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We've had the 'Swinging '60s' and now we've reached 'The Sounds of the '70s' in our mammoth 911 at 50 celebrations. Forgive the shameless musical references, but what reminds us of a decade better than the background music?

It's just my opinion, but the '70s were surely the coolest era/decade of the 911. Think '73 RS, think Steve McQueen, Martini livery, Targa Florio, IROC, Turbo and Pasha trim, the 911 trailblazed a path through a decade that started with the fall of the hippy ideal and finished with New Wave, and somehow it managed to move effortlessly with the times. To see how effortlessly I would point you in the direction of Delwyn Mallett's '70s retrospective in this issue. I doubt next month's '80s 911 soundtrack will read so fondly. Oh, and even Porsche recognises the part that the '70s played in the 911's icon status, with those period Porsche colours and liveries appearing near constantly on contemporary Porsches and clothing. Martini

“Even Porsche recognises the part that the '70s played in the 911's icon status”

must view it as the best sponsorship deal ever!

But it's not all about the 911. Let's not forget that Porsche did its best to kill off the 911 in the '70s with the arrival of the 928. Hard to believe that the company didn't quite understand the 911 and the folk that bought it. We've returned to the scene of the crime in this issue.

We've also travelled back in time to the first UK drive of the 911 Turbo, thanks to an excerpt from Mel Nicholls' compendium of supercar stories from *Car* magazine, collected and published in 'The revs keep rising.' It's a fascinating reminder of the art of motoring journalism and the impact the Turbo had. So other-worldly fast was the Turbo it was claimed that the driving was done on German Autobahns rather than Brit' motorways. Enjoy.

Steve Bennett
Editor



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PORSCHE NEWS



NEW GT3 GETS BIG POWER HIKE

The 991-series 911 GT3, announced in early March and featuring an entirely new 3.8-litre engine mated only to a PDK transmission, will be in UK Porsche dealers in November this year. The fifth generation GT3 – and the ninth road car badged GT3 or GT3 RS – in the line that began with the original in 1999 is priced at £100,540, which is £18,626 more than the last 'base' GT3, unveiled in January 2009, but almost £28,000 cheaper than the last of the line 997-series GT3s, the special edition GT3 RS 4.0 of spring 2011. The US price will be \$130,400, plus a \$950 destination charge.

As before, the new car uses the wider, Carrera 4 body, (44mm wider at the rear wheel arches than the Carrera S), and has the trademark rear wing, large and in fixed position. It runs on a new design of 20-inch diameter wheels,

an inch bigger than previously and in forged alloy for the first time, with 245/35 front and 305/30 rear tyres. The car's weight, 1430kg, is 13 per cent less than the previous GT3, but the body 25 per cent stiffer, Porsche says.

The flat-six engine produces 469bhp at 8250rpm, a 40bhp increase over the 2009 GT3. Torque of 325lb ft occurs at 6250rpm, a slight rise. This is the first GT3 not to use the legendary 'Mezger' flat-six engine (named after the engineer who designed it, Hans Mezger), whose design can be traced back to Porsche's 1970s endurance racers and which powered the carmaker's last Le Mans winner, the 1998 GT1.

When late last year the 2013 season GT3 Cup racer was revealed to have retained the Mezger unit, it seemed likely that the GT3 road car, which has come to closely resemble the racer in

many ways, would also use it. 'The production schedule for motorsport ran ahead of the GT3 road car so it made sense to stick with the existing engine for the GT3 Cup,' a Porsche spokesman explained.

The engine in the latest GT3 is based on the direct injection unit of the regular 991, but only very loosely, using, for example, titanium connecting rods (as used in the Mezger unit) and forged pistons, which allow it to rev to 9000rpm. It is also 25kg lighter than the Mezger engine. 'This is the start of a new legend,' the spokesman said. 'The only components it has in common with the 911 Carrera engine are the cylinder block, the head bolts and the alternator.' Porsche makes much of the design of the cylinder heads, with their large inlet and exhaust ports and valves, and special valve actuation rocker

arms suited to extreme engine speeds.

This is the first GT3 with a PDK gearbox, and it is not being offered with manual transmission. To allay enthusiasts' concerns about this, Porsche has developed a new, and said to be much improved, paddle system, similar to that on the GT3 Cup car, with the left-hand paddle for up-shifts and the right-hand for downshifts. It must certainly be an improvement on the original PDK steering-wheel shifter, which used buttons and was essentially the old Tiptronic setup, whose shortcomings forced Porsche to hastily introduce the first paddle system as a 997 option.

Manual shifts (the system can of course operate in fully automatic Sport and Race Track modes) are said to take place much quicker. And with lower gear ratios and a rear axle ratio dropped by 15 per cent, the GT3 is

**KEY FACTS**

991-based engine replaces 'Mezger' unit
 Power up 40bhp to 469bhp
 Round Nürburgring in under 7min 30sec
 Only available with PDK gearbox
 First use of Porsche's rear wheel steering
 £100,540, in UK showrooms in November
 Club Sport pack optional

significantly lower geared than Carrera models, reaching maximum speed – 196mph, 3mph up on the last model – in seventh gear and highest gear.

'The decision to use only PDK wasn't taken lightly,' the spokesman said, 'but our engineers, who have been developing the GT3 since 1999, know what drivers rate about it, and they've re-engineered PDK to make it easier to live with.' The decision not to offer a manual gearbox was no doubt also swayed by the high uptake of PDK among Boxster/Cayman and 911 customers.

As might be expected, the extra output makes the new GT3 even faster than its predecessor, with 0-62mph acceleration improved from 4.2 seconds to 3.5, and the car has been "Nürburgringed" at a healthy sub 7min 30sec. With a combined fuel consumption of 22.4mpg it is fractionally more economical than before, and has slightly better emissions too – though of course at 289g/km it is still going to attract four-figure first year road tax in the UK.

Another new avenue of engineering for the GT3 is active rear wheel steering (which will also be seen on the 918 Spyder), the system steering in the same or opposite direction as the front wheels to improve handling and stability. The new all aluminium suspension, 30mm lower over the Carrera, is adjustable for height, toe-in and camber. There is also an electronically controlled rear differential, and a further developed version of the previously used dynamic engine mounts, whereby viscosity, and hence stiffness, is electronically controlled.

The interior trim is Alcantara and leatherette, standard equipment including climate control air conditioning, Bi-Xenon headlamps, and MP3 connectivity for the sound system. Ceramic brakes are £6248 extra, a nose lift system £2023, and the Dynamic Light System £1926. The optional Club Sport package is likely to be popular, comprising a half roll cage, racing harness, fire extinguisher, and battery cut out. Official Porsche Centres are taking GT3 orders now.

Nine lives of the 911 GT3

1999: First GT3

996-based, and with a 360bhp, 3.6-litre engine based on GT1 Le Mans racer of 1998. Suspension lowered 30mm over standard 911, bigger brakes.



2003: GT3 'Mk2'

Very similar in appearance, but with bigger brakes and 21bhp increase to 381bhp. Engine and transmission more refined.



2003: GT3 RS

Unchanged mechanicals over GT3, but with revised rear wing, and more weight-saving fittings, such as a plastic rear screen. As charismatic as it is uncomfortable.



Early 2006:

997-model GT3

Existing 996 GT3 engine carried over, but power up to 415bhp. First GT3 with active electronic chassis aids, which alarms some enthusiasts.



Late 2006:

997 GT3 RS

Same engine and output as GT3, but with single mass flywheel revs more freely. Has a wider, Carrera 4 body, and lightweight fittings.



Early 2009: second generation 997 GT3

Engine capacity rises 200cc to 3.8-litre and power to 429bhp. Suspension made stiffer, brake discs larger, and lightweight race wheels with centre nuts fitted.



Late summer 2009:

997 GT3 RS

Engine power up to 444bhp, and transmission gearing lowered. PASM given a special setup, and front and rear track are widened, and front wheel arches extended.



2010: GT3 R

Hybrid racer

Test bed for electric development, it uses two electric motors to supplement the 480bhp flat-six petrol engine. Led for eight hours at that year's Nürburgring 24 Hours race.



2011: GT3 RS 4.0

The final 997 GT3, in a limited run of 600. Four-litre engine has 493bhp, bonnet and front wings are carbon fibre. Available only in white, and an instant sell out.



INTERVIEW: THE MEN BEHIND THE NEW GT3

ANDREAS PREUNINGER AND WOLFGANG HATZ

What engine will it have, and what gearbox will be available are just two of the many questions that have been keeping us frantically guessing over the past year and more, but the new GT3 is now upon us, and *g11&PW* spent some time in the company of Porsche's R&D chief Wolfgang Hatz and GT cars supremo Andreas Preuninger to hear the company line on the new car. Having survived a hectic first press day of the Geneva motor show, the pair were in a surprisingly jovial mood as they staunchly defended their decisions and set the scene for their latest charger.

As you've already read, the new GT3 uses an engine based on the current DFI powerplant in the Carrera, but with barely anything retained for this stellar new role. One of the headline stats is a spectacular 9,000rpm rev limit, and the pair are visibly proud of their achievement:

Preuninger - "We had a pretty long concept phase before we started that project because our aim was high. But we've achieved it and that makes us proud. You're going to love it!

Hatz - "If it was so easy other people would do it like this, but it was not so easy. I'll tell you a story based on experience:

performance is a product of rpm – forget what people say about 'down-speeding'. I look back 25 years to when we raced the 2.3-litre M3 (when Hatz worked at BMW) against the new 2.5-litre Mercedes 190E. We had a disadvantage of 10% on capacity so I said we had to increase rpm by at least 10% and this we did, and we saw the difference on lap time and it was unbelievable"

P - "And would you be happy if we said 'let's do it lower on the new car?' I don't think so. On paper 8,500rpm or 9,000rpm seem similar, but in the car it's another galaxy; you feel and hear this mechanical valvetrain noise (from the new finger followers).

H - "For me it's music. It's amazing!"

P - "Amazing!"

But what of this new gearbox?

H - "We are not ignorant. We do our cars for our customers. You explain the story" (casts a wry look at Preuninger).

P - "PDK for the GT3 was a long process. I confess, I didn't want it (initially). It adds weight, it's not involving. What always happens to me after five minutes of shifting far too many gears is I get tired of it, put it in auto and get driven. And that should definitely not happen in a GT3 because it's a car that should involve the driver – long-term fun (and right there is the old Preuninger enthusiasm that you sense has shaped all the GT3 models we know and love). We approached it from every angle – from hardware and software. Functions that we developed from scratch. We built two cars – a manual and a PDK car – from the beginning, and at first it was 'hmmm, I don't know', and then the PDK car got better and better and then way better at the end. We don't (now) have a single function you can't do in the manual car – you can de-



it's such another level. For the past two and a half years I pushed my transmission guys, I always said 'too slow', 'it's not fun'. The benchmark was the Ferrari 458 (gearbox): now we have the new benchmark".

Our pairing then go on to confirm that the weight disadvantage of the PDK box (40kg) is partially negated by the new engine being lighter than the old Mezger unit (25kg). No

latter explains why we can expect a huge improvement with the GT3's steering.

P - "The benchmark for steering in the industry was the old GT3. We had so much feedback and that's what our customers want – feedback and precision. We have worked for two and a half years on the software, but we also have different steering rods and the whole suspension is totally new,

no part is shared with the Carrera. I want to feel the forces in the steering rods when I drive the

“Hydraulic steering is history, but we have to have steering with feedback”

clutch, the car doesn't crawl or creep, we reversed the direction of the gearlever (hurrah!), we changed the crispness of the paddles and we have only 50% of their travel compared to the Carreras, and we have a higher force feedback. We also have great shift times and a masking of the engine between shifts – if a PDK GT3 is in the Black Forest it really sounds like a WRC car (it 'spits' on upshifts by all accounts!). We have seven direct gears (seventh is not positioned as an economy 'overdrive').

H - "If I compare 997 PDK it's, erm, difficult; then on 991 I think we took a huge step (with the PDK): this new 'box is like PDK 3.0

matter what question is thrown at them they remain convinced of their decision, and also of the fact it's more enjoyable than the old manual gearbox in the 997 GT3. But, as Hatz says, "if we are wrong we are not stupid and will say ok, for the RS then perhaps we will change" (and consider a manual).

Turning our attention to the chassis, and after a tense exchange over the criticism of the 991 Carrera's mute steering (Hatz is adamant it's down to people mis-ordering the Servotronic option: we are not convinced), and Preuninger proclaiming with a grin "understeer is non-existent", the

car. I bet you £100 that nobody on this table will notice the difference between the steering on the (997 GT3) 4.0RS and this car. I can't! You won't!"

H - "I think we have learnt a lot (about putting the feedback back into a 991). Look, hydraulic steering is history! But we have to have a steering with feedback, whether electric or hydraulic".

P - "Which we did on the new GT3."

Fighting talk, indeed. And confidence from people who have earned our respect through their achievements that gives us tremendous optimism for the new car, whatever engine, gearbox and steering system is has.



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OUR TAKE

VALUE ADDED

There are signs that Porsches at the lower end of the classic scale are rising in price, but let's hope they don't increase too much, says David Sutherland

In these news pages we report on a prominent classic car auction at the Amelia Island Concours d'Elegance bash in Florida in March, where big prices were paid for Porsches that, in classic car terms at least, are considered quite ordinary. A 1973 911 2.4S went under the hammer for \$198,000, and a 1989 911 Carrera 3.2 Speedster sold for \$104,500.

But even with these rising prices, classic Porsche road cars remain markedly undervalued, and these two 911s have a long way to go before they get anywhere near their Italian counterparts in financial worth. The most sought after classic Ferraris regularly go for enormous sums – at Amelia Island a 1966 Ferrari 275 GTB sold for nearly \$2.4m.

Another huge price paid was \$1.8m for a 1953 Fiat V8 Supersonic. A notably pretty and very rare, hand built coupe, but a Fiat nonetheless! The highest priced Porsche in the sale was a 1973 Carrera RS 2.7, among the most collectable of 911s, but even that, selling for \$550,000 is dirt cheap by comparison.

Maybe it is because Porsches with their Teutonic character are never going to be as charismatic as the best of the Italians, but in design and engineering terms they beat them hands down. A 1960s 911 still feels relatively civilised, but you'll struggle to get into a Ferrari Dino let alone get comfortable in it.

The low prices of Porsches no doubt frustrate many who see classic cars as purely an investment. But otherwise it is good news, because it means that people other than those on the Rich List have a chance of buying and enjoying them. And there is always an extra dimension of pleasure in knowing that something so good can be so cheap, relatively speaking. Super valuable Porsche classics – who needs them?

EARLY GT3S GOING UP

A little over 14,000 of the GT3RS have been built, with about 10 per cent of that number coming to the UK. When launched in 1999 the original 996-series GT3 was priced at £76,800 – and the way things are going their values could be heading back up to that level before too long.

'A good early GT3 is now £40,000 plus,' says Jamie Tyler, sales manager at East Sussex Porsche specialist Paragon. 'In the last five years they've become a bit of an icon, because with no traction control they're more of a driver's car.' The small number of Club Sports, with their stripped back cabins are worth a bit extra over the more numerous Comforts, however the most desired model is the GT3 RS of 2003, which will cost £55,000 minimum.

Official Porsche Centres currently charge £60,000-£80,000 for 997 GT3s. Tyler says they start at £50,000, but that you can expect there to be 'a bit of a story with the car, perhaps some track damage or even an insurance Category C or D write off.' Damage is in fact the main issue with all GT3s. 'We would love to have more, but so many are abused,' says Tyler. 'Out of four we see, we end up buying one.'



DELAVILLA MAKES A SPEEDSTER

Porsche customiser Delavilla in France has introduced a kit that will instantly turn a 991-series 911 Cabriolet into something of a Speedster lookalike. The rear hardback aerodynamic body panel, which achieves the classic look, goes on and comes off in

seconds. The company, based near Lyon, has until now concentrated on the Cayman and 911, but at the Goodwood Festival of Speed it will be showing a new body kit, for the Cayenne, which will include an exhaust.



SILVERSTONE'S RECORD RUN

Porsche Club Great Britain is pulling all the stops out to achieve a record breaking number of 911s in a track parade at Silverstone on Sunday, 28th July – at least 911 is the hoped for number – as a part of Porsche supported celebrations to mark a half century of the 911 in 2013.

The "911x911" parade, to be held on the full Grand Prix circuit and which will raise money for the Hope for Tomorrow cancer charity, takes place during the Silverstone Classic weekend, and has to beat the 767 Jaguar E-types that took to the circuit in 2010 in order to establish a new Guinness World Record. By mid March the number of confirmed participants had exceeded 450.

'Reaching the target should be a doddle,' said one organiser, 'they're coming out of the woodwork, with interest from all over the world: The

parade is likely to include some famous Porsche racing drivers, and the vast numbers mean that cars will join the circuit from four different places to ensure that all are on track at the same time and therefore eligible to be counted. Those interested in participating should get in touch with the club, on 01608 652911, or by emailing silverstone911@porscheclubgb.com



CATCHING UP WITH

BRUCE SCHWARTZ



At 17 he was washing cars in Los Angeles, but went on to set up CocoMats.com which manufactures well regarded car mats for Porsches, including faithful reproductions of the special order items for the classic Porsche 356

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

I'm 29 years old, and live in Charlotte, and our office is located just south in Fort Mill, South Carolina.

What was your big break into the motor industry?

When I was 16, a girlfriend's father tossed me the keys to a 1996 Bentley Turbo R for our first date. He later hired me, and my love of cars exploded from there. It's his fault!

Summarise your career

At 17 I began working for an exotic car dealership in Los Angeles washing cars. Worked my way up to general manager, then joined up with CocoMats and my brother Jeff to help expand the business.

Are you a petrolhead?

Absolutely! My experience with the Porsche brand has converted me to a true gearhead!

What was your first car?

A gold on tobacco brown 1984 Porsche 944, fondly known among my friends as "the Bling Bling car", and which I still have.

What was the first Porsche you ever drove?

My 944. The first Porsche hot rod I ever drove was a Protomotive 1996 Porsche 911 Turbo.

Which Porsche past or present do you like best?

The early 911 Coupe. It's near perfect in form and function.

What car do you drive daily?

I'll usually find myself in my 2010 Mini Clubman S.

What gets you out of bed in the morning?

The satisfaction of working towards my goals. We're a very lucky company to have developed such an amazing product.

PORSCHE GOES BIG AT GOODWOOD

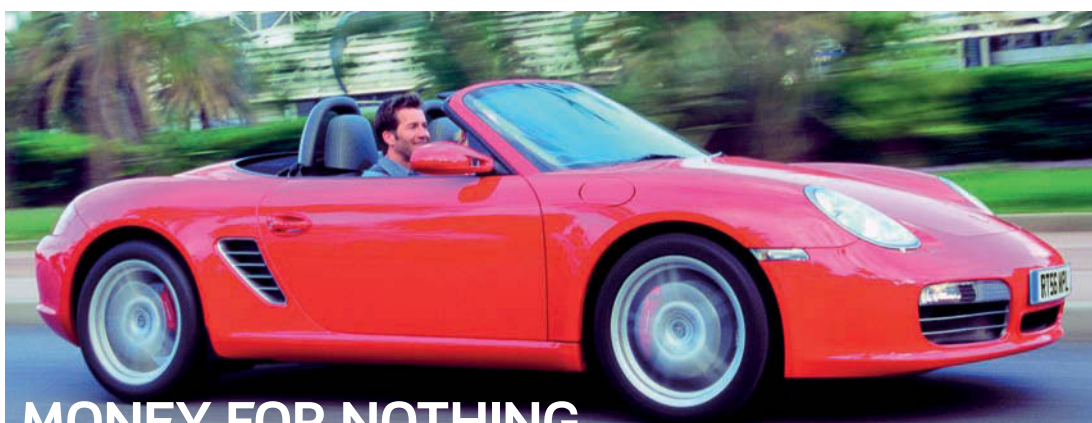
Porsche has given more details of its major presence at the 2013 Goodwood Festival of Speed, running from 11-14th July, which the carmaker describes as a 'key part' of its extensive global celebrations of the 911's 50th birthday. Its cars will take the main stage at the event – Goodwood itself is marking the Festival's 20th anniversary – in a "bespoke 911-inspired sculpture", with all seven generations of

the 911 represented. Cars will be sourced from collectors, ordinary enthusiasts, and the Porsche Museum in Stuttgart, the 1967 911 is supplying due to be sent off on a world tour of other classic car events later in the year, visiting California, China, France and Australia. There will also be a dusting of iconic racers including the 356, 908, 917 and 962.

The Goodwood

Festival of Speed, attended by Porsche every year since 1993, is becoming an increasingly important event, seen by many as the UK's national motor show now that

manufacturers no longer organise their own. The first year attracted an unexpectedly high of 27,500 visitors, rising to more than 185,000 in 2012.



MONEY FOR NOTHING

A recent note from a reader underlines the care that must be taken if considering buying a Porsche from abroad, to avoid the possibility of paying over a large sum of money but later finding that both the car and the cash have evaporated.

We heard from Dave Venman from Pewsey in Wiltshire, who spotted a UK-spec right-hand drive, 07-registration Boxster in Portugal, advertised on line in Auto Trader for £4000. That is a mere third of the car's trade in value in the UK, the would be seller explaining the discrepancy by saying 'the price is low because the car is right-hand drive in a country where all cars are left-hand drive,' and that 'nobody wants to buy it here in Portugal.'

The whole thing had "scam" written all over it,

particularly as the price supposedly included shipping and insurance, but, as Venman nearly demonstrated, it is all too easy to be taken in when you spot the car of your dreams at a bargain price. Fortunately before sending any money he had the sense to request scans of the V5 and service history, and when none came he googled the email address and found it posted in a forum for reported frauds.

'A dream of a newish, low mileage, high spec Boxster punctured, but better than £4000 down,' he said, more relieved than saddened. Auto Trader's website contains a section on how to avoid being duped. 'Never send money abroad – it's often the preferred method of a fraudulent seller acquiring money illegally,' it advises. 'Pay for the vehicle when you physically collect it from the seller.'

NEWS IN BRIEF

- Following worldwide growth of more than a quarter in January, Porsche's sales continued the trend in February, with an 18.2 per cent rise. In the first two months of 2013, the "Asia-Pacific" region has accounted for 41 per cent of total sales, the company says.
- The organisers of the Spa Classic, on 24-26th May, will, in recognition of the 911's 50th birthday, be assembling 50 of the rear-engined cars in the paddock. They will be judged, and the owners of the top five cars given VIP invitations for the 2014 Le Mans Classic.
- If you have been prosecuted for speeding on the M42 you may be in luck. The announcement by The Crown Prosecution Service that signs on the Midlands motorway were showing numbers taller and narrower than regulation means convictions going back to 2006 could be affected, according to motoring solicitor Richard Silver.
- Porsche Consulting GmbH is setting up in China. The Shanghai office will advise companies on a wide range of industrial and commercial issues, including production strategies, distribution, and particularly supplier management.
- Porsche is taking on over 1000 new employees at the Leipzig factory in what was the old East Germany, ahead of production of the Macan small SUV commencing. If you want to apply, go to www.porsche-leipzig.com/personal
- The 23rd February was the 85th birthday of Hans Herrmann, one of Porsche's most successful works race drivers, who received congratulations from the carmaker. He drove for Porsche, and also Mercedes-Benz, throughout the 1950s and 1960s.

EVENTS

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THE PORSCHE MONTH AHEAD

SHOWS AND EVENTS

April 7

Goodwood Breakfast Club
Nr Chichester, West Sussex
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www.goodwood.co.uk

April 10-14

Techno-Classica Essen

Essen, Germany
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www.siha.de

April 22-27

Tour Auto Optic 2000

France – route to be confirmed
Classics and Porsches galore on this rally around France on stages and historic circuits
www.tourauto.com

April 25-27

Manx Classic

Isle of Man
Great even for classics taking in sprints and hillclimbs on closed roads
www.mgpfestival.com

Sport

April 6

Porsche Club Championship

Round 1
Donington Park, Derbyshire
www.porscheclubmotorsport.co.uk

April 6-7

MSA British Historic Rally

Championship
Round 2, Rally North Wales
Welsphool, Wales
www.hrcr.co.uk

April 6-7

BRSCC Porsche Championship

Round 1/2/3
Rockingham, Northants
www.porscheracingdrivers.co.uk

April 21

Porsche Carrera Cup/BTCC

Rounds 3/4
Donington Park, Derbyshire
www.btcc.net



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3.6 Cobalt blue with black leather, Sat
Nav, 45,000 miles..... **£ 43,000**



911 (997) "2S" 3.8 Gen 2 (2008 - 58)
Basalt black with black leather, Sat
Nav, 24,000 miles..... **£ 46,000**



911 (997) "2S" 3.8 Gen 2 (2008 - 58)
Aqua blue with black leather, Sat Nav
23,000 miles..... **£ 43,000**



911 (997) "4S" 3.8 (2008 - 57)
Atlas grey with black leather, Sat Nav
25,000 miles..... **£ 37,000**



911 (997) "2S" 3.8 (2008 - 57)
Aqua blue with black leather, Sat Nav
45,000 miles..... **£ 38,000**



911 (997) "2S" cab 3.8 (2007 - 07)
Silver with black leather, Sat Nav,
23,000 miles..... **£36,000**



911 (997) "4S" 3.8 (2006 - 06)
Basalt black with black leather, Sat
Nav, 29,000 miles..... **£34,000**



911 (997) "2S" 3.8 (2007 - 07)
Basalt black with black/stone, Sat
Nav, 31,000 miles..... **£ 34,000**



911 (997) "4S" 3.8 (2006 - 06)
Silver with black leather, Sat Nav
47,000 miles..... **£ 32,000**



911 (997) "2S" 3.8 tip (2005 - 55)
Basalt black with grey leather, Sat
Nav 46,000 miles..... **£29,000**



911 (997) "2S" 3.8 (2006 - 55)
Lapis blue with black leather, Sat Nav
50,000 miles..... **£29,000**



911 (997) "2S" 3.8 (2005 - 54)
Seal grey with stone grey leather,
Sat Nav 34,000 miles..... **£28,000**



911 (996) TURBO cab (2005 - 55)
Silver with ocean blue leather, X50,
Sat Nav 40,000 miles..... **£35,000**



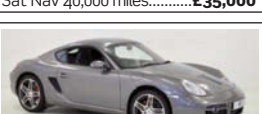
911 (996) TURBO cab (2003 - 53)
Midnight blue with black leather, X50,
Sat Nav, 57,000 miles..... **£ 33,000**



911 (996) TURBO 3.6 (2004 - 04)
Black with black leather, Sat Nav
32,000 miles..... **£33,000**



911 (997) "2S" 3.8 tip (2004 - 54)
Seal grey with black leather, Sat Nav
56,000 miles..... **£25,000**



Cayman "S" 3.4 (2007 - 07)
Meteor grey with black leather, PSM,
24,000 miles..... **£23,000**

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New cayenne 2012 bonnets



**Cayenne new Cardanshafts
And repair kits**



New 991 bumpers

ARCHIVE 1974

ORIGINAL 911 TURBO STUNS THE WORLD

WHEN PORSCHE LAUNCHED THE 911 TURBO IN THE MIDDLE OF AN ENERGY CRISIS, FEW WOULD HAVE BELIEVED THAT IT HAD ANY FUTURE, LET ALONG BECOME THE COMPANY'S LONG RUNNING FLAGSHIP MODEL, SAYS DAVID SUTHERLAND



In 1974 the cost of petrol was going through the roof. The previous year it had been 38 pence a gallon in the UK, and an apparently endlessly available commodity, but a Middle East crisis pushed it up to 50 pence, with further big increases to come. As if that wasn't enough, petrol rationing coupons had been issued (though rationing was never introduced) and a 50mph speed limit imposed. You were made to feel guilty about using your car for a journey that wasn't strictly necessary, and it seemed the fun had disappeared from motoring forever.

Porsche, however, thought differently. Demand for big engined cars might have been fading fast, and just for good measure exhaust emission were becoming a big issue, but at the 1974 Paris motor show the German sports car maker unveiled its fastest, thirstiest and most expensive road car ever – the 911 Turbo.

With its aggressively bulging wings, deep front spoiler, and now iconic “whale tail” rear wing, and of course its £15,500 price tag (a Mini was £1400), it would have perfectly answered the description “politically incorrect”, had that expression been in use at the time. Many in the motor industry might have wondered if Porsche management had taken leave of its senses, even if the plan was for just 1000 cars.

The original 930-series 911 Turbo's 3.0-litre flat-six produced 260bhp, which for nearly 40 years ago was a serious output, as was the 253lb ft torque. It was 50bhp and a third more torque than the 1973 Carrera 2.7 RS.

But within a year the so called energy crisis had passed, petrol queues had disappeared and you could burn as much of it as you wanted, albeit at double the price it had been. And the 911 Turbo no longer looked like a preposterous idea – but the most

advanced and desirable sports car on the planet. Pictured here is the very early model (chassis number 930 770 088) used by Ferdinand Porsche for 8200km until 1980.

The 930 Turbo would run for 15 years, but there was only one significant update, which occurred for the 1978 model year. Engine capacity rose to 3.3 litres, and 300bhp and 303lb ft torque, while the original unservoed brakes were updated, and received servo assistance. Wheel diameter went up an inch to 16-inch to accommodate them, and by now ran the world's first low profile tyre, the Pirelli P7.

However one thing that did not change until 1988, a year before the car was discontinued, was the adoption of the five-speed gearbox used in other 911s. Porsche said simply that the engine's wide spread of torque meant only four speeds were needed.

In the early days the 930 Turbo was very exclusive, and rarely seen, and

anyone lucky enough to drive one will never forget the experience. Carl Ives, whose family business, Shirleys Garage in Meriden near Coventry, has specialised in Porsches since the 1970s, was among them.

‘I thought it was a completely wild animal,’ he recalls. ‘You could drive it in two ways – with the turbo off boost, when it was dreadfully flat, or the turbo on boost, when it was pretty exciting. There was no middle ground, and it took some getting used to.’

As is well documented, the 911 Turbo went on to become a yuppie trademark in the late 1980s (although the number of City traders driving them was never as high as imagined, Porsche's own data at the time showed), and also became highly collectable.

‘I watched them and the wide bodied Super Sport go for silly money – a hundred grand – in 1989 when Porsche said they weren't going to make them any more,’ says Ives. ‘And then they said they would make them, and the prices came down again.’

Nearly four decades on, the announcement of the sixth generation 911 Turbo cannot be far off. But for some, the astonishment and thrill of the original 930 cannot be matched. ‘It looked fabulous then, and it still does now – a proper 911,’ says Ives.

THE RIVALS

BMW 3.0CSL (1972-73)
It was an “homologation special” to allow BMW to enter the E9 series 3.0CS coupe in production racing, and once spoiled and bewinged, it instantly gained the “Batmobile” tag. The road cars used a thinner and lighter steel for the body as well as some aluminium panels, while interior fittings including sound proofing were stripped out.

Ferrari 365 GT4 Berlinetta Boxer (1973-76)
This was the top Ferrari of its day, introduced in 1973, its Pininfarina body housing a mid-mounted, flat-12 engine derived from Ferrari's Formula One car of the time. Capable of 175mph it was among the fastest cars of its time, and was built until 1976, with under 400 made, when the 512 BB took over.

Jaguar E-type V12 (1971-74)
Appearing a decade after the original E-type, the Series 3 of 1974 used Jaguar's super smooth 5.3-litre V12 instead of the previous 4.2-litre straight-six. But it was lardier, and in most eyes a lot less pretty due to the large, snouty grille that replaced the sleek front intake, and also the loss of faired in headlamps.



1974: IN OTHER NEWS

Emerson Fittipaldi became F1 World Champion driving a McLaren, in a year that saw the emergence of future champions Niki Lauda and James Hunt

There were two general elections in the UK, both won by Labour, while in the US Richard Nixon became the first president to resign, in the wake of Watergate.

Tory peer Lord Lucan disappeared without trace, following the murder of his children's nanny, this qualifying as the most famous vanishing act ever.

An American restaurant chain, McDonald's, opened its first UK outlet, in Woolwich, south east London. Since then the chain has gone on to become quite popular!

Supertramp's Crime of the Century was a hugely popular album, and after a three-year heroin addiction, Eric Clapton released the highly rated 461 Ocean Boulevard.

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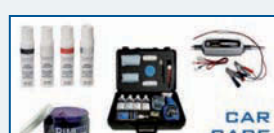
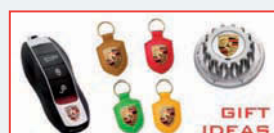
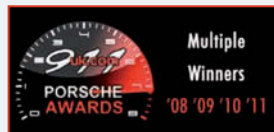
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BUYING POWER

THIS MONTH'S MUST-HAVES AND PORSCHE ACCESSORIES

GT3 RACE DAMPERS FOR THE ROAD

The new 991-series GT3 is Porsche's big news at the moment, but there is still of course plenty of interest from tuners in the 997 GT3 and GT3 RS, and this road orientated suspension upgrade from KW Automotive, named Variant 3, is one that comes highly recommended. It has been around for a few years, but continually updated. 'KW are a very go ahead company, they're not using the same technology as five years ago and the design is constantly evolving,' says Steve McHale, technical director at Porsche specialist JZM in Kings Langley, Hertfordshire, a UK agent for the German firm.

The premise of Variant 3, adjustable for bump and rebound, is a suspension kit designed for race work that is adapted for the road, with durability in mind, and which will suit the type of GT3

owner who does a number of track days every year but still regularly uses the car on the road. German TÜV approved, the shock absorbers have stainless steel casings and are very hard wearing – unlike aluminium race dampers which are fragile and will need to be rebuilt on a regular basis if used on the road – and will survive a few northern European winters no problem. Even the spring platforms are a seize resistant, lightweight composite material, reducing weight.

