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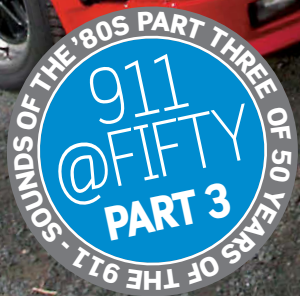
# 911 & Porsche

June 2013 www.g11porscheworld.com

*World*

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**Printed in England**  
Garnett Dickinson Print Ltd; tel: 01709 768000

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So, we've reached the '80s in our epic 911@50 celebrations, which is good because I was very much a child of the '80s. Being in my 48th year I'm not quite as old as the 911, but strangely it didn't really register on my car radar until the '90s. It was reading Consultant Editor, Chris Horton's, column in this issue (*Usual Suspects*, p26) that made me think about this as he considers where the 911 fits in with his own motoring life.



I think it's an age thing. As a motoring journalist working on *Cars and Car Conversions* and *Autosport* in the '80s, and being in my early 20s, the sort of cars that did it for me were the hot hatches and the homologation specials. Show me a Golf GTi or a Sierra Cosworth or BMW M3 and I'd get very excited, but much of that was due to watching said machines fighting it out on track. If a 911 did get me excited it was usually a racing version. But the road cars? No, they didn't do it for me except that is the 959. It's probably because it was a 911, but not as we know it, and of

“The shape, the noise, the slightly quirky weirdness of the 911 crept up on me”

course it was a homologation machine and a Group B one at that. I had the poster on my wall (well, above my desk), but even now I have yet to drive one.

The 959 aside it wasn't until I reached my 30s that the 911 began to register. A friend that I shared a house with bought a 3.2 Carrera, and then another friend an SC, and then my dad got an SC too. The shape, the noise, the slightly quirky weirdness of the 911 crept up on me. And then so did the financial wherewithal. Being in the position to buy a 911 (a 3.2 Carrera) was something of a defining moment in my life. I'd made it, but not in an '80s Yuppie sort of way you understand! Sadly I had to sell it after six years, but I will have another one. They do get under your skin, but then you don't need me to tell you that.

**Steve Bennett**  
Editor

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Model shown is a Porsche Cayman S 41451704 including 21-inch Sport Turismo wheels, 61-Watt LED lighting system with Dynamic Light System (DLS) 1.2 months road test licence and first registration fee.

## The Power of Balance.

The new Cayman models are the distillation of a Porsche bloodline 60 years in development. Illustrious forebears such as the 550 Coupé and 917 Le Mans winner harnessed the benefits of the mid-engine layout to deliver success both on and off the race track. Of course, these icons of the past also help us to engineer our future.

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Discover more at [www.porsche.co.uk/portsmouth](http://www.porsche.co.uk/portsmouth) or call 0845 485 2650.

Official fuel economy figures for the Porsche Cayman Range in mpg (l/100km): Urban 23.2-24.8 (12.2-11.4), 40.9-44.8 (6.9-6.3), Combined 32.1-34.4 (8.8-8.2), CO<sub>2</sub> emissions: 206-192g/km.



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## The 911 50th Anniversary Service Clinic.

**Saturday 15 June 2013.**

In celebration of 50 years of the 911, your local Porsche Centre will be holding a 911 Service Clinic on Saturday 15 June 2013 between 10am and 3pm.

Whichever new or classic 911 model you drive, treat it to a complimentary inspection performed by one of our Porsche-trained Technicians. Our experts will highlight any issues to ensure your car is in top condition for the summer months ahead.

911 Service Clinic inspections are by prior appointment only so please contact your nearest Porsche Centre or call **08457 911 911**



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# PORSCHE NEWS

## LE MANS GT CLASS RACER UNVEILED



Porsche has introduced the second new race car based on the latest 991-series 911, the 911 RSR endurance racer. It follows the 991-based GT3 Cup car announced in late 2012, and which participates in the Grand Prix warm up Supercup series.

The RSR will be Porsche's

staple customer team racer – but not until 2013. This year just two are racing, as part of Porsche's factory entry to the World Endurance Championship, and also in the GT category at Le Mans in June, alongside Porsche's yet to be unveiled prototype class car. The cars are

prepared by Manthey-Racing based at the Nürburgring circuit in Germany.

The new RSR carries over the classic 'Mezger' engine that dates back to the 1970s and which powered Porsche's last Le Mans winner, the 1998 GT1. The 4.0-litre flat-six produces

454bhp, transmitting power through a new, lightweight racing gearbox featuring steering wheel shift paddles, while another key development for the car – which like the production 991 is 100cm longer in wheelbase – is the wishbone front suspension that replaces







the previous strut setup.

The centre of gravity has been lowered, due to extensive use of carbon fibre body panels and super thin polycarbonate glass, while even a lightweight lithium-ion battery aids weight distribution. New air ducting improves engine cooling, and the

driver gets a better deal, too, with more efficient air conditioning. The graphics reflect Porsche's celebrations of the 911's half century anniversary in 2013, with '50' and '911' on the car's roof.

Lets hope it can take the fight to the Ferraris at Le Mans.



## PANAMERA HITS 91MPG

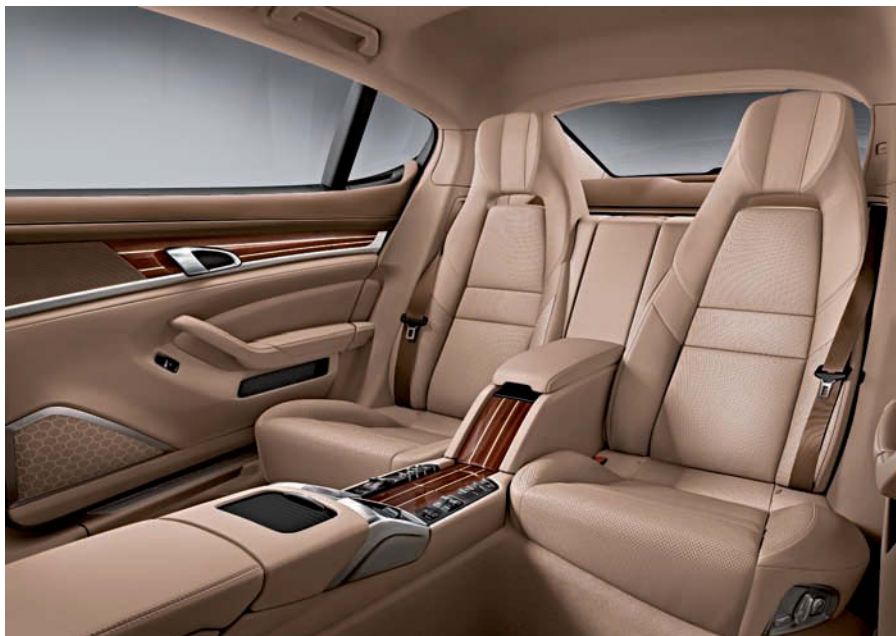
A revised Panamera will be in UK showrooms in July, the headline grabbing version a revised hybrid model that can – in theory, at least – give 91mpg, and whose CO2 emissions of 71g/km qualifies for zero road tax in the UK.

The Panamera S E-Hybrid has a new and much more powerful electric motor than the original model, introduced in 2009. It produces 70kW, or 94bhp, double that of previously, it and the newly engineered 3.0-litre petrol V6 giving a combined output of 410bhp, enough for a 0-62mph of 5.5 seconds and a 168mph maximum. The NEDC test figure of 91mpg is 56 per cent better than before.

