do with being reintroduced in spirit to the new generation.

And yet I still quite fancy the 964! And therein lies the difficulty of explaining away a love of cars, and of making sense of the market.

Charlie at Paul Stephens has some theories on the matter. As he says, “964s are on the up, and 993s are holding firm. The 964 is the last of the classic style Porsches, a car that allows you to relive the earlier cars in a more modern package, and where once everyone was chasing the latest technology by going for a 993, now they're all out of date so it doesn't really matter”. It seems that 964 and 993 buyers have quite different approaches too, in Charlie's experience the former willing to consider a car with well over 100,000 miles on the clock – “they battle on to 200,000 miles if they're well maintained and looked after” – and one that might need work, whereas 993 buyers tend to be looking for that perfect, low miles car and obsess about history and originality. In his experience, “993s tend to be either very good cars, or very average ones”.

The bottom line, however, is that there's no escaping the fact that decent examples of either are becoming harder to find, and that can only lead to price rises as

supply wilts under the pressure of demand. “You need to be lucky”, quips Charlie when pondering the buyers' prospects in the current market. It's also true that the UK market is currently losing a lot of nice cars to overseas markets, particularly the Far East.

What these steady price increases for the 964 have meant, is that those that buy wisely, and who then aren't unlucky with running costs, can probably afford to run one and then sell on after a couple of years having enjoyed effectively free motoring.

It's a market theory that Darren Anderson at RPM Porsche agrees with: “The last couple of years has seen a levelling of pricing between the 964 and 993 which in our opinion was well overdue. As a result the difference between good 964s and good 993s has narrowed to the point that they now overlap” (something illustrated by Paul Stephens recently selling low mileage 964s in the £30,000-£40,000 bracket). Prices for both models tend to start in the mid teens, with excellent examples now stretching beyond £20,000, including well-sorted replicas of the 964 RS.

And as Darren goes on to point out, “The valuation process on any air cooled 911 is not as straightforward as model year, mileage, condition and service history. Other factors that have a huge influence on valuation are whether it has had an engine build (and by whom), what level of corrosion is present and what major work





Above: Capacity remained at 3.6-litres for the 993, but power was increased to 272bhp. Later Varioram versions would have 285bhp. Below: We're really very sorry about Adam's legs!

has been completed in the recent history".

When it comes to modified cars, the 964 has always attracted those looking to make a replica of an RS. In fact, so popular has the car been for aftermarket embellishment (or otherwise as the case may be) that it's almost harder to find a standard car than a modified one – particularly if you're looking for a C2 manual (the obvious starting point for an 'RS'). Anderson agrees: "The 964 has been the air-cooled car of choice for modification and cars that have been sympathetically modified are fetching strong money. The 993 to date hasn't often been modified as the values were high in the first place and most buyers wanted 100% original and unmolested examples. I suspect this will change as the 993 is now more affordable and the 964 has demonstrated that modified examples fetch strong money.

Porsche never sold that many 964s – the model arrived at the onset of a particularly dark period in the history of the company, whereas the 993 will forever be associated with the rebirth of Porsche into the hugely successful concern it is today. Ask me which of these two cars I'd rather drive and it almost comes down to which day of the week it is and what mood I'm in. There's no doubt one is the better car, but there

TECHNICAL SPECIFICATIONS

PORSCHE 993 C2

YEAR:	1994
ENGINE:	3600cc
POWER:	272bhp at 6100rpm
TORQUE:	243lb ft at 5000rpm
TRANSMISSION:	Six-speed, G50 manual
TOP SPEED:	167mph
0-60MPH:	5.6 secs
SUSPENSION:	MacPherson strut front, multi-link rear
TYRES:	205/55 ZR16 front, 245/45 ZR16 rear

would also be plenty of occasions where the older car holds the greater appeal for reasons that are harder to put into words.

It's a similar sort of argument that rages over the new 991: technical progress makes it easier to drive and yet faster around the Nürburgring than ever before, and yet... and yet there are many of us that wish it conjured up the same sort of emotions concocted when driving a 993, or a 964 – faults and all. Or is that because of the faults? Either way, while your money looks set to be safe in a 993, it's the 964 that's gaining the ground at the moment, and the years of bargain basement prices look set to be a thing of the past. **PW**

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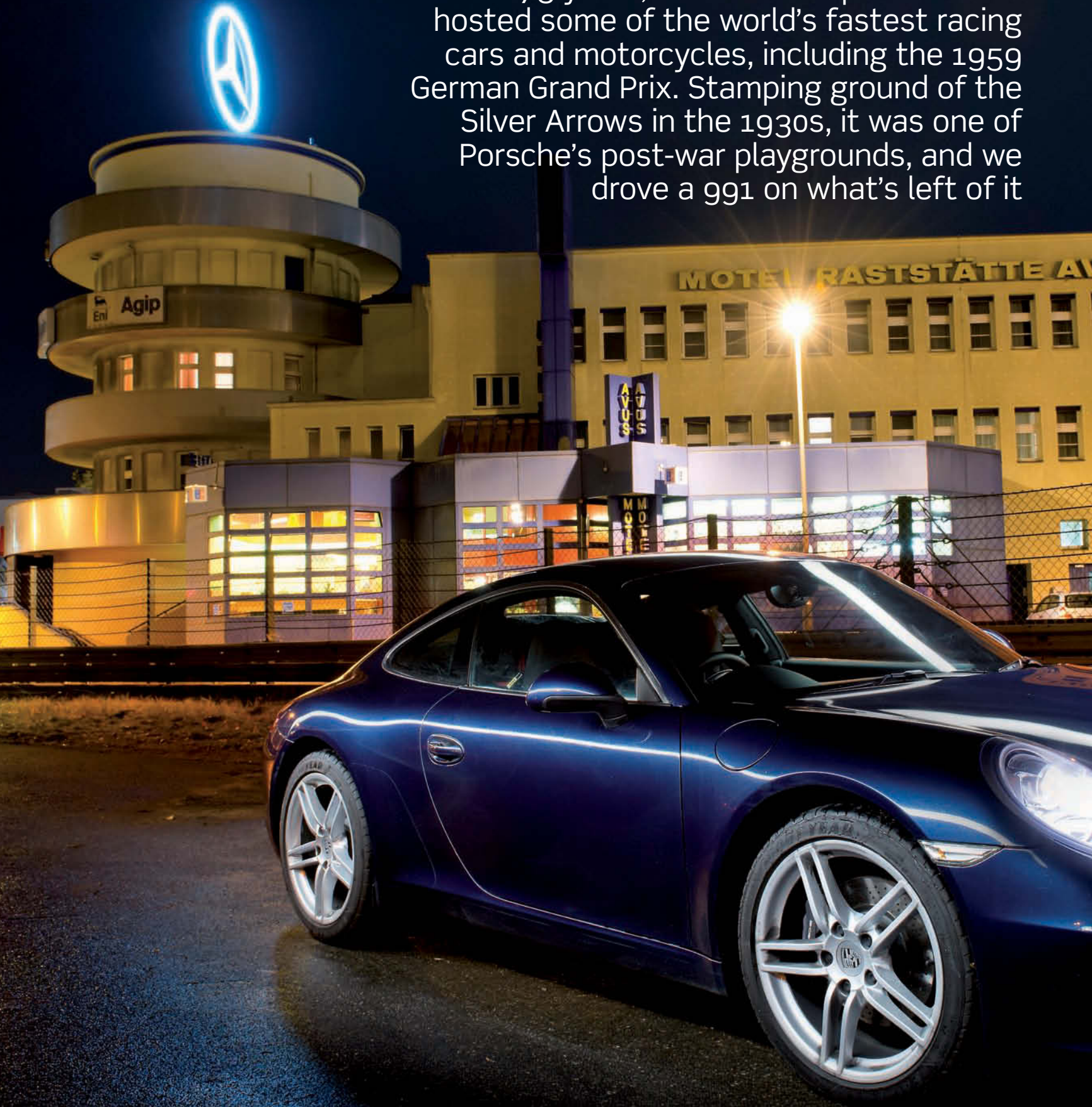
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Words: Johnny Tipler Photography by Antony Fraser; archive shots courtesy Porsche Archive

OVERTHE TOP

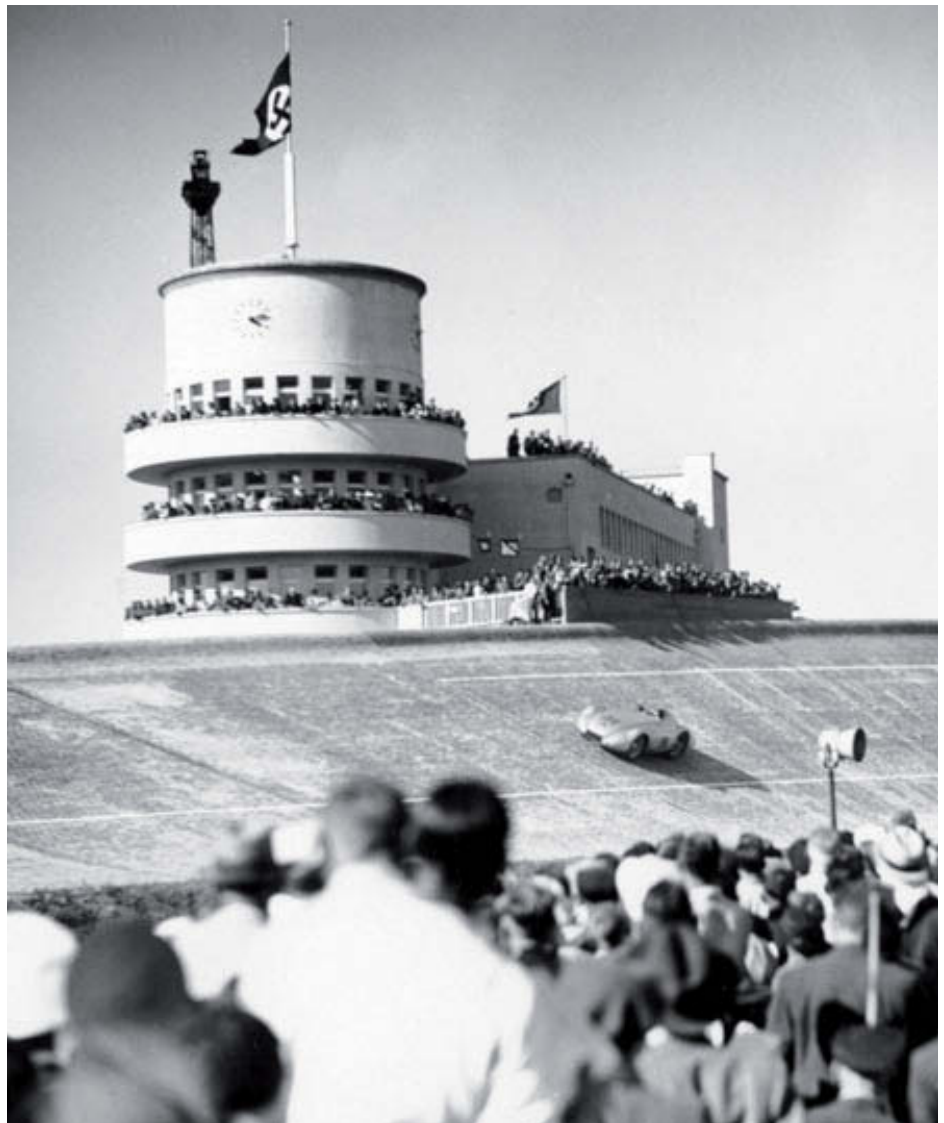
For 75 years, Berlin's Avus power circuit hosted some of the world's fastest racing cars and motorcycles, including the 1959 German Grand Prix. Stamping ground of the Silver Arrows in the 1930s, it was one of Porsche's post-war playgrounds, and we drove a 991 on what's left of it



Oh lucky man! Thrown from his car and saved by a tree, they don't get much jammier than Richard von Frankenberg. When his Typ 645 Spyder vaulted the vertiginous North Turn banking while leading a race at the Avus in 1956, von Frankenberg was flung out as the car took off and he was caught in the acacias. His Porsche plummeted into the paddock below and exploded, its magnesium shell burning furiously. Puzzled fire crews looked in vain for the driver's body till he was spotted, uninjured, aloft in the branches. His chief rival Wolfgang von Trips took the win in a 550 Spyder. There's a well-known sequence of photos of the accident, including a frame where the driver parts company with the car, and with this in mind I resolved to see where it happened.

Defunct as a racetrack these past 14 years, Avus lies in the southwestern outskirts of Berlin. It's an acronym for Automobil-Verkehrs-und Übungsstraße, which translates simply as 'car test track'. With a ground plan resembling a dipstick, it's an oddity in racetrack configurations because of the length and proximity of its straights to one another, and the colossal hairpins at either-end. First used in 1921, it fell into disuse in 1998. There were five revisions to its length during that period, but fundamentally it consisted of two long, parallel straights linked by a 180-degree corner at either end. The straights were originally

Left: The five-tiered, circular control tower is the defining Avus landmark. These days it's a cheap and cheerful hotel, which is handy because Tipler and Fraser had to stay somewhere. Below: As it was in the 1930s, with Nazi flag flying, where Mercedes three-pointed star is now



an epic 9km (6-miles) long, running north-to-south and back again, but shortened post-war to 4.2km (2.5-miles) each way and, by the 1990s, they were just a 1.3km (0.8-miles) dash. From 1940 it was co-opted into the national autobahn network and designated the A115, connecting Berlin's inner and outer ring-roads between the Zehlendorf/Hüttenweg interchange and Spanische Allee.

As early as 1907 the Kaiserlicher Automobilclub – now the AvD – began constructing a toll road for vehicle testing and racing. Funding issues and the First World War meant it wasn't finished until 1921, coinciding with Berlin's International Automobile Exhibition, after which the Avus opened to the public. For a 10-Dm fee, anyone could drive it, much as one can do today at the Nürburgring Nordschleife. Originally it was the North Turn that was on the level, and the South Turn banked by about 10-degrees. Each of these hairpins was preceded by a fast, right-hand kink bringing cars off the straights into the 180-degree left-handers. Instead of the grass centre section that normally separated the north- and southbound asphalt carriageways in those pre-Armco days, much of the strip between the racing sections was laid to concrete and lined with straw bales.

In 1928 Opel experimented with rocket cars along the 6-mile straights, achieving 238kph (148mph), and the Avus was touted 'the world's fastest racetrack.' It was to this end that the awesome North Turn banking was built in 1936 and the bicycle races at that year's Berlin Olympics were staged there. The Mercedes-Benz and Auto-Union 'Silver Arrow' streamliners were already exceeding 200mph on the straights by this time, and when national star Bernd Rosemeyer was killed on the Frankfurt-Darmstadt autobahn going for a record in his Auto-Union – he'd already done 432 kph (268 mph) – racing at the Avus was suspended for a year lest something similar happen there too. World War 2 intervened, and when racing resumed in 1951, a new South Turn was incorporated, halving the lap distance to 8.3km (5.1-miles).

For 30 years, the North Turn was the circuit's most spectacular feature. The crescent-shaped bowl sloped at 43-

“In 1928 Opel experimented with rocket cars along the 6-mile straights, achieving 148mph”

Below left: Avus control tower through the trees. Tipler at wheel of 991. Note the sombre and restrained interior, a concept that J.Tipler is sartorially blind to! Bronze racing bikes do a good impression of going very fast on facsimile brick banking



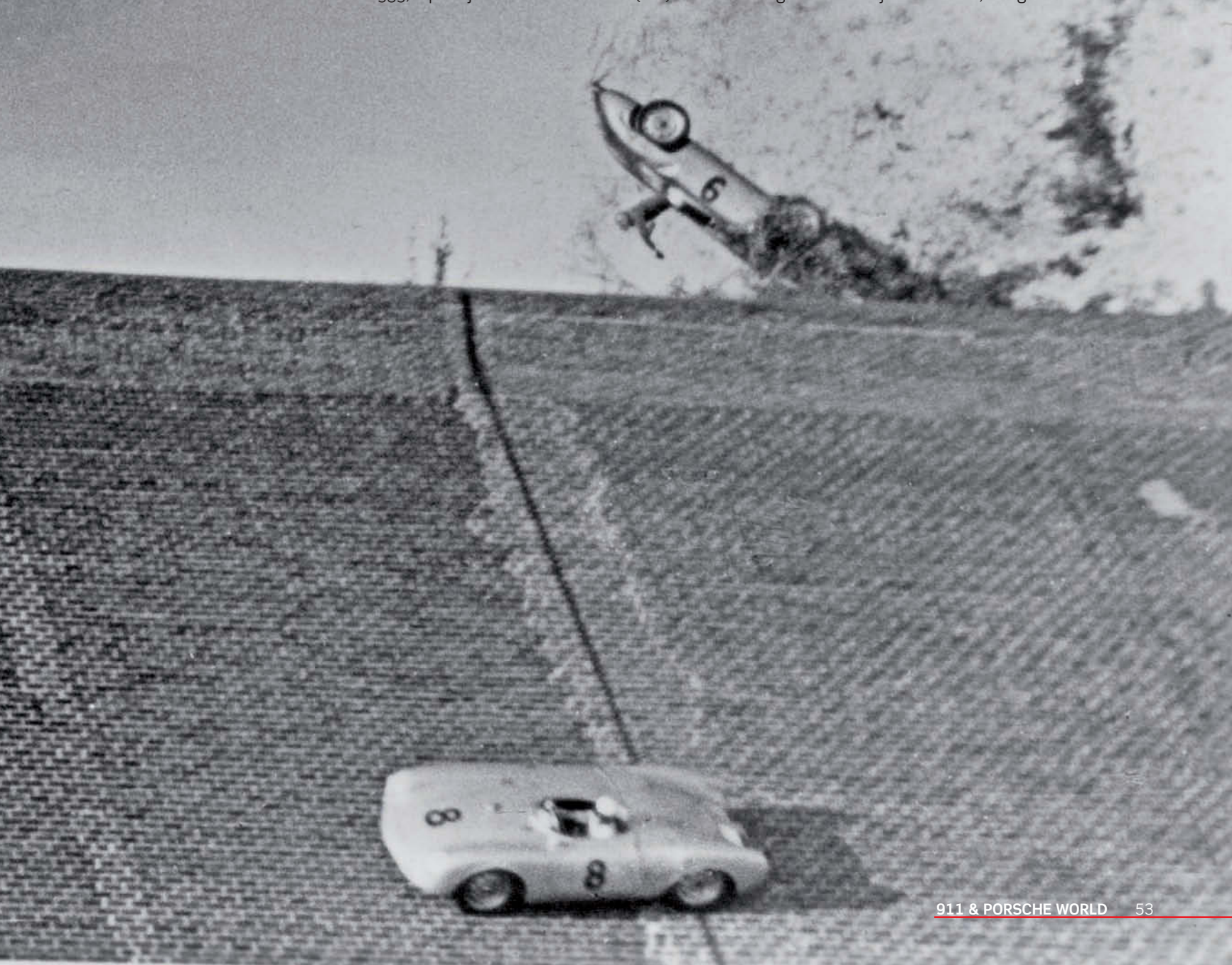
A lucky escape. Richard von Frankenberg flings his 550 Spyder off the banked North Turn. Miraculously von Frankenberg parted company with the sticken machine, which landed and exploded in the paddock, while his fall was broken by a tree

degrees and was faced with brick – like Indianapolis of old – with the coursing running along the direction of the track to create a linear effect. This daunting arc was taken at 120mph, with Grand Prix cars braking from perhaps 200mph on the straight: Herman Lang's race average aboard a Mercedes-Benz W125 in 1937 was a heroic 171mph – a record unchallenged for three decades, even at Indianapolis.

Avus had one shot at holding the Formula 1 German Grand Prix, and that was in 1959, when the West German government wished to demonstrate that, despite the east-west divide, the city could still stage a major international event. So they did, though the GP returned to its home circuit at the Nürburgring the following year. These were the confrontational days of the Cold War, and Checkpoint Bravo, affording passage from West Berlin's US sector into the surrounding Communist DDR, was a mile southwest of the original South Turn, so Avus, in post-war West Berlin, was not directly affected by the political divide. However, after the Berlin Wall went up in 1961, DDR residents and East Berliners couldn't access the circuit till the wall came down in 1989. Meanwhile the autobahn leading to the Avus was one of the only two routes into the city from East Germany. Cruel times.

Back in 1959, top car journo Denis Jenkinson (DSJ)

reported on the two-heat (1-hour each) German Grand Prix in *Motor Sport's* September '59 issue, and he paints a bleak picture of the track and the organisation; there was no natural racing line round the tight North Turn, he writes, due to "very little science having been applied to its curvature". Unlike the Monza or Montlhéry banking, he says, "cars have to be physically steered round it like a normal corner." Its construction is fascinating: "at the top the bricks rise vertically for about 2ft," he tells us – which is what launched von Frankenberg's Porsche so effectively – "and then there is a wide, flat ledge, also made of bricks. The whole affair is built up on earth foundations, but by sinking the lower half of the banking into the ground, as at Monza, the height above ground behind the banking is about 15 - 20ft." Two stripes were painted around the concave curve to delineate the 'racing line', a yellow one above and a white one below, and cars were meant to keep within those lines unless in trouble or being lapped. DSJ is scathing: "the Avus track bears no resemblance to a Grand Prix racing circuit as exemplified by the Nürburgring;" and he cites the impossibility of liaison between pits, paddock and race control: the control tower was beside the exit of North Turn, which was 100 yards or so from the start/finish line, with the main grandstand adjacent to that, along with the





LEAP OF FAITH

Journalist and Anglophile Richard von Frankenberg was a member of the Porsche works team from 1953 to 1960 and was highly influential in the firm's rise to prominence during its first decade. In 1951 von Frankenberg participated in world record attempts at Montlhéry – famed for its banking – and was a class winner in the 1954 and '55 Mille Miglia aboard a 550 Spyder, as well as Le Mans 24-Hours in 1953 with Paul Frère, 1955 with Helmut Polenski, placing 4th overall, and in 1956 with Wolfgang von Trips in a 550 RS coupe.

His spectacular Avus accident of 1956 involved the experimental Type 645 known as Mickey Mouse, an interim model between 550 Spider and 718 RSK, with short wheelbase and narrow track based on a tubular chassis, clad in magnesium bodywork with lower frontal area and rear quarters raised to accommodate the cooling fan and rearward-facing carburettor air intakes for the four-cam Carrera engine.

In 1952 von Frankenberg published biographies of Hitler and Ferdinand Porsche under the pseudonym Herbert A. Quint, and the same year he founded Zuffenhausen's in-house *Christophorus* magazine, of which he was editor until his death in a road accident at Stuttgart in 1973, aged 52.

timekeepers' box, and the pits situated beyond. Thus, laments Jenks, "the three main nerve centres were completely out of touch with one another," and after practice for the Grand Prix there were "some pretty violent shouting matches between entrants and organisers." There were other dramas too, which we'll come to, but for the record, the 1959 GP ended in a 1-2-3 for Ferrari's Tony Brooks, Phil Hill and Dan Gurney in their Dino V6s, the Englishman setting a new lap record of 2m 04.5s, 149.04mph (240kph). A pair of Formula 2 Porsches had been entered for Wolfgang von Trips and Jean Behra, but these single-seaters were withdrawn from the GP after Behra was killed in the curtain-raising sportscar race.