KW, in Fichtenberg, north east of Stuttgart, is a relative newcomer, founded only in 1996. But it has invested heavily and has one of only 15 seven-post drive dynamics test stands in the world (most are owned by Formula 1 teams), which due to its massive stability can accurately simulate track conditions.

Variant 3, for all 997 GT3/RS production, is not cheap at £2722 including VAT, and then there is fitting – £1325 at JZM. However McHale makes no apology for the cost. 'It is nearly two days' work,' he says. 'Unless they're set up perfectly they don't work as well as they should – but when they are, they're awesome.'

A Club Sport, track spec version is also offered, which has uniball strut tops, stiffer springs, plus the addition of adjustment for the "high speed bump" action (this being the way the damping force collapses when a wheel hits a major obstruction such as a circuit kerb, in order to prevent the car being thrown wildly off balance). More information at www.kw-suspensions.co.uk, or from JZM on 01923 269788 or at www.jzmporsche.com



BBS LAUNCHES 911 WHEEL



The German wheel specialist BBS has introduced a 20-inch diameter rim for the 991-series Porsche 911. It is the well known CH-R design, already available in 18-, 19-, and 20-inch sizes for other Porsche models, and offered in Brilliant Silver, Satin Black and Satin Titanium.

The wheels are manufactured using a special low pressure casting process that BBS, a supplier of high performance wheels since 1970, has developed. Each, the nine-inch wide wheels for the front of the 911 cost £442 including VAT, and the 11.5inch rears £477 - not cheap, but should

you dread hearing that sickening crunch of alloy meeting concrete kerbing and coming off worse, the rims include a "collision protection" feature, whereby the

outer aluminium ring can be replaced without the need to remove the tyre. For further details go to www.bbs.com or contact the sole UK agent BBS lists, Rimstyle Autodesign in Kent, on 01233 503006, or at www.rimstyle.com

MAGIC MILLERS OIL

Yorkshire-based Millers Oils has launched a new high performance engine oil claimed to reduce frictional losses, and hence improve fuel consumption, but at the same time cut engine wear by half. These seemingly contradictory achievements were made possible because the oil, the EE Semi Synthetic 10w40 from the Energy Efficient range, does not have the lowered viscosity of other performance oils that reduces oil thickness but accelerates wear, but instead has a "magic ingredient" to lower resistance without reducing viscosity.

If this is sounding a little familiar, it is because in last month's news we ran the story of how using Millers Oils' CFS 10w60 NT Nanodrive racing oil increased power and torque from a classic Porsche 911 RSR engine by 5.6 and 4.1 per cent respectively compared to a previous Millers Oils product, but at the same time retained a normal viscosity. The EE Semi Synthetic 10w40, pictured here, is the road car version of that oil, utilising essentially the same formula. A five-litre pack costs £39.49 including VAT. Further details at www.millersoils.com



SHARP INTAKE

Multi make tuner Forge Motorsport in Gloucester (and with a branch in Florida) has introduced an induction kit for the 997-series 911 Turbo and GT2, said to increase airflow over the factory setup by almost a third. It was designed and made by Pipercross in Northampton, an air filtration expert with considerable BTCC racing experience.

Lightweight aluminium framed and carbon-fibre cased, the Porsche 997 induction system uses a dome shaped air filter to maximise surface area, and gives 30 per cent more airflow as well as filtering to a finer rate, Forge says. In the absence as yet of dynamometer tests, no actual performance improvements are claimed, but the firm expects that a rolling road session would reveal extra power.

The multi layered foam can be cleaned, and the kit, which is a DIY direct replacement fit, costs £488 including VAT, and comes with what is described as a lifetime warranty. Call 01452 380999 or visit www.forgemotorsport.co.uk





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PRODUCTS



FORGING AN EXTREME LOOK

Another interesting looking rim comes from Porsche tuner SpeedArt, the forged LSC wheel, available in 20-, 21- and 22-inch diameters, and which fits the g87-series Boxster and Cayman, g11s back to the g96, and the Cayenne and Panamera.

But if you wish your Porsche to melt anonymously into the background, then we recommend avoiding this wheel because with its skinny spoke construction it is a somewhat extrovert design, the petrolhead's equivalent of a very brief swimsuit, revealing pretty well all it is meant to cover up, in this case your assets in the braking department.

Prices for the wheel, which is of modular construction, start from €1290 (about £1130) each.

For more information go to www.speedart.de or contact the UK importer, SpeedArt UK in Romford, on 020 8598 9115 at www.speedartuk.com

FUELLING FRIEND

If your older, or classic Porsche spends a lot of time laid up – perhaps even the whole winter – then this new “engine tonic” from well known fuel additives specialist STP, called MPMT (Multi Purpose Motor Treatment), might be of interest. When added to the fuel, it keeps moisture and corrosion at bay, thus helping maintain the condition of the fuel tank and fuel lines, while the lubricating effect makes it easier for the engine to start after a long period unused. It is suitable for all engines, air-cooled or otherwise, and can be purchased from car accessory shops, priced at £10 for a 500ml bottle, enough to treat 80 litres of fuel.



OPENING TIME

The Smart Top roof modules that Mods4cars makes for Porsches are no strangers to these pages, mainly because the Las Vegas outfit continually updates them each time a new canvas utilising Porsche is launched. The latest one is for the g81-series Boxster, launched in 2012, and brings a one-touch lowering and raising to the mid-engined roadster.

It works from either the factory key fob or from the switch on the centre console, and, obviously, means you no longer need to keep the fob or switch pressed for the duration of lowering/raising – simply touch the fob once, get in the car and belt up, and by the time you're ready to drive off the roof will be down and tucked safely under its cover. What will you do with those seconds saved, we can't help but wonder.

The Module can also be programmed to do other things, such as leaving the windows up after the roof comes down, and if needed, can be temporarily disabled without losing all personal

settings. It sounds like a straightforward home fit (or indeed removal), with no cutting or soldering necessary, and you get free downloads of the latest software for it. The price is quoted at €249 plus local taxes, which will work out at around £260 in the UK. For a list of supplying dealers go to www.mods4cars.com



USEFUL LINK

Slovenia based Prekom – little known in the UK, but a major force in replacement Porsche suspension componentry – is now supplying these rear anti-roll bar drop links for the 1989-1993 964-series 911, complete with bushes. Their function is to support the anti-roll bar at each side – the original factory bushes are likely to be worn out if a 964, now a minimum of 19 years old, feels in need of a suspension rebuild. They are available with standard stiffness bushes, or in track spec. For more details go to www.prekom.si or contact Prekom's sole UK agent, Hartech in Bolton, Lancashire on 01204 302809 or visit www.hartech.org



OWNERS TELL TOYO

Japanese tyre maker Toyo has brought out four new size options for one of its high performance tyres – in direct response to requests from Porsche owners whose cars run 19-inch diameter wheels. The new sizes in the Proxes R888 range are 325/30 ZR19, 345/30 ZR19, 245/35 ZR19, and 265/35 ZR19, and are aimed specifically at the “staggered” fitment (i.e. wider at the back than the front) of Porsche sports cars.

The semi-slick Proxes R888 has been a control tyre in many race series, including the Toyo Tires BRSCC Porsche Championship, and the road legal E-marked

version is much appreciated by keen drivers for its combination of high wet and dry grip, which makes it ideal if the car is used on road and on track. Renault thinks it good enough to use as original equipment for the Megane R26R hot hatch.

However the unavailability of the above sizes had severely limited its application for Porsches, hence when owners started to complain to dealers about it, Toyo took notice and expanded the range. The Proxes R888 will be launched in May, with prices announced nearer the time.

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USUAL SUSPECTS

PAUL DAVIES TELLS WHY RACE RETRO IS ONE OF HIS FAVOURITE OUTINGS OF THE YEAR. THIS YEAR HE INVITES US TO JOIN HIM ON A RETRO-RAMBLE AS HE MEETS UP WITH OLD FRIENDS AND LEARNS A THING OR TWO

COULDN'T MAKE THE RACE RETRO SHOW? PAUL DAVIES WAS THERE FOR YOU

I've got this theory about motor shows, particularly classic car shows. You could visit one every three years and not miss anything. Most events you can complete a lap or two well before lunch and still not miss anything. Race Retro, however, is a tad different.

Spread over a number of halls of the National Agricultural Centre, near Warwick, the annual event (it was the historic motor sport show before someone decided the old handle wasn't trendy) feels more of a get-together in convivial surroundings than a hard sell. Yes, the same exhibitors are there (almost) every year and – inevitably, because it's their business – they have, largely, the same story to tell. But there's always something new to learn, and you meet such nice people! It's a good season-starter, despite the chill wind that blows through some of the outer halls where autojumble stalls and the line-up of cars being used on the 'live' rally stage have their home instead of shivering cattle being readied for market.

I must, however, report a paucity of Porsches at this year's happening; there were more in the auction than the exhibition itself. Still, there was much else to see. Like the beautiful Lancia Appia GTE coupe in one corner of the main hall, and the scary V8 VW Beetle supersaloon in another. And the rusty frame of a Lotus 19 waiting for one of Crossthwaite and Gardner's immaculate restorations; and the line-up of

Hillman Imps, reminding us that 2013 is the 50th anniversary of the birth of a rear-engine car other than the Porsche 911.

So, what was new? I must admit I'd never heard of Tandler Precision before I stumbled on their stand, which is very remiss because their Roger Jarvis informed me they are 911&PW advertisers! Originally a manufacturer of industrial gears (when Herr Tandler would deliver to local customers on his bicycle) the Bremen, Germany, company first entered the automotive market supplying to Borgward. This excellent make – I owned an Isabella TS for a couple of years – failed in the early sixties, but it opened up a new market, and soon the company was manufacturing, mainly, crown wheel and pinion sets for other car makers, Porsche included.

Over six decades Tandler has gained a reputation for a high quality product, and now cuts gears for most performance and classic cars, and will tackle almost any one-off project. Porsches from 356 to GT3 are catered for, with both standard and competition ratios.

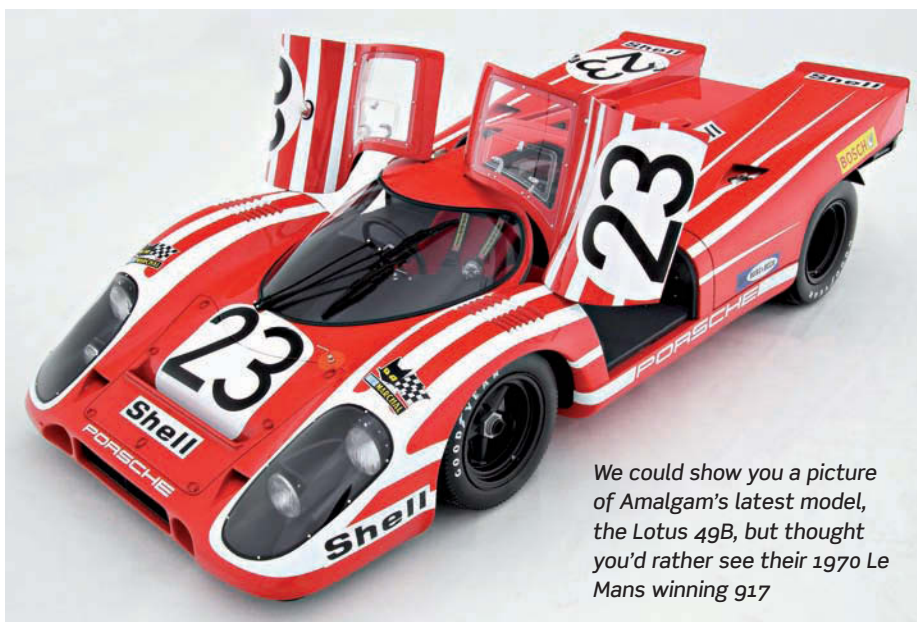
Tandler is the only specialist manufacturer to make angled skew gears – illustrated by Roger leading me to an adjacent Race Retro stand to show how such (Tandler made) gears split the propshaft of a 1932 Alfa Romeo P3 into a 'Y' shape to allow the driver to sit low in the racer's chassis. Clever stuff.

What else did I glean from my retro rambles? Owners of Weber equipped 356 and early 911 Porsches can head to Northampton Motorsport for full carb refurbishments; injection Porsche owners will be able to use the company's 1200bhp rolling road to tune for optimum performance (the dyno is a single-roller type which minimises tyre distortion and heat build-up); throttle body converts will also benefit from Northampton's experience in setting up Omex management systems.

BTB Exhausts are also specialists. This concern revels in the bespoke creation of exhaust systems for performance and competition cars, preferring to hand-match systems to cars brought into their workshops. With premises in Daventry just up the road from Tuthill Porsche they're well practised in fabricating systems for rally 911s of all callings. (Tuthill was promoting its Norwegian ice driving courses elsewhere in the show).

Then ramble to the Motul Oil stand, to find early Porsche guru Andy Prill sitting on a stool (at a work table, not a bar) singing the praises of the American specialist lubricant blender. It turns out that when the UK's previous Motul

Autojumble is massive and magnificent. Classic Car Spares had numerous (new, genuine, made in Spain) Webers for sale. 40IDF at £450 a pair could be ideal for a 356 or 912



We could show you a picture of Amalgam's latest model, the Lotus 49B, but thought you'd rather see their 1970 Le Mans winning 917



Here they are: The usual suspects, g11 & Porsche World's elite squad of journalists and Porscheophiles. 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



ADAM TOWLER



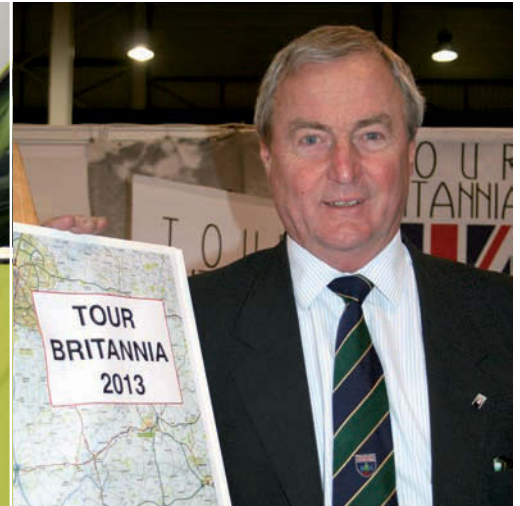
KEITH SEUME



JOHNNY TIPLER



Good line up of Porsches for the auction, the '84 Carrera 3.2 Targa sold at £14,385



Alec Poole raced works MGB and Mini, and now heads Tour Britannia. The 2013 route (10-11 May) announced at Race Retro includes a test at the Porsche Experience Centre at Silverstone

distributor vacated the scene Maxted-Page and Prill were quick to take on responsibilities.

Motul's motorsport involvement has resulted in a range of oils for road and competition use for cars of all ages. For real old timers there are SAE30 and SAE50 monograde mineral oils, whilst for '50s to '70s cars – which means most classic Porsches – a mineral 20W50 product is recommended. Motul's 300V 15W50 fully synthetic oil is for modern (M64 onwards) Porsche engines and, says Andy, exceeds industry specifications. Oh yes, there's also Racing brake fluid and Competition gear oil.

I didn't just stumble over the Classic Team Lotus stand, it was far too big. Amongst a tremendous display of cars wearing the iconic yellow/green triangle badge top model maker Amalgam had unveiled their latest – a 1:8 scale replication of the 1968 Monaco GP winning Lotus 49B. At £3850 a pop hardly a bargain, but perfect in every detail and I'd be prepared to bet the limited run of 99 cars won't hang about.

You can't ramble far at Race Retro without

bumping into a face you know. Barrie Williams is a show regular; he's someone I could listen to every year, not one in three. A chance meeting in the Gents prompts the question, when did you last drive a Porsche? The 'quick' answer takes the next 15 minutes, as Whizzo reminds us he was runner-up two years on the trot in the Porsche Club's BFGoodrich race series (later to be Porsche Cup) in a Carrera 2.7 RS and also raced a 2.8 RSR.

Whizzo – who nowadays is in that heavenly world of being paid to race other people's highly significant historic cars – also recalls that he used patron Norman Grimshaw's 924 GTS on the road for many miles, using the left-hand drive set up of the car to acclimatise himself to the BMW he had to race at the Nürburgring.

Something that would suit Barrie to a 'T' is Tour Britannia, but it would have to be in a Porsche. Organiser Alec Poole reckons the g11 has more or less taken command of the event, winning one or other category of the UK's version of Tour Auto almost every year it has

been held. Paul Howells, Sean Lockyear, and Nick Whale, have figured in past results whilst last year Tech 9 boss Phil Hindley took honours in both the full-length version and also the day-long Mini Britannia. Phil has already said he's out to repeat his win on this year's event in May, which includes the Porsche Experience track at Silverstone amongst its stages.

Mention of Nick Whale brings my ramblings to an end, as I present the fact that the former Porsche Centre Solihull owner is now boss of official Race Retro hammer bashers, Silverstone Auctions. No less than seven and a half Porsches (explain later) were on the list, but only a '63 356C (£37,300), '68 911L (£34,500) and '84 Carrera 3.2 Targa (£14,385) sold. The 'half', a 550 Spyder replica, also sold for £18,400 despite bubbly paintwork. **PW**



Tandler Precision manufacture crown wheel and pinion sets for almost all Porsches



Andy Prill, in full Motul livery, says the US made lubricant, now distributed in the UK by Maxted-Page and Prill, is so good it exceeds all known specifications

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02(52) 911 Targa, 3.6, GT Silver, BOSE, FPSH, PSM, Outstanding Condition, 95,237 miles £15,950



06(56) Boxster Tiptronic S [245], Atlas Grey Metallic, 2.7, H/Seats, PSM, BOSE, FPSH 52,300 miles £14,995



09(59) Boxster S (GEN 2), Silver, 3.4, Leather, H/Seats, PCM 52,863 miles £24,950



08(08) Boxster Sport Edition, 2.7, Guards Red, FPSH, H/Seats, Climate, 32,887 miles £19,950



10(10) Boxster Spyder [320], Black, 3.4, PCM 3, Full Specification 12,600 miles £35,950



09(58) Cayenne GTS Tiptronic, 4.8, Crystal Silver, BOSE, Leather, PCM, VTS, 79,300 miles £24,950



05(55) Cayenne Tiptronic S, Titanium Metallic, 4.5, BOSE, 6 CD, H/Seats, 80,000 miles £9,950



06(06) Cayman S, 3.4, Atlas Grey, Sports seats, uprated exhaust, Carrera alloys 61,500 miles £19,999



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THE SWINGING SIXTIES

It's 1968 and you've just had a win on the Premium Bonds. There's only one way to celebrate and that's by buying one of those Porsches you've read about. But which one should you choose? We turn the clock back and help you make a decision...

When: Keith Tester
Photos: Antony Hoar

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Celebrating 50 years of the Porsche 911





These early 911s had their own character, but they were also the beginning of the classic Porsche 911 as we know it today. Each model had its own unique personality and appeal.

SWINGING SIXTIES

I have to say how much I enjoyed your feature titled 'Swinging sixties' in your April 2013 issue. The story brought back many happy memories.

In 1968, I found myself in just such a situation while serving out in Germany. I desperately wanted to buy a Porsche, having owned 356s for many years, and was anxious to try the different models back to back so I could make my choice.

In my broken German, I tried to explain to my local dealer that I wanted to buy a new Porsche, and asked if it was possible to drive both the g12 and the g11T.

This met with a degree of disbelief on the salesman's part, as he tried to explain in his poor English that people usually either wanted a g11 OR a g12 – not many people were undecided, as the judgement was usually based on budget.

However, he eventually caved in and offered to take me for a test drive in both cars – note, he was taking me for a drive, not me driving. That's the

way it was back then.

We started with the g11 – I guessed he thought that by starting with the more expensive car, anything else would seem a disappointment, I'd end up buying the g11 and he'd make more commission.

The drive was fine, the car simply magical. And then we turned to the g12. It was fascinating watching his expression change as he settled down to the task of demonstrating the g12.

Within a few kilometres, he was clearly enjoying the g12 far more than he was expecting. It turned out, it was the first time he'd demonstrated the four-cylinder model and he was obviously surprised.

A few days later, I returned to sign on the dotted line, opting for the g12 as I realised my budget wouldn't quite stretch to the g11. The salesman smiled as I gave him the news and whispered 'You have made the better choice. But don't tell the boss I said so. I was most impressed with that car after driving the g11T

and have ordered one myself! So there you have it – the g12 was a better car. It must be true – after all, a car salesman told me so.

James Nolan, via E-mail

Keith Seume replies: It was indeed an interesting exercise driving the three g11s back to back and, as I hoped came across in the feature, there was rather less separating the basic g11 and the g12 than one might expect. I loved my g12 and still miss it...

SINGER THOUGHTS

The Usual suspects piece in April was most interesting. I have not known quite what to make of the Singer, thinking that it was simply a rather overpriced 'back-date' for people with too much money and not enough sense. But maybe I was wrong.

Steve Bennett's brief description of the car has helped me view it in another way. I had always dismissed it as a frivolous thing but that was born out of my trying to

pigeonhole the Singer. We are all guilty of this – it's easy to refer to every modified g11 as a 'Carrera RS replica' or an 'ST recreation', but the Singer has gone its own way, which surely must be healthier.

Even if the average g11 enthusiast can't afford a Singer, or doesn't like the mix of old and new components, I think it's great that what many perceive to be a 'classic Porsche' has received such widespread attention. That has to be a good thing, right?

John Jameson, via E-mail

CAT C or CAT D?

After reading the piece on David Drury's former 'Cat D' g11SC (*You and yours*, April 2013), I began to ponder the possibility of buying what we always used to call a 'write-off' as a cheap way to get into Porsche ownership.

After scouring both eBay and Auto Trader websites, I finally came across a couple of likely candidates. One was the rolling shell of a 1979 g11SC, the other a complete 3.2 Carrera that was on the road and in regular daily use.

I decided to check them both out and arranged to view the two cars one Saturday (fortunately, they were within a few miles of each other).

The rolling shell was just that – it needed everything, right down to the wiring loom. It was advertised as a Category C, but it didn't seem like any attempt had been made to put the car back on the road.

It turns out it was a stolen/recovered car, which had been found stripped of its drivetrain (and just about everything else, it seems), and was then bought back from the

insurance company by its owner, who had planned on building a trackday car out of it.

Although it seemed a bargain, after adding up the cost of building a car almost from scratch, I passed it by.

The 3.2 Carrera was more promising, at least on paper. This was a Cat C, too, which had been involved in a relatively minor accident, suffering panel damage to one side and a bent nose where it had made contact with the central barrier on a motorway.

The repair work looked to be to a high standard, and I checked the VIN against the paperwork. All seemed in order, so I negotiated a price and was about to hand over the money when a friend who'd come along for the ride asked me about the insurance implications with a repaired car.

I decided to call my insurers and was glad I did. First of all, they said that I would no longer be able to insure the car on my current 'classic' policy and also that they would require the car to undergo an inspection before they would cover it.

I was surprised at this as I thought the car would have already been checked, but they said that they needed to be sure that the repairs had been carried out to a high standard by having an independent engineer take a look.

In the end, I decided against this 'cheap' route to getting a Porsche and, instead, opted to bide my time until I could afford a 'good' g11. In the meantime, I have followed your advice and bought a g44 S2, which I absolutely love.

In fact, I like it so much, maybe I won't bother with that g11 after all...

Tony Goldring, via E-mail



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PORSCHE SPORT

PAUL LAWRENCE ROUNDS UP ALL THE LATEST SPORT NEWS

Photos: Jakob Ebrey, Malcolm Griffiths, New World Motorsport and Paul Lawrence

Porsche Cars GB and former Le Mans winner Richard Attwood will be celebrating 50 years of the Porsche 911 by racing one in historic events this season. Meanwhile, the big guns are lining up for the British GT season

PORSCHE CARS GOES HISTORIC RACING

In celebration of the 50th anniversary of the Porsche 911, Porsche Cars GB is going to enter a 1965 2-litre 911 in a range of historic races this season with 1970 Le Mans winner Richard Attwood leading the driving team.

Porsche Cars at Reading has bought the race-prepared car and will enter it in a programme of European events including several Gentleman Drivers races as well as at high profile events like the Silverstone Classic and Spa Classic six-hours.

Attwood (72) regularly works as driving consultant at the Porsche Experience Centre at Silverstone and is delighted with the chance to finally race a 911, having done all his Porsche racing to date in far more powerful purpose-built racers. He also extensively raced in a 908 and his 1970 Le Mans success came in a 917.

"I've never raced a 911," said Attwood. "I was sent down to the Targa Florio to learn the



The 1965 2-litre 911

circuit in 1969 and Brian Redman and I went down in a couple of 911Rs, which was the nearest I ever got to racing a 911.

"I had a 911 road car in 1969 and it was very much an understeery car. They've eliminated that on this car and it's a very pointy car and you

drive it knowing that it will oversteer and you just control it from there. I'm looking forward to racing it with a couple of guys I work with at the Porsche Experience Centre: Gordon Robertson and Barry Horne."

Horne was the inaugural Carrera Cup GB champion in

2003, but Robertson has done relatively little racing. Some other guest drivers are likely to race the car during the season, which should also include the Goodwood Revival Meeting. The car's first race is due to be at the Donington Historic Festival (3-5 May).



Attwood poses with his new racer



The 1970 Le Mans winner



Attwood in the office of the 911



Westbrook will head the Trackspeed team

ROB BOUGHTON WILL MAKE HIS RACING DEBUT IN THIS YEAR'S PORSCHE GT3 CUP CHALLENGE GB.

"I've done a lot of track days with Porsches, including a 911 GT3RS, and decided it was time to try a bit of racing and so I'm going to compete in the Porsche GT3 Cup Challenge GB.

"I'm going to be racing the ex-Peter Smallwood 911 GT3 Cup and will run with Parr Motorsport. Carrera Cup GB race winner Ben Barker is giving me coaching and encouragement alongside team boss Paul Robe.

"The GT3 Cup Challenge GB looks to be the perfect race series for a driver in my position. There is a lot to learn and we're working on it. I've had three days in the car so far and we had a good day at Donington Park recently.

"It is going to be a big year for me as my partner Laura is expecting our first child in August. That means there is a bit of a question mark over whether I'll make the Rockingham races in mid-August, but otherwise I'm planning to contest a full programme. We start at Donington Park in mid-April. I'm excited to hell about starting racing, and I've got backing from Thakeham Homes from West Sussex."



Boughton testing at Donington Park

WESTBROOK BACK TO BRITISH GT

Porsche ace Richard Westbrook will spearhead Trackspeed Racing's two-car campaign in the Avon Tyres British GT Championship by sharing a car with gentleman driver Gregor Fiske. Jon Minshaw and Phil Keen will handle the team's second 911 GT3R.

Double Porsche Supercup champion Westbrook is back for his fourth season with Trackspeed, and in 2013 will be able to compete in almost every round, as the seven-event calendar fits well with his international GT racing commitments.

"I'm delighted to be teaming up with Gregor after working on opposite sides of the garage in 2011," said Westbrook. "Being a Pro-Am championship it's vitally important to have the best team-mate possible and in Gregor I'm confident that I've got just that. The championship's gone from strength-to-strength and the competition certainly appears much greater than last season. Fortunately we'll have a significant upgrade to the car so it should be a very interesting year and I'm feeling extremely confident."

In the Motorbase British GT squad, former Carrera Cup racer Ahmad Al Harthy will join Michael Caine in the team's lead 911 GT3R as the Omani racer makes the step into endurance racing.

"Moving full-time into endurance racing and away from sprint racing is a big new challenge, but it's one I'm really looking forward to," said Al Harthy. "I seriously couldn't have a better or more experienced team-mate than Michael to share a car with and if I can get close to matching his lap times I'll be very happy indeed."

SLICK FUTURE FOR CLUB CHAMPIONSHIP

Competitors in the Porsche Club Championship will switch to racing on slicks for at least the next three years after the Club and Pirelli UK signed a new tyre supply deal.

The agreement renews long term ties between the two organisations, dating back to the Pirelli Porsche Cup in the 1990s.

"Renewing the Porsche Club relationship with Pirelli will be good for the Club's competitors and our motorsport overall," said Club motorsport manager Steve Kevlin. "A move to slick tyres will increase the level of competition and improve lap times and we look forward to the next three years providing stability to the Club's motorsport."

HERO OFFERS RALLY INTRO

As part of its campaign to introduce more people to classic rallying, the Historic Endurance Rally Organisation has set up an 'arrive and drive' programme for its range of historic road rallies.

Among the fleet is an immaculate 1969 2-litre Porsche 911, which is available for hire for anyone interested in this under-stated branch of the sport. From one-day tours, to week-long pan-European events, there is a wide choice of rallies.

"We needed a fleet of classic cars for people to try: it bridges the gap for younger people to get into rallying," said HERO's Tomas de Vargas Machuca.

PROFFITT PIPS NUTT IN WALES

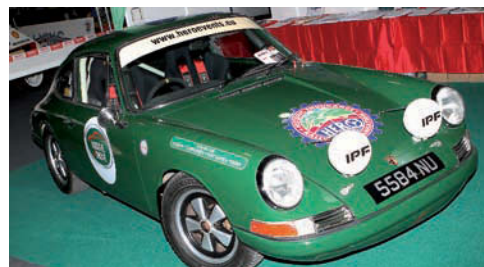
Victory in the opening Porsche contest in the British Historic Rally Championship went to Rikki Proffitt after a mighty battle with the similar 2-litre 911 of Dessie Nutt.

On the Mid Wales Stages Nutt and Geraldine McBride went into the final special stage just one second ahead of Proffitt and Phill Harrison.

After a spin on the first stage, Proffitt attacked and pulled back eight seconds to win. "That's the best win I've ever had: it's been nip and tuck all day," said Proffitt. Nutt was left to rue the time lost to a slow puncture on the Hafren stage. "That's the best craic we've had for a long time," he said.



Slick racing tyres are in for 2013



HERO has a 911 for hire



Proffitt just beat Nutt in Wales

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PORSCHE FOR LIFE

Rebecca Stephens – wife of Porsche dealer Paul – has the pick of some serious Porsches, but she’s more than happy with her 174,000-mile 964 C2 of five years

Words and pictures: Brett Fraser

It’s every Porsche enthusiast’s ultimate fantasy – a showroom full of classic, iconic models and (in theory, at least) the keys for each are yours for the taking. Sounds heavenly, yes? Yet for Rebecca Stephens, wife of renowned specialist Paul Stephens, the myriad temptations that confront her every day aren’t sufficient to turn her head away from her old flame and automotive companion for the past five years, a Guards Red 964 Carrera 2.

Not that Porsches were always on Rebecca’s radar. Or even sports cars in general, for that matter. Especially in the pre-Paul days. ‘To be honest, I always thought Porsches were more for flash gits,’ she confesses with disarming honesty.

‘I’ve always been into cars, though, and I couldn’t wait to get my driving licence – it represented my freedom. But I was never a sports car person and didn’t have the first clue about Porsches: my first car ever was a Mini. Over the years I’ve had a series of company cars, the first of which was a Vauxhall Astra van, which I didn’t particularly enjoy.

‘Along the way there was also a Mitsubishi Carisma, which really didn’t live up to its name. I think my favourite company car was probably a Peugeot 309.’ Before any of you start laughing that off as a curious choice, they were actually very entertaining to drive, back in the day when Peugeot properly understood what driving pleasure meant.

‘When I first met Paul I was still a sales rep. I had bought a Renault Mégane soft-top that I loved, and that represented my whole interest in cars at that time. Paul talked me into selling that before I lost any more money in depreciation: I talked him into buying a fully loaded Golf – black paint, black interior – that was quite fun to drive.

‘Being in sales, it would have been way too flash to turn up to clients in a Porsche; the Golf was ideal. Then for some reason Paul talked me out of the Golf and into an

Astra that I absolutely hated.’

Meanwhile, though, Rebecca had had a bit of an epiphany. ‘I drove my first Porsche, a 993, although I can’t remember which model. We were coming back from Cheltenham and I enjoyed driving it so much that we came back cross-country (to Essex). Suddenly, I got it. I realised that I wanted a Porsche, though I know I was a bit spoilt as I didn’t have to build up to that realisation through owning and driving other sports cars.’

Shortly afterwards came a gesture that blokes will believe is steeped in romance but which Rebecca is more playfully cynical about. ‘Paul gave me a 993 for Christmas. Hung the keys on the tree. But in reality I think he’d forgotten about a present and at the last minute picked a car that he knew would be tricky to shift during the winter months,’ she laughs.

‘You think I’m joking?’ she enquires. ‘Well, by April Paul had sold it on... By that stage, though, I no longer needed a permanent car and for a while drove a Boxster. I loved it but was concerned about the engine horror stories that were doing the rounds.

‘What followed that was a 993 Carrera 4 Cabriolet that I adored – it is probably my favourite Porsche, and while some folk sneer at the drop-tops I really love the wind in my hair. Sadly the C4 came to an unfortunate end – Paul lent it to a supplier to take to a wedding, but before he even got there someone ran into the back of it. I remember that there was a lot of back and forth with the insurance company as Paul ensured that we got a true market value for the car.

‘And after that came the little 964 that I still adore. I prefer the shape of it to the 993; it’s closer to the iconic lines of the earlier 911s. And in red I think it looks so pretty. It’s the earliest 911 that I think I could actually live with on a day-to-day basis: it strikes just the right balance between how you would like a 911 to look, and how you would like a 911 to drive.

Right: With a showroom full of mouth-watering Porsches there’s much to tempt Rebecca away from her 964 C2, but she’s not for swapping. Left: Sliding it around at Porsche’s Silverstone Driving Experience Centre





'I'll readily confess that I'm a bit of a snob, so the other thing I like about the 964 is that while it is a classic, it also looks reassuringly expensive. I have lots of friends knocking about in very costly Audis and BMWs, etc, and what they see is that I'm driving a Porsche, not that I'm driving an old car with 174,000 miles on the clock.