The model is also the first 'plug-in' hybrid in the Panamera's class, Porsche says. While the battery – a newly designed lithium-ion type – is topped up during driving by the engine, it can also be charged from an external electrical source, and has a range of 22 miles according to official tests, giving the Porsche a zero emissions capability, and bestowing potential tax concessions. It can reach 84mph on the electric power, and takes four hours to charge from an electrical point.

For the revised Panamera, Porsche has also downsized the engine dramatically, replacing the previous 4.8-litre normally aspirated V8 of the S model with a new 3.0-litre V6 turbo. However it still produces 20bhp more, at 414bhp, and torque is up by 15lb ft, to 384lb ft at just 1750rpm, while fuel consumption is improved 18 per cent. Externally the new Panamera is distinguished by a reworked nose, tailgate and tail section.





**GEMBALLA MODIFIES 991 CABRIOLET**

This is Gemballa's take on the topless 991 Carrera, named the GT Cabriolet and which in the true spirit of the German tuner's late founder, Uwe Gemballa, is eye catching to say the least. It comprises a body, suspension and brake upgrade, the engine left standard apart from the exhaust.

The front bumper/spoiler with its three massive intakes, side skirts, and tail section are lightweight, laser cut carbon fibre, and in case you have a change of heart later on, attach to original body mountings, allowing the car to be easily returned to standard. The exhaust, featuring two triple tailpipes is a nod to that on the fondly remembered Gemballa Avalanche of the 1980s.

The suspension is dropped 30mm, and the brakes were specially developed for Gemballa by the Italian brake specialist Brembo. The GForged-one wheels are 21-inch diameter, but are lighter than the 991's factory 20-inch rims, the tuner says. More details on the GT Cabrio can be seen at [www.gemballa.com](http://www.gemballa.com)

Gemballa has also introduced a sports exhaust silencer for the current 958-model Cayenne, claimed to release another 10bhp. It fits the non turbo Cayenne S and GTS, and a modified version with adapters to slide over the Cayenne Turbo's larger pipes is also available. As with the 991 Gemballa exhaust described above, it features the company's characteristic triple tail pipes, though a twin pipe version, as pictured here, is available. The price for the twin-pipe system in polished stainless steel is €980 (about £830) not including VAT, and for the triple pipe design in black, €1380 (£1170).



**PANAMERA RIVALS MERCEDES LIMO**

Porsche has unveiled the long rumoured, extended wheelbase version of the Panamera, a model built to more successfully fight the Mercedes S-Class in Europe's luxury car market. Badged "Executive", and launched as part of the Panamera facelift, it will be available in 4S and Turbo form, and will go on sale in European markets in July and in the US later in the year - but it will not be sold in the UK.

The wheelbase is being stretched 150mm, putting the Executive models halfway between the standard and long-wheelbase versions of the present (though soon

to be replaced) S-Class, for decades the benchmark top person's transport. Cars in this market sector tend only to be taken seriously if they have enough rear seat accommodation to serve as a chauffeur car, and Porsche has concentrated on maximising rear cabin comfort, further developing the individual

bucket seat design of the original Panamera concept.

Customers will pay for their added comfort, the 4S Executive costing almost a quarter more than the 4S in the German market, at €132,662 (about £113,000), and the Turbo Executive 12 per cent extra at €163,363 (£139,000).



**PORSCHE MAKES £5.6M A DAY**



Just four years ago Porsche faced bankruptcy, as a result of its over ambitious attempt to buy VW Group, and ended up losing its independence. But these days seem far off now, with Porsche, albeit now incorporated into the VW stable, back making enormous profits - about £5.6m each day in 2012, a similar amount that the carmaker was making in its pre-crisis days when it was earning huge windfalls from the VW share price.

Matthias Mueller, chairman of the Porsche executive board, said '2012 was the most successful year in the history of our company', and reported a record output of 143,096 vehicles, a 22 per cent increase over 2011. Twenty years ago it hovered around the 20,000 mark.

Equally impressive is Porsche's operating margin, or return on sales, which is now around 18 per cent, very high by motor industry standards. However Porsche is still paying down the vast debt it incurred during the attempted VW takeover, and sports car manufacturing continues to reduce in proportion, with the Cayenne's share of output rising from 51 per cent in 2011 to 54 per cent in 2012. Porsche increased its workforce to its highest ever level, 17,502, and as a result of the good financial results, 13,500 of them each received a bonus of €8111 (about £6900).

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## OUR TAKE

## END OF THE ROAD

**During the 1990s Porsches took an up step up in engineering sophistication, but the trade off comes some years down the road - a higher number likely to be scrapped because it is not economic to repair them, says David Sutherland**

For years after it was launched in 1996, the Boxster enjoyed resale values among the best in the business. It was a matter of note when they eventually dipped below £20k, and again when it became possible to buy one for a little under £10,000. Now you'll see early examples for £4000-£5000.

No one would bet against them falling further, and we may be reaching a situation not seen since 924s and 944s, which never enjoyed especially high residuals, started falling by the wayside - Porsches actually being scrapped because they have no value, or at least a value below the cost of repair. It's the same story with the 996-series 911, introduced around the same time.

While it seems unthinkable that any Porsche should be unceremoniously binned, the fact is that the complex engineering and extensive electronics that made both such excellent cars in their prime are now rendering them a throwaway item. You just know that an old Boxster is not going to be as cheap to run as it is to buy.

The sad inevitability is that 1990s Boxsters and 911s will begin to disappear from the roads, so slowly that we won't notice, until one day we'll realise what we're missing. At that point - and who can say when that will be - the small number of well maintained survivors will be seen as classics and start to rise in price, and will once again be worth spending money on.

It is beginning to happen to 944s, the values of the best ones slowly rising, it seems. Later Boxsters were more powerful and better equipped, but the original 2.5-litre had a wonderful purity of design. We may one day be looking back through our rose tinted glasses.

## MAGNUM'S MASSIVE POWER

The Cayenne might not be liked by every Porsche enthusiast, but there can be no disagreement that when it comes to building the meanest and most powerful version, TechArt holds the bragging rights with its Magnum conversion, a new variant of which has just been unveiled.

The Magnum name has always applied to the super aggressive bodywork, which in this latest guise doesn't disappoint, with its brutal - and, curiously, slightly Audi-ish - front grille, its vented bonnet, and wheelarch extensions and side skirts, finished off by the 23-inch diameter TechArt Formula II GTR forged alloy wheels. However, the performance muscle is provided by the TA 058/T2 power kit, comprising new turbos,

updated valves, manifolds and more, and which results in output from the 4.8-litre bi-turbo V8 rising 160bhp to around 650bhp, and torque from 516 to 650lb ft. This enables the heavyweight 4x4 to breach the 300km/h (188mph) barrier, top speed rising by 27km/h (17mph), and knocks the 0-62mph time down by half a second to 4.2sec.

The cabin gets the full treatment from TechArt's trim shop, with individual rear seats and luxury leather upholstery including supplementary pillows, and the TechArt W2 entertainment package featuring screens in the back of the front headrests. More details can be found at [www.techart.de](http://www.techart.de) or from the UK importer, Techg, at [www.techg.ms](http://www.techg.ms)



## PORSCHE CLUB SIGNS PIRELLI

The Italian tyre maker Pirelli is the tyre supplier to Formula One, and now it has added another brand to its sponsorship portfolio - Porsche Club Great Britain. Pirelli has signed a three-year deal with the Porsche supported club, replacing Michelin, which continues as a key sponsor of Porsche's Cup and Supercup one make race series.