There's always a frisson about paying homage to forgotten racetracks – we've communed with the ghosts of TTs and GPs past at Rouen and Reims, Charade and Chimay – and Avus should be as haunted as they come: there were fatalities even in the opening race of 1921. My snapping colleague and I board Stena Line's overnight crossing from Harwich to the Hook of Holland and point our trusty 991 C2 press car towards Berlin. It's an effortless, PDK-shifting, seven-hour run via Osnabruck and Hanover in this hot bolide. Once we're at Berlin, finding the Avus is not so difficult – the tall, floodlit 1930s radio mast nearby is an alternative locator to the on-

board sat-nav. We drive along as much of the circuit as is feasible now, which amounts to a fraction of the North Turn and the 2.5-mile autobahn straights. Contrary to what I'd assumed, these have a slight left-hand kink about a third the way along, when they'd have been going full-bore between the main corners in the halcyon days, though being embroiled in Berlin's crowded urban infrastructure there's no chance now of them being de-restricted for a mad max-out. The circuit's simple layout means making the most of what's left of it, so we park and take our chances. The North Turn nucleus is an oasis surrounded by extremely busy roads. The brick banking was demolished in 1967 and replaced by a flat corner of similar radius, which last saw DTM, Carrera Cup and ETCC action in the 1990s. About 400-yards of it is drivable today – smooth asphalt with scattered potholes – while perhaps the same distance leading into the curve serves as a sand dump. If I try hard I can just about imagine DTM cars hurtling around here, though the banking of yesteryear is a more elusive spectre. The existing corner is lined with a single layer of Armco and flimsy catch fencing, and there's a narrow grass run-off area round the outside that must have been next to useless in a racing context. At a lower level than the track, the teardrop-shaped infield is a truck and coach park, which is true to the original configuration, but where spectators once stood. The



“The South Turn is completely bypassed, though supersleuth Fraser is a dab hand at Google Earth, and traces where the corner lies buried”

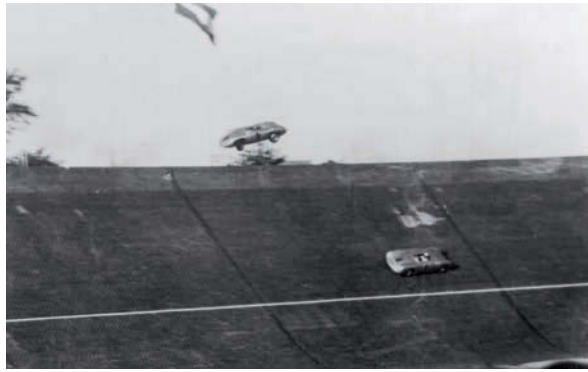
iconic five-tier Control Tower, topped with the Mercedes three-pointed star, is the cheap, though friendly, Avus Motel. We breakfast in the circular café where the tables are topped with collages of old racing photos and posters, and we wonder how many customers recognise the significance of the place, given there are so few signs of the race track. The motel car park is where the race paddock used to be, and it's now chocker with bangers, vans and lorries. There's a modest filling station too. Just beyond, towards the city, there's a brilliant, life-size, bronze statue of a pair of racing motorcyclists, mounted on facsimile brick banking, commemorating champion riders of the past. It's a more rewarding effigy to contemplate than the surviving grandstand flanking the autobahn, which is a listed monument but nonetheless impossible to access due to coiled razor-wire. Later we motor past it on the north-south straight, flanked by undulating woodland on the right-hand side and a railway line on the left.

The South Turn is completely bypassed, though supersleuth Fraser is a dab hand with Google Earth, and he traces where the corner lies buried in the Grunewald Forest. To access it we turn off the autobahn, AKA Avus's north-south straight, at the Spanische Allee Rasthof service area and penetrate the woodland lanes with our 991, as far as the cycle tracks allow, and from thereon it's shanks's pony. The South Turn was taken at a leisurely 60mph, though similarly steep banking to that of the North Turn had been planned, which would have upped the speeds considerably, but the war scotched that. The foundation for the banking seems to have been in place, however. Sure enough, as we stumble through brambles and bracken, it's not long before we're confronted by a vast, curved mound looming out of the trees like prehistoric earthworks. It's probably 50ft high, and too steep to comfortably accommodate spectators apart from on the footpath round the rim, but steep enough to have supported a banked bend. A flagpole and three half-buried concrete blocks are the only tangible evidence of any kind of habitation. The foliage is too dense to explore the full extent

Left: Wolfgang von Trips in a Porsche 718/2 at Avus in 1959 German Grand Prix practice. The team didn't race though in honour of Jean Behra who was killed in the preceding sports car race

Below: City racing at the quirky Avus track continued until the mid 1990s with domestic championships and, of course, DTM





of the site, and it's surprising how quickly these disused areas have fallen back into the clutches of Mother Nature. Even behind the catch fencing at the North Turn, where snappers and marshals would have stood a decade ago, the ground has reverted to wilderness.

Richard von Frankenberg wasn't alone in surviving the leap off the North Turn banking, though others were not so fortunate. The 1959 Berlin Grand Prix was a 25-lap race for 1500cc sportscars, held the day before the F1 German Grand Prix. There were plenty of big names in the frame. Jo Bonnier and Wolfgang von Trips handled the works Porsche 718 RSKs, with staunch opposition from the privateer RSKs of Jean Behra, Heini Walter, Wolfgang Seidel and Count Carel de Beaufort. It was raining, and as DSJ comments, "the way everyone slid about on the starting grid it was obvious that the Avus track in the wet was like a skating rink, to say nothing of the condition of the polished bricks on the banking." While Bonnier, Behra and von Trips were leading the race, de Beaufort, lying 4th, went over the top of the North Turn banking, and his RSK careered down the steep slope into the paddock, amazingly without overturning: somehow the Flying Dutchman got away with it, even managing to rejoin the race, dazed in his battered Porsche, before being black flagged for his own good. But a few laps later, Behra's RSK spun backwards up the banking and struck a concrete block-house, flinging out the hapless Frenchman whose body hit a flagpole which killed him.

Behra was a top driver and his death cast a pall over the weekend – hence Porsche withdrawing its F2 cars from the main event. DSJ suggests that the organisers had no idea of local conditions and should have delayed the start till the banking had dried. It's possible that the Porsche drivers were caught out by rainwater draining down the banking, where, Wolfgang Seidel shortly

declared, "the rear of the car is displaced laterally in wet conditions – and the rest is a lottery." Over the years, though, several similar accidents happened at the same spot, just before the apex of the curve, regardless of the weather, including von Frankenberg's. Slip-sliding away.

It's a strange place, the Avus, and there are several YouTube videos that conjure up the atmosphere, including the 1933, 1937 and 1959 Grands Prix. Porsche fans can revel in that of the 1995 Carrera Cup round, featuring the tussle between Christian Land, Harald Gröhs and Frank Schmickler, when it's clear that slipstreaming down the straight and outwitting your opponents at the turns is the winning way. There's also a Porsche Cup video from 1987 in which 944s do their utmost to punt one another into the remarkably fragile and unsupportive barriers.

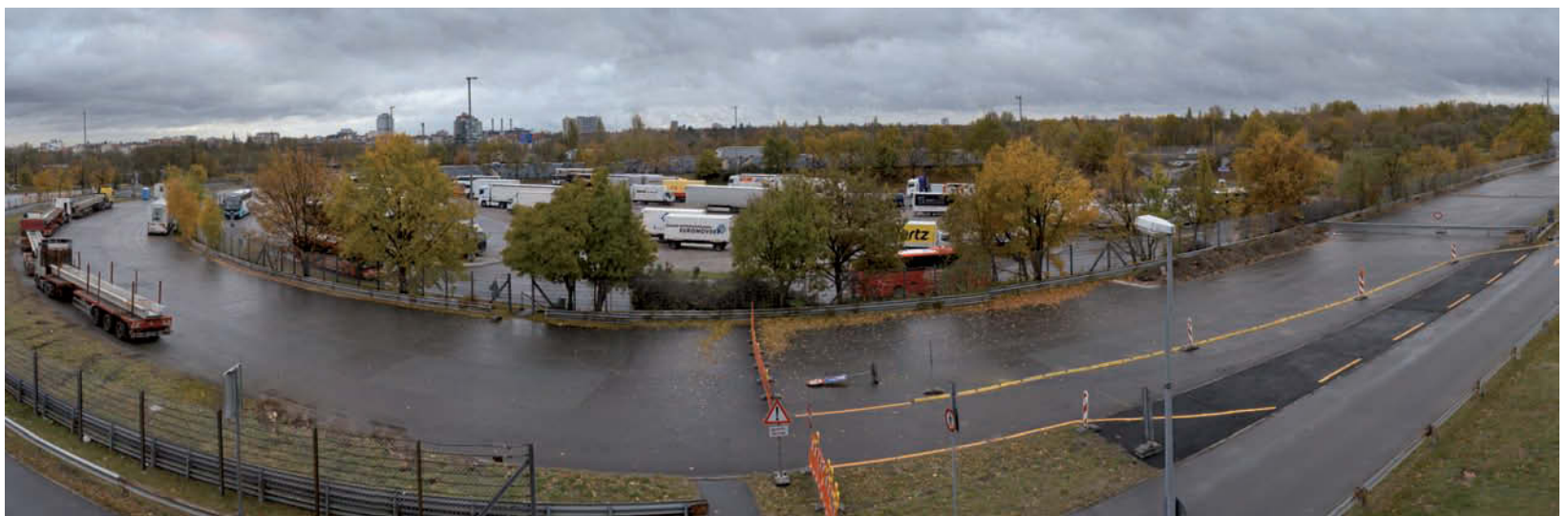
More poignantly, the DTM and ETCC videos remind us that BTCC ace Keith O'Dor lost his life here in 1994 when, having won Heat 1 in his Primera, he spun in the pack on the straight and was T-boned by a hapless Jo Winkelhock. By then Avus's days were numbered. A circuit based on a dual carriageway with no run-offs is an unsubtle gladiatorial amphitheatre, no matter what your take is on NASCAR ovals as well as more interesting street circuits like Monaco and Pau. Since 2000 Berliners have had the nearby Lausitzring in any case. And yet, even though spooks are thin on the ground, there's more than enough quirky history about the place to lure me to Berlin. For example, film buffs will have seen a James Bond car chase on the Avus autobahn in Octopussy (Roger Moore in an Alfa GTV6, no less) and glimpsed Matt Damon at the Control Tower motel in The Bourne Supremacy. Meanwhile, I have hauled the kids' Scalextric out of retirement for an Avus retrospective, and am busy painting brickwork on the banked North Turn in preparation for that von Frankenberg re-enactment! **PW**

Above: Another view of Richard von Frankenberg's bid for freedom from the banking. Porsche 356s aplenty at start of sports car race

Below: The North Turn still retains its Armco and narrow grass run off. The daunting banking is long gone although with a bit of trekking through the undergrowth, the huge supports can be found

THANKS TO:

Thanks to Stena Line for the cosseting crossing with our 991 press car from Harwich to the Hook of Holland and back. www.facebook.com/StenalineUKtoHolland



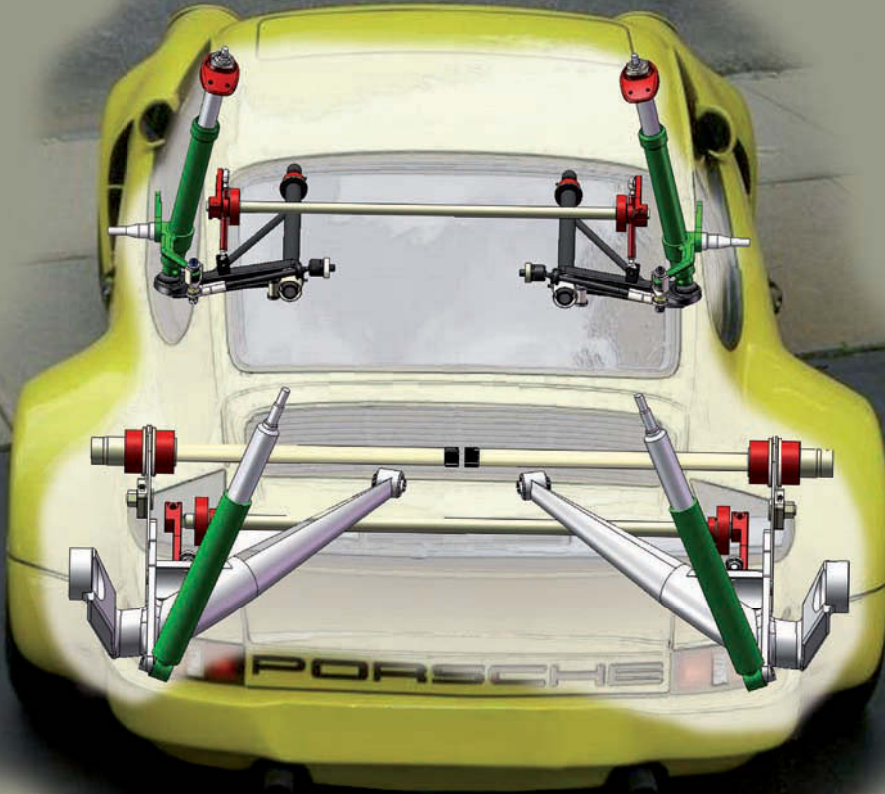
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SURVIVAL OF THE QUICKEST

Just how much punishment can a humble Porsche 944 take? Ben Coombs found out by driving his from England to South Africa with the aid of ratchet straps, tie wraps and a lot of gaffa tape



One of the greatest draws of the Porsche marque is its reputation as the manufacturer of the toughest, most reliable sports cars on the planet. This reputation for no-nonsense quality stretches all the way back to Ferdinand Porsche's pioneering days and reached its apogee in the 1980s, boosted by crushing performances at Le Mans and the 959's Paris-Dakar dominance. Porsche's road cars of that era are sometimes cited as the toughest cars ever to leave Stuttgart, but just how much of this heady reputation is deserved? 22 years and 200,000 miles after it rolled off the production line, I climbed aboard my trusty 944 and set off to find out. The challenge? England to South Africa, half the world away.

I'd owned my 944 for five years before setting off to drive it across Africa, and had become rather attached to it – so attached in fact, that when I needed to change it for something newer, the idea of simply selling it to a stranger just didn't seem right. It needed one last adventure, an opportunity to leave me with a bang, and hence the idea of driving it to Africa had been born. Modifications were few, consisting only of raising the suspension (by re-indexing the rear torsion bars and fitting spacers to the top of the front MacPherson struts) and fitting a roof-tent, so we could camp atop the vehicle in the finest overland tradition.

Unfortunately, seventeen days prior to our departure, the Porsche took the idea of 'going out with a bang' a little too literally. A bolt on the crankshaft worked loose, stopping the oil pump and instantly turning the engine to scrap. We had two choices – walk away from the expedition we'd been planning for over a year, or fit a completely unknown, untried scrapyard engine and set off anyway. Hiding behind the phrase 'what's the worst that can happen?', we opted for the second option, the junk engine was fitted for the first time one October evening, and we set off for Africa the following morning, in convoy with some friends who had rather unadventurously elected to come along in a Mitsubishi Shogun, in lieu of a Porsche.

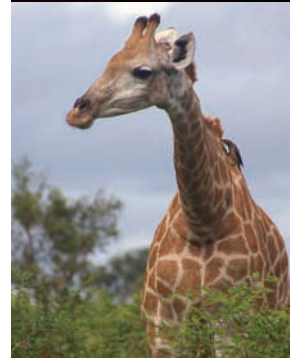
Heading towards Dover, with the motor misfiring and leaking oil, and the oil pressure warning light glowing ominously in the dark, I found myself willing it to just fail and bring an early end to our ill-advised escapade. But the engine didn't fail. Despite its reluctance to leave the UK, it powered us onto the ferry, then took us right across Europe to Istanbul, the gateway to Asia.

The fact the engine had made it this far gave us enough confidence to push on into less relaxing parts of the world, and so, a week after the scrapyard engine ran for the first time, the Porsche's chiselled nose edged across the border into Syria. An indefinable tension hung in the air as we cruised across the desert, dodging camels as we followed signs for Iraq, before transiting Damascus to the Jordanian border.

After a night camping on the shores of the Dead Sea, Jordan's 'Kings Highway' provided the first proper driving road of the trip, and it was thrilling to be able to open the Porsche up as nature intended, roaring down the straights and feeling the chassis come alive in the corners, while the exhaust barked its appreciation enthusiastically on downchanges.

From Jordan, we took the ferry to Egypt and spent 14 hours fighting our way through the wall of bureaucracy which blocked the Porsche's entry to the African

*The road is long... Very long for Ben Coombs who decided that instead of scrapping or selling his 200,000-mile 944, he would drive it to South Africa - as you do! Rear end damage caused by support Shogun smashing into the back of it at 30mph
Right: On safari. Undertake this sort of adventure and the sights and images will live with you forever*



“Thanks to the porous Somalian border nearby, the rutted tracks are plagued by banditry and tribal battles are rife”



continent. It was worth it all however, just for the sublime experience of driving among the pyramids, having left the UK two weeks earlier.

South of Egypt, the Porsche's first proper challenge awaited. Waiting for us in Northern Sudan was the Nubian Desert – three hundred empty miles, crisscrossed only by a few rough gravel tracks. It took us three days to coax our vehicles across this endless nothingness, the Porsche protesting at the experience by jamming its heater on full, overheating and losing its exhaust, but still digging deep to acquit itself well to the hardships of Africa. After escaping the desert, perfect tarmac swept us two hundred miles to Khartoum, the capital of The Sudan which sits exotically at the confluence of the Blue and White Niles, where we repaired the cars before pushing on south.

The endless sand gave way to verdant hills as we crossed into Ethiopia, where the road promptly soared up to 3km above sea level, then twisted through the thin air of the Ethiopian Highlands down to Addis Ababa, then on to the Kenyan border.

From the border town of Moyale, 300 miles of rutted tracks stretched away from us to the next tarmac of note. Thanks to the porous Somalian border nearby, these rutted tracks are plagued by banditry, and tribal battles are rife. Initially, a heavily armed Kenyan Army Land-Rover provided us with an escort, but soon sped off into the distance, leaving us all alone fighting vulnerably through the mud, with the safe haven town of Marsabit still 150 miles away.

Northern Kenya offers some of the toughest driving conditions which a 944 owner could encounter on holiday, and it took every ounce of my concentration to stop the RWD Porsche from spinning off into the undergrowth, or becoming beached in some bottomless rut. However, despite the tricky conditions we were over halfway to Marsabit by early afternoon, and 'road' conditions were improving slightly.

Unfortunately the Porsche's condition deteriorated accordingly. A fuel filter mounting failure allowed the filter to drop down onto the driveshaft, which quickly ground a hole in it.

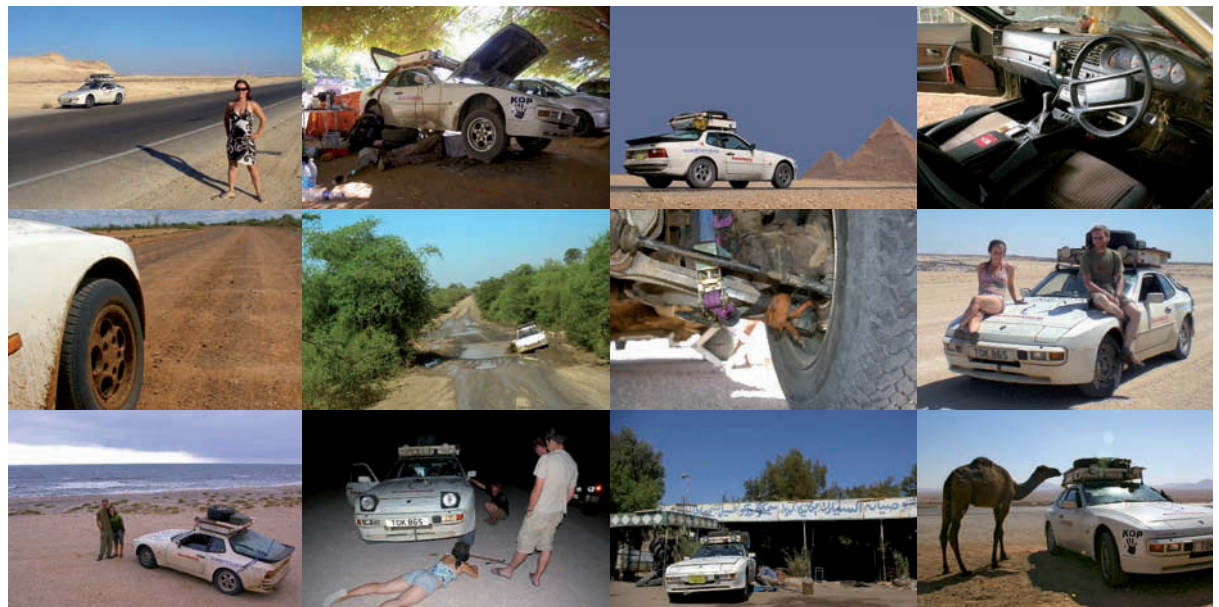
I jacked up the car and squirmed through the mud to take a closer look, suddenly conscious of the fact we'd forgotten to bring along a spare filter. Lying on my back in the mud, I attempted to seal the filter with judicious application of gaffa tape, amalgamation tape and Jubilee clips, but my efforts failed. When Team Shogun became nervous and produced a tow rope, I didn't argue.

The Shogun dragged us along for hour after hour, slowly making progress towards the safe haven of Marsabit. We were still 50 miles away when night fell, and in the darkness it became impossible to avoid obstacles on the rough track. Rocks pounded the Porsche's vulnerable belly, smashing off its exhaust, battering the sump and bending the floorpan beneath us. Africa was showing the Porsche it was out of its depth, and there was nothing we could do about it. When the car's lifeless carcass finally reached Marsabit, I felt sure our journey was over.

The following morning we towed the Porsche to a tumbledown garage with a flooded inspection pit, where we could inspect the damage. I was pleasantly surprised. Despite the pounding the underside of the car had been subjected to, most of the damage was superficial, and crucially, the sump hadn't been cracked. We bent the exhaust into roughly the right shape and reattached it, then cut out several lacerated sections of fuel line and replaced them with bits of garden hose. A local disappeared with the fuel filter and returned an hour later having patched it up. Once reattached to the car, we were ready to go.

Sadly, our repairs may have got the Porsche ready to leave Marsabit, but they weren't thorough enough for it to make it through the day's drive without the fuel filter falling off for a second time. Once again I

Left: Safari Porsche 944. Ben's machine kitted out for the rigours ahead. Below: Girlfriend, Laura, was persuaded to come along too. Unsurprisingly there were a few, er, mechanical issues – most notably a lower wishbone problem, when the ball joint decided to part company. Ratchet straps to the rescue. Doubtless if Ben was doing this again he would opt for cheapo steel lower wishbones and ball joints that just bolt on and off. Don't you just love armchair mechanics?



attempted a repair, this time under the inquisitive gaze of a pair of nomadic tribeswomen. Dressed in colourful flowing robes, they showed a deep concern for our plight, and took it upon themselves to pray for the stricken Porsche – a fairly unprecedented event in the life of a 944!

Unfortunately their prayers came to nothing, and my attempts to fix the high-pressure fuel leak failed, resulting in yet another evening on tow behind the Shogun. Fortunately the track was smoother than the one which had pounded the Porsche's underside a few days previously, and Kenya instead chose to slow our progress with a thunderstorm, which raged into the night and culminated in a flash flood which for 50 metres surged across our path. Trucks queued either

where we saw our first elephants, grazing peacefully beneath the full moon.

After crossing Malawi and Zambia, we entered Botswana, where our friends in the Shogun decided to liven up the journey by crashing into the back of the Porsche at 30mph. The back of the Porsche was a sorry sight, crumpled and wrinkled as far forward as the doors. In comparison, the Shogun escaped with barely a scratch.

The damage didn't stop us pressing on, and so we entered beautiful Namibia, where we visited the eerie Skeleton Coast, before entering our last desert – the Namib. With only 900 miles to go to Cape Town, the feeling that we had the trip in the bag was total – right up to the moment one of the front wheels fell off.

“The feeling we had the trip in the bag was total – right up to the moment when the wheel fell off”

side of the torrent, waiting for it to subside, while mid-flow, a lorry keeled over in the waters, having failed to make the crossing.

Impatiently, the Shogun plunged into the raging waters. I fired up the engine – accepting we'd be leaking fuel slightly while it was running – and, taking in the slack on the tow rope, followed them into the melee. Water washed out the headlights and rushed up the windscreen as we plunged in, suddenly realising what a bad idea attempting the river crossing was. As we approached mid-flow, the flood was nearly at door height on the driver's side of the car, while fortunately the passenger side – and the engine's air intake – rode higher and drier. Fighting the current with vague steering, eventually the waters receded and we climbed the far bank, to a disbelieving round of applause from the stranded truckers.

Another round of repairs then beckoned, after which we continued across the equator, visited the source of the Nile in Uganda, then headed through Tanzania,

A sudden vagueness in the steering had made me coast to a halt, and I found that the passenger side front wheel had come adrift and jammed in the wheelarch. Further investigation revealed that the lower ball joint had cracked, releasing the MacPherson strut, and hence the wheel. Predictably, we had no means to replace the ball joint, so all we could do was bodge a repair and attempt to limp the 150 miles across the empty desert to the next town.

We removed the wheel and slotted the damaged joint back together, then attempted to lash everything securely in place, using a mix of ratchet straps and cable ties, then with fingers crossed, we edged onwards. Five mph. Ten mph. Fifteen mph. The repair held. As darkness built over our desolate surroundings, our confidence slowly began to return.

Five miles down the road, the wheel was off again.

We rebuilt the suspension and continued towards a line of thunderstorms glowing in the dusk. Ten minutes later, the wheel was off for a third time.