'The badge on the front makes a massive difference. When you're driving about in a modern car, even a very expensive one, you get no respect from men, but it's a completely different matter when you're driving a Porsche. And despite the mileage, people think I'm driving around in a much more costly car than I actually am.'

Not that Rebecca is solely concerned with image: she's pragmatic too. 'Fuel costs for the 964 are higher than for cars with the latest generation engines, for sure, but when you take into account that the 964 is appreciating in value, long term ownership may well mean that it costs pretty much nothing to run. Especially as to date it's been fairly reliable. And I know it's not just me, but modern cars are just so boring to drive. I recently had to borrow a bog

helps make it so useable. The interior is so much more robust than that of modern Porsches, so I have no qualms about carrying around our black Labrador, Jasper. There's plenty of room in the front passenger footwell for him; you'd never get him in the front of a 997.'

Surely, though, Rebecca must have been tempted by other Porsches over the years? 'Well, I've driven plenty,' she reveals. 'Recently I really enjoyed a silver 911E from 1973, but with its narrow pillars and insubstantial door cards, I felt a bit exposed. To be honest, GT3s scare me: they're so brutal and, for me, have too much power available. At the Classic YouDrive day I went around the track in the latest 991, and it went so quickly for so little effort from the driver, that I actually didn't think it was so wonderful.

'I could quite happily live with a brand new Boxster,' Rebecca hints in Paul's direction, 'and a Cayman I drove a while ago really made me smile. My dream car, though, would be a 964 given the PS (modern upgrade) treatment. I'm not just saying that because Paul's sitting

“I took the 964 along to the Classic YouDrive event and had great fun slipping and sliding around”

standard Ford Mondeo and it was utterly dull.

'Furthermore, now that I've got used to the 964's power, I couldn't live without it; overtaking is just so easy. I'll never drive it as hard as some of the guys around here (at Paul Stephens HQ), but I do like to drive fast. The 964 gives me an adrenalin rush without me having to go like a maniac: I'm more than happy to hang on to my licence, thanks very much. I'm in awe of its power, yet I don't want to use it all.

'I took the 964 along to the Classic YouDrive event at the Porsche Experience Centre at Silverstone and had great fun slipping around on the low friction surfaces. But I struggled to keep control of the car: I was told that had it been on its original 16in wheels rather than the 17s that were on it, I might have stood more of a chance, although I'm not so sure... So rather than take on the challenge of keeping it pointing in the right direction during the snow and ice, I'd rather not take it out at all.'

The latter might sound defeatist, but the truth is that for the most part Rebecca uses the 964 as her daily driver. 'I think I probably drive more miles in Porsches now than Paul does,' she jokes. 'And how well the 964 is made

next to me: to have the iconic looks of that car with the luxuries and conveniences of more modern machines would be absolutely fantastic.'

Meanwhile, though, Rebecca is pushing hard for her husband to give her 964 some tlc. 'There's a slight shimmy through the chassis at the moment at motorway speeds, which might simply be that a wheel weight has fallen off, or it may be a more serious suspension problem. It also needs a new clutch, and the tail-light clusters are looking tired so need replacing. None of this should take too long to do, but my car always goes to the bottom of the pile when there are customer cars in for work.'

With better weather on the way, Rebecca will be piling on the pressure to have the 964 fettled: she'd rather be driving a Porsche than not. 'I can't fathom why more women don't drive older Porsches,' she continues, with almost evangelical zeal. 'We have plenty of couples who come in here where the woman has never even been behind the wheel of her husband's Porsche. Yet they're great cars and, as my 964 proves, easy to live with: they really should give one a try.' **PW**

CONTACT

Paul Stephens
www.paul-stephens.com

To see what else Rebecca could be driving, then drop in and check out the stock at Paul Stephens. Few dealers have such an interesting and eclectic mix

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Rebecca's 964 C2 is in pretty good shape for its 174,000-miles. We can vouch for that having used it for a couple of features. It still feels rock solid in a way that later cars often don't





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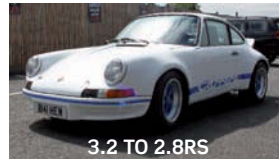
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Dr Jeekyll

Is the 997 Turbo wild enough for you? Well not compared to its close relative the 997 GT2. This is the car that Porsche built simply because it could and we won't see its like again

Words: Steve Bennett Photography: Neill Watson



The mind and the memory are strange things. They can play tricks. For example it's been a few years since I've driven a 997 GT2, but it's obvious now that my memory was protecting me from the brutal, thuggish speed of the thing. I didn't remember it being so savagely fast. That's the mind at work you see, protecting me from those memories of the past, when a 997 GT2 had scared the wotsits off me. But now the pulses and connections are fizzing with electrical energy. Its fight or flight time except in the GT2 it's both

simultaneously: It flies and you fight it.

Actually it's no great surprise that the GT2 holds certain memories. It is indeed some time since I've driven the car that's often dubbed the 'Widowmaker.' Last time was during an unseasonably cold Easter weekend in Northumberland and it snowed. My photographic partner, one A. Fraser, insisted that we head up to some high ground for some pretty sunset and snow pics. The GT2 just about made it up there on its semi slick Michelin Pilot Sport Cups, but then conditions took a turn for the worse and we got well

MrHyde



and truly stuck. Locals quite rightly drove round us in their 4x4s, treating us with the disdain that we deserved, and it was only thanks to a passing tourist in a Discovery that we got pulled out and even then I had to stick the car into a ditch to avoid piling up the back of our saviour. It was a very soft ditch, and we 'fessed up to Porsche GB some time later.

So me and the 997 GT2 have issues. Perhaps I need therapy, but for whatever reason I've returned to the scene (or close to it), and it's unseasonably cold and the weather threatens snow (and we do get a light

dusting). But I've brought along a friend in the shape of my 'Desert Island' Porsche: A 997 Turbo. It is the Jekyll to the GT2's Hyde. My 'Desert Island' Porsche? Let me explain. For *g11&PW's* 200th issue, amongst other adventures we all elected to choose our favourite Porsches and to make the job easier we decided to adopt the principle of: 'If we were only allowed one Porsche for the rest of our life,' then what would it be? Simple, a 997 Turbo. Supercar performance, enough 911 DNA to keep it real and all that 911 practicality that you just can't help but admire. It's the car for all



The 997 GT2 is raked forward with serious attitude. Stance is just right and the arches just manage to contain the wheels and tyres. White is the perfect colour

Below: Michelin Sport Pilot Cup tyres have more grip than you might imagine in cold conditions. Interior is swathed in Alcantara and suede. Engine gets 523bhp. Weedy compared to later 997 GT RS's 600+bhp

reasons and seasons and in the vote that ensued it duly won our ultimate Porsche showdown.

But what has this got to do with the 997 GT2? Well the GT2 is the Turbo gone bad. It's my perfect Porsche corrupted and corrupted by its creators. It's as if the strain of creating the 997 Turbo into the technical tour de force that it is caused some sort of revolt at Weissach as engineers ripped off the nannying four-wheel drive and its electronic systems, de-luxed the interior and wound the turbos up to create the first ever 200+mph 911. Compared to the 997 Turbo, it's a case of not what it's got, but what it hasn't. Of course we'd been here too with the 996 Turbo and GT2 variant, but somehow the 997 generation seems far more hardcore, possibly due to the 200+mph potential and even larier, scarier looks.

The 997 Turbo is a frustratingly perfect and capable car. Despite it being the perfect Porsche within my own very strict parameters, it isn't a car that truly thrills. That a 911 with 472bhp and 475lbs/ft of torque doesn't thrill is a slightly odd concept, but that's the

997 Turbo for you. It's a very powerful car that's constrained by its systems, which is hardly new in these modern times. But the Turbo feels different. It doesn't feel shackled as such, but it's so monumentally capable as to make its outer limits seem almost otherworldly. It's a surreal experience to drive the 911 Turbo at speed. There's a huge amount going on but you don't feel that you're really part of the action. Power is fed and monitored front-to-back and side-to-side. The suspension is constantly adjusting itself and smooths

TECHNICAL SPECIFICATIONS

PORSCHE 997 GT2

YEAR:	2008
ENGINE:	3600cc
POWER:	523bhp at 6500rpm
TORQUE:	501lb ft at 2200-4500rpm
TRANSMISSION:	Six-speed
TOP SPEED:	204mph
0-60MPH:	3.7 secs
SUSPENSION:	MacPherson strut front, multi-link rear
TYRES:	235/35 ZR19 front, 325/30 ZR19 rear



out even the worst of our native roads. You meter out the basic instructions with the throttle and the steering wheel and – if you've got them manually – gears, and mission control takes over. On a stinking, streaming road in the dead of winter it's amazing and you can't help but fall for it. It's enhanced by the 911's all round driveability, visibility and the fact that the cockpit is a fine place to be with none of the supercar

missile of supercars, then the GT2 – cut from the same cloth as it is – gets the same title but with the added danger of an armed warhead inserted into its rear and a layer of electronica removed from the safety systems.

The GT2 gains its prodigious power advantage over the Turbo thanks to bigger variable-vane turbos and unlike the Turbo the power goes straight to the back

“Traditional 911 foibles aside, the 997 Turbo is the cruise missile of supercars”

fussiness that afflicts those fashionable Italians.

I still love it though and it still feels like a 911 should with wriggly steering and a nose that bobs along and goes light when you put the power down, its shortish wheelbase just not up to containing the mass of the rear-mounted engine and the force generated. But overall, though, traditional 911 foibles aside, the Turbo is the cruise missile of supercars.

And the GT2? Well if the 997 Turbo is the cruise

wheels. Drive the Turbo in isolation and you'll be pretty impressed. Jump in the GT2 and you'll be pretty speechless. The bigger turbos kick in with a violent thump that is barely contained by the rigid, straight back carbon buckets. There's the noise too – a churning, deep, thick, bass heavy tone that on this car is accentuated by a Quicksilver titanium exhaust.

There are some that bemoaned the addition of basic safety systems on the 997 GT2, but I rather think that

What is it about 911&PW plus GT2 and snow? Whenever we get the opportunity to drive one the conditions get arctic. Still, that's when the 997 Turbo comes into its own, playing its all-weather supercar hand



Porsche took the pragmatic approach here. Sure it's got stability control and traction control, but the limits are recalibrated so that they would only kick in in the event of a serious malfunction behind the wheel. You can switch them off, but I never have, and I've never felt them intrude either (save for the above snowy adventure when they went into meltdown). On the road you would have to be Walter Rohrl or mental to trigger their intervention, well in the dry at least. In the cold and the wet this isn't a car you'd be out in

bloody cold and we've had a bit of snow, but really it's no excuse is it? So let's cut to the action. This is where we came in really, but let me elaborate. Where the 997 Turbo cossets and glides, the GT2 attacks. Where the Turbo gathers speed, the GT2 simply explodes. It's brutal, scary and intoxicating in equal measure. But what you notice more than anything is the old school weight of the thing. Not physical mass weight – it's actually 145kg lighter than the Turbo – but the weight built into the controls. There is an inbuilt heft to the

“Where the Turbo gathers speed, the GT2 simply explodes. It's brutal, scary and intoxicating”

anyway – that's what the Turbo is for.

But hold on it is cold, and it's been wet. See I am cursed when it comes to the 997 GT2. However we've moved locations now and found some temperate conditions. Still the slow plodding has given me a chance to evaluate my surroundings. This particular GT2 is a Club Sport version and like the 997 Turbo is from Specialist Cars of Malton. It's got just 1500-miles on the clock and it's been trimmed inside with quilted grey Alcantara, which sounds slightly dodgy, but actually really lifts the interior. There's also the tactile delights of the suede covered steering wheel and gear knob. Price is of the POA variety as fitting of its low mileage, but credit to the guys at Specialist Cars, there are no restrictions on useage or mileage.

OK, I admit I've been putting it off. Yes, it's a dull day,

gearchange, the clutch, the throttle and the steering. It's old school and gives the impression that everything has been beefed up to handle the trouble-maker in the rear. It's stiff too. It's got Porsche's PASM adaptive damping, but it feels like the engineers have poured concrete in to the set up. There's almost a bloody-minded hardness to the suspension that's miles away from the compliance and flow of say a GT3 RS.

So point the GT2 down a piece of typical native Tarmac and get ready to hang on. Power is torrential. Peak torque is available from 2200rpm and continues to 4500rpm and beyond that it tails and cuts out abruptly at 6750rpm. The rear weight bias is felt by that curious 911 twisting motion, which the clamped down suspension does its best to contain, but it's got a fight on its hands with the abuse coming from the

The 997 GT2 was the first production 911 to crack 200mph. The 997 Turbo meanwhile can easily be tweaked to 200+mph. Other than that it's hard to believe that they are in any way related





997 Turbo wheels are just the right side of bling. This Malton supplied car is a manual, which is pretty unusual for a Turbo. Interior mixes function with just the right amount of luxury



engine. Speed builds at an alarming rate and the GT2 hops, jumps, scrabbles and scrambles the cambers and bumps. It's mad and bad and sticks two fingers up to any sort of notion that you might be in control of the thing. This is the sort of car that you'd jump into a 997 Turbo just to have a rest.

Actually to suggest a lack of personal control in the proceedings is a bit of a misnomer. Once you've got your head around the power delivery and the madness, it is possible to meter out some control. What you can't do is chuck it around like a GT3 or stamp on the power. Smoothness is the key as is so often with turbo cars. Keep it precise and keep the engine in the turbo sweet spot and you can make devastatingly quick and surprisingly smooth progress, seemingly with little effort. It takes a while to reach that state of GT2 Nirvana, where you can slow down the proceedings, but once there it's a magical thing and you really use the huge rear tyres to get the power down and lean on it through the corners. Or, you can just go a bit barmy, give it death and scare yourself all over again. It's just not the fastest way that's all.

It's frightening to consider that Porsche then went on to build the 2011 GT2 RS, lighter, meaner and with 611bhp. Maybe they knew something we didn't? You



can't help but feel that they rather knew that it was the end of the road for such brutal, hardcore machinery and so this was the final hurrah. The evidence is there in the new 991 GT3 as featured in this issue – and the hybrid g18. Fast they will be but controlled mainly by themselves, rather than you.

And so would the GT2 usurp the 997 Turbo as my 'Desert Island' Porsche? No chance. It's way too compromised and having had my mind messed with by its sheer force I hop into the Turbo at the end of the day for a gentle meander back to base. And that says it all. A car that makes the Turbo look mild has to be something very wild indeed. I'd put it in my top 10 though. **PW**

THANKS TO:

Specialist Cars of Malton for supplying the cars featured here. Drop in and see them, you won't be disappointed. There's always a warm welcome, Eric the dog is a real character, and last time we were there Jay Kay dropped in. Which was nice! www.specialistcarsltd.co.uk
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TECHNICAL SPECIFICATIONS

PORSCHE 997 TURBO

YEAR:	2007
ENGINE:	3600cc
POWER:	472bhp at 6000rpm
TORQUE:	475lb ft at 1950-5000rpm
TRANSMISSION:	Six-speed manual
TOP SPEED:	193mph
0-60MPH:	3.9 secs
SUSPENSION:	MacPherson strut front, multi-link rear
TYRES:	235/35 ZR19 front, 305/30 ZR19 rear



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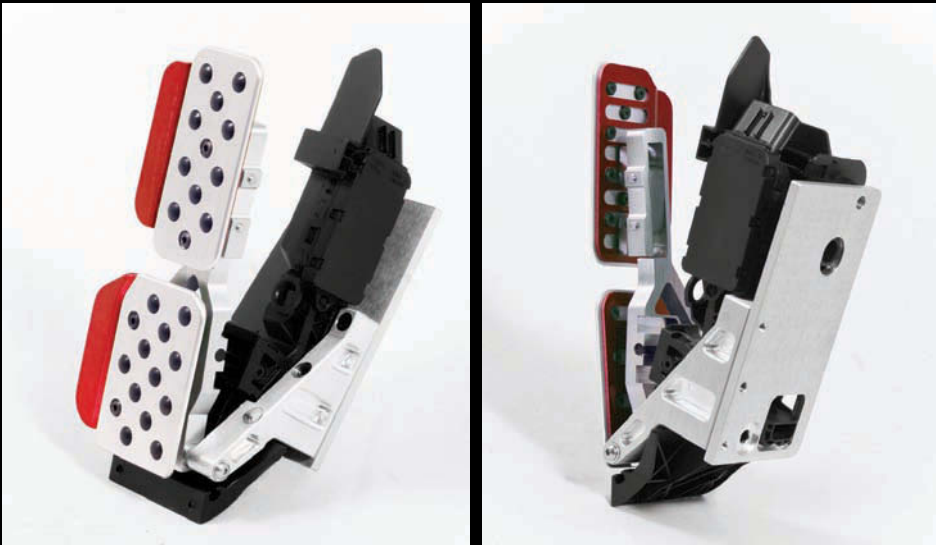
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Adjustable Gas Pedal

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Rennline's fully adjustable gas pedal system is an industry first, and finally solves the problem of the weak and unstable throttle assembly found on the late model water cooled cars. These factory plastic assemblies are notorious for hinge and housing failure due to its flimsy construction that was designed strictly for street use. The factory replaced these assemblies on their race cars with a true metal to metal mount system, and now so can you. Rennline's fully adjustable pedal is a very unique system that gives you that true metal to metal mount, yet retains all your necessary electronics and or cables. Additionally, this pedal system can be adjusted in any direction, not only for height and depth, but also laterally and angularly, as well as width-wise using the supplied throttle extensions. You'll never again have to struggle to heel-and-toe, or be towed into the paddock due to a pedal failure.



Universal Fire Extinguisher Mount

All race seats

Fire extinguishers are mandatory in all cars that will see the track and should be mandatory in all street cars. There's no worse feeling than watching your car burn to the ground without the ability to do anything about it. This particular mount is specifically designed with race seats in mind. It is fully adjustable in height, width, length, and angle, allowing you to mount it on virtually any race seat configuration. For seats mounted to sliders, this brackets can be mounted to the top side of the slider allowing the extinguisher to move with the seat. Constructed from aircraft grade aluminum and meets all requirements for racing series or other organized track events. Designed to be used with most standard 2.5lb fire extinguishers, all hardware and installation instructions are included.



Wheel Installation Tool

Porsche Center Lock Wheels

Installing those large center lock wheels on your Porsche can be very difficult to do without the inevitable wheel to brake contact. We have heard countless stories of scratched wheels, calipers and even a few chipped ceramic rotors. The only way to avoid these costly outcomes is to use a Rennline Wheel Installation Tool. Simply screw the tool into the factory threaded hub, slide the wheel over the tool and into place, then replace the tool with the factory wheel nut. Rennline has also added a trick center lock style cap to protect the tools' threads during storage, this feature also allows you to store the supplied Snap-On pry tool designed to remove your factory center caps without damage



Words: Adam Towler Photography: Dan Sherwood

FIVE GRAND PORSCHEs

A Porsche for £5k? Yes, and they couldn't be more different, but which to buy? Enter the Boxster and the 944 S2

A Porsche 911 for ten thousand pounds: it used to be many magazine editors' periodical favourite feature idea, the one guaranteed to reel in the occasional readers as well as the faithful. And with good reason: said article promised an awful lot: in short, the possibility of Porsche's iconic sports car for a price that, for many, seemed within their grasp.

The trouble is, what sort of 911 can you really buy these days for ten thousand pounds? It would once have been a really straight SC, or a well used but still perfectly serviceable 3.2 Carrera. But if you want air cooled now, a ten thousand pound budget puts you in project territory – all well and good, if you then have the money to spend on putting things right, or the skills to do it yourself, and restoration costs can

become frightening very quickly.

Ten grand might have once got you into a 964 Carrera, albeit in need of some TLC. But recently we've heard stories of 964s with completely blown engines selling for that amount, and of course that's before you've parted with possibly the same amount of funds again to get the car back on the road. And it'd be a brave Porsche buyer that opted for a ten grand 996 Carrera 3.4, especially if you were after a manual Carrera. We've spoken enough recently about the potential pitfalls there, and while there are bargains to be had this is low money for one of them.

In summary, the fifteen thousand pound 911 is the new 'ten grand 911', and if you're on a budget that makes for depressing reading.

It was while pondering this market situation that

They're both Porsches (obviously), but from very different eras. Despite that the Boxster and the 944 S2 have both arrived at the same price point. Around £5000 will get you a good example of each



another interesting price point started to become obvious. It's a choice between two very different cars, offering disparate driving experiences, emotions and running experiences: one still on the downward slope of depreciation, the other possibly on the up (depending on who you speak to). Cut your budget in half – to five thousand pounds – and you can choose between two Porsche greats: the early 986 Boxster or the 944 S2.

See, I said they were very different and I wasn't joking. The old guard is of course represented by the 944 S2, often seen as the pinnacle of the front-engined Porsche tree. Its production intensive build quality, founded in materials specified for the long haul, means that a great many still survive to this day, over 30 years since the type went on sale. They were everything that the air-cooled 911 of the time was not: water-cooled, four cylinder, front-engined. Rational cars for the buyer who valued resilience and excellent dynamics, over the theatricals and suggestively curvaceous lines of certain competitors.

By 1989, and the S2 model, the 944 had matured an awful long way since its roots in the much-maligned 924. The three-litre, 16 valve engine combined the terrific torque of the over sized four cylinder unit with a willingness to rev and raw power that took the car into a completely new dimension. Adopting much of the original 944 Turbo's underpinnings, as well as its smoothly styled persona also took the car onto another plain; road tests of the period were glowing, and with good reason. It had become an expensive car, showing its age in some areas particularly when compared to the fresh Japanese opposition of the period, but when it came to driver appeal it really hit the spot.

At just over 1,300kg the S2 wasn't especially light nor was it bloated, and with 211hp, at a still fairly lowly 5,800rpm, it now had the firepower to harry a 944 Turbo, let alone other coupes in the marketplace. It's the 207lb ft at 4,000rpm that holds perhaps the biggest appeal though, courtesy of that sizeable 2,990cc swept volume. 0-62mph required just six seconds, while a top speed of 149mph was not only more than adequate, it also illustrated Porsche's stubbornness to adhere to a truthful engineering doctrine. Couldn't they have found just another 1mph to make a nice round figure?

By 1992 the S2 had given way to the 968, a car that was originally to have been called the S3 before Dr Betz – head of R&D at the time and now boss of Aston Martin – decided it might be more marketable if it had a new

name, and therefore came across to the audience as a 'new' car. That ploy didn't really work, which is why the model only caught the market's imagination when the Club Sport and latterly in the UK the Sport models were introduced. A 968 Club Sport may well be a better, faster, drivers' car, but the S2 remains the quintessential all-rounder amongst all the four-cylinder, front-engined Porsches.

Our other combatant is a low, mid-engined roadster, powered by a water-cooled flat six engine. If practicality is important then the Boxster has already lost because it has no rear seats unlike the 944, and its luggage space – although generous for the type of car it is – is no match for the 944's large rear hatchback space. Then again, if it's open-air thrills you're after the Boxster is the automatic choice, although there was a Cabriolet version of the S2 so your choice is nowhere near as automatic.

When the Boxster arrived in late 1996 Porsche was on the cusp of a new beginning that would see the firm reach unimaginable heights of production and profitability. The synchronisation of parts and production with the forthcoming 996 was vital to that re-launch, and the success of the plan rapidly became obvious. But such success, and the decision to satisfy that success with volume, always has repercussions and it wasn't long before the Boxster became perhaps a little too ubiquitous. As such, while the Boxster has always triumphed in any comparison test with its rivals, it has had to fight a tough rear-guard action against an image that is always tinged with some less than desirable connotations.

But we're getting ahead of ourselves. From launch the 986 had a 2.5-litre flat six, but it was soon obvious that not only could the car handle a lot more power, it probably deserved it too. The 2.7-litre car, launched for 2000 along with the 3.2-litre S model sought to give the Boxster that added pep. Now the 1335kg roadster had 220hp to play with, predictably developed at a much higher rpm than the S2's engine (6,400rpm). And as you might also be able to guess, while it had more peak power, this smaller capacity six-cylinder engine couldn't hope to match the brawn of the S2, with 192lb ft developed at a higher 4,750rpm. Still, the ever marketable 0-62mph time fell from a slightly weak 6.9sec to 6.6sec, and the car could reach 155mph. For now, as it would do so for the foreseeable future, the entry-level Boxster made do with a five-speed manual

The 944 S2 was the penultimate front-engined, water cooled Porsche that could trace its roots back to the 924. The 968 that followed was the end of the line, but nowhere near as successful. The 944 still cuts it today as a modern, everyday car





Above: Interior of early Boxster starting to show its age, not so much in terms of design, but materials used. Below: Both the 944 and the Boxster were massive hits for Porsche. As such there are plenty out there. Big numbers means a big variation in quality though

gearbox, not the six-speed item fitted to the 'S'.

That they look different is a given, but what really absorbs the eyes and brain is how disparate their proportions are, and how their respective designers have used the surfaces in completely different ways. The 944 is low and sleek, with its main mass of cabin shunted rearwards and a high set tail that ends in the crisp point of its late model bridge spoiler. Its timeless appeal is founded in that 1980s favourite, the box wheel arch extension, and while they date the car today they also give it the tough stance missing from many old cars. Its form is comprised of crisp lines like folded sheets of paper, with only the turbo bumpers smoothing off the edges. Personally I've always thought it looks very attractive, and much more cohesive than the 968 that followed. The Boxster on the other hand sits the driver in the middle with an almost cab-forward stance, the hump of the engine cover obvious and the soft tail aided aerodynamically by the pop-up spoiler. But it's the actual surfaces that strike the biggest contrast with the old timer: you'd feel it the most taking a soapy sponge to its grubby paintwork, the way the soft curves tumble and melt into each other, their radii precise enough to have that Porsche feel, but also unthreatening in a way that could almost be misinterpreted as cute.

It's the Boxster I try first; a thoroughly decent 93K mile example sourced via Porsche specialists RPM Technik in Buckinghamshire. In fact, this is a car that the team there took in part exchange, and ran for a while, and I get the feeling from talking to them that while they might not have been particular fans of the early 986 beforehand, once they'd driven the car for a while they were definitely converted to its charms. Latterly

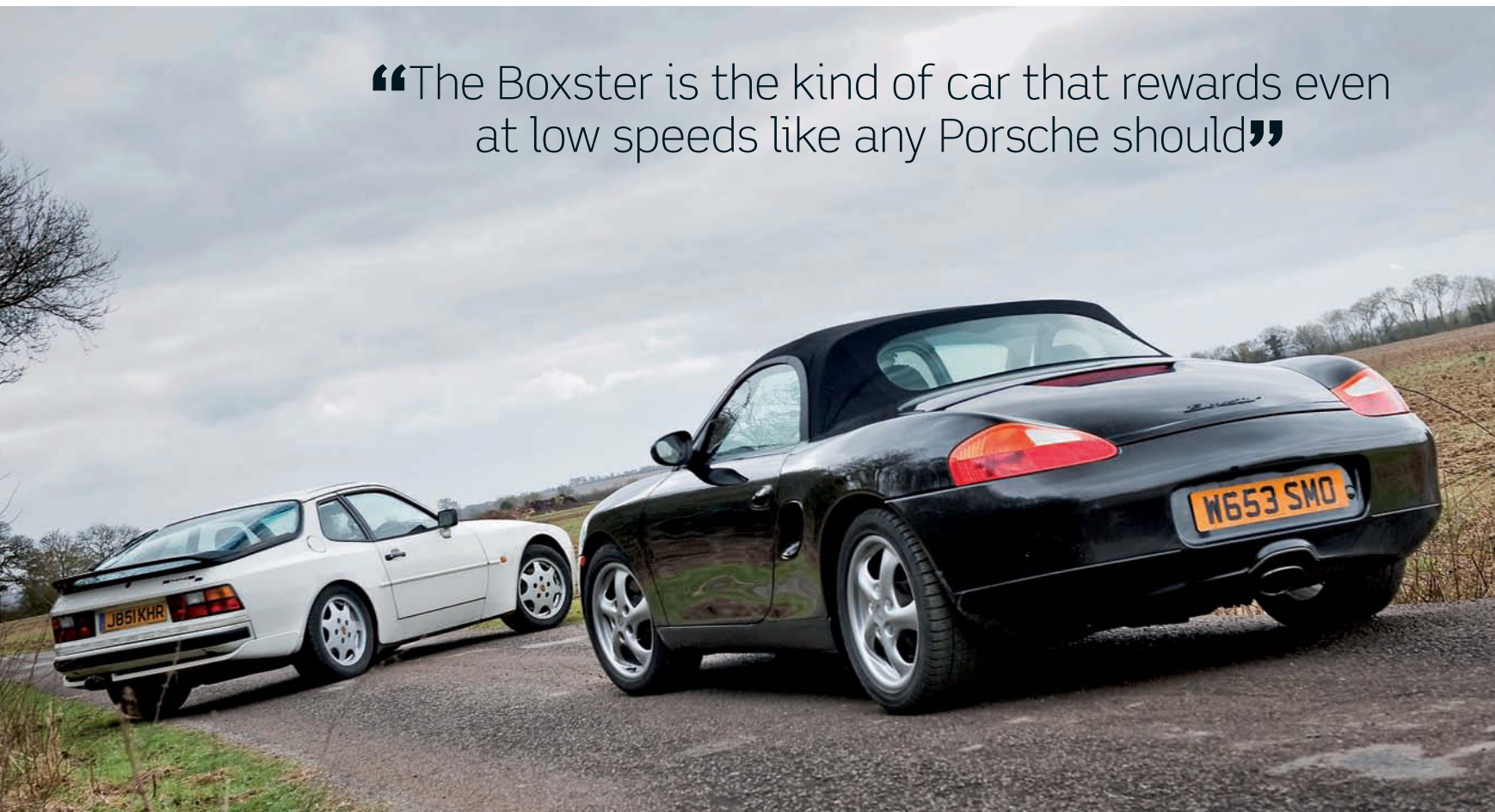
the car was sold to a good customer of theirs, and it's in this ownership that we're lent the car today. Metallic black exterior paint has helped the shape to age well – way better than some of those flat blues you see on these cars. The pale grey leather interior would not be my choice, but at this price and given the merits overall of this example, who's going to be that picky?

This car has electric seats, and from memory they sit you slightly higher than the manual items, and that's a shame because even on their lowest setting I feel like I'm sat on top of the car, not in it. Elsewhere, and as we've said before, the 986 interior – much like that of the similar 996 – has not aged particularly well. It's not so much that the design has gone out of fashion, more that Porsche's first attempt at truly mass-producing a sports car in the modern way has not stood the test of time from a quality perspective (that's something that will become painfully apparent when I jump in the 944 shortly). Oh well, that's enough of the static observations, let's drive.

The 986 fires up quickly and settle to a polite whine. This was before the attention grabbing 'sports' exhausts we take for granted these days, and you could almost describe the 986 as timid. I don't mind this subtlety because there's an honesty about it that's quite refreshing – it's not trying to be something it isn't.

The Boxster is as easy as any modern supermini to drive, of course, but it's still the kind of car that rewards even at low speeds like any Porsche should. The steering is beautifully precise and detailed, the gearshift fluid and requiring absolutely no effort whatsoever (particularly good on this car perhaps due to the miles under its wheels) and the pedal weights well measured.

“The Boxster is the kind of car that rewards even at low speeds like any Porsche should”



£5K PORSCHES: BOXSTER V 944

Less impressive is the integrity of the bodyshell: hit even a modestly sized pothole and the structure has a shiver, but it's all the other components that rattle in sympathy that are of greater cause for concern. It's just age showing, and more likely on an open top car anyway due to no bracing roof structure, but it really adds to the feeling that this is a throwaway product compared to the Porsches of old.

Thankfully a decent road is opening up before us and the 986 is coming into its element. The engine pours forth its power with a deliciously creamy howl, ever willing to rev yet not so potent that you risk your licence or a potential accident. The steering continues to impress with its delicacy and, well, it's just that word 'delicacy' that's a good word to sum up the whole 986 experience. The 2.7 is in no way an animal of a car, but it's just so well honed, and at this money extraordinary value. It has to be the choice, I decide, but I suppose I should just try the 944 first...

From the click of the door handle to the thud of shutting the door, the 944 might as well be from a completely different planet. I drop the seat to the floor until I feel like a Touring car racer, and then peer out over a long bonnet. I feel the throb of the starter motor as much as hear it, and then the measured thrash of the four-cylinder as it settles to an idle. Oh. 944 downside number one: it just doesn't sound that good. Still, with a turn of the surprisingly weighty power assisted steering we're out onto the road and then all the heft and the question marks over the S2 drop away as effortlessly as this formidably torquey car gathers pace. The engine is zingy and the acceleration relentless and linear in a way that isn't spectacular but

is so very effective. The steering is sublime, and the gearshift perfectly precise. Most of all the balance of the car, borne from its transaxle layout, is just so right from the moment you start cornering with the car. It's a vehicle you want to drive just for the sake of it and that flatters the driver in turn.

It's also worth noting that this particular example, kindly sourced for us by Autofarm, has only recently been re-commissioned and I think it's fair to say it's at the beginning of an extensive restoration process. That it can drive so well in this state is testament to the unbelievable toughness these cars possess, and it makes the rattling Boxster feel like it was made out of paper mache.