Aside from the changed sponsor branding and also the presence of Pirelli technical types at various events such as Silverstone Classic (pictured), which is the club's main annual gathering, the switch will see Porsche Club GB motorsport participants using both slick and wet tyres, whereas previously Michelin supplied just one tyre, an all weather compound. 'This should make the racing very exciting as drivers adapt to the new grip levels in all weather conditions,' predicted racer and Porsche Club Motorsport director Paul Seagrave.

There will also be an open day for club members at Pirelli's F1 Technical Centre in Didcot in Oxfordshire. Any direct member benefits? Buy four road tyres and you are entitled to a free Pirelli paddock jacket.



## THE WRIGHT STUFF

These with an interest in the history of Porsche in the US might be saddened to learn of the recent demolition of one of the first Porsche showrooms in New York, a 1940s building with a special display plinth in the centre, and designed by the leading American architect of the day, Frank Lloyd Wright. It will be redeveloped into a bank, it is believed.

The showroom, on Park Avenue, was commissioned by Max Hoffman, importer of European cars, and opened in 1947 to house the various marques he handled. But the mid 1950s Hoffman was concentrating on Porsche and Mercedes, and in order to create a suitably exclusive sales environment for them, installed the rotating plinth that Wright designed.

By 1957 Porsche sales had expanded enough to warrant larger premises, so a dealership was established elsewhere. Mercedes-Benz took the premises over in 1957, adding chrome and mirrors during the 1980s, and finally leaving the building in 2011.



## CATCHING UP WITH

## IAN HEWARD



**He started working in garages after school when he was 14 restoring Rolls Royces, Astons and Ferraris, and the Porscheshop proprietor has in his time taken Dr Wolfgang Porsche out for a bite of lunch**

**How old are you and where do you work?**

Fifty, and at the Porscheshop in Halesowen.

**What was your big break into the motor industry?**

I worked in the local garage at weekends and after school from the age of 14. We restored Rolls-Royces, Astons, Ferraris and even a seven-year-old De Tomaso Pantera. Cars would rot big time back then, something you rarely see now, and certainly not on modern Porsches.

**Summarise your career**

Challenging, exciting and rewarding.

**Are you a petrolhead?**

I'm a racer and an engineer at heart, so that pretty much sums it up.

**What was your first car?**

Vauxhall Magnum 2.3.

**What was the first Porsche you ever drove?**

A 944 Lux, which my pal brought back from Switzerland in 1982, where he was a trainee chef.

**Which Porsche past or present do you like best?**

RS Spider LMP2.

**What car do you drive daily?**

Vauxhall VXR8.

**What gets you out of bed in the morning?**

The Mrs and a nice cup of coffee.

**What has been the biggest achievement in your working life?**

Hosting a seafood buffet lunch in County Kerry, Ireland, for Dr Wolfgang Porsche and his family has to be near the top.

**JAMES DEAN PHOTO MAKES \$1500**

The fascination that enthusiasts have for deceased film stars closely associated with Porsches was underlined in April, when a photograph of actor James Dean just hours before he was killed in 1955 in a car crash while driving his 550 Spyder fetched \$1500 (about £980) at an auction in California. The estimate had been \$400-\$600 (£260-£390).

The lot was part of the Hollywood Legends 2013 sale hosted by Julien's Auctions in Beverly Hills, and was taken in Hollywood on 30th September 1955, en route to the Salinas road races, a destination the 24-year-old would not make, due to his fatal crash on Route 466. Behind is seen Dean's Ford station wagon used for his race activities. Previously he had, with some success, raced a Porsche Speedster.

Julien's detailed the photo as being taken by the famous American photographer of the time Sandford Roth (who died in 1962). However the author of a book on the star of Rebel Without a Cause, East of Eden and Giant, Lee Raskin, disagreed on line with that description. He said that while Roth had been travelling with Dean's party, it had actually been taken by one Carl von Delius, and was not actually the last photo taken - that picture, the colour shot also shown here, happened half an hour later at 2.15pm at a Mobil filling station, and was taken by Rolf Wütherich, Dean's mechanic.

The auction house boss, Darren Julien, dismissed Raskin's view. "I think that he is wrong," he said. "There are four other books that credit Roth as having taken the photo. I would trust these sources over him."

Raskin also says that both the photos shown here have been in the public domain for a long time. However despite the controversy, the 11x14 black and white photo is a print from the original contact sheet, produced at the time, and with identifying marks on the back.

**EVENTS**

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**THE PORSCHE MONTH AHEAD****SHOWS AND EVENTS**

May 5

**Goodwood Breakfast Club**

Nr Chichester, West Sussex  
Celebrating open top sports cars this month, but all are welcome and it's a great excuse for an early morning drive and a bacon sarnie  
[www.goodwood.co.uk](http://www.goodwood.co.uk)

May 18-19

**Spring Autojumble**

Beaulieu, Hampshire  
Little brother to the massive international event later in the year  
[www.beaulieu.co.uk](http://www.beaulieu.co.uk)

May 20

**g11&PW Pub Meet**

The Chequers, Walton-on-the-Hill, Surrey  
Come along for a shandy and natter on all things Porsche. All g11&PW readers welcome, plus support from Surrey Region of Porsche Club GB. For full details see news story opposite

**Sport**

May 4

**Porsche Club Championship**

Round 2  
Brands Hatch, Kent  
[www.porscheclubmotorsport.co.uk](http://www.porscheclubmotorsport.co.uk)

May 4

**MSA British Historic Rally**

Championship  
Round 3, Pirelli Historic Rally  
Carlisle, Cumbria  
[www.hrcr.co.uk](http://www.hrcr.co.uk)

May 5

**Porsche Carrera Cup/BTCC**

Rounds 5/6  
Thruxton, Hampshire  
[www.btcc.net](http://www.btcc.net)

May 11-12

**BRSCC Porsche Championship**

Round 4/5  
Silverstone, Northants  
[www.porscheracingdrivers.co.uk](http://www.porscheracingdrivers.co.uk)

May 10-12

**Porsche Supercup/Spanish GP**

Round 3  
Catalunya, Spain  
[www.porsche.com](http://www.porsche.com)

**JASMINE SPONSORS PORSCHE SERIES**

Jasmine PorschaLink UK has signed a nine race sponsorship deal with the BRSCC to support the Porsche Racing Drivers Championship in 2013. The series caters for Boxsters and rose from the highly popular 924 Championship, which still remains as a separate class.

With cars running Jasmine logos on the doors, there's no missing the company's support. Races will be televised on Motors TV and, as well as visiting most UK circuits, there will also be a round at Zandvoort in Holland.

The series started with a triple header at Rockingham in April and moves on to Silverstone in May.

**911 & PORSCHE WORLD PUB MEETS 2013**

The Blue Ball remains closed so The Chequers has become the new permanent home for our summer evening pub meetings. In fact, at the rapidly rearranged meeting there last September soon after The Blue Ball's closure the consensus amongst attendees was that the new venue was better! (In fact the pub has since undergone a refurb). The Chequers is a Young's pub so there is a good selection of ales, as well as a restaurant and purpose-built barbecue which will be open, subject to weather.