Pulling away after a hasty repair, the first bolt of lightning crashed into the desert. Then, a few miles later, the wheel fell off yet again.

With lightning storms now raging all around us, we decided against attempting another repair, and instead sheltered nervously in the vulnerable cars, waiting for either daybreak or a lightning strike – whichever came first.

Eventually a white glow on the horizon signalled that the long, stormy night was over, and somehow, neither car had been struck. I reattached the wheel and by 5am we were pushing onwards. There were two more breakdowns in the first fifteen miles of the day, each repair proving less resilient than the last as the suspension became ever more worn.

Having barely slept in 30 hours, tired and dehydrated, the prospect of abandoning the Porsche loomed large. Several more failures came in quick succession. By the eighth breakdown, it was only sheer bloody-mindedness that was keeping us edging forwards. As

the temperature climbed past 40°C, we checked everything over, but this time we found some tiny bits of grit in the grease within the socket. We cleaned the socket, strapped everything together and with fingers crossed, pulled away. An hour later we'd covered almost twenty miles. Hardly willing to believe we'd cracked it, we crawled across the baking desert for six hours until we reached something beautiful. Tarmac – all the way to Cape Town.

As the final repair had proved reliable on the piste, we knew it would be safe on tarmac too, so for two days we pottered along at 40mph, until Table Mountain loomed up from the horizon. Jubilantly, we rolled into the last city; hardly able to believe what we'd achieved in the 60 days since the scrapyard engine ran for the first time. **PW**

'Survival of the Quickest' - a book giving the full account of the African Porsche Expedition - is available on Amazon.

Two wonders of the world finally meet. Is it just us, or are the pyramids smaller than you think with a 944 in the foreground for a bit of scale?. Above: How much adventure do you want? Roof tent allowed Ben and Laura to sleep on, rather than in the 944, as seen here next to the Dead Sea. Lightning storm none too welcome when you're broken down in the desert. Illuminated ruins in Palmyra, Syria. Ben's trip was fortunately before the Syrian uprising





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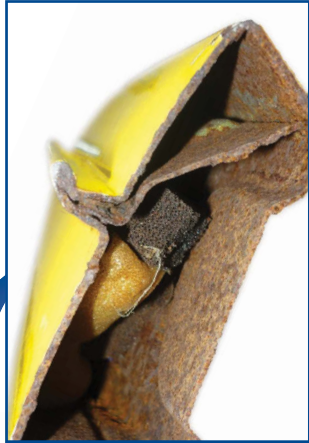
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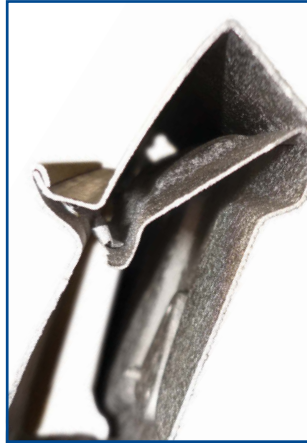





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Words: Johnny Tipler
Photography: Antony Fraser

THE BLUES BROTHERS

'It's 206 miles to Maastricht, we got a full tank of gas, half a pack of cigarettes, it's dark... and we're wearing sunglasses. Hit it!' Tipler and Fraser get the blues for an IROC Carrera and a Targa Florio inspired RSR

It went something like that, anyway. We began this trip at Knaresborough in the Yorkshire Dales, having a crack in Gmund Cars' IROC Carrera 3.2 RS, then hustled our 991 press car all the way to Maastricht in the southernmost leg-end of the Netherlands to review a Targa Florio inspired 3.6 RSR, courtesy of classic Porsche specialists Speed Services. Before Carrera buffs get too excited, I have to reveal that both cars are convincing and well-produced replicas of 1970s racing 911s; both are equipped with more modern running gear than their image suggests, they're both equally difficult to clamber into, thanks to protective roll cages, and they're both finished in blue.

Brothers? Just like Jake and Elwood Blues – AKA John Belushi and Dan Ackroyd – are as chalk and cheese except for their uniform two-tone garb, this pair of Porsches is also equally dissimilar, not to mention their respective geographical locations: one lives in the hills, where the other is it's flat as a pancake. And yet they both serve a very specific purpose as usable, period-look competition cars in a world where historic racing and rallying are increasingly popular. It was in this context that I met Olav Gelissen and his colleagues from Speed Service at the fabulous Zandvoort Historic Grand Prix meeting last September, where his transporter awning was crammed with a trio of tasty-





Left: In the, er, blue corner an IROC (International race of Champions) inspired replica, which started life as a gold 1972 911S before being turned into an Intermarque racer

Below: And in the other blue corner we have the Gulf and Targa 908 liveried and inspired RSR rep based on a '72 911 shell

looking backdated 911 race cars, and we made a date to visit his Born, Maastricht, garage to do a review. By coincidence I ran into Gmund Cars' proprietor Andrew Mearns at Classics at the Castle shortly afterwards, and he suggested we do something on the IROC racer that's currently gracing his forecourt. So, without further ado, Antonioni and I don our shades and motor north aboard our 991 Carrera 2 to check it out.

Just as we arrive, Andrew's been giving the IROC special a shakedown and it's hot to trot. He shows us a photo of it. Built to race in the Intermarque series, it was painted white at the time, though it's far removed from its original spec, a 1972 sunroof 911S, finished in gold metallic with black leatherette seats and corduroy inserts. Subsequently it was stood down as a racer to do duty as a trackable road car. 'The motivation to turn it into an IROC car? Well, it's a bit like doing a '73 RS replica isn't it?' says Andrew; 'Everyone wants to do a replica, and this is a bit different. It's a cool colour, anyway.' Each IROC 911 was painted a distinctive colour, and there was a pale blue one, though the palette was shuffled between races so drivers didn't get the same car twice. Andrew hazards a guess that a pukka IROC Carrera would fetch £1m, and who would argue? In the first place there were only 15 made.

Here's the history: Porsche's competitions department built 109 units of the Carrera 3.0 RS in both RS (road trim) and RSR (race trim), of which 56 were road-going models and 53 were race cars. The first 15 built were designated for use in the International Race of Champions, better known as IROC, the North American race series devised by driver, team owner and entrepreneur Roger Penske in 1973, along with David Lockton, promoter of the Ontario Motor Speedway. It starred the leading drivers from the very different worlds of Indycar, NASCAR, TransAm, Can Am and Formula 1, and for the first two years of what turned out to be a long-running series, albeit almost entirely US-focused, the invited aces raced these identically-prepared 3.0 Carrera RSRs, identified as IROC Carreras. Inaugural winner was the versatile Can Am champion and, fittingly, Penske protégé Mark Donohue. These IROC Porsches used the standard 1974 Carrera coupé chassis numbers rather than a specific run of serial numbers, and they were the first racing Porsches to flaunt the new styling when that first drastic change to the 911's appearance was introduced in 1974, when, as we know, US legislation demanded the 5mph impact bumper. The IROC racer's body was the same as the Carrera RS 3.0's, typified by the welded-on wheelarch



extensions, G-series impact-style bumpers, lighter gauge steel, thinner glass and minimal sound-deadening, plus new front bonnet and engine lid sporting a horizontal wing instead of the ducktail. The front air-dam and valance was different from the series cars as it had a frontal opening for the oil cooler and the paired brake cooling ducts on either side. Cars were delivered with two types of whaletail: a smaller one equipped with protective rubber lip for road use – deemed pedestrian friendly, unlike the 2.7 RS's pert ducktail – and thus the smaller whaletail stayed within the rear dimensions of the car. For race use the bigger

notice one or two minor lesions in the glassfibre panels: 'It's not concours,' he responds, 'but for a race car it's fairly tidy.' It's not a typical Gmund offering, where the main focus is currently on marketing '80s cars, which Andrew views as the next phalanx of classic Porsches to appreciate, especially 930s, and the showroom contains a couple of pristine examples, cheaper than our subject car too.

Predictably, the shell of our IROC-mobile is stripped bare, with no underseal, and the right-hand drive cabin is austere with full bolted-in cage, sports seats, Sabelt belts and Sparco wheel, with plumbed-in fire

“The vast whaletail subsequently employed came to define the IROC look”

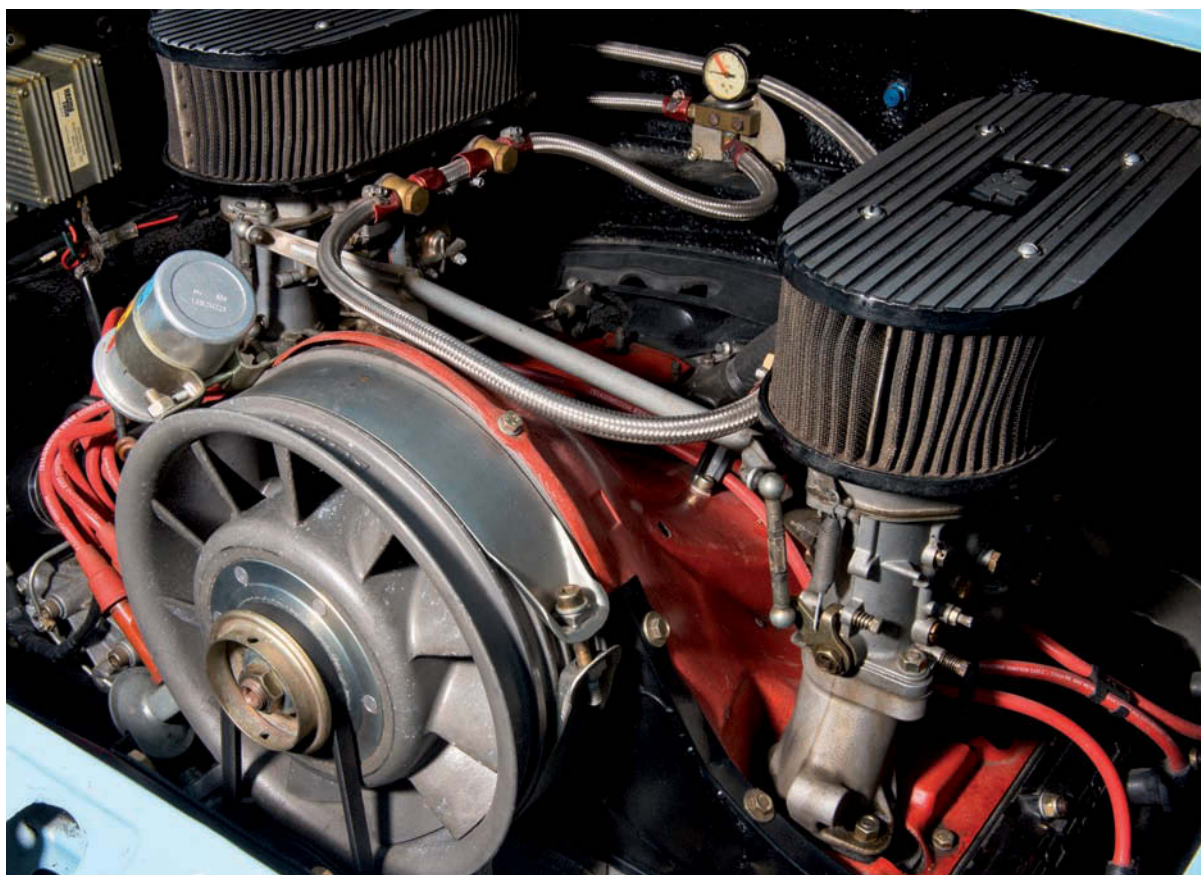
IROC style wing with its additional cooling vent was fitted on the RSRs, and that protrudes impertinently beyond the rear of the car's bodywork. Initially the IROC cars were equipped with ducktails, though the vast whaletail subsequently employed came to define the IROC look.

Andrew drove Gmund's IROC car to Essex for the classic Castle Hedingham event and he found people coming alongside him on the A1 to photograph it: 'They were doing crazy things just to get a good look,' he says; 'but it was such fun I could have spent all day driving it.' Asking price is £60 grand: 'for that money you could do well racing or hill climbing it,' he says. I

extinguisher ahead of the exposed gear lever gate, and a switch box between the seats atop the heater controls, offering headlights, spotlights, heated screen, blower, and pumps for reserve and cold start. The seats are upholstered in corduroy with leather sides, and the minimalised dashboard top is carpeted. There's an ignition kill-switch on the dash, something of an afterthought compared with the purposeful switches on the scuttle ahead of the windscreen. Under the front lid lives the 80-litre foam-filled ATL fuel cell, now due its 10-year test. It's fitted with a 3.0-litre engine with 3.2 valves, imbibing fuel via period Weber carburettors, and exhaling through custom-made

Charging through the Yorkshire Dales and making a right old racket, this IROC rep 911 creates quite a stir wherever it goes – just like Tipler really! Massive rear whaletail dominates, particularly at this lowdown angle





Above: The source of all that racket! The 3-litre race engine uses 3.2 valves and gulping downdraught Weber carbs. The exhaust is custom made by Hayward & Scott. Interior is, as you would expect, stripped for action

Hayward & Scott pipework. Andrew's shakedown has warmed the tyres, so it's ready for our hectic session on the snaking moorland B-roads. He says the 915 gearbox is a touch slow, but I have no problem with it, concentrating on a precise movement with the shift lever between notches and a double de-clutch in the process. 'It's got fairly solid suspension mounts,' he warns, 'so the suspension bangs a bit – but then the roads are not great around here.' Again, I don't think there's anything excessive or untoward in that respect, given the stance and abilities of the chassis.

The prelude to getting under way requires me to concentrate on the methodology: the fuel pump switch is one of the cluster living in the box between the seats. Click it backwards and the fuel pump ticks over; push it forward and it pumps more juice into the system – which I find a bonus when the beast runs out of fuel up on the moor, its fuel gauge registering a quarter full. Luckily we've been provided with a gallon can, and with a trusty Swiss Army knife we adapt a plastic water bottle as a funnel for the comps tank filler.

First things first, though. The normal 911 controls have been altered to such an extent in the course of its transformation into a race car that what comes as second nature needs me to pay attention. The red dashboard cut-off switch is the actual ignition key and that is just the door locker. I use the old-timer cold start lever between the seats as I fire up. To get the most out of driving this car I juggle with the seating position and move the seat a bit closer to the wheel so I feel I've got better control, because it's likely to be an arms and elbows exercise. The dished three-spoke wheel also brings the steering action closer to the driver. The period seat squab doesn't feel long enough

under my thighs, and I would need to customise the angle of the seat, raising the front to get a better seating position. That said, once in the winding Dales lanes and clamped into the Sabelt harness, one's attention is fully grabbed by the thrill of setting it up to best effect for each successive corner. The clutch is quite sharp and the gear lever movement is a long throw, and it's also difficult at first to locate the right gear but soon enough I figure that out. It's fairly noisy because the sound deadening has been removed. The 3.2-litre engine feels sharp and delivers very good performance, as you'd expect in such a lightweight chassis, accelerating at a cracking pace from 2,500-3,000rpm. The brakes seem only average, but one quickly adapts by applying more pressure and braking a tad earlier: it's all a bit of a juggling exercise.

Its projected IROC persona is not disappointing: I don't have to drive very far onto the hill roads for it to come alive and the whole point of it to become clear. The steering is very light and the car responds immediately to the slightest input. The chassis is very taut thanks to the roll cage and strut brace, and it moves along delightfully, sashaying through the curves and squirting up the straights. There's a bit of understeer on a trailing throttle, and I'm double de-clutching going into bends to make the most of the raw, '70s competition package. The big tyres allow me to lean on the back wheels so I can chuck it and know that it will stick and go round, and it is dry, which boosts confidence. There is only one way to drive this car though, and that is to take it by the scruff of the neck and drive it hard – no shilly-shallying, it wants to go quickly in every situation. To hell with a less than perfect finish, this is a great fun machine that looks the part, and it would be a great tarmac stage rally car.

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DUTCH COURAGE

We bid farewell to Yorkshire and glide southwards, channel-hopping with P&O Ferries, and it's a 200-mile run from Calais to Maastricht in the Netherlands' Limburg province. Based at Born on the outskirts of Maastricht, Speed Service have been going for 14 years. Proprietor Olav Gelissen started with classic Volkswagen Beetle restorations and for the first five years worked on both VWs and Porsches, and since locating to the present premises ten years ago the

firm has specialised exclusively in Porsches. Our RSR isn't the only Gulf-themed 911 here: first to receive the blue-and-orange treatment was a 3.2 Carrera, since sold, while there's a similarly-hued 993 Turbo racer and a 997 Carrera Cup car in the workshop, plus a rather nice DP Motorsport flat-nose 930 in white and blue. Just out of restoration there's a blood-orange Targa to-die-for, and a fabulous yellow RS backdated from a 3.2 Carrera that's almost finished. The showroom is

crammed with exciting Porsches too. Among them is his rally 934, schemed the other way round in orange with blue stripes. Olav's a big fan of late '60s and early '70s Porsche competition cars, and races and rallies a couple of his 911s regularly on the European circuit – he would love to tackle Classic Le Mans – and applies his experience to setting up customers' cars as well. Speed Service maintain the cars of 250 regular clients, and the staff includes Bjorn Bremen who's in charge of bodywork and design, and Leon Akkermans who's chief

“Olav offered his client a 934 rally car instead, and took the RSR on as his own baby”

mechanic, plus Olav's wife who's the secretary. Olav's 1973 RSR lookalike is based on a '72 shell, fitted with a low-miles, early 993 flat-six (non-Varioram) motor coupled to a G50 transmission. It's clad in bespoke period glassfibre shrouding, and with PMO carbs and K&N filters it certainly looks the part. The brakes come from an '85 Turbo, with 3.2 Carrera servo, which model also accounts for much of the running gear. It began as a project for a customer but Olav got

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Left: It's a classic colour combo and we doubt that Porsche fans will ever tire of it. The Targa inspired orange arrow really finishes it off. Above: Engine is a non-Varioram, 3.6-litre 993 unit on PMO carbs hooked up to a G50 gearbox

hooked on what he regards as 'possibly the best looking 911 ever', offered his client a 934 rally car instead, and took the RSR on as his own baby. It's a gem to admire as well as to drive. All the work was done in-house at Speed Service, and there's a lot of Kevlar in the shell – the roof, front and rear wings, front and rear lids, while the doors and bumper panels are superlight glassfibre, and he thinks it weighs in at under 1,000kg. Work in the lhd cabin includes the full OMP rollcage, replica Recaro seats, lightweight carpet, dash painted to match the body colour and topped with RS-style felt and the location for the cut-off switch. There's a smart dished wheel and naked shift gate, rally navigation unit, and the pedals are drilled alloy. Under the front lid – with its external filler-cap hole, replica Cibie spotlamps and 'Targa Florio' orange arrow – lives the fuel tank, space-saver and strut-brace. It rides on Bilstein dampers, and on the front are original 8-in Fuchs and on the back are 11-in replicas by the Spanish wheel specialist Braid – not cheap at 700 Euros apiece.

Time to put it to the test: I venture out from Speed Service's industrial estate and am quickly in the Maas

hinterland, flat agricultural country with tree-lined lanes. While main roads are busy we find a network of backroads where traffic is light, and I can give the car its head. The controls feel wonderfully delicate and the gears shift smoothly, the lever so light to the touch. The Personal steering wheel allows an arms-bent driving position, the offset spokes bringing it back towards the driver and furthering controllability. The nature of the terrain means corners are few and far between for truly assessing the handling, but we do find a few – only by now it's raining and I'm in charge of Olav's baby, so due diligence is applied. Despite erring on the side of caution, it does feel and behave like a genuine 2.7 RS in terms of ride and handling, turn-in and balance, and it feels nicely poised in cornering, leaning on those broad tyres. But being a 320bhp 3.6-litre engine it's more solidly powerful, making acceleration extremely brisk and exhilarating as I rush up and down the field boundary backroads. In fact there's a curious paradox about the delicacy of the controls and the brutal power delivery, and that is beguiling, knowing that the image it's





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Below: See that light brown 356? That used to belong to one John F. Kennedy! Er, yes it really did and now it's been restored it's off to the Porsche museum. Bottom: Speed Service's main man Olav Ellison

projecting is that of a '73 RSR.

Both these cars are fabulous fun to drive, lightweight, subtle, with deft controls that are a joy to manipulate. But while I had no qualms flinging the IROC candy round the mountains I felt a certain reticence about such behaviour with the Gulf RSR: it was just a bit too good to risk on the muddy Maas roads. Values? We know Gmund is after £60K for the IROC experience, and while the RSR isn't strictly speaking on the market, it's so clean, tidy and well executed it must be worth at least £100K, judging by prices asked for other race reps. So which Brother would I sing the Blues with? The IROC car evokes the hooligan instinct, and I'd be without my licence in short order – Jake and Elwood's Dodge Monaco hauling brethren would soon see to that. But even though I wasn't able to subject the RSR-alike to the same kind of antics due to environmental circumstances, in terms of pure finish quality and those elegant pre-impact bumpers, I'd go Dutch. **PW**

CHICAGO BLUES

Jake and Elwood Blues' ride of choice is a 1974 Dodge Monaco, highly spec'd as Elwood affirms: 'it's got a cop motor, a 440 cubic-inch plant, it's got cop tyres, cop suspension, cop shocks. It's a model made before catalytic converters so it'll run good on regular gas; what do you say, is it the new Bluesmobile or what?'

Jake: 'Fix the cigarette lighter!'

And that, in the Windy City, is what our 911s would be up against in a contemporary '70s speed cop drama. Citations coming up thick and fast...

PRESIDENTIAL PROGRESS

Among the cars in preparation in Speed Service's garage workshop is a light brown 356. Not just any 356 – a rare enough proposition at the best of times: this Pre-A 356 belonged to none other than John F. Kennedy, President of the United States of America. Fraser and I jostle one another just to sit in the same seat as JFK. Seems the owner wasn't aware of its exalted provenance when he bought the car in the USA several years ago, until he asked Zuffenhausen to check that it was a matching numbers car, and they responded that they would reveal its origins once he'd completed the refurbishment. So he was kept in suspense until after the body was restored, and they revealed that Kennedy was the original owner. The cash registers go sky high! On a more level headed note, Speed Service are rebuilding the engine and refitting the interior, after which it's destined to go to the Zuffenhausen museum for a few months. Ich bin ein 356er.



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996 Turbo – Speed Yellow with black full leather interior. Some Porsches tend to speak for themselves and this X50 is no exception to the rule! This really is one super looking turbo and we advise an early response to avoid disappointment.



997 C4S Cab – Basalt Black Metallic with terracotta / black full leather interior. It gives us great pleasure to offer this 2006 997 C4S cabriolet with just two owners from new. This 997 has been through our rigorous inspection process with flying colours.



Gen II Cayman 2.9 – This Cayman is bound to make someone very happy indeed! It is supplied with just one previous keeper and a mere 26,850 miles from new. A very original Cayman sensibly priced and ideal for first time Porsche ownership.

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PORSCHE 997 TURBO CABRIOLET GUIDE

You want the wind in your hair? Porsche's near 200mph 997 Turbo Cab is pretty much the fastest open air motoring experience around, but before you buy, check out our Buyers' guide **p78**



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BLOWN IN THE WIND

With 480bhp and seemingly endless torque, the original 997 Turbo is a very fast car. But does it really make sense to have so much performance wrapped up in a Cabriolet? Now's the time to find out...

Words: Keith Seume
Photography: Michael Ward



STYLING AND BODYWORK

Compared to the relatively understated Carreras, the 997 Turbo was an aggressive animal, with wide intake grilles either side of the nose, small fog lamps set into the very corners of the front valance/spoiler moulding, and intakes in the front edge of each rear wing. Don't forget those LCD running lights set in horizontal bars either side of the front licence plate, either.

The aerodynamics are such that at its launch the Turbo Cabriolet was claimed to be the only convertible in the world which generated negative lift at the rear, thanks to that extending rear wing (which, incidentally rises some 30mm higher than that of the coupé).

Retractable, the wing only comes into play at speeds over 75mph.

The Turbo Cabriolet weighed only 60kg more than the coupé - not enough to harm performance, it seems, yet clearly with enough extra strength to allow every one of those 480 horses to be used to the full.

PRODUCTION AND MODELS

Porsche's original 3.6-litre 997 Carrera and 3.8-litre Carrera S were launched for the 2005 model year, with the four-wheel drive Carrera 4 and 4S following in November that same year. The range-topping Turbo was eventually debuted at the Geneva Motor Show a few months later, in February 2006.

There were rumours that a soft-top version would be offered, but marketing men kept tight-lipped for over a year before making the announcement in early May 2007 that a Cabrio version of the Turbo would indeed join the line-up. It would be a further four months, though, before it finally went on sale.