In conclusion, both are fabulous cars to drive, even if they're so very different, but naturally there are other factors to consider here as well. Parts for the S2 are harder to come by, and certain bits can be expensive. You have rust to contend with, particularly on the sills as with this example, and at this price your S2 will certainly have a few miles under its belt. That need not be a problem with a car of this quality, but it's also unrealistic to think that anything other than considerate maintenance will be required to run the car. It's also worth noting that getting a 944 to drive well requires some patience and interest from the owner: fitting the proper engine mounts makes them run much more sweetly, but you need to know this kind of thing and be aware that previous owners may have skimped on parts or not cared either way. It's a car that responds to an enthusiast running it.

The Boxster is at face value an easier proposition: it's a much newer car, there's more to choose from, and it



Above: A blue interior! Yes, it was a very popular 944 option with the white exterior! Once you get over the colour, you will, however, appreciate just how well screwed together it is. On the road and each delivers and satisfies in different ways. The Boxster is precision and poise, while the 944 S2 mixes balance with brawn



TECHNICAL SPECIFICATION

PORSCHE 986 BOXSTER

YEAR:	2001
ENGINE:	2700cc
POWER:	220bhp at 6400rpm
TORQUE:	192lb ft at 4750rpm
TRANSMISSION:	Five-speed manual
TOP SPEED:	155mph
0-60MPH:	6.6 secs
SUSPENSION:	MacPherson strut front and rear
TYRES:	205/55 ZR16 front, 225/50 ZR16 rear

has a modern maintenance schedule. However, it's obvious it lacks the integrity of the 944, and then there's always the M96 engine dilemma to consider. How you'd long for the 944s robustness when the ominous smoke began pouring from the 986...

Sadly, a catastrophic failure in a 986 at this price point quite probably means throwing the car away (breaking it for parts or selling it as is, unless there's a particular set of circumstances that makes it economically viable to rebuild or replace the engine). There's also the hood mechanism to worry about, and these early hoods with the plastic rear screen require careful operation so as to not ruin the window. Even then, as with this car, they go nastily opaque.

As for the market, as the number of 944 survivors goes down so does the value of decent cars go up. Whether that makes them a 911-style investment in the longer term is undecided. Certainly there are those that are trying to talk the market up at the moment, but how much of an effect this is having is less than clear. That said you're surely not going to lose any money on this particular purchase. Sadly for the Boxster, it's still on the slide, although it's hard to see how it could get much lower. What will probably lead to the demise of many a Boxster is the running costs versus the lowly purchase price of the car. Given time, and a significant depletion of the Boxster stocks, then a nice, tidy 986 will probably be much in demand – but that's some way off yet.

So, it's a fascinating decision which one to choose. For

TECHNICAL SPECIFICATION

PORSCHE 944 S2

YEAR:	1991
ENGINE:	3000cc
POWER:	210bhp at 5800rpm
TORQUE:	207lb ft at 4000rpm
TRANSMISSION:	Five-speed manual
TOP SPEED:	149mph
0-60MPH:	7.1 secs
SUSPENSION:	MacPherson strut, torsion bar rear
TYRES:	205/55 ZR16 front, 225/50 ZR16 rear

some it will be easy – if you want a roadster you'll go for the Boxster and if you want a classic or need more than two seats you'll select the S2. But if you're just buying on driving thrills you've got to consider both of them very carefully, surely. Personally, after much soul searching, I've reached this conclusion. The Boxster is such a bargain these days for what it is it's tempting to label it under the heading 'every home should have one'. It asks for very little in return, but serves up a fantastic driving experience that's fabulous even how it was experienced for this particular story – with the roof up. Factor in that classic recipe of top down/British summer evening/British B-road and you've got an ideal sports car for very little cash.

But I think my money would go on the S2. I love the way it makes the Boxster, and a lot of other modern cars, feel so flimsy. It is imbued with a deep-set toughness that in a throwaway society I find very appealing. I also love its 'retro' styling, it's front-engine/rear-wheel drive dynamics, and the lusty power of its engine. Not tuneful, granted, but also something almost unique amongst sports cars in recent decades. That you can still buy one of these for this sort of money, whether it be a rough one for £3000 or a near perfect example for seven, still feels like a good deal. In the end, that's enough to swing the verdict for me, but you're most welcome and correct to disagree. The bottom line is that they're two great Porsches for 'sensible' money, and most of us can celebrate that. **PW**

CONTACT

Autofarm
www.autofarm.co.uk
Thanks to Autofarm for supplying the 944 S2. This car is currently being recommissioned at Autofarm's Oxfordshire base.

RPM Technik
www.rpmtechnik.co.uk
The Boxster used in this comparison is currently for sale at RPM Technik. Thanks, as ever, to Darren and co at RPM for their help

So which would you go for? Our man Towler has swung in favour of the 944, but then that could be because he's currently writing a book about 944s!



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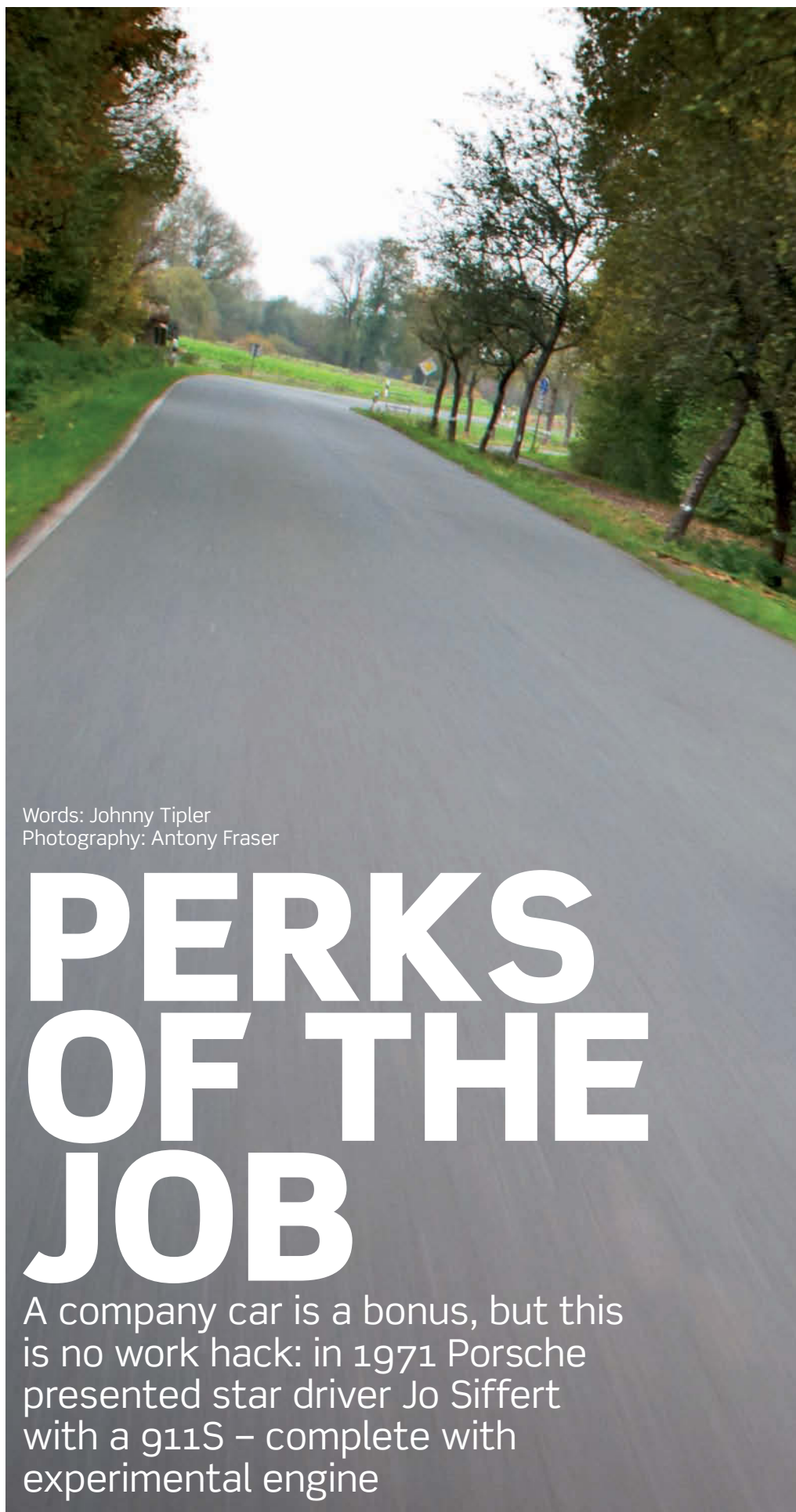
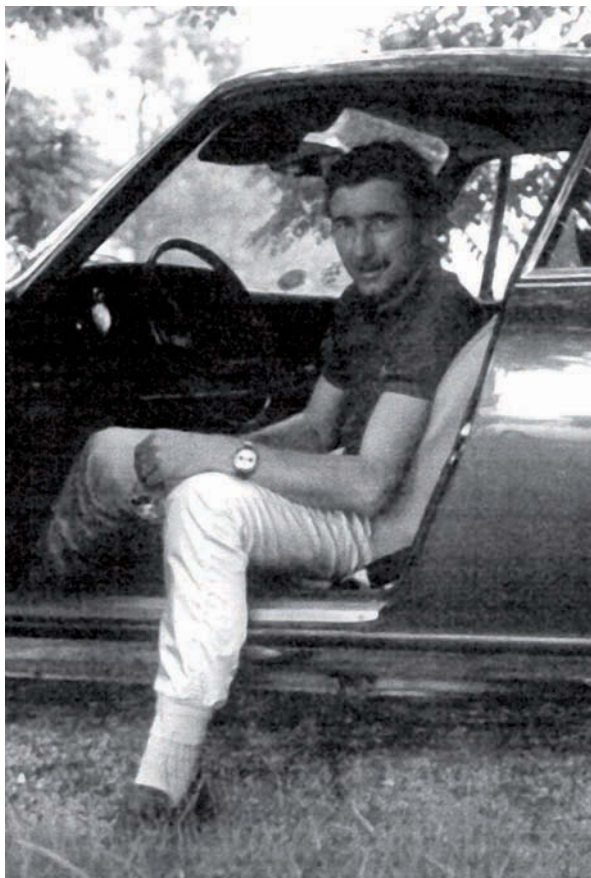
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Drive a company car? If it's a Porsche you're in good company. Back in 1971 when works driver Jo "Seppi" Siffert was at the top of his game, Porsche was so delighted with his heroic efforts on their behalf that they gave him a 911S. Same for his sparring partners Pedro Rodriguez and Vic Elford, but Seppi's was a bit special in that it was fitted with an experimental 2.4-litre unit when the 2.2 screamer was standard fare, and it was a Sportomatic to boot.

We happened upon this very car whilst on a mission in North Germany. Visiting Dirk Sadlowski's PS Automobile operation at Lippstadt, we couldn't help noticing the immaculate classic 911S sitting nonchalantly in the showroom keeping company with dazzling 934 and 935 racecars: like its original owner, this

S is one cool customer. It found its way here having been auctioned in 2012 by Thomas Seydoux, a friend of 911&PW, who was disposing of his copious Porsche collection, which also included the spotless 911 S/T (ex André Wicky Racing) which we knew from the 2006 Tour Auto. He'd had a light restoration carried out on the Siffert car, which included painting it grey in homage to the 2.2S road car that Steve McQueen drives in the Le Mans film. Here's the bit that grates: when Seppi owned the car it was metallic green, and though it looks just fine in slate grey, one can't help thinking that it would have been more appropriate to retain the original Siffert hue as a tribute to the Swiss hotshoe. There can hardly have been a shortage of slate grey 2.2 cars on the market.

However, Siffert's tenure of the 911 was relatively short, tragically



Words: Johnny Tipler
Photography: Antony Fraser

PERKS OF THE JOB

A company car is a bonus, but this is no work hack: in 1971 Porsche presented star driver Jo Siffert with a 911S – complete with experimental engine



FLEET OF FOOT

Other Porsche racing drivers got company cars too: in 1973, Targa Florio winner Gijs van Lennep was awarded a lightweight Porsche Carrera RS 2.7 litre by the factory. A slight inconvenience was its German number plates, which precluded him from driving it in his native Holland. Gijs recalls that his retainer as a Porsche works driver in the early '70s was 40,000 Deutschmarks (approximately 80K euros or £64K) a year, and 3,000 Deutschmarks (6K euros, £4.8K) plus expenses per race. A company car certainly was the icing on the cake.

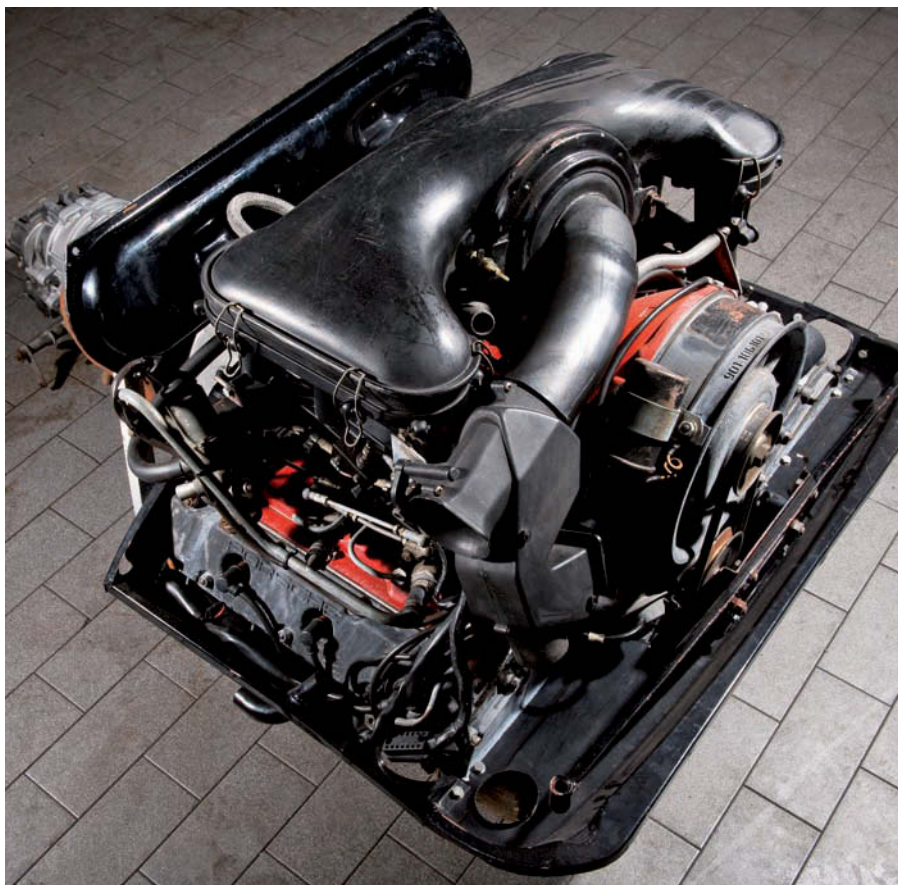
so, because he was killed at Brands Hatch in October '71 when his F1 BRM V12 broke its suspension on the fastest part of the circuit in the end-of-term 'Victory' meeting: the fuel tank exploded on impact with the bank and Seppi had no chance. A legacy of his death was the tightening up of fire-related safety measures including better flameproof overalls and the implementation of oxygen supply to crash helmets. But Seppi's fame endures, not for his F1 results as he was only in a works team for a year (the embryo March squad in 1970) – but as an ace in endurance racing. He occupies a towering position in the World Sportscar Championship pantheon, where his skill and precision during the '60s and early '70s was peerless at the wheel of Porsche 910s, 907s, 908s and 917s. He worked hard and tenaciously to achieve this, yet remained a genial, likeable character. As his teammate Gijs van Lennep told me, 'Siffert was a nice man, a gentleman, and a very good driver.' He was an astute businessman and entrepreneur too, running a successful garage in Fribourg and involved with

McQueen's Solar Productions during the making of the Le Mans movie.

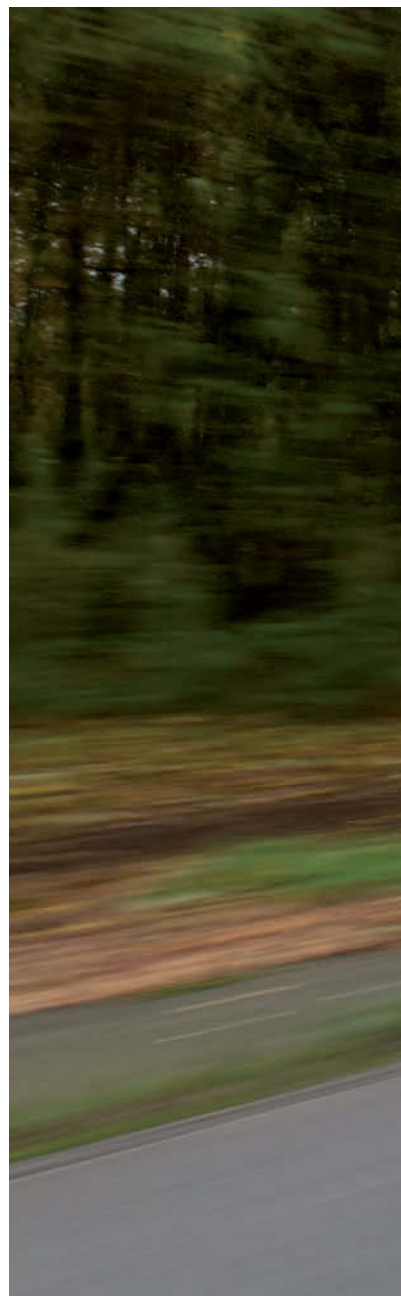
Born in Fribourg, Switzerland in 1936, Seppi was national 350cc motorcycling champ aged 23, and by '62 was driving Lotus 24s in F1 for the Scuderia Filipinetti squad. He even beat racing god Jim Clark twice in '64 and '65 at Enna-Pergusa (Sicily) driving for Rob Walker in non-title F1 races. While his F1 career dragged, he became increasingly involved in Porsche's effort to wrest the World Sportscar laurels from Ford and Ferrari, winning the 2000cc class at Le Mans in 1966 in a 906 with Colin Davis, and scoring a class win with Bruce McLaren in the 1967 BOAC 500 in a 910. Wearing his distinctive red crash helmet with its white Swiss cross, the moustachio'd star helped notch up Zuffenhausen's first major international victory at the 1968 Daytona 24-Hours in a 907, going on to win the Sebring 12 Hours shortly afterwards, partnered by Hans Herrmann. He was on a roll that year, winning the 1968 British F1 Grand Prix at Brands Hatch in Rob Walker's Lotus 49 – the last privateer to win a world



Left: Siffert's company 911 was far from standard mechanically. While it looks for all the world like a standard 2.2S, Seppi's car had an 'experimental' 2.4-litre engine fitted running on fuel injection (below). The car currently runs with a standard 2.2-litre engine, but the 2.4 unit could be reinstalled



OK, so this is Jo Siffert's car, but it does look very familiar for another reason. Yes, it's a deadringer for Steve McQueen's slate grey 911 2.2S. The previous owner of the Siffert car had it painted in homage to McQueen and his Le Mans film. When Siffert owned the car it was metallic green. No we don't understand why you do that either



title F1 GP. With Brian Redman he won five major endurance races in 1969 in the 908 and 917: the BOAC 1000 at Brands Hatch, the Monza, Spa and Nürburgring 1,000Kms and the Watkins Glen Six Hours, handing Porsche the World Sportscar title in the process, and he gave the formidable 917 Spyder its CanAm debut. He also drove for Techno and BMW in F2. A member of the JW Automotive-run Gulf Team in 1970, he and Redman stormed the Targa Florio in the 908, and also won the Spa and Österreichring 1,000Kms aboard a 917. The spectacle of Siffert and Rodriguez touching 917 door handles through Eau Rouge demonstrates that no quarter was given or expected between the two swashbuckling teammates: they may have appeared suave and relaxed in the paddock, but their intent on track was deadly serious. Seppi's major successes in 1971 were the Buenos Aires 1,000Kms and the BOAC 1,000Kms, shared with Derek Bell, and the Watkins Glen Six Hours with Gijs van Lennep. Seppi also won the Austrian F1 Grand Prix for BRM. Then came that dreadful final race at Brands Hatch. Seppi's

demise was a double tragedy for Porsche, who, just three months earlier had lost Rodriguez (not in a Porsche but in Herbie Müller's Ferrari 512) at the Norisring.

Jo Siffert had a busy schedule, and during his five months' tenure of the 911S he used it to commute between European circuits – there's a shot of the car in the JW Porsche enclave in the Nürburgring paddock, bearing its original Fribourg registration number FR10032. Initially Paul Blancpain, manager of Siffert's Porsche dealership in Fribourg, collected it from the factory on his behalf. After Seppi's death it was eventually sold by his estate, and bought from Florian Vetsch Auto Rally in Switzerland by Dr Movva Nagesvarra in 1980, going into storage in Geneva in '85, until '96 when Thomas Seydoux handed it over to historic 911 racer Marc de Siebenthal in Aclens, Switzerland, for restoration.

Aside from its eminent provenance, this 2.2S is a gem, a beautiful period piece. It's got correct front bumper overriders and opening rear quarter-light

It looks the part and it drives the part too. According to PS Automobile it's one of the best driving early 911s they've had. They hope it goes to a Siffert fan and we hope that Siffert fan paints it green!

“During his tenure of the 911S, Siffert used it to commute between European circuits”



As a machine to live out your '60s Formula One fantasies, it doesn't get much better than an ex Jo Siffert 911. He was undisputedly one of the coolest F1 drivers of his generation. Sadly, like many of that generation, he perished in a racing car

windows, but externally the only obvious departure from the norm is the alloy grille beneath the rear skirt, presumably to protect the silencer. The odometer says it's only done 2,630km, and though there's some wear to the leather and the clock bezels it's quite possible that's due to aging rather than use. More likely that's what it's clocked since its restoration, though the carpeting all seems new, enhancing the timewarp impression. The seats are upholstered in leather with black-and-white hound's tooth chequer-patterned centre sections – the height of sophistication at the time – and the strip across the front of the dashboard is clad in appealing basket weave. The pull-out switches similarly entice, and the glove compartment contains a compass and Porsche touch-up paint. The original Becker Europa radio looks the part but I can't find a station despite its alluring green light. There's an electric sunroof, with a zip across the rear headlining to access its noisy motor. Standard issue in 1971, the seatbelts are not inertia reel, though they couple up easily and can be tensioned simply enough. There are

wind-up windows, headrests, and the door pockets fold out. It's also the first 911 to have triggers to operate the external door handles. It's got the little 40-euro badge on the windscreen that allows you to drive on the Swiss road network, and the 1970 Le Mans 24-Hours sticker in deference to its previous owner's McQueen obsession. Under the front lid there's a Fuchs spare and the original toolkit. One headlight is brighter than the other, though the spots work nicely.

Its controls are as smooth and slick as they would have been in 1971, falling familiarly to hand in a left-hooker context. PS spannerman Lars gets it out of the showroom, and I motor away from the Lippstadt business park and onto the neighbouring farmland B-roads. The large diameter steering wheel and the configuration of the seats make the driving position feel slightly dated, partly because the Recaro squab is short by modern standards, and my knees are splayed more than I'd like. It's delicate, yet poised, and the steering is fingertip sensitive, though when I come to a roundabout it becomes an arm wrestling exercise,

“Its controls are as smooth and slick as they would have been in 1971”



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hence a closer-than-normal driving position. Turn-in is enjoyably precise and it's delightful to drive through the bends, where the delicacy of touch is engaging. When cornering hard it feels stable and firm, and by no means gawky on account of its relatively narrow wheels and tyres. The Fuchs rims are shod with Michelin XWxs, 195/70VR15 on the back and 185/70VR15 on the front, which enhance the agility. First gear is on the dogleg of the gate, back towards me with reverse straight ahead of it, the lever snicking accurately through the slots, and it's a taut 901 gearbox (re-designated a 911 'box in '69) that's had very little use. It needs to be warmed up before I really start whizzing in earnest, and then it really zings, accelerating briskly – to the extent that I have to remind myself it's actually 42 years old. Through the lanes I use mostly third and fourth, keeping the revs up between 3- and 5,000rpm, and on the straights I wind it right round to 7,000rpm, where it feels very strong: the 180bhp 2.2 engine loves to rev, and the power comes in late on the scale. Acoustically it's a charmer too: Siffert

would have loved the spine-tingling rasp of the high-revving flat-six, scrolling up and down the gearbox. The whole driving experience is very beguiling.

Its fate now? It's a car for the connoisseur – a Siffert fan, hopefully. As Dirk Sadlowski says, 'it's one of the best driving Porsches we've had in.' Affirmative, having driven a pair of 2.7 Carrera RSs – Touring and Sport – back-to-back, ahead of sampling the less aggressive Siffert car. Dirk also has the paperwork for its experimental 2.4 engine, also resident in the showroom, and believes that's too special to use, though presumably Seppi ran the car with it when new. 'It's really a museum piece, and it would be a shame to destroy it by using it: you'd put it on a stand and display it with the car.' Or would you? You might resist re-installing the 2.4 engine, but this is such a nice 911 it would be a crime to mothball it, as well as an affront to its first owner, that incorrigible wheelman Seppi Siffert, who'd doubtless be out there now, giving it some stick. I mean, you would, with a company car, wouldn't you? **PW**

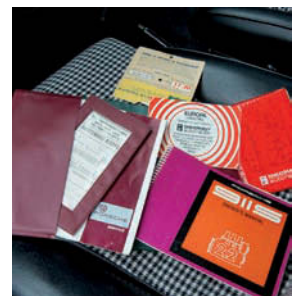
Right: Tipler living the dream. Below: Tool kit, books and manuals – it's all there and adds to the provenance of this special 911

SIFFERT STATS PORSCHE 911S

First registered: 28/04/1971
Chassis number: 9111301180
Colour: slate grey (1969 colour code 6801)

The original colour code was 8383 for the green metallic, and the seat upholstery was 33 for beige. Other options listed are M426 M427 M568 and C10, which cover suspension upgrade, the alloy valance cover, the heated rear window, full tinted glass to all windows and two-stage heated rear screen.

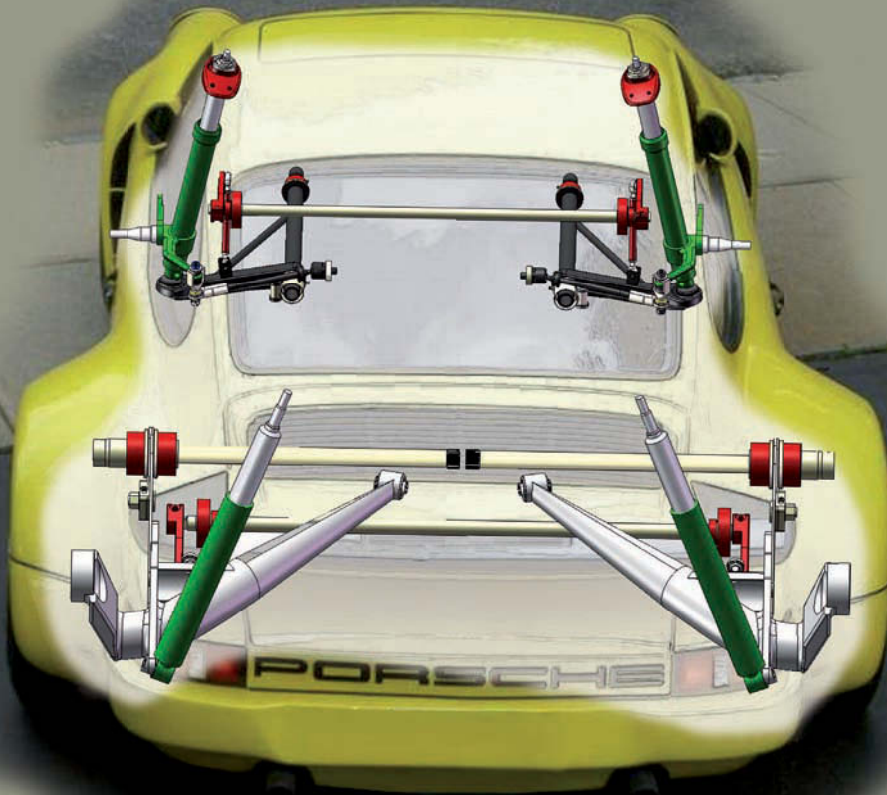
Engine originally supplied: 2.2-litre flat-six, number 6311580, swapped with 2.4-litre unit, number 6329003 and Type 925 Sportomatic transmission, fitted 28th April 1971. During the 1996/7 restoration the 2.2 engine fed by Bosch mechanical fuel injection and driving through 901 transmission were refitted. The 2.4 unit became available in the 911 range from 1972, though this prototype unit was equipped with type 00g (2.2S) mechanical fuel pump with modified linkage to adjust butterfly-fuel pump, magnesium butterfly (2.2S) with plastic inlet manifold (2.4S), plus prototype distributor with special crankcase fitting.



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INTO THE 1970s

So as we leave the swinging sixties behind, it's time to visit the decade that style forgot – or did it? Ducktailed Carrera RSs, wide-arched Turbos – the 1970s sound good to us...

Words: Keith Seume
Photography: Porsche Archiv

We are all guilty of laughing at some of the fashions from the 1970s – who will admit now to wearing those bell-bottoms, or floppy wide-brimmed hats?

But it wasn't all bad taste back then. When Porsche unveiled the legendary 2.7-litre Carrera RS in front of an awe-struck audience in

Paris in 1972, nobody dreamed of laughing at the garish graphics or that ducktail spoiler.

Likewise the mighty 930 Turbo when it was thrust into the limelight in 1974 – this 3.0-litre monster was clearly going to turn the supercar world on its head.

Come with us as we take a trip down memory lane, to a time when flares didn't only refer to jeans...

WHATS IN..

Into the 1970s, with a showdown between the '73 and '74 Carreras, how the 928 almost killed the 911 – and 1970s style...



Sexy seventies

An overview of the '70s, from 911T to Turbo

Page 68



Showdown

Was the 1974 Carrera a match for the '73 RS?

Page 76



Turbo test

Nichols and Faure drive the Turbo – in 1974!

Page 84



Pretender

When the 928 nearly killed off the 911

Page 88



1970s stylin'

Listening to the sounds of the seventies

Page 94





THE SEXY SEVENTIES

Words: Keith Seume

Photos: Porsche Archiv and KS archives

It was the decade which saw the 911 come of age, with the launch of the legendary Carrera RS followed soon after by the birth of the mighty 930 Turbo – a decade that witnessed the full impact of safety and emission regulations that dared to threaten the 911's very existence...

There's an old saying that goes 'March comes in like a lion and goes out like a lamb'. It's a reference, of course, to the weather (at least, the way it used to be, pre-global warming...), suggesting that the strong winds of winter were making way to the gentle breezes of spring.

But did you know there's a similar, lesser known, saying about Porsches: 'The 1970s came in like a lamb, and went out like a lion'?

OK, we made that bit up, but it was true. As the pages of the calendar turned from 1969 to 1970, there were few signs of radical change as far as the 911 line-up was concerned. But that situation was to

be turned on its head within a few scant years.

Introduced in August 1969, the 1970 model line-up consisted of three cars: the 911T, the 911E and the 911S. They were each powered by a new 2.2-litre engine, which was the product of increasing the cylinder bore of the old 2.0-litre unit from 80mm to 84mm, with the crankshaft stroke remaining at 66mm.

Now referred to officially as a 911-series engine (as opposed to the 901 coding of the outgoing 2.0-litre), the 2195cc flat-six was available with three different specifications to suit the model range.

At the bottom of the range, so to speak, was the 911T, which now boasted 125bhp

(compared to the older version's 110bhp) thanks largely to the increase in capacity. Principally to save money, Porsche decided to install less-expensive Zenith triple-chokes in place of the former Webers.

Next in line came the 911E, with its race-developed mechanical fuel-injection – this model had been added to the line-up in August 1968, at which point it offered 140bhp from its 2.0-litre motor. The new version was actually softened to improve its appeal to a wider market, milder camshafts being used to smooth out the peakiness of the original. Despite this change, the 1970 'E' was still more powerful than its predecessor, with 155bhp available.

Iconic is an overused word, but it's hard not to describe the 1973 Carrera RS (below) thus. The RS was the last hurrah before the advent of impact bumpers, which changed the shape of the 911 for ever (opposite) – blame US safety laws for the change...





Top of the line, as always, was the 2.2 911S. Slightly more forgiving than the original, which had a reputation for 'all or nothing' power delivery high up the rev range, the new 'S' brought 180bhp to the table, which made for a very quick road car. Like the 'E', the 1970 911S benefited from mechanical injection.

The styling of the 1970 range was little changed from the last of the 1960s 'B-series' cars, with their longer 2268mm wheelbase. This was some 57mm greater than that of the original A-series models. The increase, introduced in August 1967, was intended to tame the oft-wayward handling of the 911. Early road tests had frequently made comment of the 911's propensity for oversteer – even Porsche referred to the 911 as not being a car for the novice – and by lengthening the wheelbase, the front-rear weight distribution was improved to the benefit of the handling.

The 2.2-litre engine had given the 911 a new lease

of life but, in keeping with the company's planned two-year cycle of upgrades, Porsche then introduced the 2.4-litre 911 for the 1972 model year. The 2.4 models are generally regarded as being among the finest 911s ever built, with the extra capacity gained by virtue of a 70.4mm crank.

The range, as before, consisted of a 911T, an 'E' and the top of the range 911S. The 'T' was available in Europe (and the rest of the world) with dual Zenith carburettors, and just 130bhp, but was sold in the USA with Bosch MFI, which boosted the power to 140bhp.

The reason for the swap to injection for the North American market was to meet new emission regulations, and this led to one of those rare occasions when a US-spec Porsche was actually more powerful than its European equivalent. The 911E and 'S' both continued to use Bosch EFI, but the extra capacity helped push the power outputs to 165bhp and 190bhp, respectively.