The dates for this year's meetings are 20 May and 29 July (both Mondays), and proceedings kick off from around 7.30pm. The gatherings are very casual and a good opportunity to mix with like-minded Porsche enthusiasts.

The Chequers is located on Chequers Lane, Walton-on-the-Hill, Surrey KT20 7SF, 10 minutes from J8 of the M25, and we look forward to meeting as many of you as possible at our first event on 20 May.

And while on the subject of g11 & Porsche World events, don't forget that this year's Picnic, on 15 September, makes a welcome return to Wellington Country Park, located midway between the M3 and M4, south of Reading. Further details to follow.

**NEWS IN BRIEF**

- Five years after it was introduced, on the g11 Carrera, Porsche's double clutch, PDK automatic transmission is now being specified by over three quarters of customers, and the figure is expected to rise. The carmaker first developed the system for the 962 racer in 1984
- Liverpool-based Techg Motorsport is clearing out some TechArt stock, with price reductions of up to 70 per cent. Examples are an airbag 964 steering-wheel reduced from £800 to £380, a 997 coilover suspension kit from £3350 to £1700 and Cayenne tailpipes from £670 to £304.
- Porsche is undertaking a recall, or "service campaign", as it prefers to call it, of 2263 Carrera and Carrera 4s manufactured from March 7, 2012 to November 12, 2012, and sold in the US. There is a possibility of the exhaust tailpipe fracturing and separating from the silencer.
- Independent Porsche Specialist RPM Technik in Hertfordshire has appointed an experienced Master Technician, Ian Pavely, who has a background in race car preparation. 'His wealth of Porsche experience supports our plans to be the leading specialist in the South East,' said RPM technical director, Ollie Preston.
- Things continue to go well for Porsche in the US, where sales in the first quarter of 2013 were up 35 per cent to 9650 - a record first quarter there, Porsche says. As ever the Cayenne was by far the best seller, with 45 per cent diesels, which is impressive for the US.
- Porsche specialist JZM in Kings Langley, Hertfordshire, has won the 2012 Independent Porsche Car Service Garage, the fifth time in a row it has done so. The award comes from the on-line forum, g11uk.com



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# ARCHIVE 2002

## PORSCHE BUILDS A 4X4

Porsche shocked the world and alienated many loyal customers by announcing the Cayenne SUV. It was odd and ugly, but in the end one of the carmaker's most significant models ever, says *David Sutherland*.

In mid 2002 Porsche perpetrated what many in the car industry bookmarked at the time as one of the motor industry's great PR disasters. It had a name – the Cayenne.

The first pictures flashed around the world of this key new model for the company caused jaw dropping on a global scale, as enthusiasts struggled to take in what they thought they saw: a dumpy, high-waisted estate car whose styling could have been the work of a mainstream volume car manufacturer.

Previously, Porsche had been the perfect sports car builder. Following its near bankruptcy in the early 1990s, the establishment of a common Boxster/911 platform, aided by the adoption of cost efficient Japanese production techniques, had seen the Zuffenhausen operation transformed. By 2001 it was making a mint, its profit margin 13 per cent, which was off the scale by motor industry standards.

Why then, would Porsche risk its stability and its hard won, thoroughbred image with a venture into a market niche that was totally

alien to it, particularly with a vehicle that was no oil painting? There was much grumbling among Porsche enthusiasts, many of whom were still coming to terms with the 911 using a water cooled engine. 'It would have been nicer to see them invest the money in Le Mans, because that is what they're about', and 'in my opinion it looks like a pregnant 911', were just two of the opinions carried in *911 & Porsche World* at the time.

But the doubters reckoned without the strategic brilliance of Porsche COE, Dr Wendelin Wiedeking, who had already proved his worth by rescuing the car maker from an enforced take-over a decade earlier, and who had observed that in the super lucrative southern Californian market a high proportion of Porsche owners also drove an SUV, commonly a BMW X5 or Mercedes-Benz M-Class. Why not supply the 4x4 too, was his thinking.

However, making it happen was a task that lesser men would have shrunk from, given that Porsche had no design, componentry or even production facilities that would be suitable for a 4x4. But Wiedeking managed to persuade the autocratic Dr Ferdinand Piëch, head of VW, and Porsche family member and shareholder, to come on board, and with a joint venture to include a VW version agreed, the



figures began to stack up.

A further masterstroke was to lock out VW Group marque Audi from the deal. 'Audi wanted in, but Wiedeking made it a condition that any Audi SUV had to be bigger and hence less sporty, so that it could not compete directly with the Cayenne,' recalls analyst Peter Schmidt of Automotive Industry Data.

In simple terms, Porsche supplied the vehicle design and engineering, and VW the production engineering. The "body in white" – the unpainted body and chassis, minus fittings – was built at a VW factory in Slovakia, and the Cayenne version then shipped to a new factory in Leipzig in the old East Germany, for final assembly. Some say that last bit was to lessen the risk of the Cayenne being seen as a rebadged VW.

Porsche's first ever SUV did not just confound critics, it was a runaway success, and even before in went on sale in 2003, *911 & Porsche World* was reporting worldwide orders of 87,000 – more than three times its projected annual

production. It became Porsche's best selling model, and utterly transformed the carmaker. Now in second generation form, the Cayenne found almost 78,000 customers worldwide in 2012, which was 54 per cent of total Porsche sales.

'The Cayenne is a money printing machine, every unit produced was incremental,' Schmidt points out. 'In fact it was the reverse of substitution, because in many cases once customers had bought a Cayenne and realised it was a good car, they then wanted a 911 or a Boxster to go with it.'

Schmidt feels that without the Cayenne, Porsche would still have been very successful, but nowhere near the present magnitude, and certainly not conquering developing territories such as China. 'In the old days, in a good year Porsche would do 40,000 to 50,000 cars, but now it is on course to build 200,000 per year – and it's all down to one product'. And one whose chances many didn't rate.

### THE RIVALS

#### BMW X5 (1999 to date)

Though not complimented for its looks, the X5, built at BMW's plant in Spartanburg in South Carolina, was praised for its car like driving manners, a virtue of its 5-Series underpinnings. Its 4.4-litre petrol V8 was a delight but the much more economical 3.0-litre straight-six turbo diesel became the default choice in Europe.

#### Mercedes-Benz M-Class (1997 to date)

The ML, which like the X5 was built in the US (in Alabama), was heavily criticised for build quality, especially in the cabin, that fell well short of what was expected from Mercedes-Benz. A mid term revamp in 2001 improved matters, and the introduction of the ML55 AMG version boosted its image as well as its performance.

#### Range Rover (1970 to date)

Around since 1970, the Range Rover had always been the most coveted luxury 4x4, but it wasn't until the introduction of the third generation model – in the same year that the Cayenne arrived – that it became a truly decent on-road drive. It gained electronic suspension that transformed the handling, and, for the first time, a high quality interior.



credit: Tom Wood/Andreas Birner

## 2002: IN OTHER NEWS

On 1st January 12 European Union countries introduced the euro, prompting street celebrations – including in Athens.

Michael Schumacher is F1 World Champion, his fifth F1 championship, and the third with Ferrari.