These first-generation 997 Turbos remained in production until 2009, at which point Porsche revised the whole 997 series, with a number of relatively small styling upgrades, a new 500bhp 3.8-litre engine and a new transmission option. Gone was the well-received Tiptronic, replaced by Porsche's race-bred PDK (*Porsche Doppelkupplung*) dual-clutch seven-speed transmission. A six-speed manual remained the norm. The 997 range was replaced in 2012 by the all-new 991 series.



A SENSIBLE CHOICE?

This really is something of an odd-ball in the Porsche family history. The 997 Turbo coupé is one of the ultimate supercars, without doubt: excessive horsepower (too much is never quite enough...), four-wheel drive and brakes which can suck out your eyeballs. That greatly-overused word 'awesome' is the only way to describe it.

So, then, what is the point of taking this, to shamelessly steal BMW's sales line, 'ultimate driving machine' and turning it into the 'ultimate posing machine'?

Well, we'll tell you: it opens up the marque to a far wider

audience. Porsches have always been seen by some as a bit too Germanic; too sensible by half - and a bit too quirky. Oh, and not flash enough.

The Turbo Cabriolet blows those arguments into the weeds. It's still Germanic in terms of its engineering, but sensible? Hah! Who really needs almost 500bhp in a convertible? You don't buy a soft-top for its trackday abilities, and you'll find few being thrown around mountain passes, chasing down the local Ferrari boys. Surely Cabrios are for whimps... Er, are you sure about that? 193mph (and that's the conservative factory

claim - reality is nearer the magic double-ton), and 0-62mph in under four seconds is sledgehammer performance. Sensible it's not...

Quirky? If by that you mean difficult to drive, then think again. With four-wheel drive, optional Tiptronic gearbox (a six-speed manual was standard fare, but a less popular choice), a roof that cycles up and down in under 20 seconds, and a massively torquey engine, this is an easy car to drive to the gym, or golf club.

It remains something of a paradox: what looks like the ultimate poser's car is, in fact, a very accomplished supercar...

The Cabriolet's roofline doesn't flow as well as the coupé's, resulting in a slightly hump-backed profile, which seems to emphasise the aggressive Turbo styling





INTERIOR

The interior is trimmed in leather to a very high standard, with the seats among the most comfortable we've ever experienced. The dashboard layout is fairly typical of what we have come to expect from Porsche since the launch of the Boxster and 996 ranges, with five 'over-lapping' instruments - still featuring a centrally-located tacho, naturally - ahead of the driver behind a chunky three-spoke steering wheel.

A centre console houses the sat-nav and sound systems, along with controls for the air-con, etc. It's strictly a two-seater, of course, but there's more than enough luggage space behind the seats and in the front luggage compartment for a decent trip to the south of France - even though part of that boot space is taken up by the front differential unit...



WHAT TO WATCH OUT FOR

Let's get one thing straight. You will NOT have to worry yourself unnecessarily about all the old engine problems which beset the older water-cooled 911s. Never.

OK, that's out of the way. The GT1-based motor is about as bulletproof as any modern high-performance engine can be. Just look for proof of sticking to the service schedule and you won't go far wrong.

To be frank, many Turbo Cabriolets you'll find on offer won't have covered a particularly high mileage, so there's less chance of any major problems anywhere across the board. The drivetrain certainly shouldn't have suffered, nor the suspension. The transmission, manual or Tiptronic, gives little cause for concern.

The only problem you might want to watch out for, even on low mileage examples, is a worn clutch - a car that's spent most of its life in the city (and many Cabrios are shackled to such an

existence) will be more likely to need a new clutch at a relatively low mileage than a car that's seen far higher motorway miles.

The obvious thing to check for is evidence of accident damage. Cars of this value will rarely be repaired badly (cosmetically speaking, at least) so take a look underneath for anything that suggests an 'off-road' excursion - damaged undertrays, for example. It's also imperative that

you carry out an HPI check - if you're buying from a dealer, that will almost certainly have been carried out anyway, but don't take it for granted.

Buying a car of this value and pedigree privately will always be a risk, so we'd recommend going through a reputable dealer - or arranging your own pre-purchase inspection. Many independent dealers will be happy to help out here. Better safe than sorry.



ENGINE

By the time the 997 arrived, the engine problems associated with the outgoing 996 (M96) had been solved. Not that they would have been of any concern to the buyer of a Turbo, the engine of which was based around the 964/GT1 race motor – a bulletproof unit immune to the RMS and cylinder woes that beset the basic M96.

The Turbo produced its 480bhp at 6000rpm, with a staggering 502lb/ft of torque generated between 2100 and 4000rpm. The 24-valve dual overhead camshaft engine (one per bank of cylinders) had a bore and stroke of 100mm x 76.4mm, to give a capacity of 3600cc.

Variable Turbine Geometry (VTG to your friends...) and VarioCam Plus variable valve timing/geometry mean that the Turbo is incredibly tractable – and silky smooth – across the entire rev range.

The optional Sport Chrono package allows an overboost situation which brings even more 'oomph' to the table, changing the throttle response and making the car feel more alive. As if a Turbo ever felt flacid...

TRANSMISSION

The 997 Turbo (coupé and Cabriolet) was offered from the very beginning with a choice of six-speed manual or four-speed Tiptronic transmissions. Most Turbo Cabrios you'll find will feature the latter.

The full-time four-wheel-drive driveline relies on a multi-plate viscous coupling located in the front differential unit, with between five and 40 per cent of the torque being available to the front wheels.

A limited-slip differential was offered as an option, but you won't find many cars so equipped.

SUSPENSION

Along with the rest of the 997 series, the Turbo Cabrio relies on MacPherson front struts with track-control and longitudinal locating arms at the front. At the rear, there is a multi-link set-up and coil-over dampers.

Early road tests reckoned the Cabrio's PSM (Porsche Stability Management) system was the best so far, with a slightly softer ride matched with the higher (by 60kg) overall weight leading to a somewhat more predictable feel. It may not be as much of a driver's car as a GT3, for example, but it won't disappoint!

WHEELS & BRAKES

Shared with the Carrera GT, the 350mm six-pot caliper brakes are among the best in the world. You could up the spec to the PCCB set-up, too. In our opinion, they're not really necessary for road use and came at a substantial premium – our advice is not to pay any extra for a car with them installed. They crack and require regular replacement at huge cost.

Wheels are 8.5J x 19 at the front, with fatter 11Js at the back, shod with 235/35ZR19 and 305/30ZR19 rubber, respectively. The 'five triple-spoke' design has aged well.

PRICES

So how much does one have to pay for such an exotic creation as the 997 Turbo Cabriolet? At its launch, the UK list price was in the region of a heady £106,000, but it wouldn't take you long to boost that by specifying various options, such as those Porsche Ceramic Composite Brakes at around £5000 a time. Porsche dealers reckoned that the average customer (if there is such a thing) added around £10,000-worth of options when placing his order, taking most Turbo Cabs close to £120k!

But what would you have to pay now? Well, when we first looked at used examples of this car a couple of years ago, prices were firm in the £80-85,000 bracket, but times are hard and prices

are falling. A shade under £67,000 will now buy you a Tiptronic version at Wimbledon Specialist Cars (020 8545 0896). It's only covered 6500 miles and is finished in black with the full Sport Chrono package. Don't be put off by the Tiptronic – this is a great car for those long summer trans-European jaunts!

If you think that's good value, then you'll love the example at Redline Specialist Cars (01423 863100) – at £49,995, it's the cheapest we found. OK, it's another Tiptronic and it has covered more miles (around 50,000) but it's well-spec'd and finished in black, which always looks good!

In fact, black seems to be the colour of choice among Turbo Cabrio buyers –

at least, when they were new – for the third example we came across was also in Basalt Black, with black leather. Guess what? It's another Tiptronic, this time with 25,000 miles, with an asking price of £53,950. This one's at Status 1 Automotive (01924 422248).

Want a new one? OK, so it's the more modern updated version, but worth mentioning here. Porsche Centre Leeds (0844 844 3355) has what amounts to a brand new car (registered on 1st January 2012) with little more than delivery mileage. It has the PDK trans and is finished in silver, with grey leather interior. All yours for £112,990 – remember, that's only a shade more than the original model cost at launch.



DRIVING

If you've never driven a 997 Turbo before, then be prepared for a hell of a ride. Remember, this is a near-200mph car, with brakes and handling to match.

The VTG system means that turbo lag is (almost) a thing of the past, although there is still the merest hint of delay when planting the throttle at low rpm. On full boost at high rpm, this is a rocketship. Han Solo would have approved.

The Tiptronic can be the quicker car in many situations

but lacks the sporting feel of the manual. It's horses for courses, though, as many people who bought Turbo Cabrios were less concerned by lap times round the Nürburgring, preferring the ease with which the car was to drive in the city. In that instance, the Tiptronic made perfect sense.

For all that, this is a very quick car on road or track. Porsche's engineers did a fine job of bracing the bodyshell to make up for its lack of roof. The extra weight (a shade over 60kg)

makes itself felt if you drive the two models back to back, but it's nothing to worry about.

The brakes are superb and the optional PCCB set-up breathtakingly efficient. Just make sure you get the pads/discs warm first, though. Hit the PCCB brakes hard when they're still cold and you'll start to wonder what's happened.

Overall, it may look like a poseur's car but trust us when we say, this is every inch a Porsche Turbo!

FURTHER INFO

Porsche Club GB: 01608 652911
www.porscheclubgb.com

Porsche website:
www.porsche.co.uk

Three for sale:

<http://www.redlinespecialistcars.co.uk>
What: 2007 997 Turbo Cabrio £49,995
Details: This car is finished in Basalt Black with black leather sports seats. It's covered just under 50,000 miles from new. It's a Tiptronic and has the Boge sound upgrade. It's also the cheapest we found currently for sale.
Where: Redline (Knaresborough) 01423 863100

<http://www.stratstone.com>
What: 2008 997 Turbo Cabrio £60,416
Details: This one's a manual with Sport Chrono in dark grey, so as far as we're concerned, it ticks all the right boxes. It's covered just under 30,000 miles and comes with the Porsche Tracking system and Park Assist. A very nice car.
Where: Porsche Centre Bolton 01204 555324

<http://www.randwmotorcompany.co.uk>
What: 2008 997 Turbo Cabrio £60,925
Details: A Turbo Cabriolet in white is pretty unusual, and may not be to everyone's taste, but it's only done 12,000 miles and is loaded with options. It's a Tiptronic (no surprise) and it's the closest you'll get to a new car!
Where: R&W Motor Co (Middlesex) 01753 65556

Our thanks to Paragon GB for the studio model...

OWNER VIEW

Owner James Martin reckons that his Turbo Cabriolet is the best car he's ever owned. 'I have to admit, I'd never thought about buying a convertible – especially a Porsche. I had wanted a Turbo for as long as I can remember and when the time finally came to go shopping, my wife walked over to the Turbo Cabrio sitting in the corner of the showroom. My heart sank...

'I really expected it to feel like a poor cousin to the "real" Turbo, but I was in for a big surprise. It was clear from the moment we went on the test drive that this was the car for us – I loved the performance and handling, my wife the looks and the fresh-air motoring. It's hard to think of a better car, although I am looking forward to the 991 Turbo – hopefully a Cabrio!'

TRADE SPEAK

Paragon (www.paragon.gb.com) who kindly lent us the example shown here, sum up the Turbo Cabriolet thus: 'It is worth considering for a moment the fact that you are getting 480bhp matched to a sublime chassis. That's the thing you have to remember with the Turbo.

'It is, by any definition, a "supercar" yet you don't get the hassles or annoyances that you often expect when you use that word. It's not twitchy or temperamental – it's pure Porsche engineering brilliance in a

tried and trusted platform that offers simply breathtaking performance. However you want to use it – to head to work or to lap the Nürburgring – you have the perfect companion. In Cabriolet form it offers what must be the ultimate in open top motoring.'

Generally speaking, cars like the Turbo Cabriolet help draw new faces into the showroom – it's a car that appeals to a wider, less of an enthusiast market – and that has to be good news in these trying times...

The electric folding roof is a technological marvel – you could spend ages watching it go up and down! It's wind-tight and can be raised or lowered at up to 31mph, in under 20 seconds





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Porsche 911 (997) 3.8 Carrera S Cab PDK
2009/59, Carrera White, 385bhp, Black Leather, PCM - Touch Screen Sat Nav, Sports Seats, Heated Seats, Cruise Control, Carbon Package, 19" Black Sport Design Alloys, Aluminium Dials, PASM, PSM, Mileage 25,400 **£49,995**



Porsche 911 (997) 3.6 Targa 4
2008/08, Basalt Black, 325bhp, Black Leather, PCM - Sat Nav with Phone, Sports Exhaust System, Heated Seats, 3-Spoke Sports Steering Wheel, 19" Black Sport Design Alloys, PSM, Climate Control, Mileage 39,400 **£35,995**



Porsche 911 (997) 3.8 Carrera S Convertible
2007/07, Basalt Black, 355bhp, Black Leather, PCM - Sat Nav with Phone, Sports Seats, Heated Seats, Park Distance Control, 19" Carrera Classic Alloys, PASM, Xenon Lights, Aluminium Dials, PSM, Mileage 24,900 **£34,995**



Porsche 911 (997) 3.8 C4S Cab Tiptronic
2006/56, Arctic Silver, 355bhp, Ocean Blue Leather, PCM - Sat Nav with Phone, Switchable Sports Exhaust, BOSE Sound System, Electric Memory Seats, 19" Turbo Alloys with Porsche Crests, Mileage 38,600 **£32,995**



Porsche 911 (997) 3.8 C2S Cab Tiptronic
2006/56, Basalt Black, 355bhp, Black Leather, PCM - Sat Nav with Phone, BOSE Sound System, Heated Seats, 19" Carrera S Alloys with Porsche Crests, PASM, Xenon Lights, Aluminium Dials, PSM, Mileage 50,250 **£29,995**

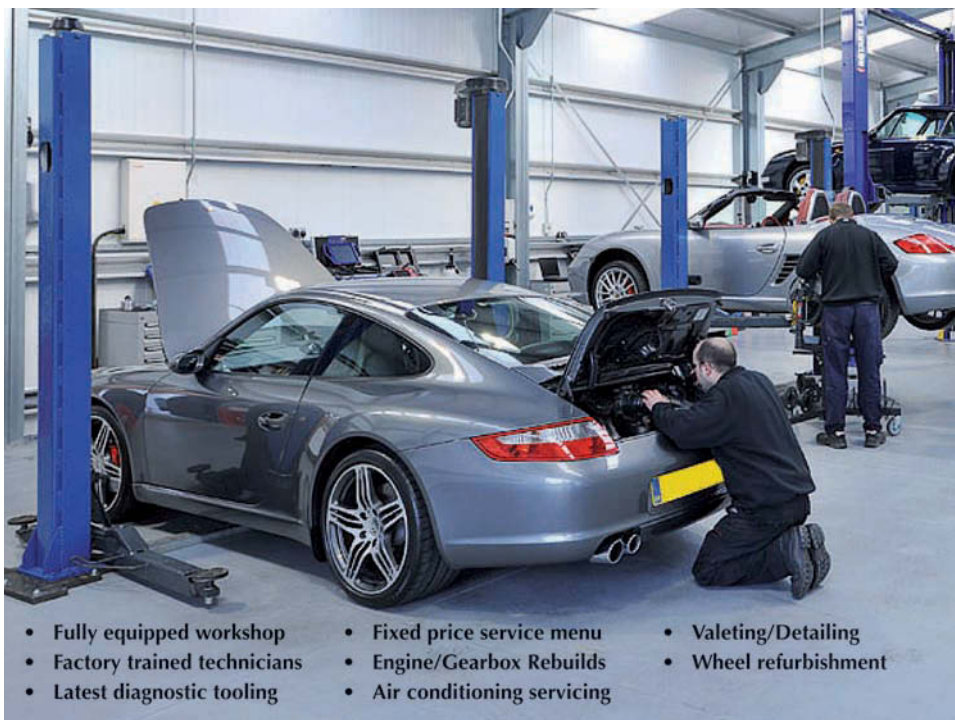


Porsche 911 (997) 3.8 Carrera S Convertible
2006/06, Arctic Silver, 355bhp, Black Full Leather, PCM - Sat Nav, BOSE Sound System, 19" Carrera S Alloys with Coloured Crests, Xenon Lights with Wash, Aluminium Dials, PASM, PSM, Climate Control, Mileage 50,750 **£27,995**



Porsche 911 (997) 3.8 Carrera S Convertible
2005/05, Speed Yellow, 355bhp, Black Full Leather, PCM - Sat Nav with Phone, BOSE, Embossed Headrests, 19" Carrera Classic Alloys, Speed Yellow Seat Belts/Instrument Dials, PASM, Xenon Lights, PSM Mileage 41,750 **£27,995**

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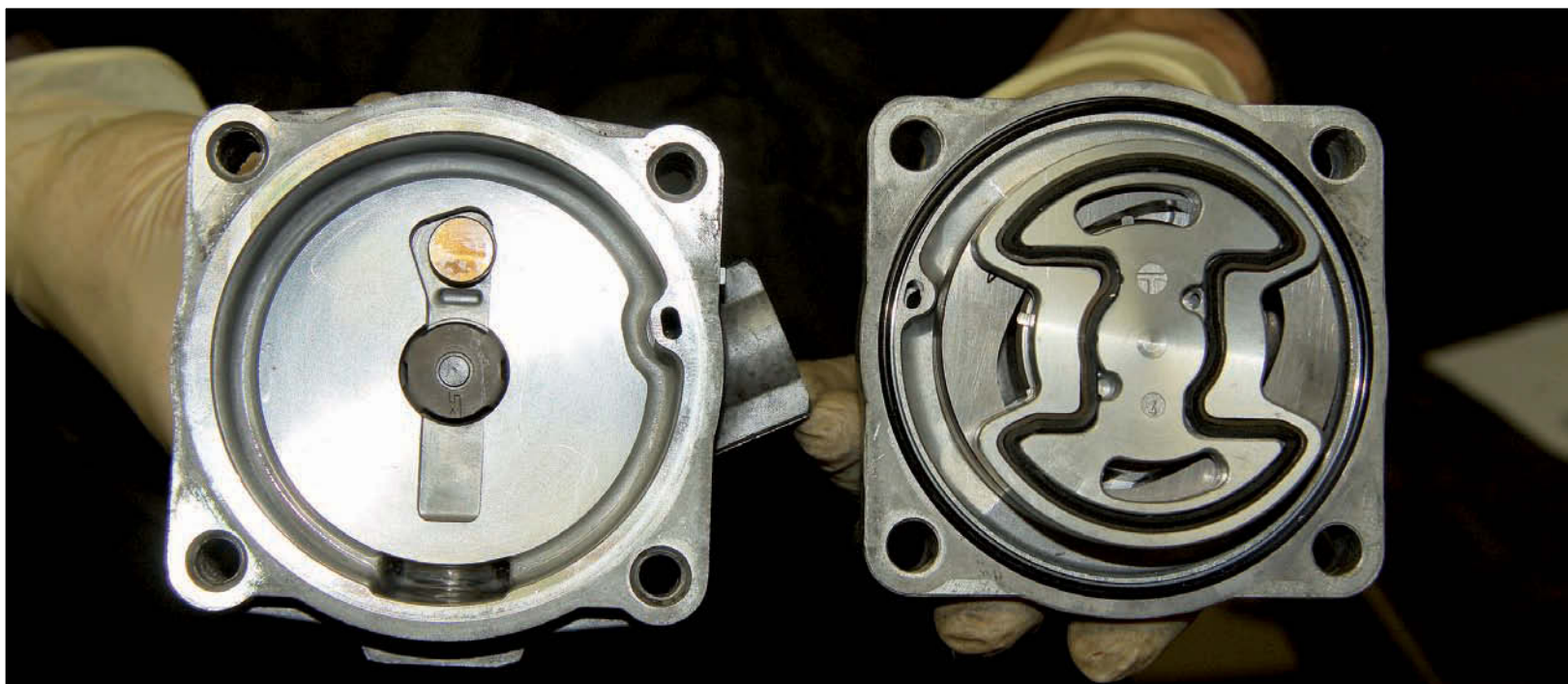
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Story and photography by Chris Horton

STEERING CLEAR

Whether you are a DIY novice or an accomplished expert, overhauling your 944's power-steering pump could hardly be easier or more cost-effective. And much the same technique applies to the 968, the 928 – and even the 993-model 911 Carrera

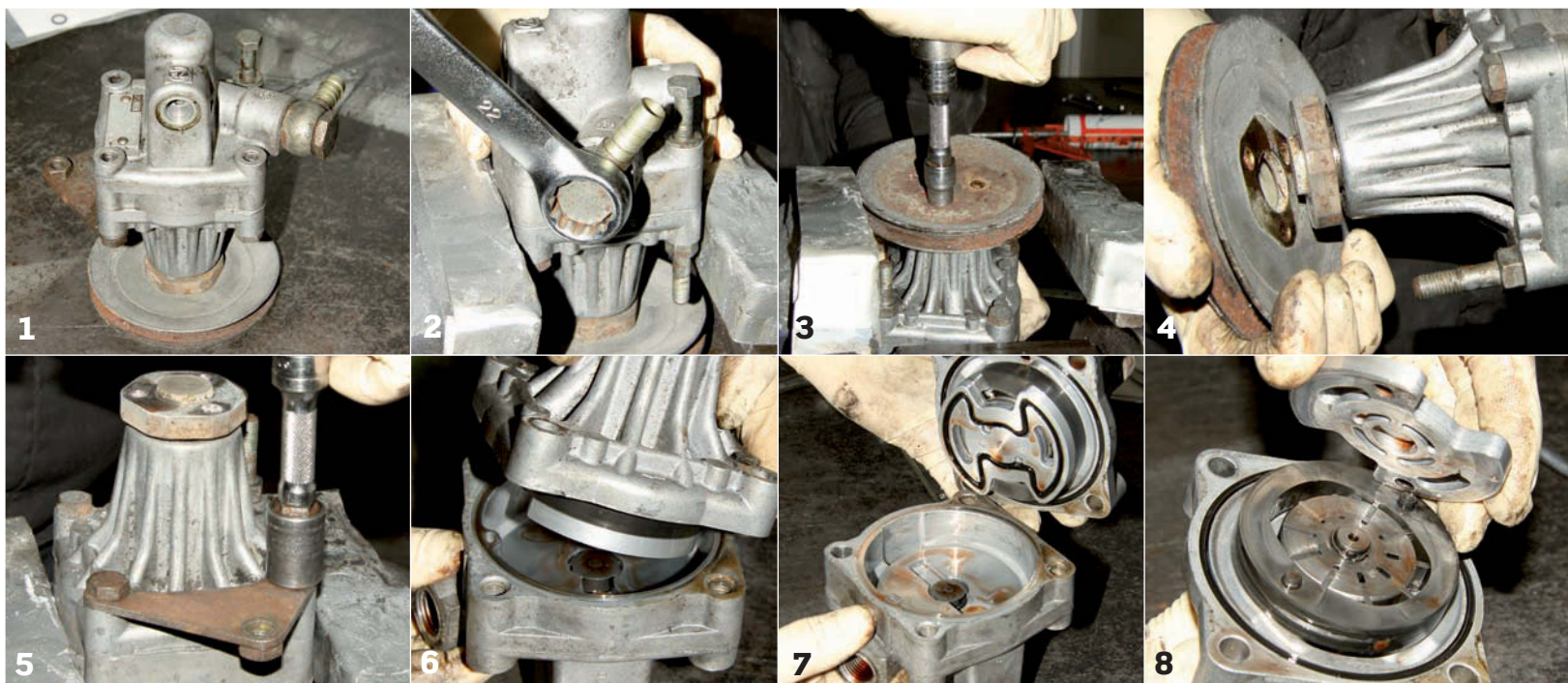
There has long been a widely held belief among the magazine-

buying general public that journals of all kinds routinely 'recycle' stories – often on a yearly basis. And why should they not

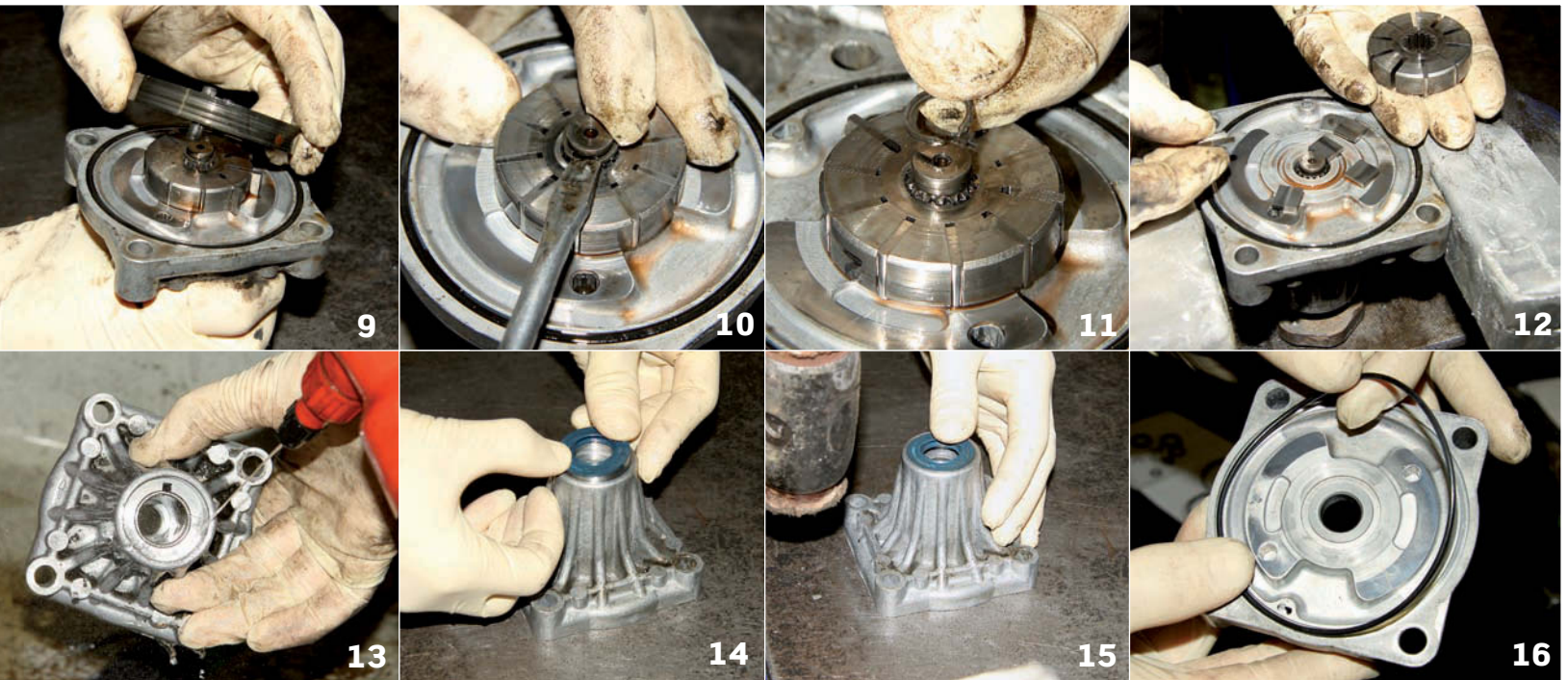
subscribe to that notion? Think of all the repeats you get on TV these days – or, as the broadcasters themselves seem to

prefer to describe them, 'another chance to see'. It's not something that we very often do here at *911 & Porsche World*.