The 2.4 models

featured a new gearbox, too. Known as the 915, it was a development of the unit used in the 908 sports racing cars.

Featuring a conventional H-pattern shift for the first four gears, with fifth (where fitted) out on a limb to the right and forward, it was a robust, if slightly agricultural, unit that would remain in service throughout the rest of the decade. The days of the dog-leg first gear layout of all previous five-speed 911s were finally over.

The 1972 (E-body) models were unique in that the tank for the dry-sump oil system was moved from behind the rear wheel arch to the area between the wheel and the door opening. A small flap, not unlike a fuel filler, was located on the right rear quarter panel, opened by pulling a handle in the B-pillar.

Now this was all fine and dandy, and the reasoning behind the move very sound – it improved weight distribution – but what nobody foresaw was the likelihood of garage

attendants mistaking the oil filler for the fuel filler, leading to many owners having their oil tanks topped up with petrol with potentially disastrous consequences.

Despite this one-year-only faux pas on the part of Porsche's engineers (1973 models reverted to the original layout), late 1972 saw them more than make amends with the introduction of the – dare we write such an overused word? – 'iconic' 2.7-litre Carrera RS.

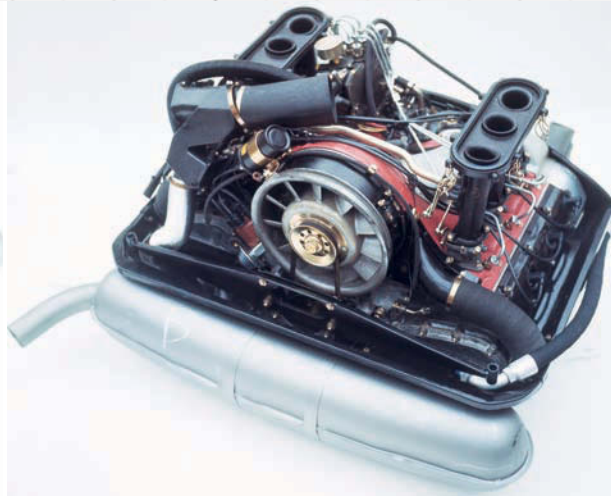
Widely held by many to be the most important 911 of all, the RS was intended to be little more than a low-volume special, with just 500 examples planned so that it could meet the FIA's homologation requirements to go racing. Nobody expected the RS to be such a big hit – least of all Porsche.

The new model featured an enlarged version of the 2.4-litre engine, with new Nikasil-coated aluminium cylinders featuring a bore of 90mm, rather than 84mm, allied to the 70.4mm crankshaft.

Induction was by Bosch MFI yet again, but with revised metering, and in all other respects, the engine was essentially the same as that used in the contemporary 911S. With a swept volume of 2681cc, the RS-spec engine produced 210bhp at 6300rpm, and 255Nm of torque at 5100rpm.

Unveiled at the Paris Salon d'Auto in October 1972, no fewer than 51 orders had been taken by the time the show opened. By the end of the week following the show, orders had been taken for all 500 cars! Porsche embraced the spirit of the moment and announced it was to build a second series of 500 cars – at a slightly increased price, of course. In fact, the RS was still a bargain, costing only a few hundred pounds more than its 911S sibling.

Two production versions were available, bearing the option codes M471 (Sport or 'lightweight') or M472 (Touring). By the following April, 1000 Carrera RSs had been sold, opening the doors to



The two greatest engines from the 1970s: far left is the 260bhp 930-series 3.0-litre Turbo, while the engine to the right is the 210bhp mechanically-injected 2.7-litre unit, as used in Carreras from 1973 to 1975

“There had been moves afoot to kill off the 911 as it was felt it was too long in the tooth”

homologation in the FIA's Group 3 Grand Touring classes. By the time a halt was called to production in July 1973, no fewer than 1580 examples had been built.

Readily identifiable in its day by the trademark ducktail spoiler, garish 'Carrera' side-script and wider rear arches, the RS rapidly gained a reputation as being THE Porsche for the *cognoscenti*, on both road and track.

Behind the scenes a battle was raging. As you will read in our article starting on page 88 (*The*

great pretender), there had been moves afoot to kill off the 911 as it was felt that it was too long in the tooth, and unlikely to stand up to the everpresent threat of swingeing emission, safety and noise regulations. The decision to scrap a joint venture between Volkswagen and Porsche (Type 1966) gave the 911 a reprieve, but there had to be changes if it was to go on sale in the USA, still Porsche's most significant market.

The result was a quickly executed redesign, under the guidance of Ernst

Fuhrmann who, just a few years earlier, had been so keen to develop a replacement for the 911. The end product was referred to internally as the 'G-series', but is far better known outside the factory as 'the impact bumper 911', introduced for the 1974 model year.

Discussion over the merits of the impact bumper styling has been said to mirror that which occurred when Porsche replaced the 356A with the 356B in 1959. You either loved it or loathed it – there was little middle ground – and debate still

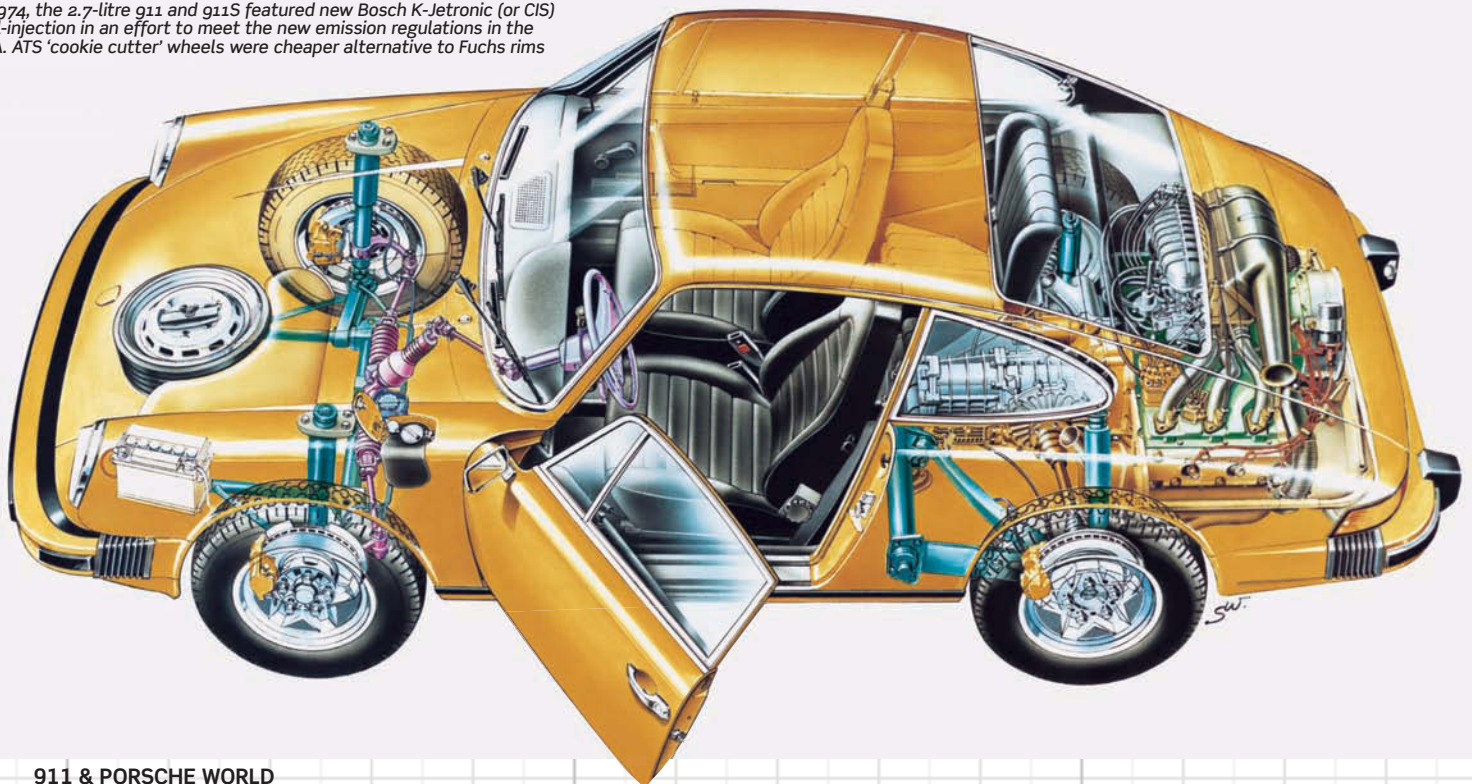
rages to this day about the aesthetic pros and cons of this redesign. The difference this time around, though, was that it was not Porsche's decision – it was forced upon them by legislators in far-off lands.

Initial dismay soon gave way to acceptance by most reviewers. *Car* magazine in the UK summed up the general feeling well: 'The impressive thing about the 1974 Porsche styling is the way the Stuttgart engineers have worked on the 5mph bumpers so neatly that they look as if

the car was intended to have them from the start'. The '5mph bumpers' was a reference to the latest US regulation which dictated that all cars should be capable of withstanding a 5mph impact without sustaining damage.

The impact bumpers certainly changed the appearance of the 911, but not in a way that completely obscured all links with the past. The 'glasshouse' (roof, windows, etc) was the same, as were the doors, the engine lid and rear quarter panels.

In 1974, the 2.7-litre 911 and 911S featured new Bosch K-Jetronic (or CIS) fuel-injection in an effort to meet the new emission regulations in the USA. ATS 'cookie cutter' wheels were cheaper alternative to Fuchs rims





Other exterior panels, including front wings and bonnet, were new. At the rear of the car, a full-width reflective panel sat between the taillight assemblies. Inside, there were new seats, soon nicknamed 'tombstones' after their shape.

Rubber finishing strips along each bumper and down the sills, as well as deformable bellows between the bumpers and bodywork, were finished in black irrespective of body colour.

The overall effect was to give the decade-old 911 a fresh look – not everyone liked it to begin with, but there was no denying it did make the older 'pre-impact' styling look dated, almost fragile.

Mechanically, the new-look 911 came in for several revisions, the most significant of which was the adoption of the 2.7-litre engine across the model range.

In the case of the Carrera, this was identical to the 210bhp unit fitted to the 1973 Carrera RS, but other models – the 150bhp 911 and the

175bhp 911S – were fitted with 2.7-litre engines running the new Bosch K-Jetronic injection system (better known in the USA as 'CIS' – Continuous Injection System) that had first appeared on the US-spec 911T midway through 1973. Once again, though, the US market suffered the consequences of its legislature's insistence on reducing exhaust emissions – the US-market Carrera was stripped of its RS-spec MFI engine and, instead, shared the same K-Jetronic-fed motor as the 911S.

The new range of engines began life with the exotic Nykasil-coated cylinders but this soon made way for Alusil cylinders, which were cheaper to make, but were also deemed to be more efficient at dissipating heat than the earlier type.

It was a sign of things to come, in many respects, as more consideration was being given to making the new engines more efficient, quieter and

environmentally friendly, even if it was at the expense of outright power and performance.

The Carrera was easily distinguishable from the rest of the range by its wider rear wheel arches, necessary to cover the 7in Fuchs wheels fitted at the rear (8in rims could easily be accommodated), and by the new 'black-look' window trim.

This was a first on the 911 and it would not be until 1980 that this detail was adopted across the model range (although it was available as an option on forthcoming SC models). There was no ducktail spoiler fitted to the new Carrera, although it was still possible to specify one if you so desired. Was it a match for its predecessor? That's a question we set out to answer in this issue (you can read Adam Towler's verdict by turning to page 76).

The advent of aluminium trailing arms on all models helped to reduce unsprung weight and increase rigidity compared to the former

fabricated steel arms. A larger stainless-steel oil tank allowed service intervals to be doubled from 6000 to 12,000 miles, too.

But all this came at a cost, as the price of each 1974 911 was around 7.5 per cent higher than its predecessor, pushing the 911Ss and Carreras bound for the USA through the magic \$10,000 barrier for the first time in the model's history.

The 1975 range was much the same as that of the previous year, with one massively important exception: the launch of the 3.0-litre Turbo. This wide-arched brute of a car was the first road-going Porsche to use a turbocharger to boost power output, even though the company had been using turbos on race cars since 1972.

It was a show of defiance just as Europe was climbing out of a fuel crisis, one which made the whole automotive world sit up and take notice. As Delwyn Mallett's article in this issue (see page 94,

Sounds of the seventies) suggests, the word 'turbo' aroused emotions like no other.

When the idea was first suggested, the marketing department actually preferred the idea of a stripped-out, low-cost model, which could be sold in relatively large volumes. But Ernst Fuhrmann had other ideas. His preference was for a high-price, luxuriously-equipped 911 Turbo, as the car came to be called.

The concern was that the new model would be as expensive as the competition-oriented 3.0 RS, which was aimed at a very different market.

In the end, it was the Finance Director, Heinz Branitzki, who said 'If we're not in a position to sell such a superb product, then it's time for us to get out of the sports car business'. His words carried weight, and the decision was made to market the 911 Turbo as a high-end model.

The production version of the 911 Turbo – or '930', to use its internal



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code number – was based on the 'H' programme 911 coupé, as sold across the board in 1975.

The engine was an all-new 260bhp 3.0-litre flat-six equipped with a KKK turbocharger and based on an aluminium crankcase, which the model shared with the later Carrera 3.0 and 911SC road cars.

It proved to be one of the strongest, most reliable units ever produced, the bullet-proof bottom end helped, no doubt, by the greater rigidity of the aluminium crankcase compared with its cast-magnesium forebears. Oh, and such was the grunt available, the Porsche Turbo of the 1970s was only available with a four-speed transmission...

On paper at least, the car looked an absolute winner, and press coverage at the time was largely positive. In fact, if you want a hint of what it was like to drive a Turbo, check out page 84, where we revisit Mel Nichols' and Nick Faure's first drive for *Car* magazine...

It is only now that we can look back and rightfully assess the success of the project in

technological and dynamic terms.

While the 1975 3.0 Turbo was certainly a breathtakingly quick car, the sense of 'turbo power' tended to be enhanced by the lag which beset every early turbo. The lag – the delay between hitting the throttle pedal and something happening – flattered to deceive.

For the 1978 model year, the 930 Turbo underwent the most significant change in its history. The engine capacity was increased to 3.3-litres – itself a useful upgrade – but, more importantly, it was fitted with an air-to-air intercooler. The combined effect of these two changes was to raise the power output to a (then) incredible 300bhp.

The intercooler, which dominated the engine bay, was located directly under the new 'tea-tray' rear spoiler, which replaced the original 'whaletail'. The new wing was still rubber-lipped to meet strict German pedestrian safety laws, but its meatier profile served only to enhance the Turbo's already brutal good looks.

But it was the braking

system which came in for the greatest praise, for the original 'S'-spec calipers and discs were replaced with 917-style four-pot brake calipers and matching drilled discs, along with a servo in RHD markets.

While the Turbo was undoubtedly the most dramatic 911 of the 1970s, the decade also saw the launch of two other significant models, one short-lived, the other a stalwart that would see the 911 march forward into the 1980s, its head held high.

The first of these was the 1976 Carrera 3.0, which replaced the Carrera 2.7 and featured a normally-aspirated engine based on that of the 930 Turbo.

Boasting an output of 200bhp, the Carrera 3.0 remains one of the largely overlooked heroes of the 1970s Porsche line-up. It also remains something of a *rara avis* in Porsche circles, but one which rightfully has attracted a loyal following.

The 911's final fling of the decade was the 911SC ('Super Carrera'), introduced in August 1977 to replace the basic 911, 911S and Carrera 3.0

models at a stroke. The 180bhp (later boosted to 204bhp for 1981) 3.0-litre coupé was aimed at a wider market than previous models and was Porsche's first attempt at a 'world' car, with relatively little difference in specification between markets. One change of significance, and a definite bonus on a car designed to have wider appeal, was the incorporation of a brake servo on all models.

The SC and the Turbo saw out the 1970s in some style. On the one hand we had a car which had massive appeal across all markets, a car which for many years to come would be the preferred choice of anyone wanting an 'everyday Porsche'. On the other, we have the most evocatively-named (and styled) 911 ever built – the Turbo.

Just one mention of that name and everyone thinks of wide-hipped bespoiled objects of boyhood fantasy, usually on a poster bought from Athena and stuck firmly to the bedroom wall with sticky tape.

Ah yes, the sexy '70s. Those were the days... **PW**



1972 911 featured an external oil filler in the right-side rear wing which was often mistaken for the fuel filler...



Carrera 2.7 of 1974/75 was available as a Targa – the 210bhp drivetrain was shared with the legendary Carrera RS



The 911SC was the first 911 to be sold in all markets with little change to specification. The perfect all-rounder

If you couldn't afford a 911, then in 1976 you could buy the VW-powered 912E – but only if you lived in the USA. It's rare to see these late-model cars fitted with steel wheels as most owners opted for more stylish alloys





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A TALE OF TWO CARRERAS

Overshadowed by the legendary 1973 Carrera RS, how does the 1974 Carrera 2.7 stack up against its forbear? There's only one way to find out...

Words: Adam Towler Photos: Dan Sherwood, Porsche AG



Perhaps more than anything else, this is a story about an engine. To be precise, it's about the 2.7-litre g11/83, the engine that propelled the g11 into a hitherto unimaginable realm of racing and sales success at the beginning of the 1970s, and the lasting effect that would have on the type as a whole.

To illustrate that fact we have two of the greatest g11s ever conceived, although unusually, not together on the same day – in fact not even in the same country (although I do drive them mere days apart). Together they form a bridge from one type of g11 to another: from the delicate, highly strung originals of the 1960s to the tough, grand

tourers of the late 1970s, which included the mighty 930 Turbo.

If it wasn't for racing, it would never have happened. The g11 had been doing very nicely indeed as a sports car the privateer entrant could campaign in a variety of different disciplines. These activities ranged from sprints and hill climbs in road cars to the ST models fielded by

professionally-run squads such as Kremer. With the latter, Porsche had managed to stretch the original flat six up to 2.5-litres, but under the rules at the time this was the maximum that would be allowed. What was needed was a more powerful car, a lighter car, a car with more rubber on the road and one with some aerodynamic thinking. And to be legal,



all of that had to make it onto a production car with a minimum of 500 units built.

The RS tale has now passed into Porsche folklore. But to recap, the sales department in Ludwigsburg thought this was another folly of those enthusiastic but eccentric engineers and warned that, much like the 911 R half a decade earlier, there would be precious few takers.

So, any way it could, Porsche began to hard sell the RS, assigning them to senior management as company cars, and pushing the newcomer to current 911S-owning customers. As it turned out, all 500 had been sold by the end of its debut at the Paris motor show, and the company would go onto

make 1,580 examples. In fact, perhaps the biggest headache was trying to manufacture that many examples of a specialist car that featured lighter body panels and special glass; although it is less than clear, it's commonly thought that later examples often did without a number of these 'special parts'.

Without wishing to cover the same ground as elsewhere in this issue, the bore was increased to 90mm with the help of Nikasil cylinders giving a total cubic capacity of 2687cc, but otherwise this new 911/83 engine was very similar to the outgoing 2.4-litre 'S' engine. It did make a useful extra 20hp at 210hp (delivered at 6300rpm), while it was the 188lb ft that really

makes the difference. Crucially, there was now the option to take the capacity out to the full 3.0-litres for racing, which eventually the factory would do.

The racing project was put under the direction of Norbert Singer, a young engineer at Porsche whose first project had been to make the 917's gearbox reliable. The RSR was where he would make his name, and everything that followed would cement his reputation as one of the greatest engineering minds in the sport.

He'd been in Corsica when the RS had made its rallying debut in its extremely brief mixed-surface career and, having learnt a lot about the new car in this punishing environment,

“If it wasn't for racing, it would never have happened. The 911 had been doing very nicely as a sports car...”





the team had stopped on the way back at Paul Ricard – and the racing development had begun. By the time the team truck ground to a halt at Weissach, the RS was morphing into the wider, angrier RSR, but that wouldn't be the end of it by any means.

'We decided to change to the prototype class so we had complete freedom and we could do quicker development,' recalls Singer today. The switch had been instigated by the works cars being protested by a fellow competitor – a customer of the factory in a 2.8 RSR, no less. 'It was a Porsche dealer!' says Singer, 'but this shows the spirit: the customers want to win – they have paid the money.'

'Of course, the factory has more potential to do a better car and for me that was important – there were some modifications I really wanted to race'. As Singer

adds philosophically, 'the customers were doing the job of getting the points and going for the (class) championship – and we were concentrating on the development'.

That 'development' was to see the 911 mutate in many ways: by the end of the year it sported distorted bodywork with much larger aerodynamic devices, a 3.0-litre engine with well over 300bhp and coil-springs as the primary springing medium. For the year after those attributes were melded into a new car, the '74 Carrera RSR – the definitive customer, naturally-aspirated 911 racer until the advent of the GT3 series of racing cars at the turn of the millennium. Even so, by then Singer was off 'developing' an altogether more potent factory racing 911, the 2.1 Turbo Carrera RSR, the first in a long line of turbocharged 911 racing cars that would reach its pinnacle

with the Le Mans-winning 935 K3 of the Kremer brothers in 1979.

Everything changed in that 1973 season. While the ultimate version of the 917 enjoyed its final year in the Can-Am series, thrashing senseless the local V8-powered opposition, the 911 took centre stage as the works racing car of choice.

It was a year that exceeded all expectations: the factory RSRs scored a series of brilliant results, including a 4th overall at Le Mans, and outright victory on the Targa Florio. Both remain understandably special memories for Norbert Singer, even by the standards of his illustrious career.

To shed some light on the 2.7 RS phenomenon we have here today chassis 1340, a right-hand drive, late-model M472 'Touring' from Porsche specialists Autofarm with a terrific history file. Sold originally in the UK to Dimi

Whale tail was an option on the Carrera 2.7 in 1975, this being a 'productionised' version of the spoiler fitted to the racing Carrera 3.0RS. Under the skin, the Carrera 2.7 is very similar to the highly-prized 1973 Carrera RS



Mavropoulos (the well-known rally and rallycross driver), it was taken back to Cyprus where it partook in some 'light competition' events before returning to the UK and being sold on in 1975. In 1981, it was sold to its third and also current owner, who had been one of Autofarm's first customers back in 1973 with a '67 'S'.

The car received some external body renovation work in 1983 but was sold in 1985 at 88,000 miles to its next owner who would keep it until 1998. He certainly got his usage out of the RS, and who could blame him, selling

the car back to the previous owner with 130,000 miles now showing on the stark black clocks. It has done precious few miles since, and is now for sale (see thank you panel at the end of this story).

The 2.7 RS has sadly joined the club co-habited by the AC Cobra and the Ford GT40, to name but a few: it has been frequently replicated. Some of these are very convincing (sometimes maliciously so) and others are little more than 3.2 Carreras with the bumpers and bonnet converted, and some stickers down the side.

“From the moment you sit in it, it feels like a new car – and drives like one, too...”



Either way, it can take an expert eye to tell the real from the wannabe and in some ways that negates the impact of seeing a real 2.7 Carrera RS. What it doesn't do is dim in any way whatsoever the raw, synapse-startling excitement that comes from holding the aged, oil-stained bunch of keys to the real deal in my hand.

It is a sensation that never gets any less profound, just increasingly other-worldly thanks to the upwards spiral of these cars' financial worth. Given the originality of this particular example, and the amount we had to

insure it for, the sheer pleasure of excitement is tinged with a jolt of nervous tension that gives the digestive system a little fillip.

But it does look so, so good. In fact, it might be very, very close to perfection, I decide, as the sun decides to make a rare appearance this season and the little car glows in the morning sunshine.

The famous RS colour scheme and graphics is an inspired piece of design; the relationship between alloy wheel and engorged wheel arch perfectly realised. When you walk around the car it

seems so small as to be almost dainty, but that's completely at odds with its reputation. Inside, this Touring has all the features associated with the 2.4 911S of the same period, but the combination of high set Recaro seats and a large steering wheel means my knees are jammed against the 'wheel as well as my legs being twisted towards the centre in this right-hand drive car – it is not a comfortable beginning to our time together and if not sorted by lowering the seat somehow would always prevent me from driving the car quickly. Finding

the brake pedal in a hurry is not as instinctive as one would like.

But you have to make the best of these things – I think I'd drive the car even if it didn't have any brakes – and we're soon moving up the road with that distinctive whine and whoosh from the tail.

The RS is content to simply pad around the place, but once you've got 4000rpm on the rev counter and a wall of urgent noise cascading over your shoulders, you have a car that positively wants to rip up the road at every opportunity.

This is one of many great aspects to this car:

40 years on and it still feels like a fast car, as the driver of the rather urgently driven Audi A4 TDI that had stuck like glue to the rump of the RS soon found out.

Moreover, it's not just the ultimate pace of the thing; it's the snap response of the powertrain in a way that can never be repeated by a modern car whatever the power output. Even as a Touring model, and therefore probably weighing just under 1100kg rather than the 975kg of the M471 'Sport' or 'Lightweight' car, it still has this lack of inertia that is utterly beguiling.



Other great things about it? The diminutive dimensions, the sound the engine makes, the telepathic steering rack – was it ever better on any 911? Consider the racing record, the exclusivity, the importance to Porsche’s history, the handling, the grip: it is an exhaustive list of fabulous qualities that when you stop and ponder them, as I do while the photographer is busy with his work, go some way to explaining the value of these cars today.

It is arguably *the* Porsche. The perfect summation of everything that’s great and good about the marque’s most famous model. And once you’ve driven one, you really, really don’t want to give it back.

Porsche kept on making the same car for the ’74 and ’75 model years, but instead of the colour-coded graphics and duck tail spoiler (in certain markets) came the

impact bumpers and the ‘whale-tail’. The RS badge was dropped – that label now belonged to the much more rare 3.0-litre RS for ’74 – and so it’s arguable that a little bit of the magic was lost.

These ’74-on Carreras were a continuation of the ‘old’ Porsche into a new era of the G-series cars, with their increased refinement, safety and everyday usability. Those were not characteristics to impress the die-hard Porsche enthusiast, but they were attributes that caught the attention of a wider customer base.

Actually, the impact bumpers only added another 25kg to the kerbweight and, depending on optional extras fitted, it’s quite likely that a 2.7 RS Touring could be just as heavy as the later Carrera. ‘Our’ gorgeous orange example is now owned by the Porsche Museum, and from the moment you sit in it, it

feels like a new car – and it drives like one too.

There’s the same mechanical thrash from the 911/83 as with the RS, the mechanical fuel-injection giving that inimitable hard edge to the tone, as well as the sabre sharp throttle response. But it does feel a bit different, and I can’t make out whether that’s mainly down to my mind expecting it to feel that way based on reputation and the look and feel of the car.

To my hands it feels more stable but less agile and nervous: the steering doesn’t seem to wriggle quite as much, but then the German roads are so smooth in comparison to Oxfordshire country lanes. The seats are a lot more comfortable though, and the driving position is much better.

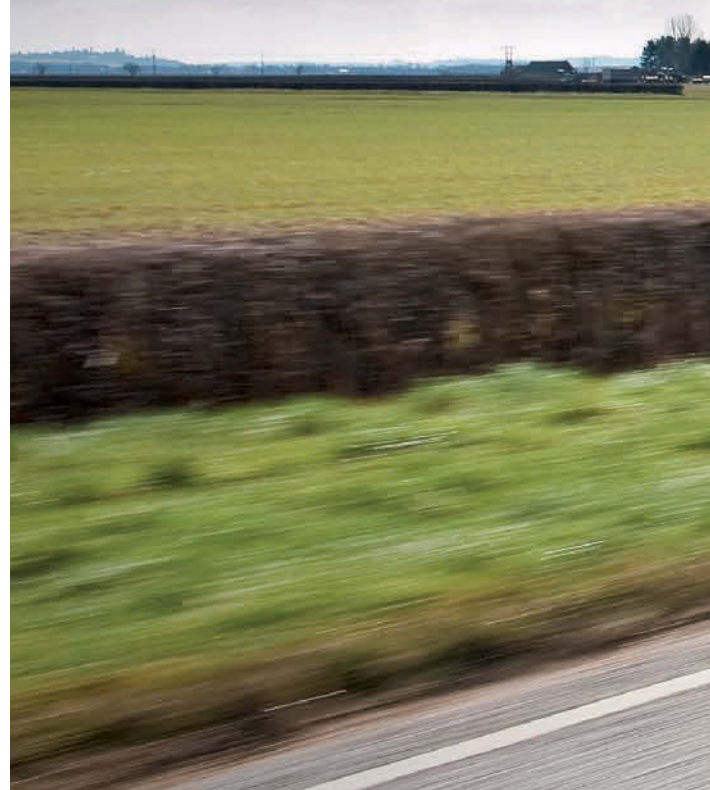
Feeling more comfortable in the car I find myself driving it much harder than I did the RS (although perhaps

the lack of an extraordinary price tag frees up my mind somewhat). Whatever, the forests around Stuttgart pass in a blur, and for an intoxicating afternoon I’m blasting this beguiling car around like I’ve owned it for a decade, revelling in the feedback and the sound and smell of that engine.

Once the 911 had grown both literally and by reputation there could be no going back. The RS and RSR were not only the bridge from the early cars to the Carrera 3.0 and SC models, they were also the first step on the way to the turbo cars, which would take the 911 into true supercar territory hitherto the

“Once you’ve driven a Carrera RS, you really, really don’t want to give it back...”

Has there been a more desirable road-going 911? The ’73 RS is a breathtaking machine but current values are heading for the stratosphere, making the ’74 Carrera 2.7 look remarkably good value. But for how long?



domain of large, multi cylinder exotica from Italy. It's hard to see that first, fat-arched, 260hp Turbo growing from a humble 2.4-litre 'T', but less so to imagine it as another project alongside, and after, the RS.

By 1975 the Carrera was on borrowed time, its mechanical fuel-injection long since obsolete in

meeting America's emissions regulations (Stateside, the Carrera used the 2.7 'S' engine). But it's telling that its replacement, the Carrera 3.0, had less power at 200hp, and it wasn't until the 3.2 Carrera of 1984 that a naturally-aspirated 911 produced more power (SC RS aside). Drive one today and it's a reminder

of all that's special about the original 911, and endlessly surprising that a car of this age can be so applicable and effective to this day.

There is a magic to the RS that for whatever reason isn't quite there with the Carrera 2.7, but we're talking at a very high level here and either will satisfy like few other

cars in history. Progress in the following decade and beyond brought a better 911 on paper, but not necessarily a more enjoyable 911, a situation that has been replicated with the 991 replacing the 997 in many ways. Given that I will probably never be able to afford the real car with blue Fuchs and side script, I think I'll aim

for a Carrera 2.7: it'll need to be orange, rattle windows in the villages as it goes by and make the best noise I've ever heard in a car. I'll just take this one please. **PW**

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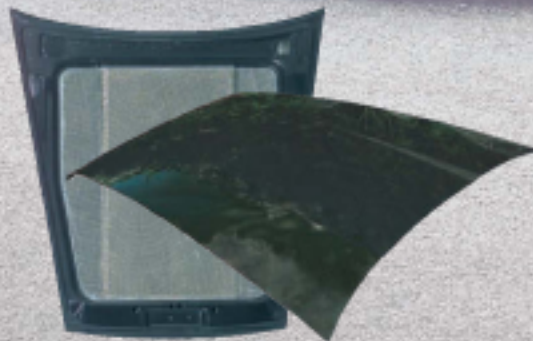


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TURNING ON TO THE TURBO

In 1974, *Car* magazine's Mel Nichols, aided and abetted by Porsche racer Nick Faure, became the first UK journalist to sample the delights of the mighty Porsche Turbo. In this extract from his book *And the revs kept rising – great drives in fast cars*, we get a taste of just how dramatic an effect Porsche's new supercar had on all who drove it in the 1970s

Words: Mel Nichols

Photos: Car (magazine scans) and Paul Harmer

Let me tell you about the Porsche 911 Turbo, the 3.0-litre car that blasts to 100mph in 12.8sec and has enough power its makers considered a five-speed gearbox superfluous. Let me tell you about this six-cylinder wonder that tops 160mph on low-octane fuel and takes 2+2 motoring into a realm previously attained only by the most exotic two-seaters. Should I mention also that it comes with a 20,000-mile warranty, requires servicing but once a year and can apparently return 22mpg?

Comprehending the

Turbo's acceleration – it is to the 'ordinary' Carrera what that car is to the 911 – is taxing enough. The extra knowledge that, on the other hand, your wife could drive the kids to school in it because it's so flexible it will pull from 500rpm in top gear, calls for another round of head shaking. But then, turbocharging is the magic word. The thought of a road car with the devilish little blower causes people to suck in their breath in anticipation, mostly a result of the giant-killing successes of turbocharged cars in race series like Can-Am.



Turbocharging has built up an aura of invincibility.

The Turbo looks the part. Because its spoiler is so large, because the wheels and the arches are so obese, because the car hunches low over its tyres, it looks like a racer that's escaped to the road. It is mean, aggressive and declares its intention bluntly. On the road, other drivers can't get out of its way quickly enough.

The six-cylinder horizontally-opposed air-cooled engine uses the same 70.4mm stroke as the 2.7, but a bigger 95mm bore takes its capacity up to 2992cc. From this comes 260bhp at 5500rpm with 253lb/ft of torque from 4000 to 5000rpm. That flat torque curve is what makes the Turbo, on the road, remarkable. At just 1000rpm, there is 130lb/ft and at 2000rpm that's risen to 174.

At 2300rpm you've got more torque than the 2.7 Carrera develops at its peak, and it stays that way until the 6500rpm redline. Meanwhile the bhp curve has been climbing like a rocket.