Porsche announces production of the V10 Carrera GT, and the Boxster is improved, with a glass rear screen and more power

The Queen Mother dies peacefully in her sleep, aged 101. Her daughter, Princess Margaret, had passed away just seven weeks earlier

Motown singer Diana Ross was arrested for drink driving in Tucson, and was found to be twice over Arizona's alcohol limit



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# BUYING POWER

## THIS MONTH'S MUST-HAVES AND PORSCHE ACCESSORIES

### Reinventing the wheel

Stoddard LNA, the Ohio-based parts specialist which says its main focus since being formed in 1957 has been to keep old Porsches on the road, has introduced a remanufactured steel wheel that fits models from the last of the 365s, the 1964 365C, through to the 1976 912E (the 911 with a 2.0-litre, four-cylinder VW engine). The 15-inch diameter rims, made in the US, are initially being manufactured in three widths, 4.5-, 5.5- and six-inch, prices starting at \$285 (about £190) per wheel, and are available in a silver or chrome finish, the latter \$100 (£65) extra per rim.

What will make these wheels of interest to owners requiring new wheels but wishing to keep their cars as authentic as possible, is that Stoddard sourced the original Porsche blueprints and dies in order to make them. Apart from the "Stoddard Classic Parts" stamp in between the bolt holes they are, the firm says, indistinguishable from the originals, however one update is the use of HSLA (high strength, low alloy) steel, which is tougher than traditional carbon steel.

That, and being powder coated or chromed to a high standard, means they exceed the original factory specification, it's claimed. More details can be found at [www.stoddard.com](http://www.stoddard.com), while European distribution is handled by Classic Parts in Saarbrücken in Germany, at [www.classic-parts.com](http://www.classic-parts.com)



### New intake

EB Motorsport in Yorkshire, specialist in classic Porsche racing parts, is now supplying its High Butterfly Intake System, which come with 43mm intake ports and 50mm butterflies, to suit the 911 3.0RS and RSR. Modelled on original parts, they retain many of the original features other reproducers often leave out on cost and engineering complication grounds, the firm says. They have individual balancing screws between the throttles, brass linkage bushes with grease nipples at the transmission end, and extra webbing between the stacks for added strength.

The kit comes with all the linkage parts for installation on the MFI 911 engine, and the price will be £5080. For more information call EB Motorsport on 01226 730037, or visit [www.eb-motorsport.co.uk](http://www.eb-motorsport.co.uk)



### Light lid

Porsche's original philosophy was to keep everything as light as possible, to maximise performance, and in that spirit Porsche specialist Autofarm in Oxfordshire is now offering a super light engine lid that fits all 911s from 1965 up until 1989 and the introduction of the 964-series. Made of 1mm gauge aluminium, it is less than half the weight of a standard lid, and less than some glassfibre versions.

It will be ideal for S models built between late 1968 and early 1972 (as pictured here), and will also fit the small number of Carrera 2.7 RS cars that had a rear wiper fitted, and therefore no ducktail. Making an RS even lighter might be seen as a permissible modification on this coveted classic, but keep hold of the original parts! The lids are made to order by a sole supplier and are priced at £1320 including VAT, with delivery in about 10 days. More details at [www.autofarm.co.uk](http://www.autofarm.co.uk)



### Feel the power

No 911 before 1989 (when the 964 model was introduced) had power steering. And once on the move the rear engine car, with little weight over the front, doesn't need it – but at low speeds the steering is more of a handful.

For owners wishing to wimp out of arm wrestling during parking, EZ Electric Powering Steering based in Leerdam in Holland offers a bolt on kit. Manufactured in Japan, it is also available for the 356 and mid-engined 914. You get a new steering column, and a variable power-steering motor, the level of assistance regulated by a potentiometer that measures road speed, and also by a miniature ECU.

In left-hand drive 911s with no air conditioning, the hardware fits neatly in the "smuggler's box" under the floor (seen here), which is directly above the front axle line. In cars with air con, the refrigeration unit occupies this compartment, so components are mounted on the bulkhead, as they are on all right-handed cars because the smuggler's box is too small. The pump is out of sight, however, covered by trim.

This product has been around for a while, but more recently has been adapted so that assistance no longer cuts out completely at standstill, a setting to avoid straining the componentry when the load is heaviest, as the company is now confident that the hardware is tough enough. Should the system fail, the steering simply reverts to being unassisted, as before, rather than becoming extra heavy because of the hydraulic drag, as would happen with factory power-steering. The system is said to use minimal electrical current, which will be useful on a 356 with six-volt electrics.

The firm has one UK agent, Mike Waters, in Teignmouth, South Devon (01626 770400), whose price fitted is from £2250 including VAT. Otherwise, visit EZ's website at [www.ezpowersteering.nl](http://www.ezpowersteering.nl)







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# PRODUCTS

## Avoid the coolant calamity

Customers calling in on Porsche tuner Shark Werks, situated in Northern California's Bay Area, mostly use their cars on track and mostly drive them very hard. This means that the firm's proprietor, Brit in exile Alex Ross, has seen at first hand how the engines in 996- and 997-model 911 GT3s, Turbos and GT2s – the 'Mezger' unit, based on the 1998 Le Mans winning GT1 unit – can, under extreme stress, split their plastic coolant pipes (as shown here) running from the heat exchanger. At best this sees coolant dumped on the track, much to the annoyance of trackday organisers, some of whom have demanded that the pipes be pinned up at the joints for security before issuing a track pass, and at worst, serious engine damage.

Ross now supplies 997-model replacements made of stainless steel, and which are claimed to be tougher and longer lasting under stress than the Porsche pipes. The GT3 uses two pipes, which are priced at \$250 (about £165) the pair, while the three for the turbocharged engines, pictured here with the originals, are \$490 (£320). Because these pipes are buried under the induction system on top of the engine, it is not feasible to simply replace the old pipes as a stand alone preventative measure – it makes more sense to do so when the engine is out of the car for a rebuild. More information, including videos, at [www.sharkwerks.com](http://www.sharkwerks.com)

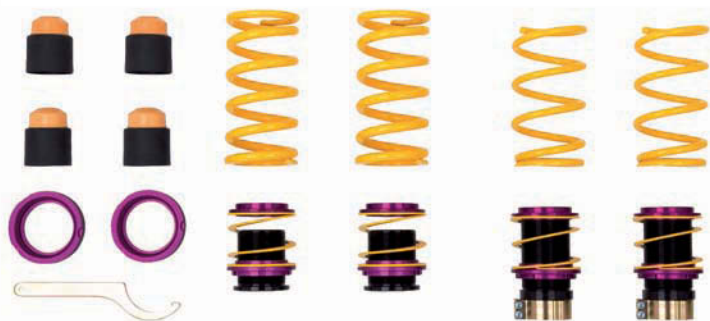


## 991 rides easy

Suspension specialist KW Automotive, based near Stuttgart in Germany, has introduced a coilover spring kit for the new 991-series Porsche 911, which it says leaves ride quality unchanged over standard, and which is completely compatible with the PASM suspension electronics. It drops the Porsche by 15-35mm, with adjustment made by KW's C-Spanner, included in the Eg99 (including VAT) kit.