There is always more than enough fresh material to keep us busy for at least another 23 years (we've been around since the



928, 944 & 968 STEERING-PUMP OVERHAUL



First stage in stripping the pump is to remove external hardware, such as hydraulic connections and pulley - although latter could remain on the shaft if you wished. Adjusting link's bracket is secured by two of the four M8 screws holding the two halves of the pump body together, which after you've removed the other two should separate quite easily. Carefully mark castings and other parts for correct reassembly later. Heart of the pump is that central hub with sliding vanes inside an eccentrically shaped chamber

spring of 1990, you might recall), without resorting to endless re-runs. Very occasionally, though - as here - we will happily revisit older topics. And since the last time we looked at overhauling a 944 power-steering pump (as also fitted to the 968,

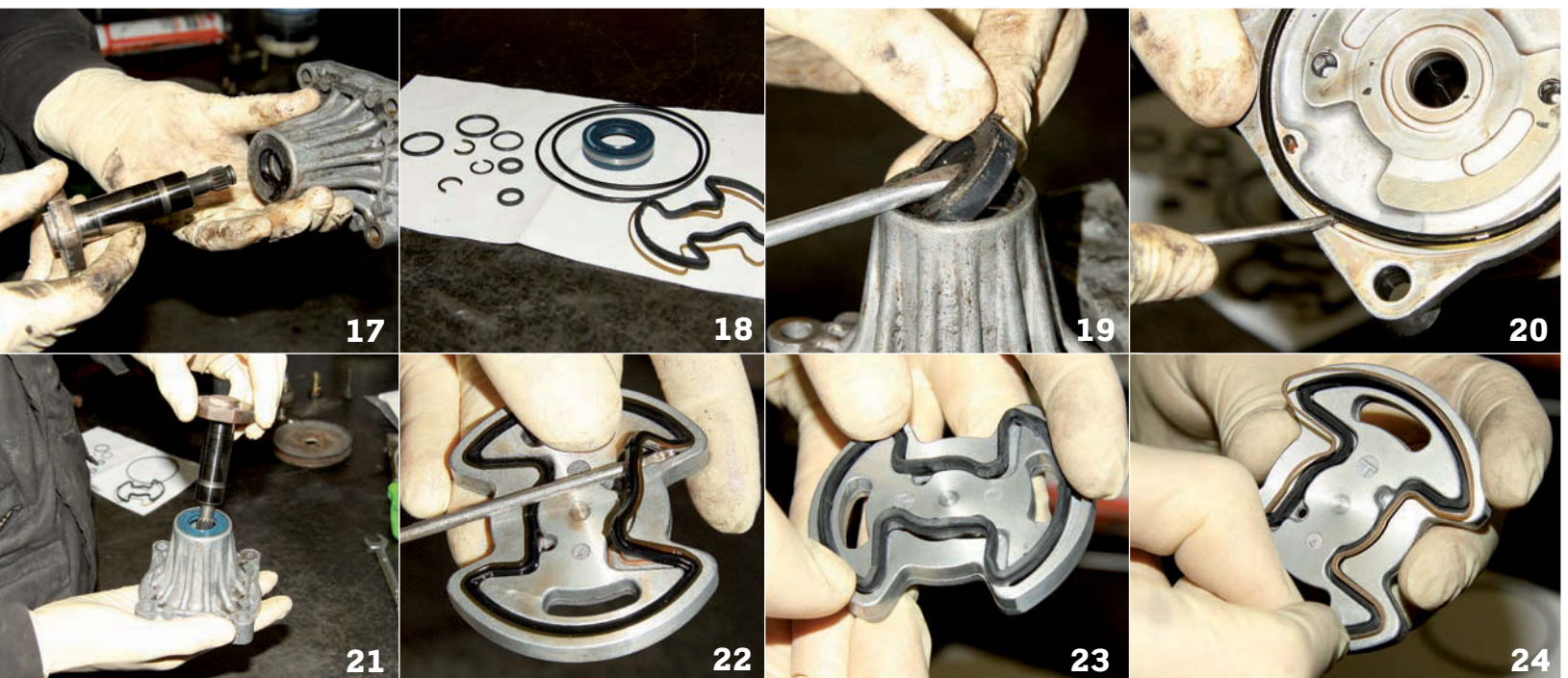
the 928, and even the 993) was over a decade ago now, in the July 2002 issue - and itself long out of print - we hope that you will on this occasion see some genuine merit in the accompanying new (ie not simply copied and pasted!) words and step-

by-step photographs. As always with stories of this nature, there remain what you might call certain ideological practicalities to consider. In short, is it really and truly worth the effort of doing the job yourself? And would it not be

quicker and easier, in any case, simply to fit a complete new pump? The answer, as ever, depends upon a number of factors, not least your aptitude, the facilities (and funds) at your disposal, and perhaps even your inclination to

get your hands (just a little!) dirty. But for newcomers there can be few simpler but still worthwhile overhauls on which to cut your DIY teeth; and even for old stagers few more satisfyingly cost-effective tasks for an easy Sunday

Arguably the trickiest part of the entire job is removing the tiny circlip securing the hub to the splined shaft (opposite page) without either damaging it or losing it. Rennbay kit (this page, below right) provides a replacement (three, actually, presumably for different applications), but interestingly the genuine Porsche one does not. Specially shaped rubber seal sits in groove with its narrower face uppermost, towards you, and is then joined by the similarly shaped nylon retaining ring. Patience needed for a good, snug fit





25



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28

ACKNOWLEDGEMENTS & USEFUL CONTACTS

Thanks to RPM Technik in Long Marston, Hertfordshire, for fitting this job into their busy schedule at short notice. Call 01296 663824 to discuss how they may be able to help you, or else go to www.rpmtechnik.co.uk. Porscha-Recycled, from whom we had already obtained the used pump shown here, is in Stretford, Manchester. Call 0161-865 8841 for more information on these and other good-quality second-hand parts. Euro Car Parts is at www.eurocarparts.com.

morning's spanning out in the garage.

From Euro Car Parts a 'new' (in other words, reconditioned) pump for a 944 is at the time of writing going to cost you £147.60 – or £237.60 in the event that you don't have a suitable old unit to exchange. Both of those figures include VAT. Second-hand units are readily available, too. The pump we overhauled for this feature came from Manchester-based Porscha-Recycled for just £40, and as you can probably tell would have

been perfectly serviceable as it stood. But an overhaul kit from US-based Rennbay (www.rennbay.com) will set you back only \$20 (plus, of course, any applicable local taxes and/or import charges), and here in the UK even the genuine Porsche repair kit (part number 928 347 921 01) is currently priced – from Porsche Cars GB itself – at just £11.58 including VAT. Amazingly, that's only 9p more than we paid for exactly the same set of components way

back in summer 2002.

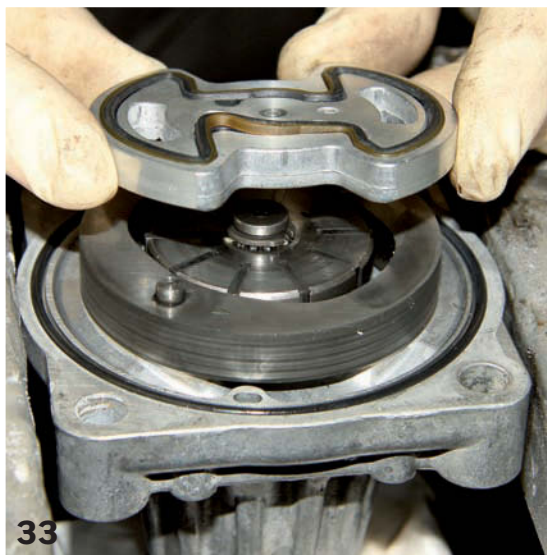
Overall labour costs – if you are paying someone else to do the work for you – will obviously be somewhat lower if you simply have a new or second-hand pump installed (it takes around an hour to strip and then rebuild the unit), but even today the majority of UK independents charge no more than around £60–£70 per hour, plus VAT, so however you choose to look at it the figures do still stack up in favour of the overhaul.

You are not going to

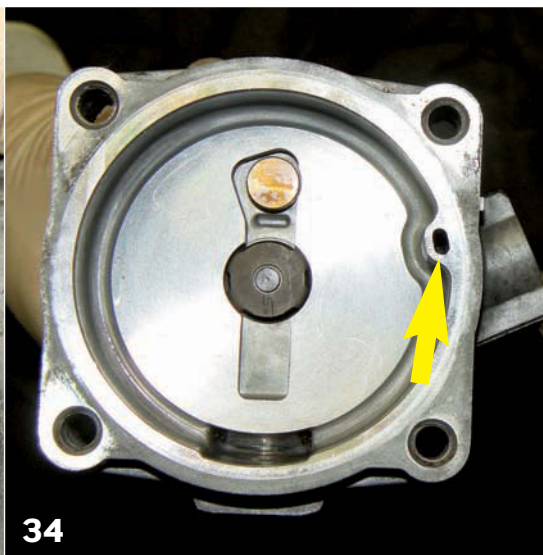
need much in the way of tools and equipment, either. Wrenches and/or sockets (13mm and 10mm, plus perhaps 22mm and 24mm for the hydraulic connections); a couple of flat-bladed screwdrivers, and a pointed pick to hook out the internal 'O'-ring and other seals; a small, soft-faced hammer and perhaps a block of wood (to drive in the new front oil seal); and a bench-mounted vice (although this writer first did the job with nothing more than a classic Black & Decker Workmate). As for materials, obviously the seal kit itself; some means of thoroughly degreasing and cleaning all the components; copper- or aluminium-

based grease; maybe some copper washers for the pipe unions; and, last but not least, for a belt-and-braces job perhaps a small quantity of silicone-based clear sealant. More on that a little later.

How, though, will you know if it's your Porsche's steering pump that needs repairing, and not the adjacent steering rack? (For a how-to on that equally satisfying and even more cost-effective overhaul, by the way, see the May 2011 issue – and note that Rennbay sells a full seal kit for the majority of these now increasingly leak-prone 944 units, too.) The most likely problem is a straightforward fluid leak, either from the front seal, or else from between the



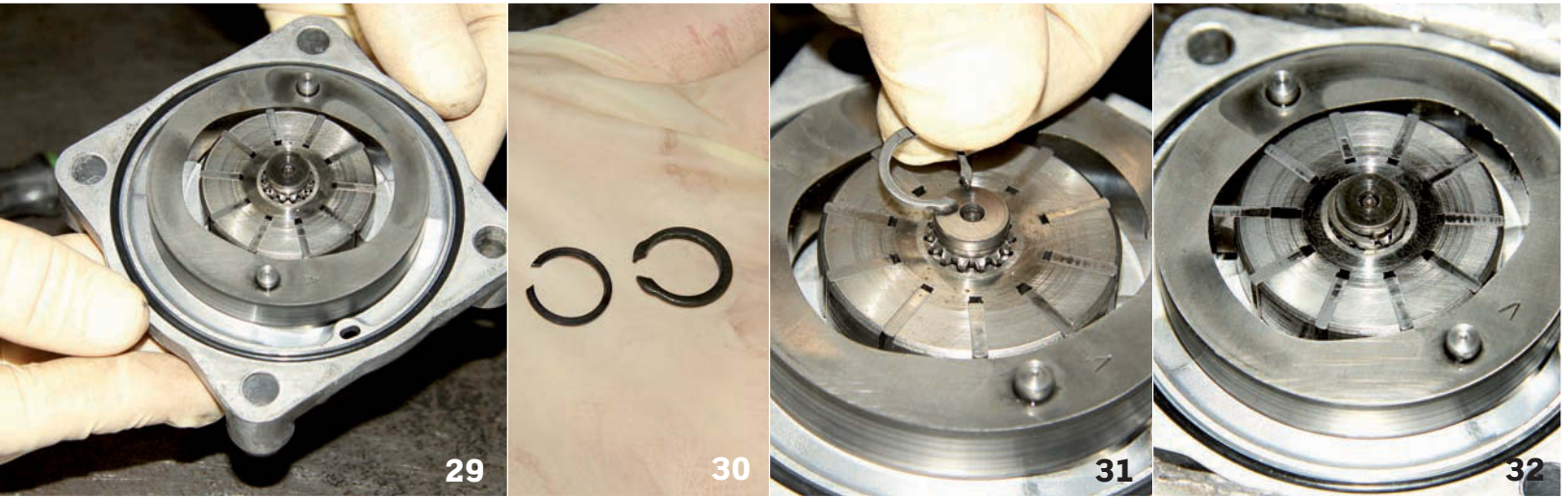
33



34



928, 944 & 968 STEERING-PUMP OVERHAUL



Reassembly of remaining parts is both a reversal of dismantling procedure and pretty obvious - as is the entire overhaul. Steel ring forming main chamber fits with its longer dowels facing towards the pulley end of the pump. Vanes don't need to go back into the same slots from whence they came, but do make sure they are all scrupulously clean and orientated correctly, ie with their rounded edges facing outwards. We managed to refit old circlip, which looked a little more secure than any of those in the Rennbay kit

two halves of the pump body - or both. But it will obviously pay first to make sure that it's not simply a loose pipe union or hose clip (or, of course, the rack) by thoroughly cleaning off the existing gunk, and then watching to see where any new stuff emerges after you restart the engine.

Serious wear within the pump seems quite rare, unless it has for some time been running with little or no fluid in the system. (Which, for the record, should in the 944 be the familiar pink and slightly sickly-smelling

ATF, or automatic transmission fluid, to the later Dexron II standard. Do please note, though, that crucially the 993 requires a special fluid known as Pentosin CHF 11S.) And even then you may be lucky and get away with a seal kit, unless the thing has been grinding away for literally hundreds of miles - which is unlikely given that by definition there would have been no power assistance to the steering. If when you get your pump apart you do find major problems, then almost certainly your

best option is simply to bolt the two halves back together and buy an exchange unit.

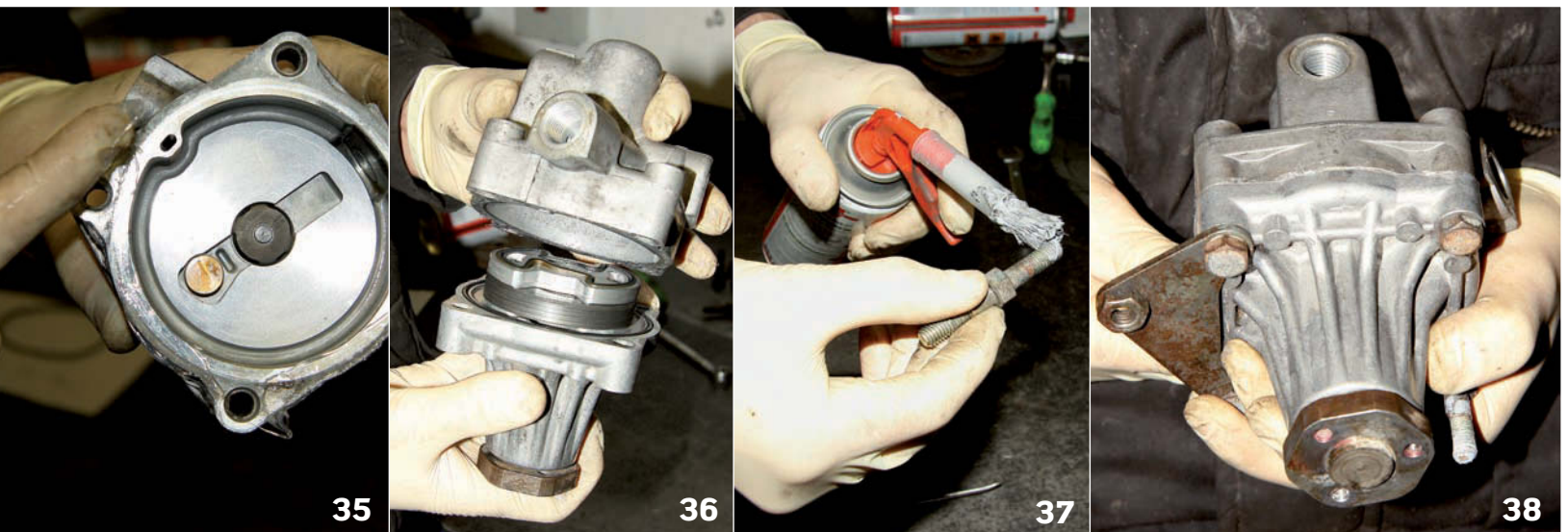
The only other points to bear in mind relate to refitting and then recommissioning the pump. I always make a point of removing and then stripping down and cleaning and lubricating the drive-belt adjusting link - it's exposed to the elements, and frequently seizes up - and later making sure that the belt itself is correctly tensioned. There is, not surprisingly, a special Porsche tool to help you

get that right, but I rely on experience, so far with no obvious problems. Tight, of course, but not too much so...

Finally, to help refill the system quickly and efficiently, first prime the pump with ATF - ideally just before you reconnect the pipes in order to avoid mess. Refill the under-bonnet fluid reservoir, and then briefly run the engine. This will - or should, anyway - cause the level in the reservoir immediately to drop, but the pump will most likely be rattling loudly. (That's caused by the internal

vanes, with little or no fluid inside it to damp their movement, slapping against the wall of the chamber.) Switch off, refill the reservoir and then restart, repeating the process until the fluid level first stabilises and the fluid itself then loses its frothy appearance. It helps to wind the steering wheel from lock to lock, too - but don't hold it against either end-stop for more than a few seconds at a time, or you risk overloading the pump and even overheating the fluid. It's all common sense stuff, really. **PW**

Shaped rubber seal and nylon ring seemed to want to spring up out of their groove, so take care that they are correctly positioned as you finally reunite the two halves of the pump body. Those obviously need aligning such that, as you bring them together like the pages of a book (opposite page), the two fluid ports match up. A modest smear of clear silicone sealant between pump-body halves (this page, below left) is reckoned to aid 'O'-ring - and assembly grease will help it all come apart again in another 20 years



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Photo: Brett Fraser

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NEW DIRECTION

One of the UK's oldest established independent Porsche specialists branches out, with a showroom packed with cars you will really want to buy!

Words and Pictures: Paul Davies

Car buying habits have changed considerably in the past decade, ask anyone in the business. Nowadays the power of the Internet is such that the customer has a pretty good idea what he wants even before he steps through the showroom door. At least, he thinks he has. Funny thing is, it's amazing how the sight of machinery in the metal, rather than the virtual, can change even the most focussed of minds. Which is why it's still important to offer potential purchasers a choice; what the buyer wants is something to turn to if he (or she) rejects their cyber-selection. If there's nothing else available, they'll walk.

I rate PCT's new showroom. You'll know the name over the door – the company has been repairing and servicing Porsches, including from time to time my own car, for longer than most, and continues to do so – but it's only recently they've moved into the car sales side of things. This late entry means the company, on the outskirts of Coventry, has been able to learn from the mistakes of others, and offer cars 'real world' people want to buy.

If you know the area you'll also know the building. Originally the name Autobahn was over the showroom, the PCT workshop was next door. Now it's all changed.

It's quite a story. PCT is one of the oldest surviving Porsche specialists in the country, tracing its ancestry back to the earliest days of the make. Nearly 40 years ago David Pattison started work in the Aston, Birmingham, garage where Newton Oils looked after its own fleet of vehicles, including a Porsche 356 owned

by Jack Newton. Then along came Nick Taylor, and then, a few years later, Simon Corbett.

In 1985, the oil blender – ultimately to be purchased by larger independent, Morris Lubricants – closed the garage, and the trio set up in business on their own account, with Porsche as the marque of choice. The new company took its name from the first initials of each of the founders' surnames.

The original PCT was smack in the middle of Birmingham, an old engineering workshop at the back of the engine sheds serving the ancient Snow Hill railway station. In those days David, Simon and Nick, did all the work themselves, taking the decision to just fettle and fix Porsches and keep things small to retain the personal touch. The tricky matter of used car sales was a no-no.

The business plan was obviously spot-on, customers finding their way through Birmingham's famous jewellery quarter to Derwent Works in ever increasing numbers. In most instances, it was word of mouth – and a growing reputation – that kept 'em coming in

agreed to stay behind and mind the shop.

For the three amigos, it was a big jump and a risky move – at a time when the economy was, to say the least, shaky. But, guess what? Everyone's smiling. The PCT workshop remains as busy as ever, and the new sales operation is going great guns. Simon Corbett says he's a happy bunny, and Nick Taylor says he's really enjoying himself. Further proof of success is that although David Pattison officially retired last year he still comes to work four days a week – which must be a trifle strange because he's already had the leaving party, and Simon and Nick gave him a Mini Cooper as a going away present!

But a happy business has got to be right for all concerned, not the least for the customers. Harmony and smiley faces, equals good work; something Honda have been promoting ever since they came into existence, and it hasn't done them any harm.

Before we go back to that showroom let's bring you up to date, staff-wise. Nick runs the workshop (aided of course by the 'retired' Dave) and now has four

“Services specially developed by PCT include rebuilding 996 Carrera 4 front differentials”

through the doors. But, just like the development of Porsche itself, evolution took a hand.

When ten years ago, sales specialists Autobahn took over a swish showroom on Coventry's A45 by-pass, they also gained possession of a state of the art workshop. PCT was invited to come in and look after this side of the business, preparing new and nearly new Porsches for sale, servicing Autobahn's customers' demands, and continuing to please their own clients. It was, as they say, a win-win arrangement.

Now it's all change again. Autobahn vacated the site at the end of March of this year, and Messrs Pattison, Corbett and Taylor, took the brave step to enter the world of Porsche sales for the first time, a mere 27 years after they first branched out on their own. The decision was doubtless made easier by the fact that Autobahn's sales manager, Paul Brookes,

technicians dealing with the mechanical side of the operation, along with office staff and – important support for a sales operation – a dedicated car valeting section.