With such oomph, and a wide power band despite the relatively low redline, Porsche believed a five-speed gearbox would not be necessary. Importantly, the Turbo's low emissions and impact safety mean that it is the only one of the ultimate supercars

that can be sold in America at present. That fact alone makes it a very significant car.

The six fires easily, not with the normal sound of a Porsche but with a deep burble more akin to a V8. The sound is aggressive but not loud. Relative quiet, as well as lower emissions, are a side benefit of turbocharging. The idle is even, there is no fuss. The injection looks after it all.

Nick Faure, who drives the AFN Carrera 3.0-litre race car, is in the driver's seat. I'm beside him, and we've come to a place where we can drive this car properly. It is the Turbo from the Earls Court Motor Show, the only RHD prototype. We're in it two months ahead of production and so far as we know this is the first time a Turbo has been taken on the road by outsiders to be driven to its full potential.

We move off. The solid torque is noticeable, the engine's willingness to rev unmistakable. Nick isn't using more than modest throttle pressure, we're still talking cheerily and we don't seem to be accelerating hard; only moving at a pace that feels briskly natural in the car. But a glance at the speedo shows that already, as we drift easily into mid-range in third, we're doing well over 60mph. We have merely moved away just as one



Nick Faure kicks up the leaves as Turbo is given free rein - test was supposedly carried out abroad on 'unrestricted autobahn' but don't believe all you read in the press...

if a second engine has cut in. There's not that kind of peakiness in the Porsche although you certainly notice that the pull comes steadily faster after 3000rpm. There are, however, certain things that must be learnt. From 3000rpm onwards the turbocharger keeps boosting so that even without increased pressure on the throttle the car accelerates. It isn't strong acceleration within the Turbo's capabilities, but it's potent by normal standards. Understanding this self-acceleration and knowing how to adjust to it

is the secret of driving the Turbo. You're constantly backing off.

Hard acceleration? The car dips its rounded tail low and you're pressed hard back into the seat. And then, if you look not out the windscreen but out the side windows at the guide posts or other traffic, you really do know that you're reaching 60mph in five seconds and 100mph in just 12.8sec. Porsche says only that the top speed is

It's hard to imagine the impact the wide-arched Turbo had back in the day. Innocuous boost gauge was the only clue on the dashboard to what lay in store when you planted your right foot





'above 155mph'. I am to learn that's not wrong.

But for the moment we're caught in a village and Nick is checking that 'self-acceleration' again, still learning about it. 'Say you put it into second,' he explains, 'and drop back to 2000rpm. You then stroke the throttle very quietly and the thing builds up to 3500rpm without any further pressure, and then it goes of its own accord!'

'See, I'm not putting any pressure on it at the moment, and it's just going faster and faster. It's surprising how quickly you adapt, though, and I think the only time it would really catch you out is on a very twisty road. Even a very good driver could be tricked then.'

He grins: 'I learnt last night that on a greasy road the tail can come around frighteningly fast. Mind you, it comes back very nicely. But you have to be bloody quick – and that's by race standards!'

'I drove it over a road where I regularly drive the Carrera hard. It's so much quicker than even that one, and very much more demanding because of the intricacies of the

throttle control.'

We're on a motorway now, unrestricted, and running at a tame 130mph. He can't resist a gentle squeeze on the throttle.

The car responds instantly, surging silkily forward, letting us feel the power in the small of the back. It wants to keep on going, and a concerted lift-off is needed. But then, stuff it, we go all the way, the Turbo hurling itself forward, speeding on to 160mph before traffic blocks our path. Even Faure is impressed: the top gear acceleration is equal to third gear in his racing Carrera 3.0-litre, and that has a five-speed gearbox.

From the feel of it, the 6500rpm redline should be obtainable, and that's 168mph. I wouldn't be surprised if owners find such figures registering on their dials.

The car is steady. Faure backs off totally and it doesn't budge. To reach this speed, you've been through a range of noises – the faint whine of the turbocharger as the power comes on strong in the lower gears, the burble you'd swear was coming from a V8 on a light

throttle at around 3500rpm, and the low, sustained rumble that steadily intensifies as the throttle goes down. It never intrudes, mind you, merely serves as a pleasing background.

Off the autobahn now and in towards a village. Faure doesn't bother to change down, simply backs off from 140mph and comes down to a 25mph trickle in top with only 1000rpm showing. We go up a hill like that and the car doesn't grumble. It makes only a very low, exaggerated sort of Porsche noise up through the gearstick. Next stop and we move a few feet in first and then it's straight into top at 500rpm. Again, no complaints. It pulls away cleanly.

Then it's the road we've been seeking, a good A-road, and in a moment the Porsche is pressing through its curling bends at a steady 140mph. There is no body roll, no effort from the driver other than moving the wheel very slightly and adjusting the throttle minutely to guide the car gently onto the precise line, straight-lining them.

We try the brakes, and

Nick ends up backing off from a full crash stop in case the tyres flat spot. The discs do not fade. Then the bends come quicker and tighter, and sometimes there are crests. Over one of them, in the middle of a kink that has become an S-bend at our speed, the car rises, sinks low on its suspension as it touches down and soaks up the impact as if nothing has happened and without any sound. It is at times like this that you appreciate the quality in the damping and the level of stability.

Nick is really into this car now, almost at ease with the power delivery, and he sights beautifully through a right-hander. The power goes on hard in second, the opposite lock is cranked on early to counteract it. It's precisely right and we exit in strong, full-blooded oversteer, tyres yowling and exhaust grumbling. I hopped out to see it from the roadside. Nick accelerated away hard, and all I could do was to stand on the grass verge and say bloody hell! as I witnessed the car's pace and heard its unique, riveting bellow.

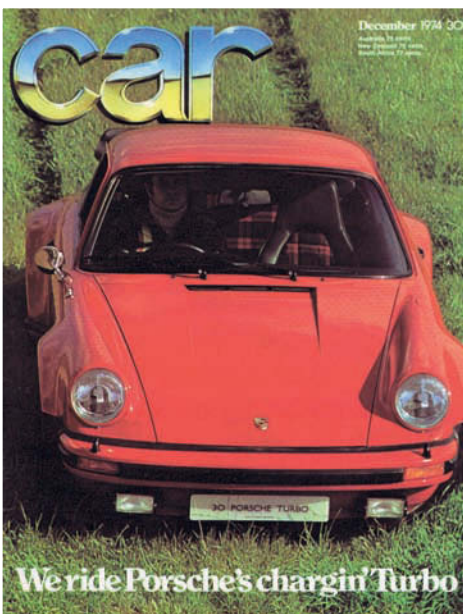
We continued on for two hours, driving the car hard but not to its limits. Even Nick who owns two Porsches and races a factory car could not yet extend it that far.

We both learnt certain home truths though: the Dunlop tyres ride well and aren't noisy but can be a little untidy in their actions; and there is about a 10th of a second lag in throttle response, so overtaking and power application in bends require anticipation.

Buyers will want for nothing. Porsche wants them to feel they're getting something special. One day out like mine in this superlative machine will be all that's needed to convince most that they're getting something very special indeed.

And the revs kept rising – great drives in fast cars by Mel Nichols is published by Haynes, price £19.99 ISBN 9780857332707

It was smiles all round when Mel Nichols (below) took a passenger ride with Porsche racer Nick Faure (centre) for Car magazine. It was the first UK test of the ultimate road-going Porsche of the 1970s



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THE GREAT PRETENDER

Looking back, it seems almost inconceivable that Porsche seriously considered replacing the 911 with the front-engined, water-cooled 928. Did the suits at Zuffenhausen really hold the 911 in such low esteem? Or did it take a project like the 928 to give the 911 a much-needed kick up the backside?

Words: Keith Seume Photos: Porsche Archiv

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Way back in March '77, Porsche pulled the covers off its new baby at the Geneva motor show. It was said to be the first Porsche ever to be designed entirely from scratch, starting with the metaphorical blank sheet of paper.

It was the company's first ever V8 and, had economic circumstances been different, it would probably have been Porsche's first ever front-engined, water-cooled product. But more importantly, it was also seen as the successor to the 911...

Let's look at these points in turn. Although Porsche's marketing department tried to have you believe that the 911 was a totally new car when it was launched in September 1963, as we

showed last month, its bloodline could be traced via the 356, right back – like it or not – to the Volkswagen Beetle.

Even the front-engined 924, which had been launched two years earlier, was not an entirely new design, relying as it did on parts sourced from both Audi and Volkswagen. In fact, had Volkswagen's new boss not had a change of heart, the 924 would have been available badged as a VW. The 928, on the other hand, owed little to the past.

One could argue, perhaps, that the 928 wasn't strictly Porsche's first V8, as there had been design projects as far back as the 1930s for engines with such a layout. But the 928 was the first V8 to make it into production.

But how so? The marque's reputation had

been built on cars like the 356 and 911, each clearly bearing Ferdinand Porsche's preferred design features of an air-cooled rear-mounted engine and torsion bar suspension – but the 911 had never been thought of as the be-all and end-all of Porsche production.

The seeds of the 911's demise were being sown as early as 1969, when Porsche began developing a small mid-engined and water-cooled sedan for Volkswagen, then under the leadership of Kurt Lotz. Known as the EA266 by VW, and the Type 1966 by Porsche, this proposed replacement for the ageing Beetle featured a four-cylinder engine laid on its side, located under the rear seats. The beauty of the engine design was that the number of cylinders could easily be doubled up to

make a flat-eight.

In 1971, Ferdinand Piëch, champion of the world-beating 917, took charge of 'outside developments' at Porsche and began looking at the EA266 in a new light. With Volkswagen footing much of the development costs, the EA266 was seen to be a way forward for Porsche as its platform could be used to produce an entry-level sports car, with a larger eight-cylinder version becoming a new flagship model. The timescale was short, as the new ranges of VWs and Porsches were planned for production by 1975. However, a new broom was about to sweep clean through Volkswagen – a broom by the name of Rudolf Leiding.

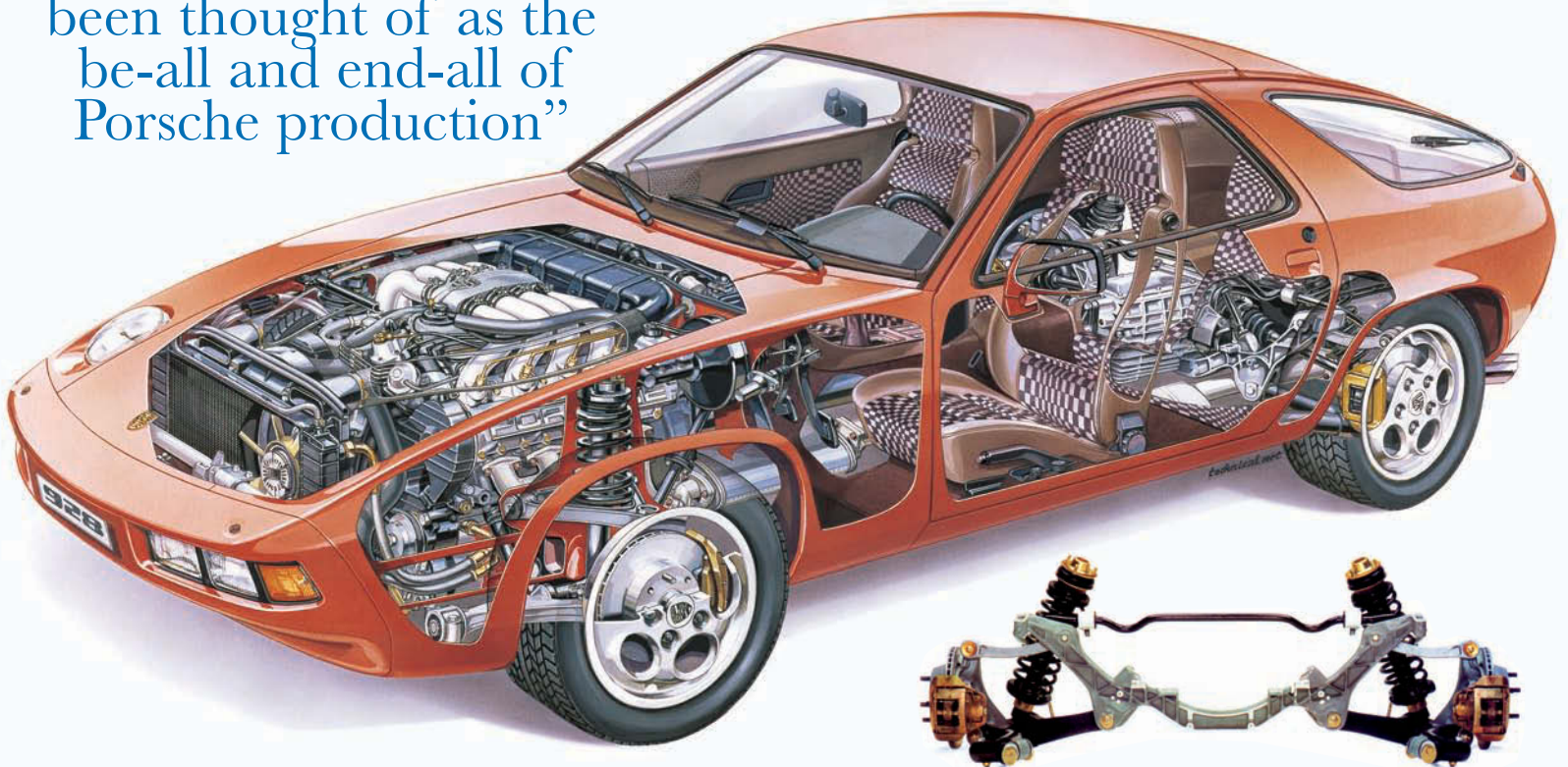
Leiding was appointed head of VW in October 1971, following the departure of Kurt Lotz. He

was very aware of the severe financial problems which beset Volkswagen at the time and knew that the company's future lay with joint ventures, mainly with Audi. He took one look at the EA266 and saw it as nothing more than a costly, over-complicated vehicle, which strayed too far from the simplicity which had always been VW's trademark. He immediately axed the project, concentrating instead on developing what would become the successful Passat, Polo and Golf models.

This left Porsche with a design team with nothing to do and, more importantly, there was no longer the promise of a

Under the skin, the 928 looked complex – and it was. With its aluminium V8 engine, rear-mounted transaxle, aluminium body panels and intriguing 'Weissach effect' rear suspension, it was an impressive design. But it was no replacement for the 911.

“The 911 had never been thought of as the be-all and end-all of Porsche production”





shared model on which to base a new range of sports cars. Initial panic gave way to a degree of pragmatism: the first decision was to extend the life of the 911 by implementing a modest redesign, which would allow it to meet impending safety regulations in the USA.

This led to what we now know as the impact bumper models, launched for the 1974 model year. The 911 had been given a temporary reprieve.

Within a month of Leiding's sweeping decision, Porsche had come up with another idea for a new sports car, one that would take over from the 911 within five years. Ernst Fuhrmann, the man behind Porsche's legendary four-cam engine of the 1950s, had recently returned to the company as Technical Director and immediately began work on the new project. Within a matter of days, his team had come up with a plan.

The problem, as Fuhrmann saw it, was that the 911 had fallen behind the times and had little chance of meeting impending legislation.

Porsche's biggest market remained the USA, where new laws relating to safety, emissions and noise were being discussed at a high level.

The chances were that new regulations would come into force sooner rather than later – and what happened in the USA would almost

certainly become law in Europe before very long. As it stood, the 911 couldn't meet stricter crash-test laws, while it was well known that the days of carburettors and mechanical fuel-injection were already over – electronic fuel-injection was the way forward. As for noise, the 911 was at a distinct disadvantage.

The problem lay with the fact that the rear-mounted air-cooled engine concentrated the noise source to one specific area of the car. Air-cooled engines are by their very nature noisier than those enclosed in water jackets.

Carburetted or mechanically-injected cars tend to generate more induction noise, too. Plus, of course, there's the proximity of all this to the exhaust itself.

On a drive-by test, sound meters would go crazy every time a 911 sped past. By comparison, a front-engined, water-cooled car could be made far quieter, with the noise sources spread out more evenly – and better muffled.

Regarding safety, the 911 bodysell was severely lacking when it came to passenger protection in a frontal impact. It was generally felt that a safer car would result from placing the engine ahead of the occupants. This would also allow more room to fit a more efficient exhaust system and any catalytic converters that may have soon been required by law. Finally, a more conventional front-engine, rear-drive layout would allow greater flexibility of body styles at a later date.

Fuhrmann is also on record as hinting that Porsche's engineers relished the thought of getting stuck into something entirely new, rather than relentlessly trying to improve an existing design.

Thus, the principle elements of the 928 were already laid down by the end of 1971. All that remained was to design

the car – from scratch.

Fresh from his sojourn away from Porsche, Fuhrmann tackled the project with renewed enthusiasm. Helmut Bott worked under him, having responsibility for all future engineering and development work. But the man in overall charge of the project was Helmut Flegl, who had gained enormous respect for his work on the 917.

With the 911 given a stay of execution (for which we all need to indirectly thank Rudolf Leiding, of course), the decision was made to build a new flagship model, rather than concentrating on the lower, less profitable entry-level market.

The new car needed to be fast, refined and technologically exciting. There was no question of the existing 911 flat-six becoming part of the new design, so work began on an all-new V8, with a proposed capacity of some 5.0-litres.

The engine was a 90-degree V8, which allowed the stylists to retain Porsche's familiar low bonnet line. In an effort to keep weight to a minimum, and therefore improve the front/rear balance, lightweight

materials were used extensively throughout the engine, with aluminium chosen for both the block and cylinder heads.

By placing the gearbox (a five-speed manual or three-speed automatic) at the rear of the car, in the form of a transaxle located just ahead of the rear axle line, weight distribution was further improved compared to a more conventional vehicle with both engine and transmission placed ahead of the occupants.

All was proceeding well until an internal review held towards the end of 1973 at the height of the world's first major energy crisis suggested that a 5.0-litre V8-engined car may not make quite as much sense as had first been thought.

As a consequence, rather than abandoning yet another project at an advanced stage, the decision was taken to reduce the capacity to 4.5-litres, with the possibility of a 'small' 3.9-litre version being offered at a later date.

These moves saved the 928 but the energy crisis did hasten the development of a smaller, far cheaper project, the Audi-engined Porsche

Ernst Fuhrmann (below) was the driving force behind the 928, a car which he hoped would replace the 911. 'Weissach effect' rear suspension being tested to the limit (below right). Oversteer, anyone?



g24, which was hurried into production in 1975, to take over from the VW-engined g14.

Development of the g28 continued apace, with the eye-catching styling the handiwork of Walter Möbius. Möbius was said to be a difficult person to work with, as he was very single-minded in his approach. His slippery, futuristic design for the g28 won it much praise from his peers within Porsche, including fellow designer Tony Lapine.

Lapine recounted how the new car needed to offer more interior space than the g11, which had in turn been more commodious than the previous 356. With a wheelbase some nine inches greater than that of the g11, the g28 could also feature 'proper' rear seats which, if not so spacious as turn it into a sedan, did at least allow the g28 to accommodate four passengers in reasonable comfort.

There were various features which have become g28 trademarks, such as the foldaway headlights, the heavy

forward-sloping B-pillar, the hatchback design and the fully-integrated bumpers. Each was chosen for sound design reasons, rather than as simple gimmicks.

The headlights meant the profile of the nose could be kept as low as possible, while the raked A- and B-pillars formed a triangulated frame to the door opening, which better strengthened the roof structure. As for the hatchback, the high tail meant that a conventional boot would be impractical.

The main structure of the g28, which included the roof, scuttle, floorpan and rear wings, was fabricated from galvanised steel, allowing Porsche to offer a six-year anti-corrosion warranty. And to keep weight to a minimum both doors, front wings and the vast bonnet were formed from aluminium.

Under the skin, the g28 relied on twin-wishbone front suspension, with coil-over damping, but at the rear there was something entirely new, entirely unique. On paper it doesn't sound very exciting, but the rear

suspension consisted of a single upper control arm working in conjunction with a lower wishbone.

The trick was to include a degree of self-steering, which came into effect when the throttle was lifted and weight shifted forwards.

The end result, known as the 'Weissach effect', after Porsche's test facility, helped make the g28 one of the most neutral-handling big front-engined, rear-drive cars ever to hit the road.

Following its launch at the 1977 Geneva motor show, the g28 eventually went into production for the 1978 model year. In Germany, there was soon a nine-month waiting list for the new model, a problem partly solved when production was stepped up to meet the targeted 5000 cars per year that Porsche had planned to build.

In theory – and, indeed, in practice – the g28 had a lot going for it, but it simply wasn't a substitute for the g11. It was too big, too much of a grand tourer. Yes, it had the desired effect of tempting buyers over



Porsche Type 1966 (top) was a design exercise for Volkswagen, where it was known as the EA266. The mid-engined prototype was to have been the basis for a new range of Porsches. Research on the g28's drivetrain was carried out using an Audi 100 coupé (above) as a test 'mule'

from BMW and Mercedes, and it is said that some 60 per cent of g28 customers had never owned a Porsche before. But that alone should have set alarm bells ringing: the g28, as fine a car as it was, could never take the place of the g11 in enthusiasts' hearts, and few g11 owners became customers.

Despite several revisions, upgrades and

improvements, the g28 soldiered on until 1995 by which point it was, quite simply, a breathtaking machine, capable of devouring whole continents for breakfast. But it wasn't a g11. It didn't have soul. When it finally disappeared from the model range, few at Porsche shed a tear.

The pretender to the throne was dead – it was a case of long live the king...

Porsche built a number of mock-ups, this one dating back to 1973. The buttressed rear quarters and forward-sloping B-pillars are two elements which made it through to production. Note the '2+2' licence plate...



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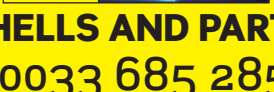
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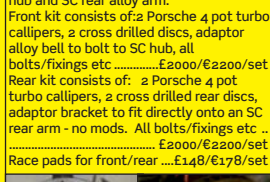
'911 direct replacement throttle pedal fits directly onto factory rod £120/£168.



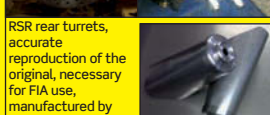
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SOUNDS OF THE SEVENTIES

From Martini stripes to whale tail, in the 1970s the Porsche 911 was the marketing man's dream, the adolescent schoolboy's object of fantasy and number one on every car enthusiast's wish list...

Words: Delwyn Mallett

Photos: Porsche Archiv/Delwyn Mallett



I married in 1969 and set out from the wedding in my 12-year-old Porsche Speedster to drive to Spain for our honeymoon. On the return, driving through rural France on one of the seemingly endless tree-lined Route Nationales, I became aware that a Porsche 911 was gradually creeping up behind me,

'T' and a startling £5211 for the 'S' model, a Porsche was not cheap.

The more powerful E-type Jaguar, still good looking a decade after its launch and with twice the engine capacity, offered as much performance with less effort, and was around £1000 cheaper than the 'T'. The 'S', on the other hand, was nudging

that they, and by implication, not you, were among that elite of drivers who had mastered the art of 'Porschering'.

911 owners in the late 1960s and early '70s were, in the main, a quite different breed to those at the end of the decade. Some were the faithful, graduating from 356 ownership as their

“Porsche owners tended to be low-key, inconspicuous, and they were definitely not ‘poseurs’...”

bobbing in and out of the stream of Citroën 2CVs, Renault 4s, the odd DS or two and the lumbering *camions* that composed a typical French convoy.

With the folly of youth, I decided to give the 911 a run for its money and we sped onwards for an hour, weaving through the traffic until finally I had to stop for fuel.

As I indicated to pull into a service station, the 911 driver gave me a toot, a wave, a friendly grin and a thumbs up that clearly said 'I enjoyed that – bon voyage'. I tell this tale not to boast of my driving prowess but because in two weeks and 2000 miles, that was the only other Porsche that I saw!

Porsches were still a relatively rare sight at the beginning of the 1970s. In 1968 Porsche Cars GB imported 112 911s, rising to 130 in 1969. It was not until Porsche hit the headlines with its outright victory at Le Mans in 1970 that the public at large began to appreciate the qualities of the unorthodox and, in the opinion of many, vastly overpriced little sports car, and sales figures began to climb.

At £3670 for the basic

into the more rarefied and luxurious territory of James Bond's favourite, the Aston Martin.

A direct competitor to the 911 and possessed of equal performance, but more pose-value, was the gorgeous Ferrari 246GT Dino. And, for the price of a Porsche, your average boy-racer could write off three Ford Cortina GTs, and still have enough left to buy another.

Like a pack of cigarettes, every 911 review came with a health warning, along the lines of, 'It's getting better but you still have to beware'. The lead weights in the front bumper of the very early cars were long gone but the 911 still had to be driven with caution. Thanks to the rear-mounted engine, lift-off oversteer was a lurking threat that simply could not be ignored.

Magazine road testers raved about the car but used words like 'mastering' and 'rewarding', or 'challenging', to describe the satisfaction gained by driving a Porsche fast and not putting it tail-first into a ditch. Road testers, of course, also wanted to impress upon their readers

financial means improved. But what all Porsche owners had in common was an appreciation of the uncommon, and they were prepared to pay a premium for superb engineering, and German craftsmanship in particular – they probably photographed their new Porsche with a Leica camera.

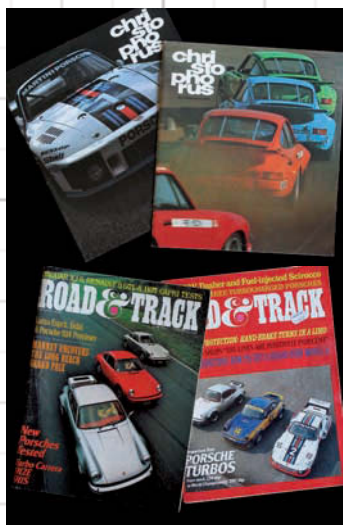
Porsches owners tended to be low-key, inconspicuous, and they were definitely not 'poseurs' – that breed would infiltrate the Porsche ranks later and were lurking, *en masse*, just over the horizon in the 1980s. The change would come with Porsche's ascendancy in the world of motor sport.

In the 1960s, few motor races made the national press unless there was a major accident, or a death or two. In Britain, the British Grand Prix and The Monte Carlo Rallye usually got respectable coverage, as did the Le Mans 24 Hours. Le Mans was then the most famous race in the world and the reason why Porsche competed there every year – and why they made a push for their first overall victory.

On April 20th 1969, in an



Steve McQueen (top) with his Slate Grey 911S on the set of *Le Mans*. Car played a starring role in the opening sequences of the film. Music producer Mickie Most (above) loved his Porsches, none more so than his Carrera 3.0 RS



Want to draw attention to your magazine? Put a 911 on the cover! That seems to have been what was going through many editors' minds in the '70s. Martini and IROC racers made for great cover images - and the word 'Turbo' sealed the deal

audacious move that hit the headlines and rocked the racing world, Porsche exploited an unforeseen loophole in the FIA regulations and lined up for inspection and homologation 25 complete 917s, the minimum required to qualify for the forthcoming Sports Car category. The audacity of building 25 917s made the headlines in a way that had eluded other Porsche racing cars and

great race - Le Mans - which was little more than a 108-minute commercial for Porsche.

In the evocative opening sequence of the film, McQueen drives his Slate Grey 911S to the circuit through almost totally deserted countryside before pausing to gaze at a recently repaired piece of Armco, the scene of a devastating crash in the race, which then unfolds as a flashback. (If you are

everglade-skimming air boats, lake-hopping floatplanes, soaring gliders and languorously drifting hot-air balloons.

A modestly-sized Martini logo appeared first on the flanks of a Porsche 907 in 1969 but by 1971 the Le Mans-winning 917, now officially a 'Martini Racing Team' car was altogether more of a high-speed billboard for the drinks brand, with the famous red and blue Martini

sensational space-framed 935 'Moby Dick' of 1978.

In the same year, a spectacularly decorated 911SC came second in the gruelling East-African Safari. The rally was won by a Peugeot but few if any but a dyed-in-the-wool Peugeot fan (are they out there?) would remember that, whereas the lavishly Martini-embazoned Safari Porsche remains one of the all-time iconic rally cars. Who says that

“In the evocative opening sequence, McQueen drives his Slate Grey 911S to the circuit...”

expectation was high.

As it turned out, the works 917s failed to make it to the finish in '69 but Porsche's historic first outright win in the 24 Hours came the following year. Overnight Porsche moved from class winners to class of the field.

And then, in 1971, came the ultimate 'celebrity endorsement' when superstar and coolest man on the planet, Steve McQueen, released his celluloid homage to the

the last remaining petrolhead that has not yet watched it, take a four-minute break and go to YouTube now.) Porsche won the 'real' Le Mans again in 1971, this time in the livery of what would become a longterm sponsor, Martini & Rossi.

In the 1970s Martini was 'The Right One' and their expensively produced advertising whisked cinema and TV audiences into the jet-setter's world of

stripes swathing the white bodywork.

In 1973 the silver-painted Carrera RSR got its stripes and celebrated with a memorable victory in the last ever great road race, the Targa Florio. A fabulous series of Martini-sponsored 911s followed throughout the rest of the 1970s, each more outrageously bodied than its predecessor, culminating in perhaps the ultimate factory-built 911 derivative, the

advertising doesn't pay?

If the Martini cars looked good so did their crews. White leather A2-style aviator jackets with Martini striping made them the envy of the pit lane. Porsche even offered a road-going limited edition Martini-liveried 911 Turbo - definitely not for the man who lacked confidence, but by the time it was launched, confidence was an attribute not lacking in a Porsche owner.

The 1970s were all about wide-angle lenses, dramatic angles and weird fashions... (below right). The 911 was the fashion photographer's car of choice, while the breathtaking turbocharged RSR (below) was the serious racer's ultimate weapon...



911@FIFTY

Celebrating 50 years of the Porsche 911



Porsche's first 'if you've got it, flaunt it' car arrived in 1972 with the model that lifted the 911 into a different league, that outraged the conservative, and became an object of desire for the enthusiast. Hard now to imagine how a tiny plastic engine-cover extension and some flashy lettering, could cause such a stir. In dazzling German racing

white with a slash of scarlet, blue or green, with wheels to match, the 2.7 Carrera RS was a blatant statement that this was a car built to go fast – blindingly fast. And those fat wheel arches covered, for the first time, wider wheels to the rear than the front – just like a 'real' race-car.

Soon the RS, and its racing derivative the 2.8

RSR, was going fast everywhere, getting off to a dream start by winning the 1973 Daytona 24 Hours. Peter Gregg, owner of Florida's 'Brumos Porsche', drove car number 59 to an historic victory, the first time that a 911 had won outright in a major international endurance race.

In October 1973 a dozen

3.0-litre RSRs took to the start line at California's Riverside track for the first round of the newly formed International Race of Champions – a one make event pitting the world's best drivers against each other in a four-race contest spread over two weekends. The concluding brace of races took place in February '74 on Daytona's road course.

The International Race of Champions – better known simply as 'IROC' – was the ultimate celebrity race series, bringing together the world's best drivers to do battle in identical 911s

IROC was all about glamour – and 1970s colours! Pastel pinks and greens made a dramatic contrast to Porsche's more usual sombre and Martini-striped liveries





This year a "T" goes more like an "E" an "E" goes more like an "S" and an "S" just goes like H.

CAMERA DESIGN: FA PORSCHE

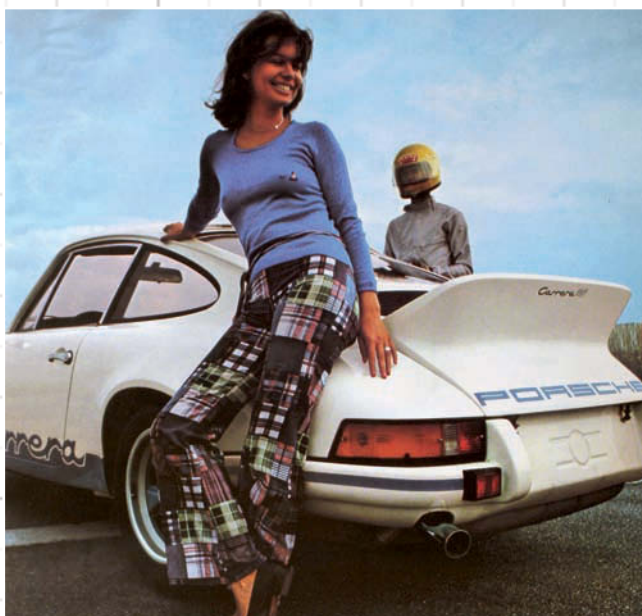
CONTOUR RTS

MODEL	YEAR	TYPE	Stroke	1984	1976	1970	1974	1978	1982	1986	1990	1994	1998	2002	2006	2010	2014	2018
911 T	1965	1600	1.8	111.7	106.4	101.1	95.8	90.5	85.2	79.9	74.6	69.3	64.0	58.7	53.4	48.1	42.8	37.5
911 S	1967	1700	1.8	111.7	106.4	101.1	95.8	90.5	85.2	79.9	74.6	69.3	64.0	58.7	53.4	48.1	42.8	37.5
911 R	1968	1600	1.8	111.7	106.4	101.1	95.8	90.5	85.2	79.9	74.6	69.3	64.0	58.7	53.4	48.1	42.8	37.5
911 RS	1969	1600	1.8	111.7	106.4	101.1	95.8	90.5	85.2	79.9	74.6	69.3	64.0	58.7	53.4	48.1	42.8	37.5

Advertising had a very different feel in the 1970s, and a 911 was a great way to sell a camera. OK, so it's a tenuous link, but the Contax was designed by FA 'Butzi' Porsche. US-market press ad probably wouldn't get the go-ahead these days...