While a normal coilover unit will

replace the 911's entire suspension strut, the KW upgrade replaces just the original spring, hence the factory dampers, and the ride quality these provide, remain. So the best of both worlds – tauter handling, but without the rock hard ride – are promised. The KW kit will not fit cars that have the optional Porsche Dynamic Chassis Control (PDCC) fitted. For more details call KW Automotive UK, in Kent, on 0870 990 7536, or visit [www.kwautomotive.co.uk](http://www.kwautomotive.co.uk)



## Summer cover

Car covers might be considered more of a winter accessory, but they are still useful in summer weather, protecting the bodywork and interior from the sun's heat, and from tree sap and birds, should you have to park the car under trees. Porsche parts and tuning specialist Parr, based in Crawley, West Sussex offers a range of covers specially shaped for all Porsches (except the Cayenne and Panamera), and for either indoor or outdoor use. The breathable fabric is said to be 100 per cent ultra violet resistant, and thus will help prevent the paintwork fading, and is double stitched for long life. Underbody securing straps are fitted, as are elasticated front and rear hems, to give a neat fit.

Shown here is the Voyager cover for the 997-series 911, priced at £65, including a zipped stowage bag. The covers can be purchased on-line at [www.parr-uk.co.uk](http://www.parr-uk.co.uk)



## The rising

It is an expensive accessory, and you don't actually see much for your money, but the first time your 911 cracks its low slung front spoiler or splitter on the approach to a steep ramp you might feel glad about the amount spent on a Noselift System that hydraulically jacks up the front of the car. Long standing Stuttgart-based Porsche tuner TechArt offered it for the 997-model 911, and now there is a version for the new 991, priced at €4500 (about £3800) plus fitting, which takes around seven hours.

In fact it is more than simply a noselift system, because it includes a set of sports springs which lower the Porsche by 30mm over standard. It rapidly and silently raises the nose by around 60mm, and that might also come in handy for any extra prominent speed humps you might encounter. Operation is at the touch of a neat switch on the centre console, and should the front be left raised, it automatically lowers itself once the car exceeds 60km/h (37.5mph).

As would be expected, the kit comes with TÜV approval. At the moment it is available for all current 991s, and comes with vehicle specific wiring. For more details go to [www.techart.de](http://www.techart.de), or contact the UK importer, Liverpool based Techg, on 0151 425 5911, or at [www.techg.ms](http://www.techg.ms)



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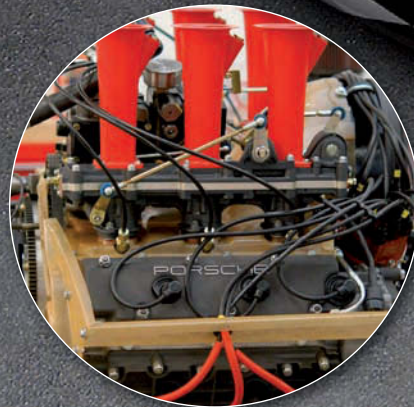
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# USUAL SUSPECTS

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**CHRIS HORTON**

## **ALMOST THE ENTIRE WORLD LOVES THE 911 WITH A PASSION. BUT WAS IT ALWAYS LIKE THAT?**

Far be it from me to rain on the Porsche 911's parade, midway through its 50th anniversary celebrations. I have to tell you, though, that I have gradually become very slightly wary of the often messianic adulation heaped upon it, and especially now the older models. (And which, as time passes, have rolled forward to include the Carrera 3.2, and arguably now the 964 and even 993.) Don't get me wrong. By and large, as a generic type the 911 is right up there with all the other truly ground-breaking trains, planes, automobiles and ships of the 20th century, from the Model 'T' Ford to Concorde, from Sir Nigel Gresley's record-breaking – and still unbeaten – steam locomotive *Mallard* to the German battleship *Bismarck*. And there can be little doubt that, despite its monumental complacency, the latest 991 is a technological masterpiece. (I'll justify that bombshell some other time.) But I don't believe that the 911 was ever what you could call an overnight success, certainly not here in the UK. And I do not believe that all 911s are necessarily equal.

I was just seven years old when the then so-called 901 was launched, in October 1963. Too young to grasp the complexities of vehicle manufacturers' marketing strategies, and in any case more interested in Airfix kits (of both British and German aircraft, I might add), model railways and stamp collecting. Old enough, though, to know which cars were 'cool' (not that we used that questionable term back then), and which were not. And my own recollection, although dimmed by the following half-century – and now, with the benefit of hindsight, shamefully arrogant – is that the early 911 was considered at best little more than an overgrown VW Beetle. And that was itself an almost wilfully quirky cheap *foreign* alternative for those who either couldn't or wouldn't appreciate the merits of 'proper' home-grown saloons like the Morris Minor or Ford Anglia. Engine at the back? Air-cooled, as well? It will never catch on. (I hate to mention the war, but in autumn 1963 it had been over for only 18 years, and the resulting rationing of certain foodstuffs for only nine. And let's not forget the fierce, if relatively gentlemanly, jingoism engendered by England's 1966 World Cup win.)

It was the same a decade later, with the arrival of higher-performance 911s such as

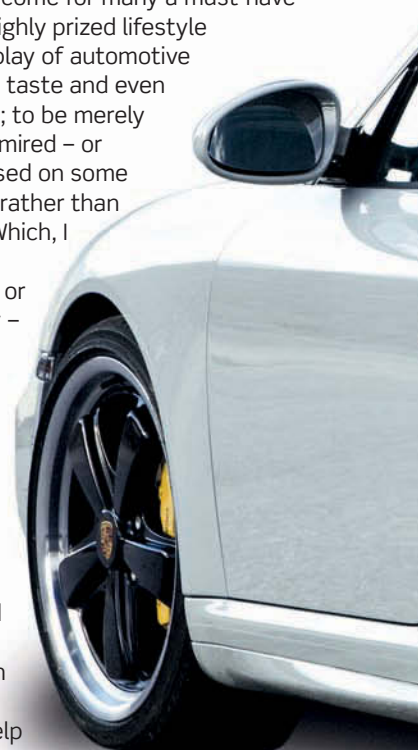
the 2.2- and the 2.4-litre 'S', and ultimately the now 'legendary' 2.7 RS. Legendary? That'll mean it didn't actually exist, then. By October 1973 I had been driving for nine months, with all the resulting need for speed that gives any car-mad teenager. Or until the first fuel crisis, anyway, when petrol shot up from 35 pence a gallon to 50, 60 pence and beyond. But still the 911 came in way below my radar – and, I think, below that of the majority of even the car-conscious public, certainly here in recession-hit and thus cash-strapped Britain. (Sound familiar?) And so it continued. I started my first job in motoring journalism in 1978, and even on *Car Mechanics* quickly became attuned to the 911's growing reputation and status. But even that, dare I suggest, had more than a little to do with the late Margaret Thatcher's controversial but ultimately effective economic policies of the period. (One of the film clips used in TV reports about her recent sad death was an often used shot of a Guards Red 930 Turbo being driven enthusiastically through the City of London by one of the then new 'yuppy' generation). But it was to be six years until I drove a 911 myself – an early Carrera 3.2 Cabrio – and 12 years on from that, at the beginning of my time as editor of this magazine, before I experienced another. (That was a then still almost brand-new 993-model Carrera 2, as I recall.)

I have lost count of the 911s of all types I have piloted since then, and like anyone else in that privileged position I have fallen under their sometimes indefinable but always magnetic spell. Indeed, if you are a regular reader of this magazine you will know of my great enthusiasm for the first-generation 996-model GT3. But there remains a nagging doubt at the back of my mind. Not about the 911's still highly individual chassis and drivetrain layout, which, although to be treated with respect, particularly in its earlier incarnations, I don't believe was ever the universal 'widowmaker' it was alleged to be. Or not if you had a functioning brain attached to your right foot, anyway. Not about its air-cooled flat-six – although it does irk me that it is regarded as some sort of holy grail, capable of hundreds of thousands of miles before it needs only a modest and laughably inexpensive overhaul. If only. I will even

concede that the earlier cars' type 915 manual gearboxes can – at a price – be cajoled into delivering an acceptable shift quality that doesn't negate any performance benefit from that costly engine. And I am not questioning the 911's place in motorsport history. It has racked up a huge number of wins, and those tell their own story about both the car's own qualities and those of the heroic men and women who have driven it.