Repair and servicing of Porsches of all ages is still the order of the day. Services specially developed by PCT include rebuilding 996 Carrera 4 front differentials – which suffer from bearing failure; and it would seem Porsche's only 'remedy' is to change the complete unit – and curing oil leaks on Carrera Tiptronic gearboxes. The latter has been achieved by PCT developing and commissioning the local production of high quality replacement gaskets.

Simon used to run the parts side of the business, but in the 'new' PCT he's moved over to join Paul Brookes on sales and, in particular, looks after buying cars for the showroom. Most of the cars in stock are obtained

CONTACT

PCT Cars Ltd, Dunchurch
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Website: www.pctcars.co.uk

From left: David Pattison, Simon Corbett and Nick Taylor, conveniently in the correct order to explain where the PCT name comes from

Paul Brookes (left) joined PCT from Autobahn to look after the showroom, alongside Simon Corbett who handles the buying of sales stock





by what is best described as 'networking' amongst the specialists, and on occasions even come from Official Porsche Centres. Sometimes descriptions are not accurate, and Simon says he's now learnt to always buy a return rail ticket when he sets out to collect a likely vehicle.

Needless to say, sales cars get the most rigorous of

occasional Carrera 3.2 (just before the date) in the list, and he thinks a sub-£10k Boxster (very affordable these days) is nice to have on offer.

The bulk of what's available is a pretty good mix of Carrera 964, 993, 996, plus Boxsters and Caymans, and the 997 which is now well into this price spectrum. If you take a look, it's amazing just what's available. It's

Dave Pattison is officially retired, but he still keeps coming back - as well as fitting in duties as clerk of the course for Curborough Sprints. His 1974 Carrera 2.7 is not for sale

“What's on offer is the sort of sub £45,000 Porsche that most of you want to buy”

check-overs - similar to Porsche's own 111-point pre-delivery inspection - and, with the workshop in the same building, there's no problem with after-sales service. Cars leave the showroom with either six or twelve months' warranty, and a breakdown package.

What is in the showroom is why PCT's sales are booming. The major mix is post 1990, and sub £45k. Which means, what's on offer is the sort of Porsche that most of you want to buy. Affordable, and high quality. There will always be a few exceptions to this date/price content; Simon would like to have the

difficult to ignore, for example, an early model 996 Coupe with a £12,996 sticker even if you did come through the door with your sights firmly fixed on the Boxster you saw on the internet; or a 2.7-litre Cayman at £17,987 when what you came in for was a Carrera 993. See what I mean about a decent showroom changing even the most focussed of minds?

So, with the right cars at the right price in the showroom, and a workshop with nearly three decades of Porsche experience to call on, who's to argue that PCT isn't going in the right direction? **PW**

The PCT workshop has the technology to handle all Porsches from 356 and 944 to the latest models. Air con checks and disc brake skimming are all part of the operation

PCT has its own engine and transmission build facility. A recently introduced service is re-building 996 Carrera 4 front differentials - Porsche can only supply complete units



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JOHNNY TIPLER

964 C2 (PEPPERMINT PIG)

Peppermint Pig's ultra-bright HIDS4U headlight bulbs failed recently: one was replaced by Autowerke, and the day after one went as I blatted down the Autoroute. Meanwhile, excellent new ContiSports have made way for Nokians, now serving their third winter, in preparation for snowy continental outings like the Monte.



PETER SIMPSON

996 C4/CARRERA 3.4 TARGA

Bored is the word this month. Nothing is going right and more things have gone missing. On the up side we spoke to Yokohama and they are going to send us a set of their new Victor wheels once the car is back on the road. Let's pray its before next Christmas. Wish us luck!



KEITH SEUME

912 (EL CHUCHO)

Still not painted - but at last it's largely in primer. These things take time, you know. It will be worth the wait, I'm sure. I have also just bought myself a set aluminium 944 spacesaver wheels for the full outlaw look. Oh, and I have decided on a colour, but I'm not going to tell anybody just in case I change my mind.



STEVE BENNETT

944 LUX

Still in the getting to know my new 944 phase. Recent work has included changing the power steering fluid and with it the discovery of a fluid leak from the steering rack. What is it about 944s and power steering racks, or is it just me? Will have to keep an eye on it. Still, we have done a 'How to' on rebuilding a 944 rack!



CHRIS HORTON

924S (TWO OF THEM...), 944

'Real progress,' I suggested here last time. But that was before the new silver (grey?) 924S, shown below on its delivery trailer last February, decided not to fire up. And before, while cannibalising the 944 for a starter motor, I managed to break that one, too. Full story on pages 104-105, as well as what I hope might be a very useful insurance tip.



GOING TOURING

Now it's 25 years old, the Carrera can be called a 'classic'. Which means our man can join the HRCR's Scenic Tours scene without embarrassment! (Autumn Leaves Action: KPB Photography)

In my opinion Porsches should not just be left in garages and polished on Sundays. Back in the early days, if you bought a 356 or a 911 at the first opportunity it would be throw out the wife and dog and head for the nearest race, rally, or driving test. Porsche built its reputation on its motor sport heritage; and we, as modern day owners of the marque, should do our best to continue the tradition. Porsches of all sorts are meant to be used.

Of course it's not so easy these days. The cost of most forms of sport is prohibitive to many owners, what with car preparation, tyres, event entry fees, licences, and the like. Join a motor club, however, and a whole world of low-cost activity appears. 'Closed to club' or 'invited' events such as autotests (the modern word for driving tests), trials, and sprints, can be contested with the minimum of preparation and paperwork. And if you

fancy rallying without cut-throat competition, you can opt for scenic tours.

Simply, it's road rallying (as we used to call it) without timing. It's not considered competitive by either the Motor Sports Association - who issue permits for motor sport events in the UK - or usually, but do check, your insurer. All you need is a classic car, membership of an appropriate club, and a sense of adventure. Take a carefully organised but easy to navigate route over 'good driving' roads, through interesting scenery, add a few refreshment stops, and perhaps an evening meal and get-together, and you've got a tour.

Although there are a number of commercial concerns which organise touring events (you'll see the ads) the Historic Rally Car Register's 15-event series of Scenic Tours, supported by Canley Classics, is top of the pile.

Which brings us to the Autumn Leaves Scenic Tour, debut outing for the

PAUL DAVIES

911 CARRERA 3.2

Occupation: Freelance Writer

Home town: Mitcheldean, Gloucestershire

Previous Porsches owned: 1 (1968 912)

Car: Carrera 3.2 Targa

Year: 1987

Mileage: 106,345

Owned for: 6 years

Mods/options: None. Just as Stuttgart intended!

Contact: auto.writer@btinternet.com

THIS MONTH IN BRIEF:

Taking part in a scenic tour

Carrera 3.2 which, at 25 years old, now qualifies for this type of event. (Actually most organisers say they will accept 'interesting' vehicles of any age, so if you have a GT3 don't despair.) Starting point, Monmouth, past the town's statue to its most famous son, C S Rolls, and on a 100-mile route into the snow-capped Black Mountains - it was early November - with tea at historic Llanthony Priory, and then to Speech House Hotel in the Forest of Dean, to collect a finisher's award and partake of a slap up meal. Entry fee for a car and two people, including meals and the all-important bacon butty before the off, just £90, equals a good day's





driving on some really entertaining roads.

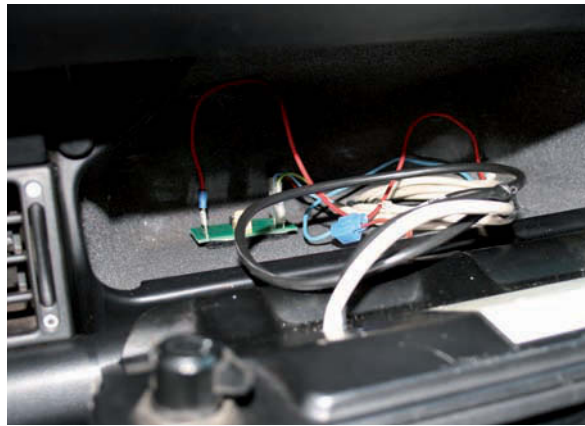
Sixty-six classics took part, from a 1939 Citroen 'Traction Avant', to a modern(!) Morgan the driver borrowed when his similar but much older model developed problems the day before the start. Amongst the runners were British Historic Rally Champion, David Stokes, in his wife's TR4A, and eighties Leyland works driver Graham Elsmore in, appropriately, a TR8. There was only one Porsche, ours.

So, what was needed to get the Porsche to the start – apart from fill in the entry form? First off my wife, Tracy, was persuaded to take the passenger's seat and read the all-important Road Book of route directions issued at the start, and then it was just a matter of installing the trip meter.

Actually a trip meter – which records the

distances covered between each route change in the Road Book – is not wholly necessary. If the odometer on the car is accurate and it's possible to read it, and convey the information to the co-driver whilst driving along, then OK. But, most car odometers are not sufficiently spot-on, and in my case such action would need constantly taking my glasses off to read the dial then putting them back on again to see the road ahead!

Old-style 'trips' were clockwork-style mechanical, nowadays they are all-singing electronic, and much more affordable. I've had my Brantz International 2 model for quite a few years, and rate it highly for accuracy, user-friendliness, and – all important – being easy to fit. The unit takes the necessary pulses to operate the digital readings direct from the



Carrera's electronic speedometer (on the g12 it was via a drive inserted in the speedo cable) and has two 'windows', one showing overall distance covered, the other intermediate, which can be zeroed (as you reach each point in the Road Book) from a button on the end of a cable.

The Brantz had to be positioned in the co-driver's line of sight, and so I bought a spare glove box lid to drill holes for a wooden mounting block and to pass the cables through to the connections inside the box. When I want to return the car to original condition, the old lid will be re-fitted. Take a look at the pics.

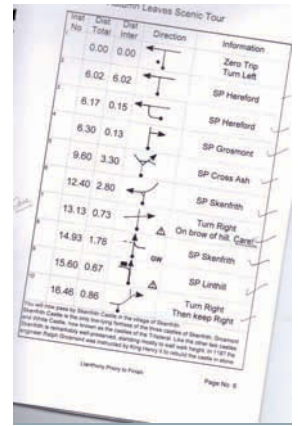
The meter has to be calibrated to accurately display the distance travelled – this being dependant on gearing and wheel/tyre size – which in my case was a matter of travelling over a measured mile set out on a local

road by my motor club and feeding a series of figures into the unit. Once on an event it's possible to fine tune the accuracy to match the organiser's figures in the Road Book, where the route instructions are shown as 'Tulips'.

Which – apart from making sure it's totally roadworthy and has all the required paperwork such as registration document, MOT certificate, and insurance – is all you need to prepare your car for going on a Scenic Tour. The series covers quite a lot of the country, so with a little bit of planning you'll probably find one within easy reach. Take a look at the HRCR website and aim to turn out on one, or two, in 2013. See you there.

CONTACT

Clayton Classics HRCR Scenic Tours:
www.hrcr.co.uk/Scenic_Tours/
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The Brantz trip meter is mounted on a spare glove box lid (you'll need an 8mm spanner and small fingers to remove the original and re-fit the new one) with holes drilled for the cables

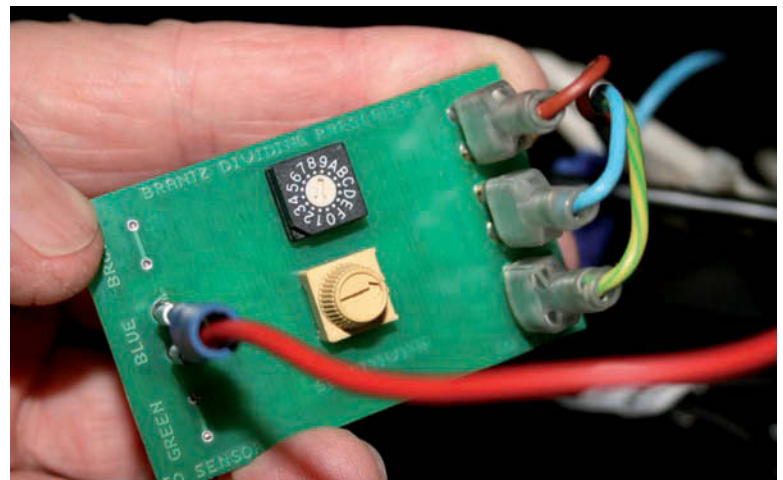
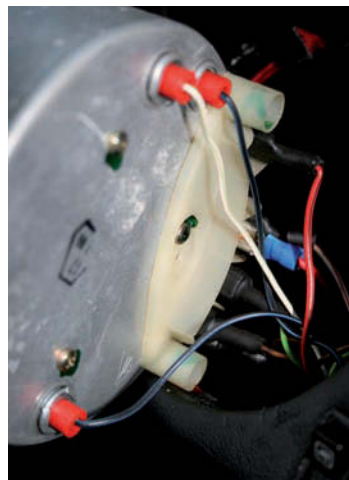
All the wires and the pre-scaler come together inside the glove box. The meter needs a separate live power feed (found under the fascia) and also has to be earthed

Route directions in the Road Book are shown as Tulips, as first used on the International Tulip Rally. You follow the route change from the blob at the bottom of the diagram

Porsche g11 dials are push-fit into the fascia. Pop out the speedo using this handy workshop tool through the luggage compartment. Washing up liquid helps ease the dial back into place

The trip meter takes the pulses to display the distance covered from the electronic speedo via the new red lead/blue connector piggy-backing the red/white feed from the gearbox

A pre-scaling device, supplied by Brantz, is needed as an interface between speedo and the trip meter. The red wire connects to the speedo, the three leads go direct to the meter



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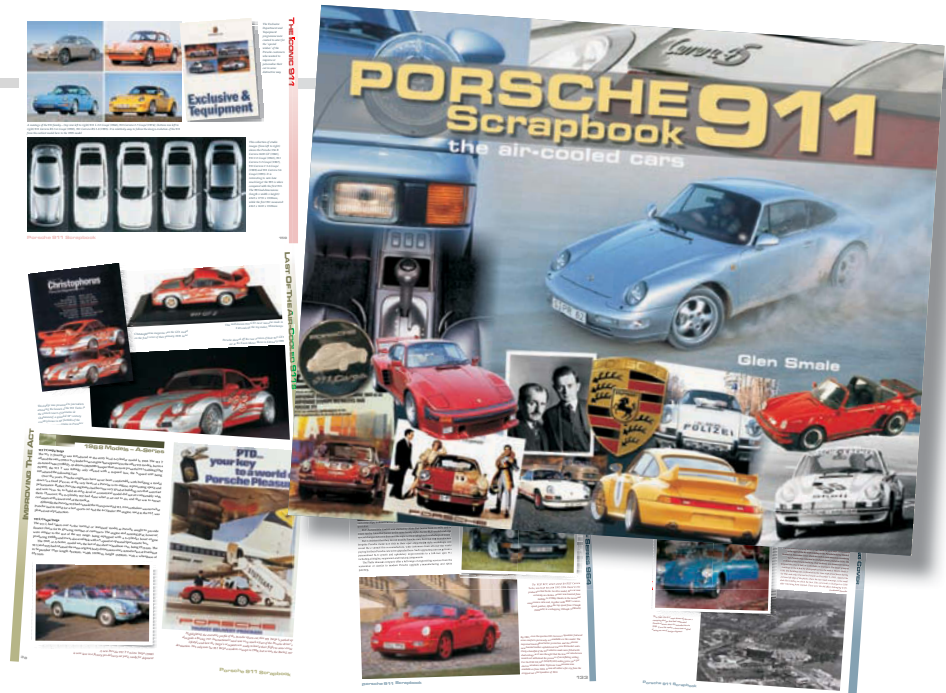
Porsche 911 Scrapbook the Air-cooled cars by Glen Smale

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"Fun in a way that most Porsche books most definitely are not. Best bit of trivia? The metal anthem 'Turbo Lover' by Sheffield metalists, Judas Priest, is actually a homage to the 911 Turbo engine. From the 1986 album Turbo, band members Rob Halford, Glenn Tipton and KK Downing were all 911 Turbo owners."

Steve Bennett, 911 & Porsche World



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IN SEARCH OF MORE POWER

Unlocking more power from a modern, normally aspirated Porsche engine is subject to the laws of diminishing returns. Still, 20+ bhp is not to be sniffed at at any price, as the Editor discovers with the aid of his father's Cayman R

It's not my Cayman R, more is the pity, but it is in 'da family' so to speak. As introduced a couple of issues ago, this Cayman belongs to my Dad and he's rather taken with it. In fact he reckons it's probably the best drivers' car he's ever owned and certainly the best Porsche, which is saying something considering the last bit of Stuttgart metal that he had was a 996 Turbo. Others have included a 996 C2, a 3.2 Carrera and a 911SC.

The 996 Turbo did appear in these pages very briefly a few years ago, but he didn't keep it for very long, so there was never much to say. In fact the only point of interest is that he bought it from a local specialist who is now residing at her majesty's pleasure.

The Cayman though is a different story. Some cars encourage driver involvement and the Cayman is such a car. It's also the sort of car that makes you want to get under the skin of

mechanically and make it better. Well it has in the case of my dad at least. I have to say despite having a background in motorsport and tuning mags, my inclination these days is quite often to leave well alone, particularly with a piece of mid-engined genius like Cayman, which in R spec is just the right side of hardcore. But then the temptation to improve is a powerful one.

So Dad decided that a new exhaust system was the way to go and after having a good cast around it became apparent that there was very little on the market for the Cayman, or very little on the market that looked worth fitting. So he left it at that. Or so I thought, because a couple of months later a full system had been bought from German high-end exhaust manufacturer Capristo via Scuderia Systems in the UK. This just launched system featured manifolds, high flow race catalytic converters and associated pipework and cost a not unsubstantial £4500.

Resplendent in shiny T309 stainless steel and substantially lighter than the standard system, Capristo made much of the full system's dyno tested 25bhp improvement, and its three-way electronic control unit, which allowed the system to run in various modes from baffled to fully straight through. There was no doubt that it looked the business, and we couldn't wait to see if it produced the goods.

Tuning modern, normally aspirated Porsche engines is, while not tricky as such, governed by the law of diminishing returns. Without performing serious mechanical surgery, there's not much to be gained because they are already performing at close to their optimum as it is. Sure you could open the engine up, fit uprated cams, work on the cylinder heads, fit fuel injection throttle bodies, but for what? It would cost a fortune, wreck the warranty and gain you maybe 40bhp. That's why the 911 Turbo is the most popular tweaked Porsche

because forcing more air and fuel into the engine is just an ECU tweak away and the gains compared to cost are pretty good.

Still, the traditional methods of allowing your normally aspirated engine to breathe more efficiently are still valid and the faster you can get air in and out, combined with perhaps a fuelling tweak, can produce good results. Indeed resident photographer, Antony Fraser's Gen 1 996 GT3 gained a quantifiable 40bhp thanks to a new Cargraphic exhaust system and remap, taking power to just over 400bhp, which is pretty remarkable.

Scuderia Systems are based in Egham, Surrey and Dad is based 'oop north' and so the system was delivered to his closest Capristo fitting agents, which happened to be Strasse in Leeds. This, it turned out, was to be the first Capristo system that Strasse had both clapped eyes on and fitted, but they were immediately impressed with the quality of the workmanship. In the

interests of a proper result I suggested that Dad get the car rolling road tested both before and after. Well frankly if you're going to spend £4500 on an exhaust system that claims to give extra oomph, then really you should put that to the test.

Standard the Cayman R should be putting out 315bhp. Dad had actually had his tweaked to take advantage of a performance air filter and so after a remap it was putting out 318bhp as a starting point according to the rollers. With the Capristo system bolted on by Strasse and a trip back to the rollers, we saw, wait for it, wait for it... An extra 12bhp. Cue some head scratching and mild disappointment. Obviously we weren't starting with a standard figure (although with a variance of just 3bhp, we might as well) but even so 329bhp was disappointing. Even if we had started with 315bhp the resulting 325-326bhp would have been a long way short of Capristo's claimed extra 25bhp,



COLIN BENNETT

CAYMAN R

Occupation: He's the Editor's Dad!

Home town: Winterburn, Yorkshire

Previous Porsches owned: 3

Car: Cayman R

Year: 2010

Mileage: 20,000

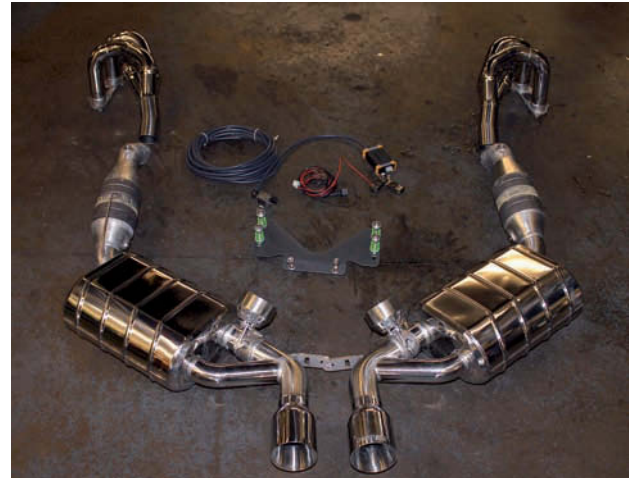
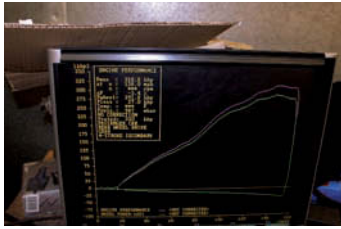
Owned for: 14-months

Mods/options: Capristo exhaust and manifolds

THIS MONTH IN BRIEF:

Fitted new Capristo exhaust and manifolds. After initial disappointment a healthy power increase was achieved

On the rollers at Chip Wizards, with Wayne Scholfield at the controls. Remapping the ignition system brought out the full benefits of the new system



which on a standard car would give 340bhp.

So what to do? Capristo's claim was quite emphatic, and not only that, it was claimed using pump fuel and without remapping the engine. The before figures showed that the rolling road was certainly accurate. Ambient temperature and atmospheric can have an effect on the figures, but when you're effectively just going for one run to establish a base figure, then these factors don't really come into play. Plus these days the software on modern rolling roads can adjust for conditions.

Really a rolling road is a measuring device and in order to get proper, quantifiable results, then you should always try and use the same one. Obviously Capristo's own results were taken on their rolling road, but even so while a variance of a few

bhp either way might have been understandable, less than half of the claimed figure really wasn't. Examination of the rolling road figures at Capristo's end raised questions as to engine bay and ambient temps, but really, without trying the car on their rolling road, we were never really going to know, and given that that would involve driving to Germany, that wasn't likely to happen.

There was, of course, the question of the initial remap. Was that holding things back? Dave Forrest at Strasse reckoned that he could get some more power out of it and with years of prepping Porsche race and rally cars, he knows a bit about this sort of thing. So we went for another remap with Wayne Scholfield at local specialist, Chip Wizards. Wayne has something of a reputation for engine

mapping and we were hopeful of a good result. What's the premise behind this? Well remapping optimizes the fuelling and ignition, the requirements of which would have changed due to more air coming into the engine and the exhaust gasses leaving more efficiently thanks to the new exhaust system. With the engine breathing and exhaling more efficiently then there is every chance that it will accept more fuel going in and burn that extra more efficiently. Bigger burn, bigger bang.

And so it proved. Some deft work on the rollers, a tweak here and a tweak there and the power topped out at 338bhp, which is pretty much what was promised, and a substantial improvement over standard, taking the Cayman R straight into new 991 C2 territory. Not bad from an exhaust and a

remap, and when you look at it that way, perhaps good value too?

And on the road you can certainly feel the extra power. This Cayman R is properly quick, not that the standard car is slow, but there is always that slight bite to arrive. Now there is more power, more of the time as witnessed by the torque curve, which always means more in real world driving situations. More torque, more power – that's having your cake and scoffing the lot. Oh, and it sounds amazing when running fully open!

So we got there in the end, but it was a bit of a struggle. To get any more from the 3.4-litre flat six would require some serious work, so that where it's going to stay for the time being and it certainly gives the Cayman R's excellent chassis something extra to work with.

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www.scuderiasystems.com
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Strasse
www.strasse.co.uk
 Fitted Capristo system to Cayman R and worked on rolling road set up. Leeds based Strasse run a number of Porsches in race and rally championships as well as servicing and Porsche sales

Chip Wizards
Tel: 01706 651000
 Wayne Scholfield at Chip Wizards in Rochdale, Lancs has something of a reputation for working his magic on ECUs of all types. He certainly got the best from the Capristo exhaust system and Cayman R

Below left: It's all about getting the exhaust gasses out as efficiently as possible starting with the manifolds. Full system was fitted by Strasse. Below: Control unit adjusts for three stages of exhaust tune/noise!