“Lord Alexander Hesketh, owner of the attention-grabbing Hesketh Grand Prix team, also commuted in a 3.0 RS...”

Porsche's own publicity images used in issues of in-house magazine Christophorus were more fashion shoots than car advertising. Pre-production Carrera RS (below) and 930 Turbo (below right) played second fiddle to the models...



With more bright colours on display than in a tube of Smarties, it provided a photogenically crowd-pleasing spectacle – with a large end of season purse for the winner. Can-Am legend Mark Donohue was crowned the champion of champions.

Although the 911 was by now a common sight on the world's circuits, the advent of the RSR firmly established the 911 as the race-car of choice in its class, for privateer and professional teams alike. Soon, in many races, including Le Mans, more than half the field would be made up of 911s.

The 911 was becoming the most versatile racing car of all time, winning in rallying, road races, circuit races, and even rally- and autocrossing.

It began the 1970s as little more than a tuned version of the road car with a body changed in detail only, but with the advent of the RS, the body began to bulge and protuberances to sprout. Tyre development meant that wheel arches were growing ever-wider, aerodynamic experimentation produced

a profusion of wing shapes, and the racing 911 began to assume the look of an athlete on steroids. And the world was taking notice.

In 1974 the matt-black Porsche watch arrived, closely followed by matt-black oversized aviator sunglasses and an ever-expanding range of accessories. Porsche was no longer simply a car, it was becoming a whole life style. On the street the 911 was attracting a more flamboyant customer and there was even a Porsche showroom in London's Brompton Road, an easy Gucci-loafed stroll from what was still the dipstick for all that was trendy, the Kings Road.

More and more of the *glitterati* were to be seen in a 911. The record producer, Mickie Most, a Porsche enthusiast with a collection of cars and motorbikes bearing sequential personal number plates starting 'RAK', the name of his record company, was the first to own one of the five RHD 3.0-litre Carrera RSs to be sold in the UK.

Lord Alexander

Hesketh, owner of the headline-grabbing Hesketh Grand Prix team, also commuted in a 3.0 RS – in canary yellow – and he presented his 'bad-boy' driver, *enfant terrible* of the Grand Prix world and a future world champion, James Hunt, with a 2.7 RS as his 'company' car.

Then along came the Turbo. Of the German manufacturers BMW had got there first, in 1973, with the 2002 Turbo, but Porsche was not far behind with the 930. 'Turbo' caught the public's imagination, introducing a new word to the lexicon of similes for better, faster, slicker, smoother, more desirable – soon non-automotive 'turbocharged' this-and-that's were proliferating, none of which actually had a turbo!

A new subject was also introduced as a topic of conversation for 'bar room racers' – turbo-lag. Having test-driven a 2002 with a view to upgrading my 2002 Tii, I too succumbed to the debate. The lag on the Beemer was so pronounced that I virtually spun the car in

Hyde Park when the boost cut in half way round a bend – a strong sense of self-preservation convinced me that I was too timid for a turbo.

The Porsche, too, was not immune from the dreaded turbo-lag and Porsche Cars GB engaged the services of experienced Porsche-pilot of wheel-wagging fame, Nick Faure, to demonstrate the car to the press and prospective customers lest it were to be dispatched prematurely to the scrap heap. They were suitably impressed, both by Nick's driving and the astonishing rocketship performance of Porsche's new wondercar.

With the Turbo came the 'whale-tail', far more outrageous in its proportions than the discreet appendage that had graced the RS, and which provided cartoonists with ample opportunity to portray Porsche owners enjoying picnics on the conveniently

supplied 'table'.

As the 1970s progressed, a change came over the public perception of Porsche. Through the 1950s and '60s Porsche had been the gallant underdog, punching way above its weight, and pulling off outright victories to much acclaim. But after the 917 catapulted Porsche into the heavyweight division, there seemed to be no stopping the march to dominance of the marque. It soon became news if Porsche didn't win. Porsche was becoming the bully to beat.

The typical 911 customer changed too. Like the cars, the owners became more colourful, more visible, louder, more upfront, showier. By the end of the 1970s, a Porsche was becoming the car of choice for the young upwardly mobile urban professional. It was a category not yet defined in the public consciousness but very

soon, as the 1980s progressed, they would, rather unflatteringly, be described as 'Yuppies'.

At the beginning of the 1970s, Porsche owners were still likely to flash their lights at each other in recognition. But by the end of the decade they were more likely to merely be flash...

A decade of development coupled with inexorable inflation, and a devaluation of the pound in 1972, meant that in 1979 the 911SC now cost £13,849 and the Turbo, all pre-sold incidentally, a whopping £24,999! The UK's yearly total of 911 sales had risen almost five-fold, to 614, almost exactly half the sales of the cheaper 924s and double the number of 928s.

During the 1970s the Porsche 911 came of age. It grew in size, power and performance, and it moved from an esoteric machine that appealed to an enlightened few into a

Listen hard. Through the vroom-vroom of the cars and the roar of the crowd, you may hear the gentle clunk of ice in a Martini.

The right one MARTINI

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If you look closely you'll find the Porsche Turbo and Braun Shaver very similar. The Turbo acts as a stabilizer and increases the engine for high speed touring. The Shaver's precision foil has 50,000 tiny holes that tug and cut whiskers for very close, very fast shaving. The Turbo has extremely accurate handling, reducing driver stress. Similarly, using the Shaver each morning is very relaxing as it manages the skin in the most delicate way.

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Martini had a long association with Porsche, but only rarely used an image of a 911 in its advertising, which seems strange. Braun, on the other hand, milked the 911 imagery for all its worth when selling its shavers in the press or on TV!

mainstream object of desire for the many.

If the Porsche 911 hit its stride at the beginning of the '70s with an endorsement from a Hollywood superstar in the form of Steve McQueen, it is perhaps fitting that the decade was book-ended by another Hollywood legend, Paul Newman. A racer of professional ability, he almost pulled off a fairytale win at the Le

Mans 24 Hours.

As it finally panned out the Newman 935, in a frenzy of paparazzi-snapping and blazing flashguns, came second to a Kremer K3 911 driven by the drug-smuggling Whittington brothers.

You couldn't have made it up, but it was perhaps the 911's finest victory and firmly established it as the greatest sports car of all time. **PW**



			
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944 MISSION CONTROL

More power, more torque, improved fuel economy and razor sharp throttle response. With Augment Automotive's 944/924S ECU upgrade you can have your cake and scoff the lot



We're here to test a new Porsche 944/924S ECU tuning system from Augment Automotive, but right now we're all enthusiastically rambling on about Minis. Why? Well rather strangely we've found ourselves at the centre of manufacturing for the Mini's rubber doughnut suspension system. It's not quite what we were expecting, but nowadays the world's supply of these conical rubber cones comes from a small industrial unit in Gloucestershire, using the original BMC tooling.

It's a great example of British cottage engineering ingenuity and one side of a father and son business. Father is David Barker, a Porsche and Mini enthusiast. He's got a Carrera 3.0 and is restoring a Mini Cooper, while son Tom is an electronics whizz who works in the nuclear power industry for EDF and shares a few 944s with

Paul. Also present in the workshop is a 944 engine currently undergoing an engine rebuild on a stand. This is David's domain. He describes them as being bullet proof, but tending to lose power as the piston rings eventually wear. The Nikasil cylinder lining is seemingly indestructible, as are the bottom ends so an engine rebuild can just amount to new rings and a freshen up of the cylinder head.

We've always known that 944's have a healthy heart, but there's a lot about the old stager that now lags way behind a modern engine, and most of that is in the electronics side of the engine. On the flipside, though, when the 944 was launched in the early 80s, its fuel injection and ECU systems were pretty much state of the art, with much being made of their advanced electronics, performance and fuel efficiency. And yes, even now, the set up is tough and reliable, but imagine what it

could be like if modern techniques were applied? Well that's exactly what Tom did. He imagined and then got on and did something about it – largely on the back of trying out a modified engine management 'chip' that didn't quite do what it said on the box.

So in order to see what Tom is doing, and assess how it improves on the original 944 set up, we need to look at that original set up in more detail. What we're talking about here is the Bosch Motronic ML3.1 system that can be found on many 80s fuel injected cars. Obviously fuel is fired into the cylinders by individual fuel injectors but controlling them is the Bosch unit, which processes information from various sources to work out the fuel and ignition parameters.

Fundamental to this is measuring the airflow coming into the engine. This early Bosch system uses what is normally referred to as an air

flow meter. In this early iteration of a modern fuel injection system, this is more accurately known as a VAF sensor, which measures the air flow into the engine via a spring-loaded air flap attached to a variable resistor (potentiometer). The flap (or vane) moves in proportion to the airflow and a voltage is applied to the potentiometer. The ECU takes this information and calculates the amount of fuel required. It's a pretty crude system by today's standards and is at best an approximation of the air flow coming into the engine. Some VAF systems also have an additional intake air temp sensor to allow the ECU to calculate the density of the air and the fuel delivery accordingly, but the 944 doesn't feature such modernity.

The drawback of the VAF system is that it's rather slow and it can wear over time. It also restricts the flow of air into the engine as you can

Happiness is a 924S with 175bhp. With that sort of power, plus improved throttle response and torque, the 924S can really be slid around on its skinny wheels and tyres



clearly see from the pictures. It's what contributes to the slow throttle response that can typify early-injected engines. Indeed it is rather like having a small, restrictive inline throttle body before the main throttle body. In the early days of these systems most racers, for example, ripped off the restrictive injection systems, bolted on twin Weber 45s (or latterly fuel injection throttle bodies) and effectively derestricted engines, particularly early 16-valve jobs, would suddenly produce an extra 20bhp-30bhp.

Of course this isn't the only point of reference that the Bosch system works from. It also features crank sensors too, but essentially it's the VAF system that provides the ECU with the numbers to crunch.

So with all that in mind it's hardly surprising that Tom bins the restrictive air flow meter

set up in his modern take on the 944 engine management and injection set up. Indeed you might imagine that he bins most of it, but actually that's where the really clever aspect of his system comes in. As the name Augment Electronics might suggest, what Tom does is 'augment' rather than replace the entire system. And here's how.

OK, so in place of our low tech flappy VAF system come a simple pipe which runs from the air box to the throttle body. The ECU measures manifold pressure and throttle position. It's referred to as speed density whereby flow is inferred rather than measured, and the fuelling requirement comes from a 3D map of engine speed against load.

Of course the ECU needs to understand this new information, and the standard 944 doesn't. This is where Tom

gets clever. Instead of developing or buying in a new ECU, Tom has modified the standard box. If you've ever looked inside a 944 ECU, you'll know that it features two boards. The bottom board is effectively the brawn and fires the injectors, while the top board is the brains of the operation and this is what Tom has developed using components and processors that are light years ahead in terms of power and quality compared to the originals. This allows Tom to retain all the standard wiring and also allows him to fully map the fuelling and ignition based on the new information being delivered from the under bonnet modifications.

It's all beautifully self-contained and in kit form can be fitted in around 30 mins with a base map to get the car up and running. Tom has also

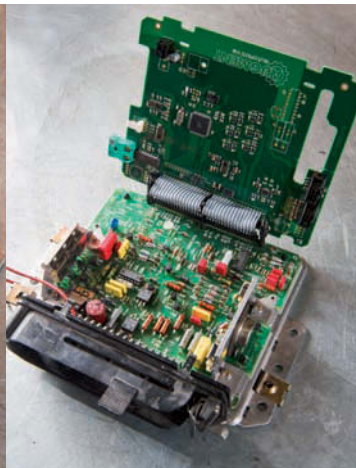
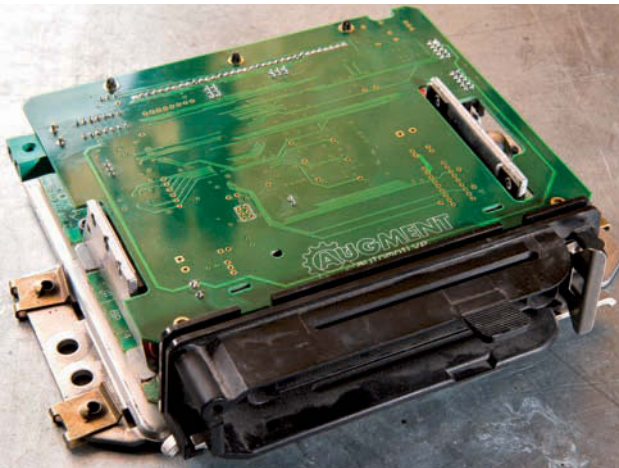
developed a wasted spark ignition system for a more reliable and stronger spark. The benefit of this is that it does away with the mechanical distributor and although these days has largely been replaced by a single coil pack or individual plug-top coil systems, it is still a very efficient means of spark distribution.

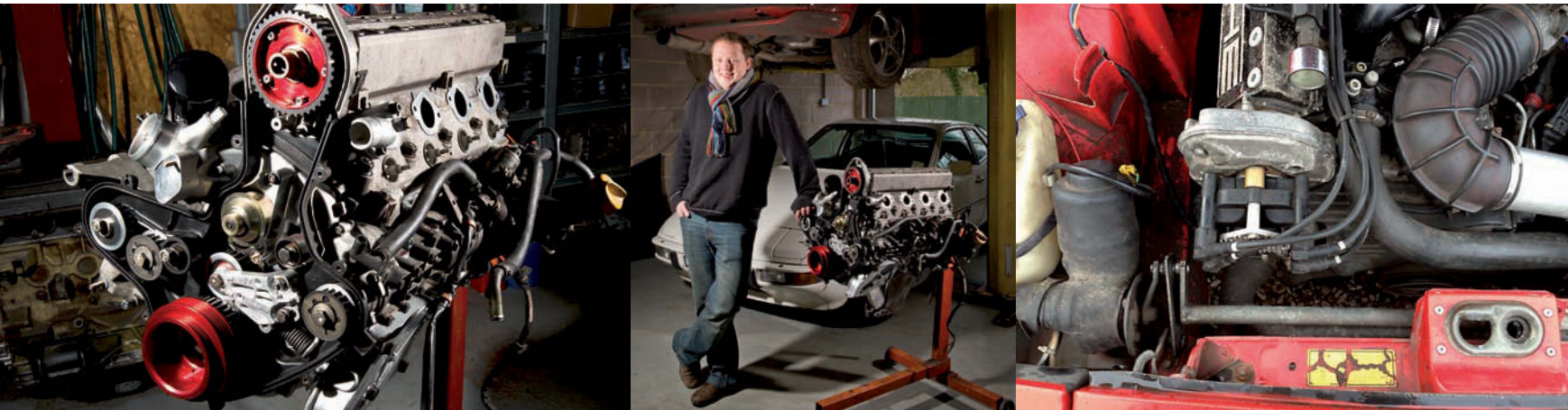
So what does all this mean? Well it means three things really. 1: More power. This is the bit we really like obviously. With the new system in place, Tom's development early 944 produces 175bhp over the standard car's 163bhp, which is not to be sniffed at. That 175bhp peak is produced at 5000rpm too, while the standard car's 163bhp arrives at 5800rpm.

2: Perhaps more importantly is the torque curve, which starts getting meaningful with

Power and torque both benefit. Power peaks at 175bhp at 5000rpm, compared to standard 163bhp at 5800rpm. Torque peaks at 170lbs ft at 4500rpm and betters the standard figure from 2500rpm

System retains standard ECU box and wiring but employs new board and components. Air flow meter is replaced





155lbs ft at 2500rpm and peaks at 170lbs ft at 4500rpm. That's one very flat torque curve, particularly given that the standard 944 gives 151lbs ft at 3000rpm.

3: Improved efficiency and economy. While Tom has yet to carry out any truly subjective economy figures it is a given that an engine that is more efficient, will also be more economical. Tom also has the capability to tune specifically for economy too, or run the engine in a closed loop situation whereby at constant cruising speed – say on the motorway – fuelling and advance can be trimmed back for efficiency and economy via knock and lambda sensors.

Obviously we've mainly been talking about the 944, but as you can see here we've been experiencing the system on a 924S, which uses the same 2.5-litre 8-valve engine, which is Tom and Augment Automotive's latest project. It's nothing special, but it is delivering the full 175bhp using just the induction and ECU mods, so this is what we'll be driving, particularly since

the early 944's starter motor decided to pack up on the morning of our test.

So how does it feel? Well there is a fourth plus point to all this and that's throttle response. With the flappy air flow meter out of the way, and with much improved mapping and air flow into the engine, the little 924S really responds to a sharp poke. That, of course, is accentuated by the increase in torque and the wide spread of it too. The 2.5-litre four has always felt gutsy, but in a world of modern turbo diesels it's nothing to write home about anymore. Now, however, this lightweight 924S feels like a sports car in the gutsy Austin Healey mould, with an abundance of torque in any gear. It's a huge amount of fun and the skinny tyres are really made to work. In fact it's pretty easy to overwork them and set the 924 up into some power induced drifts. Transformed? Just a bit.

And there's more to come. The air box is holding things back. There is a square outlet, which is originally where the air flow meter attached. Now, of

course, that's mated to what is a straight through pipe, but a square feeding a circle doesn't make for good airflow. Tom and his dad are currently making a modified air box to address this. With full control over the mapping, there is now a reason to try different cams too and other traditional tuning methods, such as bigger valves and ported cylinder heads. Given that they've discovered 175bhp and copious torque from simple bolt on stuff, it's reasonable to expect that the modified air box could yield 180bhp and further mods getting on for 190bhp. Oh, and there's the supercharger option too, but we're getting ahead of ourselves.

Back to the present and one of the neat touches about Tom's system is just how developed it is. Tom may be a whizz with electronics but he hasn't made it difficult to understand. He's made it easy to plug and play (he claims that his girlfriend can happily map away as he drives) with useful graphics and blue tooth connectivity. Hell, it's even got

an app that you can mess around with on your phone or laptop.

Currently Tom has been developing the system on the 8-valve 944 and 924S including the 2.7-litre engine. He also has a 944 Turbo, which is undergoing development and is already looking promising. The system could also be applied to the 16V 944s and 968. We're pretty sure that the model that would really benefit from this would be the 944S, so if you have one, then Tom would be keen to have a crack.

In the meantime I rather fancy a 944 with around 180bhp and torque to die for, so expect to see some developments in the 'Our cars' pages in the not too distant future. Oh, and if you've got a Mini that needs new rubber doughnuts, then you know where to go to. **PW**

How much?

Well, there are a variety of options available, but if you want to go in for the full kit (although minus wasted spark ignition), then you will need to part with £750, which, we reckon is a bargain.

Above left: 944 engine undergoing rebuild. Tom Barker is the man behind the electronics. Wasted spark ignition replaces distributor and coil

CONTACTS

Augment Automotive is based near Gloucester.
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If you've got a 924S or a 944, then you really owe it to yourself to check out Augment Automotive's ECU mods



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EB MOTORSPORT: DO IT YOURSELF

The late 1950s was packed with innovation. One UK inventor's patented production company is still thriving fifty years later, and the next generation has added lightweight Porsche panels and racing parts to the product range

Words and pictures: Mighty Motor Media

Fifty years ago, the world was changing fast. Ferry Porsche was building the cars he couldn't buy elsewhere and newspapers carried ads for life changing domestic machinery. But nothing was out there for farmers, forced up at the crack of dawn to tend to the needs of their livestock. An enterprising Yorkshireman wanted an automated system to help water his animals. With nothing suitable on sale, he designed and constructed his own.

The patented automatic splash-proof drinker proved an overnight success and was awarded the winning Silver Medal at the 1958 Royal Dairy Show in Olympia. The following year brought two more products and two more Silver Medals in a single show: a feat that remains unequalled.

The original company is now EB Equipment: a market leader in agricultural, industrial and renewable energy systems and technology. The founder's emphasis on innovative designs, produced in a tightly controlled manufacturing environment, with a focus on quality and reliability, is still at the heart of this business, and has brought a 5-Star Award and the British Safety Council's coveted Sword of Honour.

For more than fifty years, EB Equipment has majored on innovation, service, quality and reliability. Like Porsche, many of its earliest products are still in use today. Early bulk storage silos were manufactured in steel, but the company was one of the first in the world to develop production of these vast, complex vessels in glass-reinforced plastic (GRP): totally seamless and absolutely watertight. The exact methodology is a closely guarded

secret, but EB is the only UK company making tight-tolerance storage tanks and silos in-house from composites. Porsche panels are simple in comparison.

"We started karting at quite a young age," says EB's Mark Bates. "One day, my dad took brother James and I to the Jim Russell Racing School at Donington. We were instantly hooked, and track driving became a regular pastime. When the inevitable move to competitive racing arrived, we decided to start with what seemed the best option: the classic 911.

"Both of us were into Porsche as kids: posters on the wall, glued to Le Mans stories, all of the usual. Karting almost sets you up to drive a 911: there's a lot of activity at lower speeds and 911s suit that throttle-friendly karting style, with challenging, entertaining racing. Modern GT racing is fast, but there's not much grid variety. Historic racing has no driver aids, really mixed grids and you can pit your Porsche against famous GT cars like Lola, Chevron, Ford GT and Ferrari. We bought an early 911 and started buying parts for racing."

As the parts arrived, some failed to match

panels ever since. Race parts dictated the early product line, with a close eye on factory cars of the '60s and '70s. EB's Light Yellow 911 RSR was first built as an ST, with a 2.5-litre, short-stroke, twin-plug engine. When it was time for more power, the engine went up to three litres and the car was rebuilt as an RSR. EB Motorsport made all of the panels for both, and every piece is still in the range.

The list of parts offered is huge and still growing. Carrera RS parts including front bumpers with or without oil cooler blank, rear bumpers with moulded-in mounting brackets (taken from original steel bumpers), and lightweight long-nose bonnets. EB's ducktail is very smart: the firm has spent more than 100 man hours perfecting its tooling for this. One recent customer chose an EB ducktail over a factory original.

Flared ST front wings include the sidelight and indicator housings: a very clean solution. Lightweight rear lamp bodies with moulded bulb holders are also quite trick. The chin spoiler used on the Yellow RSR is inspired by factory 2.8 RSRs of the period. The recently released SC RS front bumpers – in narrow and wide-

“EB Motorsport parts are a mix of original parts remoulded and some home-brew creativity”

expectations. "We were buying the best parts available, but the quality was inconsistent. Panel fit and finish was sometimes disappointing, and we felt we could do things that bit better. We decided to make our own."

Standing beneath a GRP silo the size of a jet plane's fuselage, being constructed on a machine designed and built at EB Equipment's 5,500 square metre plant here in Barnsley, I can see how that would seem logical. If anyone could make proper lightweight Porsche panels to a consistently high quality, these were the guys.

"When we first looked at building a Porsche, we visited plenty of specialists," says Mark. "Everyone had their plus points, but in the end we chose Tuthill Porsche. Tuthills had a history of building quick, reliable cars that looked good. Richard was a straight talker and they could do everything in one place: shell preparation, engine, transmission and paint. We wanted the best car we could build, so decided to use this project as our start point. We set out to make the best panels possible for our own car first."

EB Motorsport has been making lightweight Porsche

body guise – were moulded from a genuine SC RS bumper, stored away for years.

EB Motorsport parts are a mix of original parts remoulded and some home-brew creativity, all built to the highest standards, regardless of purpose. The company motto is "to originate, design and manufacture the ultimate," and EB applies that to all of their Porsche parts.

The hot rod range is built for fun and convenience. Parts like lightweight GRP doors that take original window winder mechanisms, or the replacement roof panel recently tooled from one of its 911 panel fit rules. Other interesting bits include the very popular SC RS front and matching rear bumpers for standard Carreras, a flat engine cover to replace tea trays and whale tails on 3.2s and 911SCs, and a wide range of polycarbonate windows, light lenses and even a windscreen: all super lightweight and exceptionally scratch resistant.

"High quality polycarbonate is far superior to '70s Perspex," says Mark. "This material is up to 250 times tougher than glass. Our headlight lenses have proved

Left: EB Motorsport's championship winning RSR replica poses next to 3.0-litre RS that's currently in build for the 2013 season. Both feature EB Motorsport lightweight panels. Below right: Slide throttle system typical of the high-end parts on offer





MOT friendly and indistinguishable from the glass equivalent. An EB polycarbonate windscreen has brushed off three years' frequent use and counting on one customer race car: resisting scratches when properly cared for but, more importantly, stone chips bounce off and the panel is super safe in the event of an accident."

EB Motorsport is not just about bodywork. The company became a Millers Oils dealer after seeing first hand the differences in engine dyno results when using Millers' products. EB has joined Tuthill Porsche tests of high-end suspension and prototype tyres: all to eke out that last bit of performance.

“Our wheels weigh within 50g of an original set of 11-inch Fuchs, notes Mark”

Finding high-end parts is a passion. The firm will consider making anything Porsche-related that is unavailable at the highest quality, but only after checking out other parts on sale. When no slide throttle systems could be found at a level worthy of the firm's amber engine shrouds and tinware packages, EB hit the road into Europe, eventually becoming exclusive distributors for a range of parts that any engine would be proud to run, including slide throttles, twin plug distributors, reproduction RSR brake calipers and a perfect casting of the smaller 225mm engine fan housing.

Known in the industry for expert CAD design of all new products, EB has employed the same skills on an in-



house mechanical product range, including front and rear brake hats to take FIA-approved AP discs, and soon-to-arrive MFI pump supports and lower plug cap retainers.

A fascinating part is the EB Fuchs wheel reproduction, available in a range of widths in 15" diameter. Not cheap, but certainly the nicest reproduction I've seen in this size. "Our wheels weigh within 50g of an original set of 11-inch Fuchs," notes Mark. "Other manufacturers make similar wheels, but none are stronger, or as good looking. The outer rim and centre are CNC machined from aluminium billet before being CNC welded to a forged rear rim. The radius on the rim and spoke edges

mimics the original, and the wheels have survived a direct hit from a GT40 at speed."

EB Motorsport's no-compromise philosophy has won them a place at the top of their field, and back-to-back championships in the MSA-sanctioned World Sportscar Masters series. This year, the team will race its all-new Porsche 911 3.0 RS alongside the Light Yellow 911 RSR and aims to bring even more products to market, though precisely what is a close secret for now.

With the defending Belgian Historic Rally Champion running the EB slide induction system, parts being shipped all around the world and a growing number of 911 project cars popping up on its Facebook page, EB Motorsport is a UK Porsche brand to watch! **PW**



EB Motorsport's Fuchs replicas look the part. They are effectively a two-piece design and feature a CNC machined outer rim and centre that is welded to a forged rear rim

CONTACT

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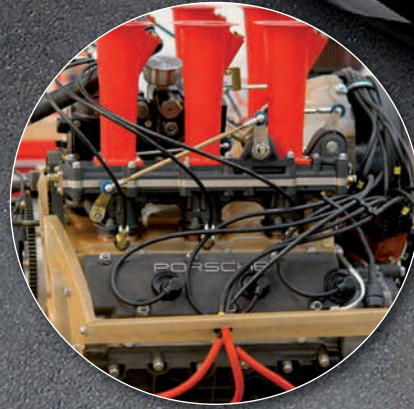
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THE TEAM

STEVE BENNETT

944 LUX

No prizes for guessing what's on the radar for my 944! You may have spotted the feature in this issue (p102) on August Automotive's trick ECU mods for 944s (and 924S). I rather fancy 180-odd bhp from my old banger - not to mention a healthy increase in torque. I'll be getting myself down there very soon!



320



PETER SIMPSON

996 C4/CARRERA 3.4 TARGA

As you can see from the page opposite the 996 is back from Torque and oh my god what a difference a set up makes. The car handles and drives like I would have never expected. I love the new look on those Victor Equipment wheels and Yokohama Advan tyres; although a little slippery in the wet a dream in the dry. I'm happy!



KEITH SEUME

912/6 (EL CHUCO)

Well, who would have believed it! At last, El Chucho is in primer and (fingers crossed) will be finally in paint as this issue hits the shelves. No, I'm not holding my breath, either... After that comes the big engine build and reassembly of the car. So all being well it will be ready for the summer. Not saying which summer mind!



CHRIS HORTON

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

Lamentably little to report on the Porsche front this month; the weather has been far too cold to tempt me outside - and I've been preoccupied with getting my family-heirloom Rover back on the road for its own 50th birthday. But the 944's steering rack is back on (again...), and I reckon it'll soon be ready for its first engine start!



BRETT FRASER

BOXSTER S

The silencer saga continues - my eBay bargain was snapped up before I laid my money down, while another cheap possibility turned out to be broken after all. A friend thinks he can make me up a new exhaust system, but wants to run a 'before' test first: so I still need a standard silencer...



THE APPLIANCE OF SCIENCE

And then some! Back on the road at last, with its engine rebuild and no-holds-barred chassis upgrade, Peter Simpson's Project 996 C4 handled about as well as a pre-war commercial vehicle. Luckily, though, a visit to Essex-based TDI's world-class suspension experts soon had its road manners right up there at near-GT3 levels. And the company could do just the same for your Porsche, too

Story and photography by Chris Horton

We all like to be proved right. Sometimes, on the other hand, it is almost equally satisfying - if not actually more so - to be proved completely and utterly wrong. Let me explain.

During the latter part of 2011, you might recall, I described in some detail how *g11 & Porsche World* art editor Peter Simpson's 1999 Carrera 4 had been fitted with a highly sophisticated suspension upgrade. It consisted, in essence, of four Bilstein coil-over dampers, two H&R anti-roll bars and, from RSS in America, four solid-bushed so-called coffin arms and no fewer than half a dozen of the same

company's Rose-jointed and/or solid-bushed control arms. The car also received a number of brand-new standard Porsche parts to replace the worn-out originals - primarily a couple of trailing arms, and two front-strut top mounts.

But even as I stood beneath the 996 on a lift for two full days, watching and photographing the old and in some cases horribly corroded hardware being coaxed off the car, and many boxfuls of clearly beautifully engineered new stuff going back on, I couldn't help feeling that it was all a bit pointless, if not total overkill.

Certainly Pete was approaching the overall

PETER SIMPSON

911 3.2/996 C4

Occupation: Studio Manager, CHPublications

Home town: Horley, Surrey

Previous Porsches owned: 1

Cars: 911 Carrera 3.2; 996 C4

Years: 1989; 1999

Mileages: 107,658; 64,472

Owned for: 5 years; 2 years

Mods/options: In total, far too much to list here!

Contact: pete@chpltd.com

THIS MONTH IN BRIEF:

You read all about the C4's new-found composure in last month's *911&PW*; find out here how TDI set it up for maximum grip, stability and refinement





and just plain uncomfortable. Maybe even dangerous, too.

And so, unfortunately (or not, depending upon your precise point of view), it initially seemed to be. In the event, Peter drove his newly modified Porsche no more than just a few terrifying miles between having the suspension first installed, and then taking the car off the road for its planned engine rebuild, but even that was way more than enough to make him wonder if he had bitten off more than he could chew.

'It felt as though I had no real control over it,' he recalls today, still wincing at what is obviously a very painful memory. 'Even in a dead-straight line it felt inherently unstable, as if it wanted to dart unpredictably to one side or another all the time. And, however slowly I was going, corners were an absolute nightmare. I'd turn in, and then spend the next few seconds wondering whether I'd

come out the other side, or end up in the hedge. It was as if I was just a passenger on a white-knuckle fairground ride. At first, I thought it might have been the 19-inch wheels, so I fitted a set of 18s instead, but they made no noticeable difference at all.'

For my part, I'm pleased to say, I kept the obvious and always unhelpful judgement firmly to myself, but that certainly didn't stop me quietly thinking it. Naturally disappointed, if not totally disheartened and disillusioned, Peter necessarily put this particular aspect of the project on hold while the engine was being attended to, up at Hartech in Lancashire, but with that eventually nearing completion it was obvious that, if he was ever to enjoy or even drive the C4 again, Something Would Have To Be Done. And something pretty darned clever, too.

Cue, then, Torque Developments

International, or TDI, based in Thurrock in Essex – and, as it happens, literally right next door to AmD, one of Pete's earlier partners in his now departed 944S2 project. TDI proprietor Mark Catchpole has for many years been pre-eminent in the massive Japanese-car tuning scene, but having both realised the potential of the ever-growing Porsche market, and not least got wind of what Pete was up to, was understandably keen to get involved and show what his team could do to help. And Peter, increasingly desperate for a solution that wouldn't involve simply admitting defeat, and refitting all of the standard gear, was naturally more than happy about that, too.

If you were with us last month you will most likely know already the happy outcome of this alliance (see *Back in black*, pages 54–59). Unfortunately, I wasn't able to make it to our circuit for that

particular test-session, but editor Steve Bennett did, and was plainly more than a little impressed with the car's behaviour. I, too, have subsequently driven it for quite some distance – albeit only on the speed-limited public road rather than a circuit, and without having experienced it in its 'raw' state – but based on Pete's earlier testimony I am delighted to report that the TDI team have between them brought about little short of a miracle. And I am no less delighted to admit that, well, I was wrong. Trick, race-style suspension on a predominantly road-based car can, indeed, be made to work brilliantly well – assuming, of course, you know what you are doing. Or are prepared to find, and then pay the going rate for, someone else who does.

So how, then, did TDI achieve this dramatic transformation? To find out, I went to Thurrock to chat to technical director Sam Borgman, who

One of the very first steps in assessing any chassis, before altering its geometry, is to set the tyre pressures to best-guess levels – and obviously the same across each axle. So-called corner-weighting is vital, too – closely related to the ride height of all four corners of the car. More on this in a future issue

explained it all in a combination of such detail and at the same time such inspiring clarity that I wish I'd had a tape recorder running for the full two hours. Really, the man is little short of a genius – and I can easily appreciate why he lectures so authoritatively on the subject. As it is, I am going to have to rely partly on my own hastily scribbled notes, but also on the extraordinarily detailed and thus helpful report that Sam later produced – and this from a man who

TDI techs use the car's own jack to measure distance between specially levelled workshop floor and some suitable part of the body. Changes in ride height are effected by measuring between convenient suspension points, and then, with due regard to the maths of the set-up, rotating spring platforms as necessary



RUNNING REPORTS



claims to be no wordsmith. His only (perfectly reasonable!) stipulation was that we should withhold any of his own precise geometry settings, in order to avoid giving anyone else the benefit of what was undoubtedly a great deal of painstaking work on his part.