No, for me – and I am no socialist – it is all about fashion, and the resulting elitism that all too often tends to deny technically good things, and paradoxically technically good popular things, to some of those who might appreciate them the most. Somehow, through the usual combination of finite supply and increasing demand, itself fuelled by a dollop of sometimes misinformed nostalgia, and not least the widespread affluence that persists even in the middle of what may now be a triple-dip recession, the 'early' 911 has become for many a must-have and as a result highly prized lifestyle accessory. A display of automotive knowledge, good taste and even financial acumen; to be merely looked at and admired – or endlessly discussed on some Internet forum – rather than actually *driven*. Which, I suppose, is fine.

We live in a more or less free country – although as a result of writing this I am expecting the thought police to kick down my front door any time now – and we should all be allowed to spend our money and time pretty much as we choose. But I still can't help thinking that it is missing the point of these gloriously loud, proud and ultimately ever so slightly bonkers machines by the proverbial country mile.



*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*



STEVE BENNETT



BRETT FRASER



ADAM TOWLER



KEITH SEUME



JOHNNY TIPLER

**RATHER BIZARRELY FOR AN INTRINSICALLY** high-tech and now forward-looking company, but perhaps not surprisingly one equally committed to profit, Porsche itself has occasionally cashed in on the g11's nostalgia appeal. It has in the last decade built some strange and even disappointing machines – I'm thinking of the g87-model Boxster Spyder, the ugly and charisma-free Carrera GT, maybe even the Panamera; I'll justify those contentious claims some other time, too – but arguably none more so than the g97 Carrera 'S'-based g11 Sport Classic (below). Unveiled in late 2009, this limited edition had (of course!) a little more power than the run-of-the-mill machine, and various other extra-cost options built in as standard, including those insanely expensive ceramic brakes. There was also a frankly weird double-dome

roof panel and, most famously, an original RS-style ducktail rear wing, and what were widely said at the time – but not by us, and never, strictly speaking, by Porsche – to be classic 'Fuchs' five-spoke alloy wheels.

But its unashamedly 'retro' looks concealed a dark secret. Those wheel rims, for instance, were made not, as you might have hoped, in the Fuchs forge in Meinerzhagen, northern Germany, but cast by Cromadora in Italy – presumably because they were cheaper. And for all its sleek and emotive looks that rear wing must have been an aerodynamically retrograde step, too. (Why else would Porsche have spent the 36 years since the 2.7 RS was built painstakingly developing ever more sophisticated and presumably efficient alternatives?) The Sport Classic – or SC, as I have always thought of it; ring any

bells? – was supposedly fractionally quicker to 62mph than the standard 'S', but even with 403bhp was apparently 1mph slower at the top end. But did that actually matter? Apparently not. (And if you are going to buy an early-g11 'lookalike', then ultimately who better to build it than Porsche itself?) Even at just over £140,000, or what was then around twice the price of a standard g97 Carrera 'S', the planned production run of 250 reputedly sold out within weeks. And I have absolutely no doubt that anything else with a g11 badge on it, from either the past or the future, will continue to be as highly regarded as that for at least the next 50 years – maybe even the next 100 or more, if we last that long.

Either way, happy birthday, g11. You are – and I hope always will be – truly unique, and we could not possibly live without you. **PW**

*The best of g11s, or the worst of g11s? The unashamedly retro g97-based Sport Classic cost twice the price of a standard Carrera 'S', but even with more power was little or no quicker – possibly because despite its stylish looks that 1970s' rear wing wasn't actually as efficient as the many iterations that had followed it. Wheels, too, were 'lookalike' Fuchs*





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# PORSCHE SPORT

PAUL LAWRENCE ROUNDS UP ALL THE LATEST SPORT NEWS

Photos: Jakob Ebrey, Malcolm Griffiths and Paul Lawrence

The Porsche Club Championship got off to a first class start at Donington Park with a strong grid and fine racing amongst a varied field including, for the first time, two racing Caymans. Elsewhere, Dean Stoneman made the early running in the Carrera Cup GB.

## CAYMAN MAKES PORSCHE CLUB DEBUT

The championship debut of the Porsche Cayman was just one of the features of a fabulous start to the 2013 Porsche Club Championship, which is now set for one of its best ever seasons.

With 36 cars registered for the championship, the season started with a 30-car grid for two races in front of live TV cameras at Donington Park. From a grid spanning 911s, Boxsters, 968s and 944s as well as the all-new Caymans, it was Peter Morris who took a double win against fierce opposition.

"We're very pleased with the response and the strength of the field," said Steve Kevlin from the Porsche Club GB. "I'm particularly pleased that we have got some former racers coming back to the championship." Former British GT champion Crag Wilkins was one of the newcomers, running alongside Morris in a second 996-model 911.

With a diverse range of models on the grid, Kevlin has continued to balance performance by adjusting vehicle minimum weights. "Our intention has



A bumper grid lined up at Donington

always been that no one particular model type has a mechanical advantage."

Included in the field was a pair of Cayman S models from the Leeds-based Strasse organisation. The cars for Chris Dyer and Chris Whittle were untried when they started

qualifying, having only been finished the night before.

"We started with two second-hand road cars in November," said Strasse boss Dave Forrest.

They drew on suspension experience from JRZ, the company that supplies the US race series for Caymans. The

2007 3.4-litre S models are running reasonably heavy under the current weight regulations, but that will be subject to regular review. Forrest is confident that the cars will quickly move up the grid once they have a chance to do some development work. We'll keep an eye on progress.



Pete Morris headed the field twice



The Cayman made its Porsche Club debut



The cars were finished the night before the race

## STONEMAN SHINES ON RACING RETURN

Dean Stoneman could not have wished for a better start to his Porsche Carrera Cup GB campaign, with two victories at Brands Hatch and an immediate championship lead after the opening two races at Brands Hatch. Only Richard Westbrook, in 2003, has enjoyed such a successful championship debut.

The Southampton-based 22-year-old has a remarkable story, as he was poised for more single-seater glory when he was struck down by testicular cancer, which was diagnosed in January 2011. His condition was very grave and he has been on a long road to recovery.

"I didn't expect to ever get back in a race car, and I didn't expect weather like this," said Stoneman after taking his first win as snow showers swept across the Kent track. "There's a lot more to learn and towards the end I was being a bit over cautious."

In the second race, he overcame polesitter Michael Meadows off the line and looked calm and composed as he completed



Stoneman dominated on his return

a perfect debut.

"It was good fun in the tricky conditions and it was great to be out there with good drivers. After what I've been through over the last couple of years it was great to go to Brands and get two wins. I've proved to myself that I'm capable of winning

and now I've got to do some testing to see what I can do to improve the car even further.

"Our aim this year is to hopefully win the Carrera Cup and then work towards the Porsche Supercup for 2014 and 2015," said Stoneman.