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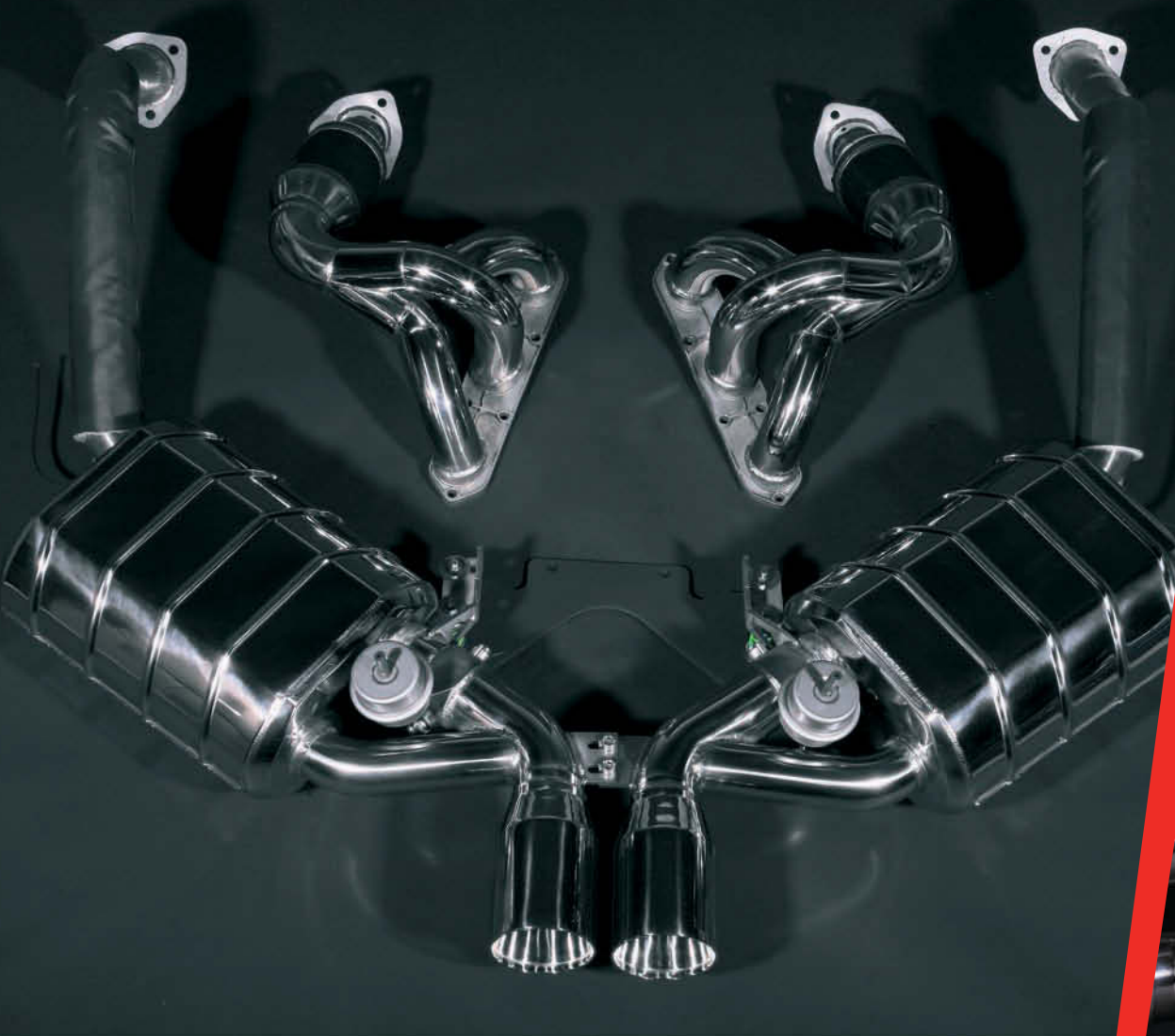


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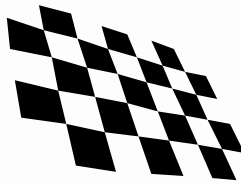
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STARTING OVER – IN MORE WAYS THAN ONE

Two valuable lessons learned this month, says Chris Horton – as if he didn't know them already. 'Cannibalising' one vehicle for spare parts for another is always very tempting, but occasionally creates far more problems than it actually solves. And when it comes to buying insurance it pays first to shop around for the lowest premium and then hold your nerve

Photographs by the author

Freed from the not entirely onerous responsibility of looking after the now-departed red 924S, I have begun to make a little progress on the 'new' silver machine that I bought last February. (I am told that the colour is actually Meteor Silver, and that's how I have always referred to it, but I now believe, having looked at the excellent www.gtcarlot.com/colors/Porsche/All/, that it may in truth be Meteor Grey – or Gray, of course, if you are in the US. Or even Medium Grey/Gray. Either way, I would welcome clarification from anyone genuinely in the know.)

The car itself is still waiting patiently up at Neil Bainbridge's BS Motorsport in nearby Westcott, itself not too far from Aylesbury, Buckinghamshire. You might recall that back in the spring I fitted it with a replacement steering rack – the old one was leaking, as they so often do – and although I think it could probably still do with a replacement or overhauled

steering pump (the one that's on the car seemed a little noisy to me, no doubt because of having been run for some time with no fluid in it) the main problem has really been just the usual lack of time, coupled with the no less inevitable inertia on my part.

That said, I was up there a fortnight or so ago, on one of the all too rare sunny days we've had this autumn (or even this year, actually), to try at least to start the engine, and give the car a warm-up run round the estate, but it soon became obvious that even with a fully charged battery it wasn't going to happen. Turning the key against the spring elicited absolutely nothing from the starter motor – not even the familiar sullen clunk or frantic clicking of the solenoid – and jacking up one side of the car and giving it a good whack with a handy piece of wood (the solenoid, that is, not the car...) made no discernible difference, either.

OK, I thought, so not entirely surprisingly the electrics haven't taken too kindly to being left idle for

so long, and in climatic conditions more akin to the Amazon rainforest than temperate Britain. No problem, though. I'll order a new motor from the ever-helpful Alistair Kirkham at Porscha-Recycled in Manchester – but just to double-check first that it really is the starter that's at fault I'll temporarily borrow the one from the mechanically identical 944, back at home in Thame, and see if that does the trick.

Easier said than done. Lying under said 944 a few days later, I have managed, in the limited space, to loosen the two large bolts securing the starter motor to the engine. (My axle-stands aren't really tall enough for any major under-car surgery that requires lots of arm movement.) I have undone the 13mm nut securing the main supply lead from the battery. (Having first made sure, of course, that the battery earth lead was disconnected, too.) But now, after just a few turns, the smaller (8mm?) nut securing the auxiliary lead has seized, and then

broken the stud onto which it is screwed. Great. So now I *definitely* need a starter motor. Or possibly two, of course. I wonder if Alistair will do a discount for a bulk order?

But I didn't entirely waste the brief lull in the torrential rain that had on this occasion allowed me to get outside in the first place. I also needed to gain access to the 944's ECU and associated wiring, behind the wooden board in the passenger's footwell, which in this left-hand-drive car is, of course, over on the right-hand side. That was partly because I needed to shoot some photos to illustrate my answer to a query in this month's Q&A section (see pages 108–110), but also because, despite my thorough checking of all the relevant other factors before I had knackered the car's starter motor, the engine still wouldn't fire.

This historical problem, as I have mentioned a couple of times recently in Q&A, dates right back to when I was last using the 944, about six or seven years ago, and I never did

CHRIS HORTON

924S & 944

Occupation: Consultant editor, 911 & Porsche World

Home town: Thame, Oxon

Previous Porsches owned: 1

Cars: 924S; 944 Lux

Years: 1986; 1985

Mileage: I have no ideal

Owned since: 2012; 1999

Modifications: They're both basically standard

Contact: porscheman1956@yahoo.co.uk

THIS MONTH IN BRIEF:

The silver 924S won't turn over, but 'borrowing' parts from the 944 has some unintended consequences. A bit of a result on the insurance front, though

get to the bottom of it. Now whether this latest non-start is for the same reason(s) as before I obviously don't (yet!) know, but since it looks like I shall be ordering a few relatively heavy items from Porscha-Recycled I thought I might as well splash out on some lighter ones to go in the same package, and not least an ECU – and so obviously I needed the exact Bosch/Porsche reference numbers from the aluminium case.

Then I had A Really Good Idea. About a year ago I had finally solved a long-standing ECU problem in my E28-model BMW 525e by (surprisingly easily, actually) fitting its central chip to a spare 924S/944 ECU, which externally – and internally, as well,

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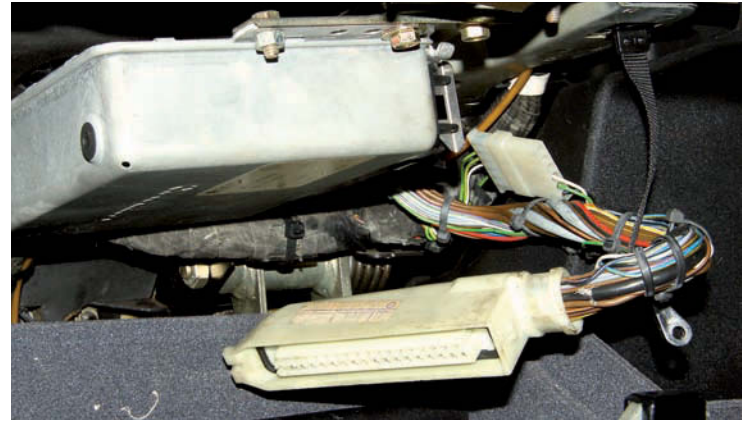
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Nearly a year ago now, the 'new' 924S on its way from supplying dealer Beeson Retrosport in Surrey to Neil Bainbridge's place. Looks quite smart, doesn't it?!





I'm guessing – is pretty well identical to the one originally installed in the car. (And they do have remarkably similar Bosch part numbers.) So although the same BMW would now be highly unlikely to run particularly well on the ECU that I have just taken from the 944, that unit should – unless it really is totally *kaput* – at the very least be able to fire up the 525e's engine for just a few seconds.

Sadly, though, my subsequent experiments, in which I tried to be as scientific and methodical as possible, have so far proved inconclusive. First warming up the BMW proved beyond doubt that its own battery and now modified ECU were still working perfectly. But after I had connected the Porsche ECU there was no sign of anything vaguely resembling combustion in the cylinders. That said, there did seem to be a

fairly strong smell of unburned petrol, and when I later refitted the BMW's own 'brain' it took quite a lot of cranking to clear the spark plugs, suggesting that the fuel pump had been working – so maybe the Porsche ECU isn't entirely dead. Either way, I can't help feeling that £50 worth of 'new' ECU from Porscha-Recycled will be money well spent. I'm sure I shall use it one day! More on that next time, then.

The only other issue I have seriously addressed recently was the essential insurance for the obviously still 'SORNed' 924S – and we all know how much fun that process usually is. For some years both the red car and a couple of my old P6 Rovers had been covered – entirely satisfactorily, I might add – on a classic-car policy through, well, let's just say one of the well-known UK companies. (No, not that one...) As always seems to

be the nature of this 'industry', though, despite (or perhaps even because of) my ever-increasing age, and also my accident- and almost entirely conviction-free 39-year driving record (just one SP50, back in early 1996), my annual premium had been steadily rising, year on year.

Then, quite by chance – or so it appeared, anyway – I received in the post a flyer from Manchester-based broker Carole Nash. I have no idea how they obtained my details, but in the event no matter. It sat around on my desk for a few weeks, gradually submerging amid all the other papers, and then occasionally surfacing again, and finally, with my existing policy coming up for renewal in a few days' time, I mustered the enthusiasm to give them a ring to see what they might be able to offer.

And I have to say that I was genuinely very

pleasantly surprised. The 0800 phone number meant a completely free call from my BT landline (the other crowd had switched to an 0843 prefix, which Ofcom's website – www.ofcom.org – suggested would end up costing me anything between 1p and 13p per minute), and the entire process was dealt with quickly and efficiently. There was an element of what might be termed horse-trading as far as the final premium was concerned – it seems to pay to say that you'll 'think about' what you are offered, rather than immediately accept what is first suggested – and to be fair to Ms Nash's predecessors I did make a few changes that might have been expected slightly to reduce the premium anyway. In the end, though, the bill came in at a little over £400, instead of the £555 I was otherwise facing.

LHD 944's ECU (above, far left) lives under the right-hand end of the fascia. BMW (above) would, I hoped, provide a quick and easy way of testing the Porsche unit...

I obviously cannot vouch for any other aspects of the company's service, or that of the insurer itself, Kent-based Chaucer – and naturally I hope I never need to put them to the test – but on the basis of my experience so far I would happily recommend both parties. It does, indeed, pay to shop around – although by the same token, and judging by the amount of expensive TV advertising by insurance companies, for someone, somewhere, this is plainly a very lucrative business to be involved in. Anyway, why not give them a try? Like me, you might just save enough to fund a tank or two of fuel. **PW**

...but results were inconclusive. Straight-six wouldn't start, either, but smell of fuel suggests pump may have been working. Broken 944 starter connection (arrowed) was highly annoying



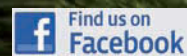
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MEET THE TEAM...

Welcome to *g11 & Porsche World's* Q&A pages, edited and assembled by the magazine's technical man and obsessive DIY enthusiast, Chris Horton (right). It's much the same format as you would expect - you ask, and our experts do their best to answer - but we've recently added yet another page, more detail (most notably in the form of part numbers and likely costs, and also contact phone numbers and websites where relevant), and not least more illustrations. Please note that all prices quoted were to the best of our knowledge correct - for the UK - at the time of writing, and for the sake of consistency generally exclude VAT, unless otherwise stated.



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RPM Technik

FALSE ALARM FROM 996'S ENGINE-TEMPERATURE GAUGE

I have a rather worrying fault with my 2004-model Carrera 2 Tiptronic - one of the supposedly more reliable 3.6-litre cars.

When I start the engine from cold the coolant-temperature gauge steadily rises towards its normal running position, as you would expect, but when it reaches that point immediately falls back, before repeatedly rising and then falling again. I also see the warning light in the instrument panel that suggests the engine is overheating.

I have read all about the many problems that afflict these M96 power units, so I have temporarily taken the car out of use in order to avoid causing any further damage, but equally I am pretty sure that mine is not actually running any hotter than it should be. Could it be just an ordinary electrical fault?

John Fieldsend, Hampshire

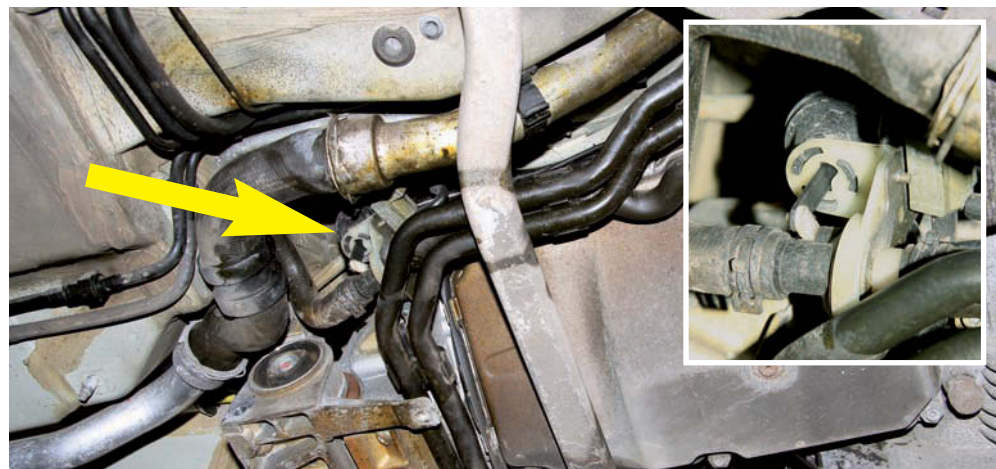
Paul Stacey, Northway Porsche:

The Tiptronic automatic transmission in your Carrera has an oil-to-water heat-exchanger bolted to the side of the casing, designed to maintain the temperature of the unit's internal fluid at a safe level, even under the harshest of conditions, and the heaviest of loads. This device also incorporates a shut-off

valve that allows the gearbox to warm up as quickly as possible, and obviously opens when it is at its normal operating temperature. This valve can stick in the open position, and that will cause the problem you describe with the temperature gauge in the instrument cluster.

Before simply replacing the valve, however, you do need to check that it has sufficient vacuum being applied to it by the engine. This can be done by pulling off the vacuum pipe from the control valve on the rear of the transmission, while the engine is running. Place your finger on the end of the vacuum pipe, and you should be able to feel it sucking. If there is no vacuum present then you need to check the vacuum pipes under the inlet manifold, since they can become detached from the reservoir, next to the starter motor.

When removing the valve itself you will have to clamp the rubber coolant pipes either side of it in order to prevent losing all the coolant. (It's a real palaver completely to drain and subsequently refill the system.) The valve's Porsche part number is 928 574 573 03, and at the moment it costs £50.89 plus VAT. We would reckon on around an hour's labour to change it, perhaps a bit less if we were doing other, related jobs at the same time.



Tiptronic automatic transmission has a special heat-exchanger through which passes engine coolant, but also a special valve to control the flow for a speedy warm-up. If it sticks in the open position you will get all sorts of worrying signs that the engine may be overheating, even when it's not. The valve, shown here in a 997-model Carrera 4, is situated at the left-hand front end of the transmission, above the plastic undertray (see arrow). But do check vacuum connections first, before condemning it

986 BOXSTER IDLE ISSUE

My 2000 986-model Boxster has suddenly developed a rather strange tickover problem. It should, as you probably know, be steady at 800rpm, but recently the idle has started 'hunting' between that figure and about 600rpm. And a couple of times the engine has actually stalled because the revs have fallen too low. It does this only when the engine has warmed up, and even then not all the time. It starts easily, hot or cold, and idles perfectly while the engine is warming up.

I have looked on a US-based Boxster forum, and the problem has been blamed on a dirty throttle body, or something to do with the throttle butterfly sticking or not closing properly. Or cracked and/or leaking vacuum tubes (wherever they might be). Does this sound feasible? And do you have any ideas about what the required remedial work might cost?

John Ransom, Perth, Western Australia

Paul Stacey, Northway Porsche: You don't specify precisely which Boxster you have, but from your description it sounds as though it was built at around the time Porsche switched from a conventional throttle mechanism to a so-called fly-by-wire system, in which the idle stabiliser is deleted and instead fast-acting motors in the throttle housing pulse the throttle butterfly to maintain a steady idle speed.

If the throttle housing becomes carboned up the air flow becomes restricted through the throttle flap, and this can cause the idle to become erratic. The throttle housing needs to be removed and the carbon wiped from the throttle flap. Once it has been refitted turn the ignition on for one minute, then remove the key for more than 10 seconds before restarting. This will set the throttle stop.

If, however, your car is a 1999 model then there is, as I've suggested, an idle-stabiliser unit bolted to the side of the throttle housing. This is secured by two T30 Torx screws, and can be removed to clean out the carbon build-up. Inside the unit you will see a small rotating drum. Use a methanol-based solvent such as carburettor or brake cleaner and a small screwdriver carefully to clean the carbon off it. If the unit requires replacement the Porsche price is £282 plus VAT, and you could reckon on around an hour's labour. Cleaning alone will obviously take around the same time.

There are other faults that can cause a poor idle, of course, such as a faulty air-mass sensor, an inlet-manifold air leak, or even a faulty breather system causing an excess of pressure inside the engine, but these are all easy for an expert to diagnose, once the car has been plugged in to the appropriate Porsche system tester.



Fully electronic 'fly-by-wire' throttle body in later 986s and 996s (above) can become gummed up with soot and dirt, leading to an erratic tickover, but removing it and wiping the flap clean should solve the problem. Be careful about what chemicals you use, if any - you could damage the catalytic converter

TYRED AND EMOTIONAL?

I read recently that, even though it may look perfectly serviceable, with plenty of usable tread remaining, a tyre's overall performance can deteriorate dramatically with age, and particularly after about five or six years. Being a cynic, I was naturally inclined to think that this is merely a marketing strategy on the part of the manufacturers, but plainly our Porsches' tyres are pretty vital to their safety, so I would greatly appreciate one of your experts' views on this.

Robert Taylor, Derby

Chris Horton: You raise an interesting issue, and one that, given my penchant for storing redundant wheels (and tyres) that might one day come in useful, is particularly relevant to me.

Needless to say, opinion varies on precisely what constitutes a time-expired tyre, but for high-performance cars like Porsches it's probably best to assume that anything over seven years (and certainly 10) is safest binned – and that presumes either careful, moderate use while in service and/or optimum storage conditions. (In a cool, dry, clean and ideally dark place; away from oils, fuels and electrical equipment; and not stacked one on top of the other, and then especially if not fitted to wheels and fully inflated.)

Fortunately, though, it's easy to tell when a tyre was manufactured. Among the many other items of information moulded into the sidewall you will see a four-digit number like this (below). That, as you might guess from its format, gives both the calendar week and the last two digits of the production year, in this case the 29th week of 2006.

I shall try to remember to inspect the tyres of all my subsequent Tried & Tested candidates – but you might even want to see precisely how old are the next tyres you buy 'new' from your local specialist. How long they have been in stock, in other words. I would like to think that you wouldn't be unpleasantly surprised, but you never know!



There's way too much information for most of us on the sidewall of a modern tyre, but if you take note of nothing else (beyond, perhaps, the crucial speed and load markings) it's worth using these four digits to work out how old it is. Anything over about seven years, and certainly 10, is best discarded, say the experts. Interestingly, even this 996 GT3's front covers date from as long ago as summer 2006

944S2 'FUEL TANK' PROBLEM? SORTED!

You were kind enough in the January issue to deal with my query about the worrying sloshing sound my 944S2 had started making when I was manoeuvring it at low speed. And your expert, Paul Stacey from Northway Porsche, was absolutely right. (I've found that he invariably is! – CH).

Far from being anything to do with petrol splashing around inside – or outside – the fuel tank, it was, as Paul had suggested, accumulated rainwater swilling around immediately under the battery tray – at least 250mm deep, and sometimes higher, no doubt. I thought the car was feeling more than a little damp inside...

Anyway, I am extraordinarily grateful for your help. I imagined having to have a new fuel tank fitted, at no doubt enormous cost and inconvenience. Can you solve all my other problems as easily as this one?!

Humiliated but relieved of Siena, Italy – aka Simon Mitchell

Chris Horton: I am delighted that we were able to be of assistance – and thanks for subsequently taking the trouble to let us know that our advice solved your problem. I assume, though, that you have both found and sealed the source of the water – and have also made sure that the adjacent metalwork is not, as a result, as spectacularly rotten as that of the 944S2 Cabriolet shown in our photos last month.

VARIOCAM ISSUES FOR A 986 BOXSTER

I have a 1997-model Boxster 2.5. About a week ago the 'check engine' light came on, and then yesterday it started to flash rather urgently, so naturally I took the car to my local Porsche Centre.

I was told that most of the codes that came up on the system tester were related to running the car with a low fuel level. (And I admit that I have run it very low a few times – but never actually 'dry'.) The service manager also told me that there was a Variocam timing issue, and that it would cost about eight hours' labour, plus the necessary parts, but being naturally suspicious of all main dealers I thought I would ask for some expert opinions before having the car repaired.

What is most puzzling is that he was talking about the Variocam timing, but on the service receipt the recommended fix is to replace the Variocam solenoid. I would have thought that a solenoid should be a relatively cheap fix. Anyway, shown right are the codes from the report I was given.