The first stage, Sam began, was to drive the car 'as was', and thereafter write a brief but essentially scientific (in other words, dispassionate) summary of its behaviour. And at this point I can do no better than to quote it more or less verbatim.

'This vehicle has been modified with a number of adjustable suspension arms replacing many of the originals. These new arms include stiffer bushings, and in some cases Rose joints. The standard suspension units have been replaced with after-market coil-overs with modified spring rates and damping rates. The

damping rates are adjustable by way of a single adjustable bleed valve per strut, which controls fluid around the damper shim-stack, thereby affecting both compression and rebound damping simultaneously, albeit disproportionately.'

That was the good bit. At the front, continued Sam, the chassis' responses were very uneven, and the car sat slightly down at the right-hand side when driving straight ahead. What he calls front-end commands (ie response to steering inputs) were unstable and unpredictable at all times, and worse still under braking. There was very poor 'disturbance rejection', as he puts it, with the car darting from side to side over bumps or hollows (it jumped about all over the place, in layman's terms), and it felt generally over-damped, with a harsh ride, and the wheels quickly pushed into undamped

oscillations. It was a broadly similar picture at the rear, with excessive damping and the resulting harsh ride, poor (ie again excessive) response to bumps on the road surface, uneven responses in lateral acceleration when turning left and right, and generally a far later 'saturation point' (or what you and I might call 'breakaway point') than at the front. Not at all good.

The next step, after – one imagines – a calming coffee or two, was to get the car inside and, using TDI's genuinely state-of-the-art alignment rig, to measure the basic settings (in the conventional minutes and seconds) – and these, of course, we are able to publish; see above right. Ride heights were measured, too, said Sam, on a specially levelled part of the workshop floor, and found to be 'uneven'. That alignment rig, by the way, is built by American tool manufacturer Snap-On

under the John Bean brand, and is not only fully optical, but generates what's known as its own ground plane, regardless of the car's own position in space, and then studies the chassis in three dimensions. Not just clever: monumentally so.

	Left	Right
Front caster	6° 80"	7° 10"
Front camber	-0° 20"	-0° 32"
Front toe	0° 08"	0° 04"
Rear camber	-1° 52"	-0° 53"
Rear toe	0° 15"	0° 09"

With his subsequent settings based on a combination of experience and suspension engineer's intuition (highly educated guesswork, basically), Sam then made what he calls a preliminary round of adjustments to set the two sides of the car as symmetrically as possible, and then, after some relatively quick and obviously simple tweaks to both the ride heights and tyre pressures (the

Snap-On alignment rig has the usual clamp-on 'reflectors' for each wheel, obviously designed to leave no marks. Car itself stands on special trestles, and is rolled backwards and forwards just a few inches to allow the machine to start to 'see' each wheel's relationship to the other three. Very clever, indeed!

latter now the 18-inch Yokohama Advans Pete had later fitted, rather than the original 19-inch Yokos), gingerly headed out for another test-drive. He also added some additional front camber, but at the same time dialled out a little of the earlier front-wheel 'toe'.

'The original problem with the steering-wheel misalignment was immediately solved, the tactile feel of the steering was improved, and the responses to steering inputs felt far more linear.

Crucially, a portable monitor allows the operator to view the precise effect, in real time, of each and every slight adjustment on the vehicle's overall geometry – and at the same time to make sure that the process of tightening the locknuts etc hasn't altered any figures



What's more, now the relationship between body yaw and lateral acceleration generated by the rear axle actually felt quite good.

'We also found the damping-adjustment bleed screws to be fully closed, obviously resulting in maximum damping force being generated at all times, so we backed off those at the front to four clicks from fully hard, and those at the rear to six clicks from fully hard.

'Actually, the left-hand front damping adjuster was broken. We attempted a quick fix, but in the event it proved to be damaged beyond repair, so we had to rely on what's best described as a temporary engineering solution!

It was definitely progress, though. At the front, steering response was still quite twitchy and sudden, especially under braking, but the steering-wheel spokes were now level, that quaintly named disturbance rejection was massively improved, and no less importantly the ride quality was far better. At the rear, said Sam, the car now felt much more 'trustworthy' at lower speeds and under high loads, the left-right response was now fairly even, and again the ride quality was much improved. 'We still had the problem of that broken

front-damper adjuster,' he added, 'but fortunately we were later able to persuade Bilstein to supply the necessary parts, and repair it ourselves. They aren't normally available separately, but it would have been a shame to have to scrap an otherwise nearly new unit.'

Next, and with the help of some doubtless fearsomely complicated maths on Sam's part, came what he calls the first 'major' round of adjustments. Predictably these remain on the top-secret list, but what I can safely tell you is that ride heights were set at 115mm all round, measured between that specially levelled floor and the equivalent spot on each of the four jacking points.

'After that the car was instantly a whole lot better,' said Sam simply. 'Far more confidence-inspiring at low speeds, and OK at higher speeds, too. Above about 50mph the grip-limit balance was still heavily biased towards the front – it continued to understeer, basically – but we could see that we were getting there.' Another set of ride-height adjustments – to 108mm at the front, 117mm at the rear – and another round of secret geometry tweaks improved matters still further.

'Rear-end stability was reduced a little at low road

speeds, but that wasn't a problem. Meanwhile, the front-end response was far, far better and more confidence-inspiring, and the understeer was noticeably reduced, too. Rear-axle stability at higher speeds was good, as well, and became even better as the vertical load force was increased via positive longitudinal acceleration. Under power, basically.'

A third set of adjustments followed, with the aim, as before, to keep the chassis as inherently symmetrical as possible. Significantly, though, Sam also felt able to introduce the previously undisturbed anti-roll bars into the equation. 'We lessened the vertical load force distribution on the front axle, mid-corner, by increasing the leverage of the chassis over the front anti-roll bar – softening it, if you like – and at the same time raising the vertical load force on the rear axle by decreasing the chassis' leverage over the rear bar – making it stiffer. We also reduced the tyre pressures on both axles, at the same time subtly changing the relationship between them to leave those at the front proportionally just a little lower than at the rear.'

And all that, which as you can probably imagine took very much longer to do than to describe, was

cumulatively the magic bullet. 'The overall effect was good,' says Sam in his characteristically understated but always reassuring manner. 'The chassis performs acceptably well on summer tyres in what were then damp and very cold winter conditions, but more testing should now be carried out in warmer temperatures, both in a road environment and then a closed track environment.' Absolutely!

The lessons to be drawn from the story are pretty clear. Effective suspension tuning – as opposed to bolting on a few bits and pieces because they look or even just sound good – is a highly complicated process, which draws upon all manner of disciplines, even down as far as quantum physics to help analyse and predict precisely how your tyres grip the road surface under all conditions. You can get it horribly wrong, in other words. Even so, it is not necessarily a given that what looks like a full-race set-up will make your car impossibly uncomfortable for road use – solid bushings or not, which I imagined would shake my fillings out, Pete's 996 is no more harsh or noisy than, say, a GT3 – and thanks to its inherent adjustability can with the right expertise and experience

be made fully fit for just about any purpose or set of driving circumstances you care to name.

And all for what may be a surprisingly small amount of money, too. TDI – which I hope will be willing to set up my 924S and 944 when I get them both back on the road – charges just £85 plus VAT per hour for all 'geo' work (£125 per hour plus VAT for dyno tuning; that's another very popular string to its bow), and if your car is a high-performance model that its technicians have never tackled before, and can thus learn from, any initial inspection and calibration work on the suspension is completely free. You may thereafter end up paying for two hours, or for two days or more, but given the likely value of both the vehicle itself and the hardware you may have fitted, never mind the probable results, then I for one reckon that's a genuine bargain. **PW**

CONTACT

Torque Developments International is at Unit 5, Cliffside Trade Park, Motherwell Way, Thurrock, Essex RM20 3XD; tel: 01708 866609; www.tdi-plc.com

Left-hand front strut had broken adjuster, but TDI's contacts were able to supply parts to repair it. Anti-roll bars were among the last elements brought in to the equation. More on these in a subsequent story, too. Tyres are track-orientated but road-legal and ultra-grippy Yokohamas



PORSCHE PROBLEMS?

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AND WE'LL PASS THEM ON TO OUR RESIDENT EXPERTS TO ANSWER

MEET THE TEAM...

Welcome to *g11 & Porsche World's* Q&A pages, edited and assembled by the magazine's technical man and incorrigible do-it-yourselfer, Chris Horton (right). It's much the same format as you would expect - you ask, and our experts answer - but we have recently added more detail (including part numbers and typical costs, and also contact phone numbers and websites where relevant), and not least as many illustrations as we can squeeze in. Please note that all prices quoted were to the best of our knowledge correct - for the UK market - at the time of writing, and for the sake of consistency generally exclude VAT, unless otherwise stated. We naturally do our very best to make sure that the information given is both accurate and useful, but unfortunately we can accept no responsibility for any effects arising from it.



CHRIS HORTON
g11 & Porsche World



PAUL STACEY
Northway Porsche



PETER TOGNOLA
Tognola Engineering



PER SCHROEDER
Stoddard Imported Cars



OLLIE PRESTON
RPM Technik

DON'T GET RATTLED BY THOSE NOISY CHAIN TENSIONERS - IT MIGHT BE A LOOSE EXHAUST BAFFLE

It's always nice to get some feedback on these Q&A 'stories' (or any other part of the magazine, come to that), and particularly within just a few hours of a brand-new edition landing on subscribers' doormats. Take this very helpful e-mail, from John Thornton in Scotland, received even before we had our own office copies of the April issue.

I got the new April edition of *g11 & Porsche World* this morning - excellent, as ever! - and noted with some interest the worrying engine noise encountered by George Collins on page 117. I own a 986-model Boxster 2.5, and a little while ago had a very similar-sounding problem at start-up, and for around two or three minutes thereafter.

Like you, Chris, I also suspected a problem with the timing-chain tensioners. Then it was suggested to me that it might be nothing more than a loose exhaust baffle. Sure enough, thumping the silencer with my hand did, indeed, provoke a rattle, but on one side of the car only. Even so, that prompted me to make a closer examination of the system.

After dismantling the silencer from the car - straightforward enough, but very time-consuming on an original system dating from 1999 - a vigorous shake of the silencer produced... absolutely nothing at all! Still further investigations, below the car, eventually revealed one loosely attached heat-shield around the inlet pipe to the

left-hand catalytic converter, and no heat-shield at all on the corresponding pipe on the other side, which seems to have had a new exhaust manifold at some point.

Although the exhaust system on George's car is undoubtedly quite different to that on my Boxster, it might still be worth a check to see if there are any loose heat-shields before embarking upon tensioner replacement work.

If George does end up needing to have his timing-chain tensioners renewed, then down in Essex he should at least have a wider choice of workshop than we do up here in Inverness. The nearest Porsche Centre is a good 100 miles away, in Aberdeen, and that's a definite no-no when there is any snow between here and there. (You've probably heard the traffic reports on the radio occasionally talking about the road from Tomintoul to Cock Bridge. They are invariably true!) I happily use Paul Whittock, a Porsche specialist and ex-Porsche Centre technician, who owns and runs Ardgay Garage, near Bonar Bridge in Sutherland. Anyway, all the best, and keep up the good work!

Many thanks, John. Your comments are much appreciated - and having since spoken to Paul Whittock, as well (who enthusiastically supplied the accompanying photograph), I know that he is very grateful for the good publicity. Needless to say, we shall be paying

him a visit the next time we happen to be up in the area, to find out in a bit more detail precisely what he can offer Porsche owners living in the region.



You find Porsche technicians in some of the most unlikely places. This is Ardgay Garage in Bonar Bridge, north-eastern Scotland, owned and run by 'expat' Englishman Paul Whittock, from Hampshire via Nottinghamshire. Useful to know about if you're based anywhere in this sparsely populated part of the UK - or even just passing through on holiday, perhaps? Phone number is 01863 766231, and the post-code - for your sat-nav - IV24 3DJ.

TESTING TIMES AHEAD FOR CARRERA 3.2 HEATER BLOWERS

I was interested to read Ollie Preston's response to Graham King's *g11* Carrera 3.2 heating problem in the January 2013 edition (page 110), but the situation in my own car, a 1988 3.2, seems to be slightly different.

Until recently the heating system was working perfectly, but then suddenly the footwell blowers ceased to function. I have subsequently checked the 10-amp fuses for the individual blowers, the fuses in the engine compartment, all of the fuses in the luggage compartment, and also the number 1 relay above the main fuse panel. All are OK, and the fuses show a nominal 12 volts at each terminal. The main engine blower runs fine. The servo motor in the control unit can be heard operating, and the flaps in the heater control boxes operate fully.

I have checked the supply at the connectors for each footwell blower, which show zero volts until the servo motor stops running, but then I am seeing only 0.15 volts at the right-hand blower connector, and zero volts at the left-hand one. When I turn the

control knob to the maximum heat position the voltage at the right-hand blower falls to zero, as well. The engine was hot while I carried out all of these tests. Can you make any suggestions, please?

Chris Hatton, Dorking, Surrey

Paul Stacey, Northway Porsche: *Normally when the heater blowers don't work it is due to the rear blower motor having seized, or a fault in the control relay in the engine compartment. Both of those scenarios will shut down the additional footwell blowers.*

In your case, however, with the engine-compartment blower motor still functioning, I think you need to check the voltages at the additional blower relay, situated in the main fuse box.

Remove the relay and test the voltages at the points listed below. (The pin assignments will be shown next to the connections on the relay itself).

Terminal 30 should be a permanent live feed (ie a nominal 12-13 volts) from fuse number 2.

Terminal 85 is a switched earth via the heater control panel in the centre console. Once the heater knob has been turned to 'hot' there are two circuits that can activate the earth. One is an override switch for the full heat/full speed fans, via a micro-switch on the knob itself. The other is activated by the control module itself, and earths through ground point 11 (just behind the heater control panel).

Terminal 86 is again a nominal 12-volt supply, which also comes from the heater control panel. If this feed is not working, then it could be the heater control panel itself that is at fault.

If you are getting satisfactory readings from all of the above, and nothing from terminal 87 when the relay is plugged back in, then you need to replace the relay (part number 911 615 109 01, and costing £19.81 plus VAT). If this checks out OK, then you should also check the earths to the motors, which are connected to ground point 3 in the luggage compartment, next to the heater box itself.

911E HAS NOT-SO-GOOD VIBRATIONS

My 1969 911E's engine and transmission were separated recently, in order to allow the replacement of a slipping clutch. While I had the engine out of the car I took the flywheel to a machine shop to have it resurfaced. I also later replaced the clutch friction plate and the pressure plate with brand-new OEM-type parts.

Having now started the engine up again, I am experiencing a strange vibration that is seemingly RPM-dependent. It feels like the engine is now somehow out of balance, but all of the cylinders appear to be firing as they should. I am fairly certain that everything was bolted back together correctly, but I am at a loss as to what exactly the problem might be. Can you help?

Walter Leney, Denver, USA

Per Schroeder, Stoddard: We have run into this problem in the past with engine vibrations in early 911s. It may actually be your refaced flywheel that is causing this problem.

It usually occurs when the mechanic takes the flywheel to a machine shop that is unfamiliar with the early 911 unit, with its distinctive 'cup' shape. An inexperienced operator can cut the flywheel surface so that it is no longer in the same plane as the pressure plate's mounting surface - both of which have to be cut at the same time in order to be exactly parallel to each other, and exactly perpendicular to the crankshaft's centreline.

Unfortunately, rectifying this mistake will most likely cost you either a new or else good second-hand flywheel. Used examples of the early 911 (and 914-6) unit can be found on-line, while a supply of new flywheels still exist - but they are typically around US\$1000 apiece.



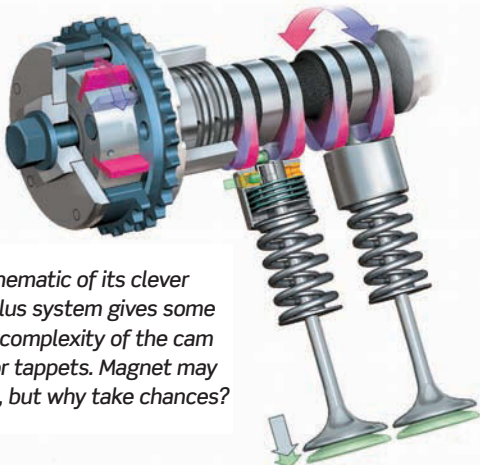
Early-911 engine vibration after a rebuild may be result of incorrect flywheel machining: worth checking

DO IT RIGHT, DO IT JUST THE ONCE!

At the end of the February issue's Q&A pages, you might recall, I pondered why, according to the official Porsche manual, the oil-filled hydraulic valve lifters (aka tappets) in an Mg6 engine (and others) should be removed from their bores only with a small rubber suction cup, rather than the magnet that most of us might otherwise reach for.

First of the several answers that I subsequently received (all basically correct, I am pleased to report) was from Min Chew in Belfast. 'I understand that magnets should not be used to remove or install tappets,' he writes, 'because the components themselves may thus become magnetised. This would potentially lead to a build-up inside them of the tiny ferrous particles being carried round in the oil, which would not only hinder their correct operation, but could also lead to rapid wear.'

Spot on. Personally, and albeit without having carried out any relevant experiments, I think it would almost certainly take a lot more than fleeting contact with a small magnet to create any such problem, but if you do it by the book - which is, generally speaking, the best way with Porsches - there can be no possible argument.



Porsche schematic of its clever VarioCam Plus system gives some idea of the complexity of the cam followers, or tappets. Magnet may do no harm, but why take chances?

996 HAS STARTED BLOWING ITS OWN TRUMPET

I am experiencing a particularly odd fault in my 1999-model Carrera 2. Sometimes when I brake hard - but for some equally strange reason not every time - the horn sounds briefly. I presume that there must be some kind of electrical fault, but the question is, what and where? It's quite embarrassing at times.

James Rashbrook, Cambridge

Chris Horton: I discussed this with technician Martin Cooper at Autowerke in Norwich (01603 408044), while I was up there for last month's how-to story on 944 engine mounts (see pages 98-101), and as luck would have it he had only recently encountered exactly the same problem in a car of roughly the same vintage. Essentially the not insignificant weight of the steering wheel's internal airbag was causing its support frame to move forward very slightly on its four rubber mountings, under medium to heavy braking, and as it did so to bring the horn contacts together.

It's a relatively straightforward fix, too. Disconnect the battery, and then, using a suitably proportioned Torx key (or better still the appropriate driver in a socket attached to a 1/4-inch-drive ratchet), undo the two screws passing through the dashboard side of the wheel spokes, into the main front section. You will need to rotate the wheel slightly for best access to the screws, so turn the ignition key to position 1. Carefully withdraw the airbag toward you, and disconnect the red electrical plug. Put the airbag somewhere safe, and where it won't itself get damaged.

Now all you have to do is undo the four special screws (arrowed, right) securing the frame to the steering wheel's hub. Unfortunately - and unsurprisingly - you can't buy the required rubber mounts separately, but a complete new frame (part number 993 347 088 01) is available from Porsche for about £50 plus VAT, so the repair isn't outrageously expensive. And even if you paid a specialist such as Autowerke to do the job you ought to be looking at little more than £60 plus VAT for around an hour's labour.

Reassembly, as you might guess, is a straightforward reversal of the dismantling procedure. Don't forget to reconnect the airbag's electrical plug, and then when you reconnect the battery and start the engine make sure that your airbag warning light goes out as it should. If it doesn't, you may need to have your local independent reset the system for you, but that shouldn't cost more than a few pounds.



There is always something faintly disquieting about working with airbags, but follow the correct procedure and you should have no problems

CAN YOU REBUILD A BOXSTER GEARBOX? YOU CAN NOW!

My 1999-model 911 Carrera 2, which now has about 85,000 miles on the clock, has started jumping out of second gear. I seem to remember that these transmissions were said to be incapable of being overhauled, but then more recently I have read that they can be repaired. If so, can you tell me roughly what is involved, please, and who might be able to do the job for me? And the likely cost, of course. I live in the south Midlands, but am prepared to travel a reasonable distance to have the job done by an expert.

Robert Gibson, Buckinghamshire

Paul Stacey, Northway Porsche: Yes, it certainly used to be the case that these 996/986 six-speed gearboxes could not be overhauled. Indeed, Porsche started supplying the necessary replacement parts only about 18 months ago.

The reason for that earlier policy was the rather specialised equipment required to dismantle and then rebuild the gear shafts. The fixed gear wheels are a very tight friction fit on their shafts, and require up to 30 tonnes of pressure, and not least various special tools, to remove them. The gear wheels, as in most gearboxes, come in pairs: a fixed gear on one shaft, and a 'loose' gear on the other, which when required is locked to the shaft when selected via a selector hub and the synchromesh mechanism.

The problem you are suffering - an increasingly common one, if that's any consolation - is caused by the design of both the selector mechanism and also the so-called dog teeth that effect the gear's engagement. Second gear generally takes a lot more punishment than the others - think about those fast 1-2 upshifts we all like to make - so Porsche ingeniously angled the teeth to provide a smoother change. Unfortunately, though, this also weakens the teeth, and ultimately allows the gear to engage, but not fully.

The only solution is to replace the damaged gear (currently £241 plus VAT) and possibly the selector hub (£287 plus VAT). Once you have factored in the labour costs to remove, strip and rebuild the gearbox, as well as oils and gaskets, you can expect a bill for around £1300 or more. Needless to say, we would be happy to do the job for you - and I know that Chris Horton plans to run a how-to story on all aspects of the procedure quite soon.



996/986 gearbox internals are beefier than those in, say, the old 915 transmission, but time has shown that second-gear dog teeth - specially angled for a smoother shift - are prone to wear. Rebuilding used not to be possible, but parts are now available - watch out for a how-to soon

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911 CARRERA 3.2 CABRIOLET SPORT, 76K, good history, electric roof, Fuchs alloys with new Conti N grade tyres, black leather, red piping, recent soft top replacement, was UK reg, £250 delivery to UK, £19,950. Tel: 0035 3877 853264. Email: davidgolding@eircom.net (Ireland). P0513/003



(996) 3.6 TURBO BODIED C4S COUPE (52), manual, Basalt Black, private reg, full Porsche crested charcoal leather memory seats with Sport Aluminium Pack and white dials, PSM, PCM, sat nav, Park Assist, Tracker, CD changer, auto climate etc, 83K, FPSH/PCT, last service had coil packs, belts etc + new clutch/flywheel, RMS, wheel bearing, suspension arms, induction kit. Stunning garaged second car, taxed and MoT, £16,900, any trial welcome. Tel: 07786 474157 (Midlands). P0513/017



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E-REG 3.2 CARRERA, red, 87,000 mls, black leather with red piping, service history, new clutch with gearbox upgrades (G50), ex cond for year, must be viewed, £16,500. Tel: 07946 700710. Email: dsl356@yahoo.com (Durham). P0513/007

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993 C4S, 1996, 2 doors, manual, coupe, petrol, 56,000 miles, Iris Blue, insurance group: 20, original rare sought after wide body 993 C4S with full grey leather interior, fitted with the usual 'S' refinements inc: factory sunroof, 18" Turbo alloys, air con, electric seats/mirrors/windows, Porsche remote alarm with central locking, Alpine CD with iPod connection, original paintwork, just 56,000 miles with full Porsche/Porsche specialist history, 5 owners from new, current owner owned for last 11 years, reluctant sale, solid investment, £35,000. Tel: 07799 112900. Email: richard.alcock@btconnect.com (Northants). P0513/019



993 TARGA TIPTRONIC S, 1997, P-reg, 79,000 miles, Arctic Silver, Metropole Blue leather, Tiptronic S, Varioram, comprehensive service history, great specification, MoT 1/14, garaged, PCGB member since 1995, owned 3 years, £21,750. Tel: 01403 782743. Email: victor@vkjrobinson.freeserve.co.uk (West Sussex). P0513/004



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911 COUPE, 1974, Gulf Blue, black leather interior, no sunroof, manual windows, completely restored, repainted, new interior, rebuilt engine, gearbox, needs some minor work to complete, £11,000. Tel: 07769 704833. Email: chris_mitchell741@btinternet.com (Oxon). P0513/026

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PORSCHE 911 (996) CARRERA COUPE TIPTRONIC (AEROKIT), 1999, T- Silver Rose, Silver Rose studio check interior, FSH, new sills, 87K miles, Polar Silver, excellent bodywork, major service just completed including cambelt and electric sunroof, £9,995 including cambelt



PORSCHE 944 TURBO S - SILVER ROSE, 1988, F-reg, 2002, 70K miles, Lapis Blue, charcoal leather, GT3 Aerokit, service just completed



PORSCHE 911 (996) TURBO COUPE TIPTRONIC, 2003 model registered Dec reg, 2002, 70K miles, Lapis Blue, black leather, FSH, 18-in alloys, sat nav, electric sunroof, cruise, electric memory seats, £23,500



PORSCHE 911 (996) CARRERA 4S CABRIOLET, 1994, M-reg, 75K miles, Prix White, black leather 63K miles, Midnight Blue, grey black, black leather, full interior, 155K miles, full leather, full service history, just serviced, 18-in alloys, sat nav, recent service, discs, £20,995



PORSCHE 911 (993) CARRERA TIPTRONIC, 1985, B-reg, Guards Red, reg, 124K miles, silver, black leather, full service history, currently undergoing service history, new tyres, major service including new brakes, excellent specification clutch, 4 new discs, fuel lines etc, Fuchs alloys, £19,995



PORSCHE 911 CARRERA 4 TARGA, 1991, H-reg, Grand 165K miles, full service history factory Supersport M491, leather, MoT January 2014, full with extensive documentation, FSH, currently undergoing service history, new tyres, engine rebuild, £12,995

PORSCHE 911 CARRERA 4 TARGA, 1991, J-reg, black, Classic Grey leather interior, 1985, B-reg, Guards Red, reg, 124K miles, silver, black 165K miles, full service history factory Supersport M491, leather, MoT January 2014, full with extensive documentation, FSH, currently undergoing service history, new tyres, engine rebuild, £12,995

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996-MODEL 911 CARRERA TARGA ■ 2002/52 ■ 95,237 MILES ■ £15,950

Looking back at our December 2001 edition, I am reminded that I was rather smitten by the then new 996 Targa – which as editor I had recently driven during its launch in Austria. The best of both worlds, I concluded. All the comfort, refinement and security of a fixed-head coupé, plus the versatility of not just a full Cabriolet – upon whose lower body structure the car was based – but also a hatchback, too. (Although very similar to the 993 Targa's roof, the 996's has an opening 'tailgate', which is rather small, but a tailgate none the less).

Despite having seen few other 996 Targas since, and having driven none bar this, my views today remain the same. Factor in both the care that tends to be lavished on slightly unusual Porsches, and the depreciation which for the same reason hits them that little bit harder, and you have what is now a remarkably attractive package. This car would have cost around £61,550 when it was first registered, in late 2002 – or at least £5000 more than the equivalent coupé – but today it's up for just £15,950.

For the model's genesis and overall specification I shall have to refer you to the relevant back issue. Suffice it to say that this one, while fairly 'basic', is by no means under-equipped. The engine is the 3.6-litre version of the now not entirely irreproachable Mg6, linked to the standard six-speed manual transmission. Colour is Arctic Silver, and the interior in black leather throughout. The seats, here with built-in heating elements, have electrically operated backrests, but fore-and-aft adjustment is manual.

Steering wheel is the standard three-spoke job, the stereo a CDR23 single-CD player and radio (with four disc-storage slots below it, and the Bose speaker upgrade), and the instrument-panel dials have white faces. (I have a feeling that this feature, like the silver-finished air vents, and certainly the rear wash/wipe, was standard in the Targa). There is also the usual on-board computer and air-conditioning, but no PCM or thus sat-nav – and the only chassis 'extra' is the standard-issue PSM, or Porsche Stability Management. Wheels are 18-inch GT3-style split-rims with 'monochrome' (ie black and silver) centre caps.

Little or nothing – and I really do mean that – you could realistically complain about on the condition front, either. There are signs of gravel rash and the resulting localised surface corrosion on the lower front wings and sill ends,

behind each front wheel, and just a handful of tiny stone-chips on the nose, but bodywise that's it. Overall, the paint has a lovely, smooth gloss, the wheels are to all intents and purposes perfect, and even the usually detritus-encrusted air-con condensers are both squeaky-clean and bone-dry. It's the same underneath. Floorpan? A bit dusty, perhaps, but otherwise fine. Jacking points and air-con pipes: check. Oil leaks: check. At first glance the brake lines look worryingly dirty, but a closer look shows them to have been sprayed with a wax-based preservative. Those three owners knew their 996s.

Inside, the trim is as good as new. A few scuffs on the driver's side kickplate and sill moulding, but little that you couldn't wipe off. The carpets are protected with thick Porsche overmats. The switches and other minor controls – which history has shown to be not a 996 strong point – look brand-new. Ditto the carpet in the front – and rear – luggage compartment. Even the two keys have been nurtured in the manner befitting their replacement cost. Crucially, the complex sliding roof and associated sunblind smoothly and quietly do exactly what they are supposed to, and likewise the rear hatch, with its soft-close facility.

Engine? Like any Mg6 it could in theory go bang at any moment, but at this age and mileage, and given both its smoothness and smoke-free tailpipes from a stone-cold start, never mind its substantial mid-range pull, I don't think I would worry about that. Occasionally the gear change felt a little vague between second and third, but that was probably just me. No rattles or squeaks from beneath, great steering, and even after just a few miles the front brake discs had polished up a treat. (The rears could do with a longer, harder workout, I suspect.) Pads look good for the foreseeable, but you'd best budget for some tyres (currently Continental SportContacts). The fronts are about half-worn, the rears around two-thirds.

History, as I say, is as complete as it could be (including condition reports, brake-fluid changes and airbag checks), and with the last (minor) service this February, at 95,174 miles, it will be a little while before you're due another. There's no road tax, but the MoT runs to mid-November, and the car will in any case leave Maundrell & Co with a brand-new ticket. And all that, I suggest, makes this slightly offbeat 996 one of the best ambassadors for the model range this side of a GT3 or Turbo. **PW**

CHECKLIST

Background: 'Targa' used to mean in Porsche parlance a rather crude lift-out central roof panel, but in the 996 – much as in the 993 – it's a highly sophisticated all-glass affair, and here with the added benefit of a genuine opening tailgate. That apart, the car is relatively modestly (but perfectly adequately!) specified and, with just three owners, in near-perfect shape

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For: All the usuals: condition, mileage, provenance, colour, history, price – and here with the added versatility of that really quite remarkable roof. Great to drive, too, and refreshingly different from all those run-of-the-mill coupés

Against: Some very minor (and easily fixable) cosmetic issues, and as ever in mainstream 996s the engine might one day fail in a big way – although I wouldn't let that bother me. And even these later 911 Targas can be something of an acquired taste

Verdict: A good, honest, cared-for 996 that just happens to have a body configuration for which its first owner would have paid a roughly £5000 premium. Even as a die-hard tin-top fan I loved it – and so might you. Give it a try!



Value at a glance

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993 '95 C4 CONV, in excellent condition, just serviced, no faults, just use and enjoy, £23,500. Tel: 0035 3872 552578. Email: mhiggins@eircom.net (Ireland). P0613/001



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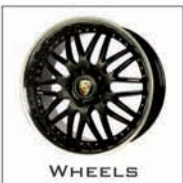


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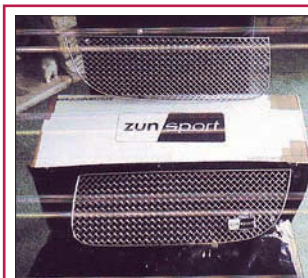


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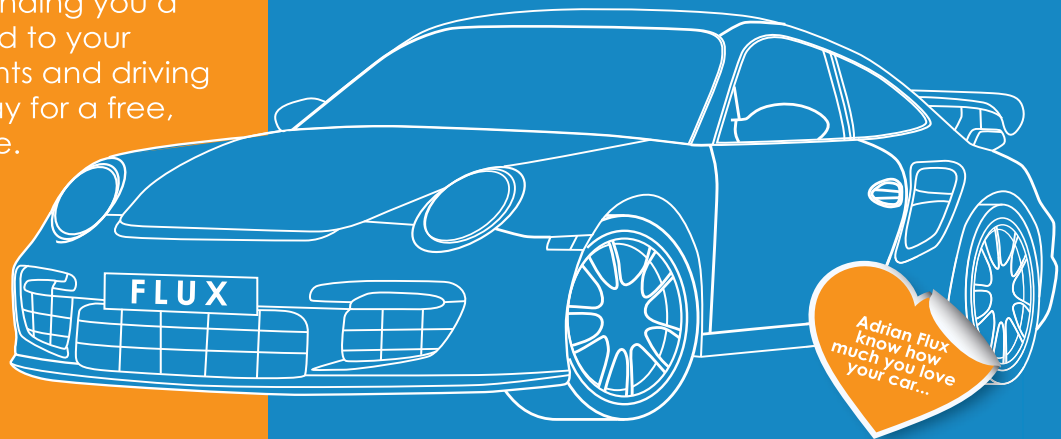
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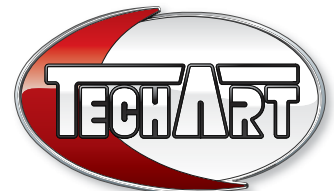


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