Sam Garwood, San Francisco, California

50: cylinder 1 misfire, emissions-relevant
OBDII code 1313

51: cylinder 2 misfire, emissions-relevant
OBDII code 1314

52: cylinder 3 misfire, emissions-relevant
OBDII code 1315

62: misfire, emissions-relevant
OBDII code P1319

63: cylinder 1 misfire, damaging to catalytic converter
OBDII code P0301

64: cylinder 2 misfire, damaging to catalytic converter
OBDII code P0302

65: cylinder 3 misfire, damaging to catalytic converter
OBD code P0303

75: cylinder 1 misfire, damaging to catalytic converter
OBDII code P0300

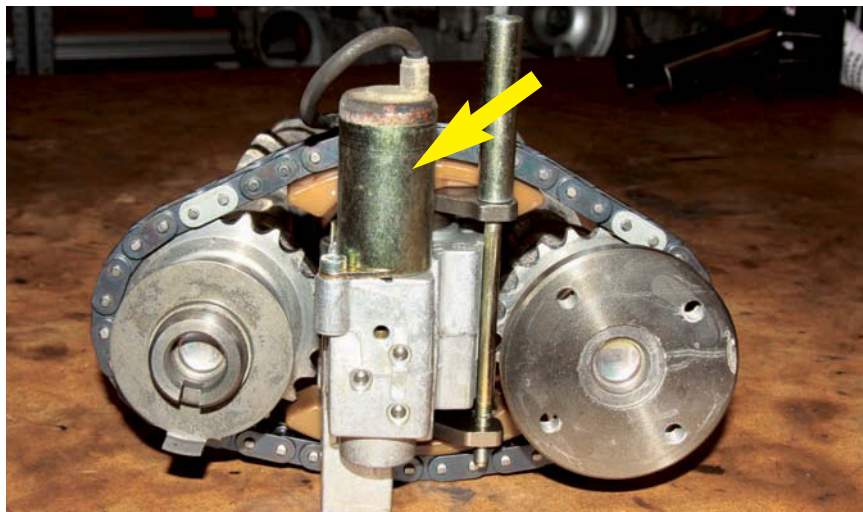
174: camshaft adjustment, bank 1
OBDII code P1530

322: toothed belt out of position, cylinder bank 1
OBDII code 1340

Paul Stacey, Northway Porsche: This does, indeed, seem like a Variocam fault – a common issue in 986-model Boxsters. Usually it's the solenoid that's the problem, which requires the relevant camshaft cover to be removed to gain access – in this case for cylinders one, two and three, and which in the mid-engined Boxster are on the right-hand side of the vehicle. (In the rear-engined Carrera they are on the left-hand side.) The solenoid is secured to the body of the Variocam unit via two T20 Torx screws. The cost of the solenoid itself is £126 plus VAT, and the associated seals and sealant are £49 plus VAT. The job should take around five to six hours.

If, on the other hand, you are unlucky, then the Variocam mechanism to which the solenoid is attached will have seized or otherwise failed. If this is the case then the camshafts will have to be removed to allow the unit (£631 plus VAT) to be replaced, and that will require around another two hours' labour on top of the above.

The solenoid can be tested by carefully applying a 12-volt supply across the two terminals in the plug at the end of its connecting cable. You should be able to hear and/or feel the unit click as it operates.



Replacing a Variocam solenoid alone (arrowed) is reasonably straightforward, if not exactly a five-minute job, although you can't simply take off the relevant camshaft cover, as required, without first setting the crankshaft in the correct position. If, however, it's the main body of the unit that has failed (or seized) then the camshafts have to come off, and that's obviously a lot more involved

964 AIR-CON: TO RUN OR NOT TO RUN?

I have just had the air-conditioning in my 964 Carrera 2 repaired by the installation of a brand-new and thus rather expensive compressor.

The guy who did the work recommended that the air-conditioning should be left on at all times, and the climate-control switched to whatever temperature may be required at any given moment.

What are your thoughts on this? Should the air-conditioning be running at all times, as suggested? During the winter as well as the summer? Surely components such as the compressor would last a lot longer if switched on only when actually required?

I appreciate that all air-conditioning systems need to be 'exercised' every now and then, in order to prevent them drying out, but I do question this idea of having them running continuously.

Also, would you have any idea as to how long a compressor for a 964 should last? In the last 15 years I've needed two new compressors, and had one repaired.

David Frost, Sydney, Australia

Paul Stacey, Northway Porsche: *It is by no means unusual with these systems for components such as the condenser to fail quite regularly, but we see very few customers' cars that have needed a replacement compressor - so it does sound as if you have been particularly unlucky in that respect.*

All air-conditioning systems need to be run periodically in order to keep protective oil around all of the components inside the system. The oil helps to lubricate the moving components as well as to keep the joint seals supple.

There are two problems that can occur. First, the system being opened up to atmospheric conditions due to leaks - or even simply for servicing. The moisture from the atmosphere that gets in can cause wear in the compressor and affect the internals of radiators, evaporators and even the seals. When any work has been carried out on the system it is advisable to replace what is commonly known as the receiver-dryer, which is basically the filter for the system.

Second, when the system is being regassed it is important to add both the correct oil and the right quantity, which surprisingly often gets overlooked. If your car is a pre-1993 model and still running on the older R12 gas then the oil should be Densoil, and you will need 100+/- 20 cm³. If it is a 1993 or later model, or has been converted to run on the later R134a gas, then it will require 140+/- 20 cm³ of PAG oil (to ISO46).

We advise our customers to run their air-con systems at least once a month, especially in colder climates where this simple precaution would otherwise tend to be forgotten, but most do tend to have it on all the time because it helps to keep the windscreen clear.

AND FINALLY...

Here's an interesting question to ponder until next time. Well, I think so, anyway. No prizes for guessing the answer - which I naturally hope I have got right! - apart from the satisfaction of knowing that Porsche's behind-the-scenes boffins have to think of - and then come up with a sensible answer for - every conceivable issue. And some that the rest of us wouldn't think of in a million years.

Read the section of the official factory workshop manual dealing with removing and refitting all of the water-cooled flat-sixes' cylinder heads, for instance, and you will see a note specifically advising against the use of - and I quote - 'magnetised tools or magnets when removing and installing valve tappets'. It then goes on to suggest that the only tool suitable for tackling this task is a small rubber suction cup - the sort of thing you might use for lapping-in valves.

But why? Surely a magnet would make the perfect tool for securely and reliably grabbing hold of a smooth, cylindrical object that, covered in engine oil, is even more slippery than a greased piglet? Over to you...



Mg6 camshaft followers - also known as tappets - are easy to install, but far less so to remove from their bores. A magnet seems the obvious tool, but Porsche says no. But why? Answers on a postcard, please - or in an e-mail, anyway!

944 'HALL' SENSORS: MAKING THE RIGHT CONNECTIONS

I have recently replaced the so-called speed and reference sensors in my eight-valve 944, but foolishly I failed adequately to mark the two wiring-loom connections to which they are linked at the rear end of the cylinder head, so now I have absolutely no idea which one is which.

I could simply reattach them and see what happens, I suppose, and I would presumably have a 50 per cent chance of getting it right and thus (I hope) starting the engine, but I am reluctant to do that in case I cause any damage to the ECU. Is there an easy way of identifying the cables?

Matthew Green, Hereford

Chris Horton: *Been there, done it - and I am ashamed to say made the same rather elementary error, basically. So you are in good company...*

The first thing you need to do is clearly identify which of the two Hall-effect sensors performs which function, and then label accordingly the plug at the other end of each section of cable - a piece of masking tape and a marker pen will do for the time being.

The reference sensor, which monitors the passing of a single grub screw projecting from the flywheel, is in very simple terms the one nearest the engine. Porsche identifies it with the letters 'BG', but personally I would under these circumstances use just a simple letter 'R'.

The speed sensor, meanwhile, effectively counts all of the teeth on the starter-motor ring gear, and thus as its name suggests tells the ECU how fast the crankshaft is rotating. It is mounted behind the reference sensor, on the clutch housing, and is designated 'DG' in Porsche parlance. Again, for the sake of clarity and simplicity I would be inclined to use an 'S'.

The car would (or should, anyway) have been built with the speed or 'DG' (or 'S') sensor as the upper of the two connections on the bracket on the cylinder head, and the reference or 'BG' (or 'R') sensor as the lower. Again for the sake of simplicity I suggest you retain that convention.

So far, so easy. The next step is to identify the two connections from the rest of the wiring loom. If you look closely you might find a small piece of coloured plastic tape wrapped round each one, albeit by now perhaps a few inches from the ends where they would originally have been secured. If so, you're in luck. The cable with the purple tag is for the speed or 'DG' sensor, and the one with the yellow tag for the reference or 'BG' sensor.

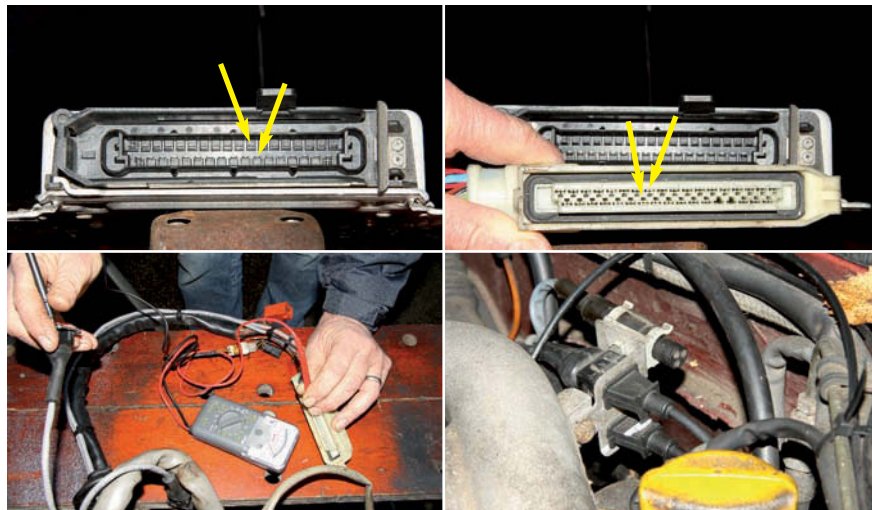
If this is not the case, however, then you will need to do a little more detective work, and conclusively identify at least one of the terminals in each of the two plugs at the back of the cylinder head against those in the 35-pin connection into the ECU - the rows of which, as you will see when you disconnect it, are clearly numbered at each end to allow you fairly easily to identify those in the middle. (Note that the markings are on the ECU, though, and not the plug.)

Pins 8, 23 and 27 should ultimately be connected to the speed or 'DG' sensor lead, and pins 5, 25 and 26 to the reference or 'BG' sensor cable - but obviously you really need to identify only one from each trio for this particular task. You will require an ordinary electrical multi-meter and perhaps some sort of extension wire for one or other of the two probes (the ECU, and thus its multi-pin plug, is rather inconveniently located right under the fascia), but that consideration apart it's genuinely not too difficult to establish which is which.

How you subsequently mark the two under-bonnet plugs and sockets is up to you, but all I've done is paint a small stripe - using old-fashioned typist's correction fluid, kept for precisely such a purpose - on the two halves of the lower (ie reference sensor) connection.

As for doing any damage to the ECU by trying to start the engine with the connections reversed, my own experience when I had a similar issue a few years ago suggests that this shouldn't be a problem. But plainly it's better to know that you have them the right way round to start with. If not, a failure of the engine to fire for any other reason would be doubly difficult to diagnose.

There is, incidentally, one other quick way of gauging the likely health and efficiency of these two so-called Hall sensors, regardless of whether you think they may be wrongly connected. If when you crank the engine on the starter motor the tachometer needle jumps up and down slightly, then they are probably OK. If not, there is a problem with one or other of the two sensors (or, of course, their connections, as described here), or else they are adjusted incorrectly. There may also be a fault in the DME computer.



Only four of the ECU's 35 pins are numbered, but from those thus identified you can easily count across to find the ones you need. And for this particular exercise you need only one of the three for each sensor - let's say 8 and 25 (arrowed). Second photo (and arrows) shows how they are positioned in the matching connection from the wiring loom. A multi-meter set to measure resistance will then enable you very quickly to identify which of the two otherwise identical plugs is for the speed sensor, and which for the reference sensor. Which of the two connections at the rear of the cylinder head you mark, and how, is up to you - but here it's the one for the reference sensor

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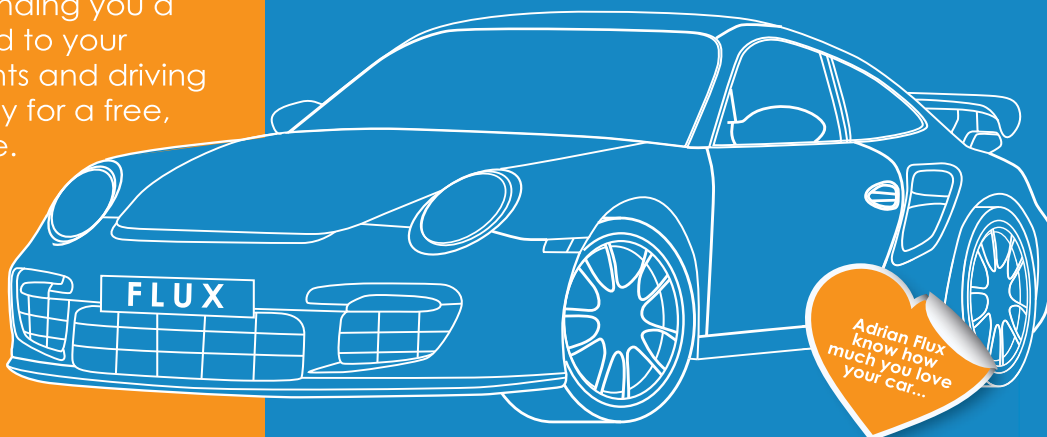
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Changes.... as you eagle eyed readers will have spotted we have changed the name of our business to reflect the introduction of Richard Williams. Richard has been behind the scenes for many years and is now fully 'on board'. He will concentrate on the modern Porsche sales which are largely done to order for clients. Unlike the classics which I will still manage, the modern Porsche are more plentiful and therefore we can all be a little fussier about colours and spec, and with our database of available vehicles expanding all the time it means the most effective system is to select a suitable Porsche for you rather than simply try to sell from stock. It works well and Richard has sourced and delivered a wide range, from brand new Cayenne diesel though to used Boxster and Cayman. If you are in that market, please call Richard. Currently we could offer various 991, 997, 996, RS, GT, Cayenne, Panamera (nice!) Cayman and Boxster at a wide range of values.

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In stock several superb 993 including a C4S from 1998, 964, 911 3.2, 930, 3.0, 2.7, 2.2, 2.0 and a 68, 67 and 66 for restoration. Available... well that's hard in this space, but it could be a 993 GT2 race car right through to a 356.

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Warm Regards, **Adrian Crawford**

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TRIED & TESTED

WITH 911 & PORSCHE WORLD'S CONSULTANT EDITOR, CHRIS HORTON

987-MODEL CAYMAN 'S' SPORT ■ 2009/09 ■ 16,073 MILES ■ £32,950

I can't help feeling that there is at best something slightly tawdry about the so-called special-edition Porsche – which invariably costs more than the equivalent base model, but without necessarily offering significantly more bang for your buck.

Surely it's the kind of gimmick the likes of Ford and GM need to ease more tin out through their showroom doors, not the maker of the world's best sports cars?

There is more to be said in favour of the idea once those cars start filtering through to the second-hand market. No dealer is going to miss the chance to make a few quid out of a vehicle's perceived rarity, any more than he would the more desirable of a mainstream car's factory-fitted, extra-cost options, but these days it's pretty much a given that many of those add little, if anything, to the value. It all comes down to supply and demand, I guess. Or perhaps even what we scribblers have previously suggested about a certain model.

Central to this Cayman 'S' Sport – number 009 out of a total of 700 – is a 3.4-litre and claimed 303bhp engine in place of the standard car's 295bhp motor. (And they are all so-called Generation 1 cars, remember.) With that comes a freer-flowing and supposedly louder sports exhaust, stiffer and lower suspension, a short-shift gear change, and 19-inch gloss black wheels. Other cosmetic changes include those Carrera 2.7 RS-style body-side graphics, black mirrors to match the wheels, and a black Alcantara steering wheel. The instrument panel has also lost its characteristic 'hood'.

New, that basic package would have cost from around £50,000 (against the standard car's £45,000), and to this car has been added Bi-Xenon headlights, PASM and Sport Chrono, and heated sports seats. That would have pushed the price up to around £54,000. It also has the standard air-con and CDR24 CD player, and no sunroof.

At now just £32,950, then, this Carrara White machine is going to make an eye-catching treat for some lucky buyer. It was first registered, at PC Silverstone, in March 2009. Since then its two owners – and more recently Maundrell & Co's Steve Rogers, who has been running it for the last few weeks – have between them racked up just 16,073 miles (and you can blame me for the last 25), leaving it in the exemplary condition you might expect.

Well, almost. The paint is by and large just about perfect, barring a couple of tiny and easily fixable scrapes on the left-hand corner of the nose, and I spotted neither parking dents nor any damage to the underside of the front spoiler. Probably no trackdays, then. Ditto the underside of the floorpan – or as much of it as I could see without lying on the ground and getting soaking wet. Headlights, too, are unmarked, and the single tiny chip on the windscreen is again the kind of unforeseeable misfortune that can happen to anyone.

Look more closely, though, and you'll see the usual collection of dead leaves jammed against the air-con condensers, and a piece of loose trim at the rear end of the right-hand sill. But those, too, will be very easily rectifiable. You will also need to budget for a pair of rear tyres – the Bridgestone Potenzas on the car are down to about 2.5mm – but there should be no worries as far as either wheels or brakes are concerned. The multi-spoke, black-enamelled rims are pristine, and all four discs and pad sets have plenty of life left in them. Inside, there are a couple of tiny indentations in the leather-covered fascia, to the right of the Sport Chrono dial, but that apart it is again for the most part perfect.

Like any Cayman, it's predictably exciting to drive. (It's a cliché, but even in a poverty-spec 2.7 you always feel like you're wearing the thing. I just love how 'cosy' they are.) Taut, solid, blisteringly quick, but still surprisingly refined – and even more fun when you switch the dampers and throttle-response setting to sport mode. No rattles or squeaks, of course, pin-sharp and beautifully weighted steering, that lovely short gear shift, and not least brakes that feel powerful enough to halt a Eurostar train. What's not to like about any of that?

You'll enjoy the accompanying paperwork, too. The car was last serviced, at Porsche Centre Bristol, in October 2010 at 10,017 miles, when it also underwent a brake-fluid change and a visual health check – the resulting report is in the otherwise necessarily rather thin history file. It's taxed and tested until April, and although it comes with only Maundrell & Co's statutory three-month warranty, that can be extended to up to three years if required. Details (and stacks more photos and other information) on the company's superb website. **PW**



CHECKLIST

Background: A two-owner, 2009-model (but still Gen 1) special edition (number 009 out of 700, according to the plate on the glovebox), with the otherwise standard 3.4-litre engine boosted to 303bhp. A few subtle chassis tweaks, too – and some obvious cosmetics

Where is it?

Maundrell & Co is based in Letcombe Regis, Oxfordshire OX12 9LJ; tel: 01235 762033; www.maundrelland.co.uk

For: The kudos that comes from perceived (if not 2.7 RS-style) rarity; low mileage and commensurate condition. And it's a Cayman 'S'. Enough said!

Against: Great to drive, but beyond that left me feeling a little underwhelmed. And much as I like white cars, somehow the Cayman does look better in darker colours. Those body-side graphics are a bit naff, too

Verdict: Personally, I would spend the same – or a little bit more – on a 996 GT3, but if that's too hard-core for you this would make a great alternative. And there can be no doubting either its excellent condition or scintillating performance

Value at a glance

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Price	✓✓✓✓
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Overall	✓✓✓✓


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TRIED&TESTED

WITH 911 & PORSCHE WORLD'S CONSULTANT EDITOR, CHRIS HORTON

CAYENNE DIESEL 3.0 V6 ■ 2010/60 ■ 42,953 MILES ■ £44,950

The Cayenne is for many reasons the kind of car I ought to hate. And I do question the sanity and perhaps even the morality of whoever bought, brand-new, the 2008-model Turbo 'S' I often see at my local supermarket.

Somehow, though, Porsche's first SUV has wormed its way under my skin, and having driven it in places as diverse as Scotland, Spain, the Middle East and Finnish Lapland, I fully understand – and commend – not only its dynamic abilities but also its remarkable versatility.

And there is no doubt that, after a somewhat difficult gestation and birth, a little over a decade ago now, it has matured into a thoroughly well-sorted, good-looking and above all discreetly purposeful machine. Who wouldn't be content to have this fully equipped but quietly elegant beauty from Oxfordshire-based Maundrell & Co waiting on their driveway, ready to take them – at any time of the year, and in almost any weather – quickly, reliably and frugally to just about anywhere they wanted to go?

So well kitted out are modern Porsches that it can be hard to know what came as standard and what was an extra-cost option. Suffice it to say that this one, first registered in mid-October 2010, has all the essentials. That means central-locking and an alarm/immobiliser system; air-conditioning (with fully adjustable rear-seat outlets, too); electric windows, mirrors and seats; sat-nav, cruise-control and a trip computer; front and rear parking sensors; even automatic headlights. You also get a Bose sound system with a six-disc CD changer – but crucially, I think (and this only partly because the space in the boot is occupied by the Bose box), no spare wheel.

What you might call the car's core equipment consists of Jet Black metallic paint, black leather trim, Tiptronic 'S' automatic transmission (with all the usual off-road bells and whistles), and the almost obligatory and hugely capable air suspension. Wheels are attractive and easy-to-clean 18-inch five-spokes, and the car also benefits from a double-length Panoramic glass sunroof – and that wasn't just an extra-cost option, but also an expensive and thus rare one. The total on-the-road bill for its so far only owner must have been around £76,000 (including an estimated £18K for the extras), which makes the current £44,950 asking price even more of a head-turner.

Condition-wise, it's all pretty well flawless. There are a few blemishes on the nose, but no sign of off-road use, and the body sides are free from parking damage. The wheels could be cleaner, and the brake pads a little thicker, but all four discs look fine, and the Continental tyres have stacks of tread. Inside, there are a few scuffs on the load-space carpet, and the trim on the right-hand rear pillar is partially detached, but even the front seats appear unused, never mind the rears. And such emergency kit as there is – a few tools and a can of tyre sealant – has never been out of its packaging. The only real downer is the rather dusty engine compartment.

No worries on the driving front, either. These 'modern' Cayennes feel far more car-like than their really rather truck-like predecessors, and even with 'only' 240bhp and 298Nm this Diesel has plenty of low-down punch – it will make a superb tow vehicle. I didn't experiment with the suspension settings, but a quick drive down the B4001 to nearby Lambourn revealed no problems with the basic on-road set-up, and likewise the steering, brakes and transmission. More than once did I check the odometer to make absolutely sure I hadn't missed a decimal point.

And therein lies both the car's biggest plus and, to some, its most significant drawback. My own view is that, while its previous owner has undoubtedly looked after it (and the service history, such as it can be at this stage, is fully up to date), the Cayenne as a type now has the build-quality to shrug off all but the most wilful abuse and neglect. (And the Diesel, barring spurious emissions legislation, must be about as future-proof as they come.) Others will argue that a not insignificant proportion of the vehicle's notional life has been 'consumed', and that it should, therefore, be less expensive still.

That's a point you will have to debate with Maundrell & Co, but the fact is that residuals of cars this 'sensible' are always going to be strong, and were I now in the market for a single vehicle that might last me the rest of my driving life it wouldn't be an issue for me. Factor in the remaining new-car warranty (to October 2013), and both the relatively modest £250 a year Vehicle Excise Duty and likely insurance premium (it's in group 40E), never mind the 30-plus mpg you could achieve, and it becomes, in modern parlance, a no-brainer. I'll take two... **PW**

CHECKLIST

Background: Arguably the most sensible Cayenne yet, with a frugal but torquey 3.0-litre V6 diesel engine, and here a well-chosen set of options. High mileage for its year, but just one previous and obviously caring owner; full history

Where is it?

Maundrell & Co is based in Letcombe Regis, Oxfordshire OX12 9LJ; tel: 01235 762033; www.maundrelland.co.uk

For: Practicality, comfort, go-anywhere versatility, fuel economy, style – and it is the latest and by far the best-looking Cayenne to date. You probably get the picture

Against: Not a lot beyond that rather high mileage, but that wouldn't bother us. No spare wheel, either, but that's not an insurmountable issue

Verdict: Quite a lot of money, but then it's also quite a lot of car – and if our climate really is changing then there could in future be few better ways of safely getting around in it

Value at a glance

Condition	✓✓✓✓
Price	✓✓✓✓
Performance	✓✓✓✓
Overall	✓✓✓✓

✓ Poor ✓ Fair ✓✓ OK
✓✓✓ Very good ✓✓✓✓ Excellent

A WONDROUS WEBSITE

Much of Maundrell & Co's business comes through its on-line presence – which makes us privileged to have them on board with us – and if you look at its website you can see why. Packed full of detail and great features, it really is a virtual showroom – and if and when you get to the real one you will be no less impressed. Go to maundrelland.co.uk – and enjoy!



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