## 'EMMERDALE' ACTOR KELVIN FLETCHER IS RACING IN THE PORSCHE GT3 CUP CHALLENGE GB THIS SEASON.

"I was a complete novice when I took my ARDS test this time last year. I went and did Mighty Minis and loved it. I didn't know what to expect as I joined it as a complete novice and a fan of motor sport.

"An opportunity came up to race a Porsche for this year. The plan is to do all six rounds in the GT3 Cup Challenge with Redline Racing. I want to give a good account of myself and it's going to be a steep learning curve. It's a step up by quite a few levels, particularly with 420bhp.

"I want to do as well as I can and I'll certainly be pushing as hard as I can. Hopefully I'll be a quick learner and we did some testing before the first race.

"I'd love to progress further. I've got the ambitions of a 10-year-old kid who is obsessed with motor sport. I hope I can show that I've got a little bit of talent.

"I'm very fortunate now in that I have my first love, which is drama and acting for a living, and I'm also managing to go racing too."



Fletcher has stepped up to a 911 GT3 Cup

### SUMPTER AND SLATER TEAM UP

GT racers Mark Sumpter and Adrian Slater have teamed up to race a pair of 964 C2s in the Porsche Club Championship, 18 years after they met through the corresponding championship.

"In 1995 I sold Adrian a 964," said Sumpter, boss of Paragon Porsche. Now good friends, they have shared GT Porsches in long-distance races but have not competed against each other since 2003. "We've shared cars many times since 2005, and we've done five 24-hour races together," said Slater.

Slater had not raced for three seasons, but will now run in the Porsche Club Championship in a two-car team with Sumpter.



Sumpter and Slater have teamed up

### DOUBLE BATES IN HISTORIC 911S

Brothers Mark and James Bates will campaign a pair of classic 3-litre 911s in the World Sportscar Masters series this season as racing newcomer James steps up to join his younger brother on the grid.

The brothers, who run Porsche parts and panels specialist EB Motorsport, have a '73 RSR and a '74 RS for racing and plan to race a 1966 2-litre car as well this season.

Mark has already enjoyed success in three seasons of Masters racing, but James has only done enough to get his international race licence ahead of the new season. "We grew up liking Porsches," said Mark.



The Bates brothers have a pair of classics

### BRADSHAW GETS CLUB BOXSTER

Former Porsche Carrera Cup GB Scholarship driver Tom Bradshaw will contest the season in the Porsche Club Championship after being invited to race a Boxster S for Hartech Racing.

The former single-seater ace is battling to raise the budget to advance his sports and GT career, so jumped at the chance to race the Boxster. In the opening races at Donington he challenged for the lead but was later sidelined by a broken exhaust.

"It's a great deal as it keeps me out racing," said the 23-year-old from Blackburn. "I loved racing the Boxster, especially on slicks. It feels like a proper racing car"



Bradshaw bagged a debut podium at Donington

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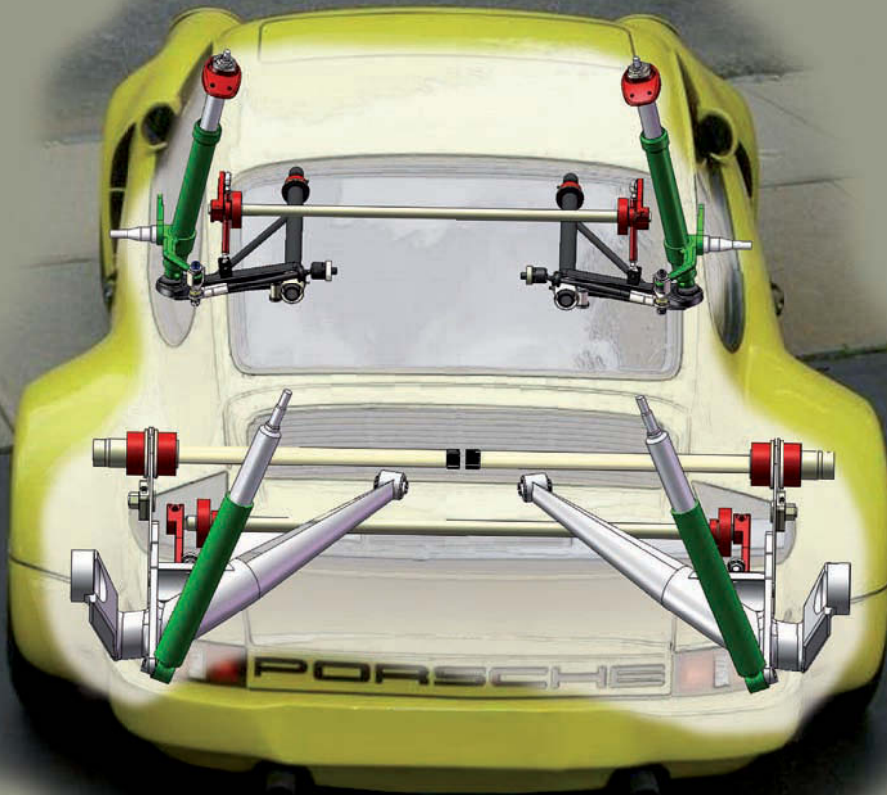
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# IT'S ALL OUR FAULT!

The very first issue of *g11&PW* in 1990 was enough to convince Neil Smythe that a Porsche 911 was for him. So convinced in fact that he's still got it

Words and pictures: Brett Fraser

**T**he Leveson Inquiry at the end of last year didn't paint the press in a particularly appealing light. The shabby behaviour of some elements of the media cast a negative pall over the industry as a whole. But hey, we're not all bad guys and we'd like to think that the positive qualities of the press far, far outweigh the Leveson Inquiry's downbeat opinions. For instance, the very first issue of *g11 & Porsche World*, way back in April 1990, was responsible for cementing one man's passion for a 1977 911 3.0 Carrera Targa: he was so thankful for the magazine's affirmation of the joys of Porsche ownership that he has kept the Targa to this day.

Neil Smythe is a Chelmsford-based commercial thermal insulation specialist, who as a youngster wasn't really into Porsches, or even cars at all. 'Motorbikes were the thing I grew up with,' explains Neil, 'and as soon as I was 16 I was straight onto a moped. It didn't take me too long to realise that cars might have benefits, though. I soon got fed up with getting frozen during the winter, and then girls came along...'

'I was still probably only about 18 when I saw a (Austin Healey) Sprite down the road. Another lad owned it and it was an absolute wreck. But I bought it from him and restored it – well, restored it to the best of my ability as an 18-year-old. And that's what really ignited my interest in cars.'

Neil is clearly a faithful sort of chap, because nuzzled under blankets in the garage next to his Targa, is that very same British Racing Green Sprite, that over the years has received more mature ministrations. Also in the garage is proof that Neil never forgot his two-wheeler roots – a couple of classic Yamahas and a more modern Honda Fireblade.

But modern cars have never really "done it" for Neil; they're merely a means of traipsing from A to B. 'My initial interest in cars was always for the classics – British

classics in particular – and I had always envisaged moving up to an Austin Healey 3000 or a Jaguar E-type. Then one day I noticed that I could have a 911 for less money than either of those two: I found myself thinking, "can I really afford a Porsche?"'

As it happened, yes he could... 'I bought the Targa in 1988 when it was 11-years old. Despite this being the height of the yuppie era and the shape of the then contemporary 911 being essentially the same as mine, the Targa looked sufficiently "old" to avoid being tarnished with the yuppie stigma: it didn't attract the same jealousy. Even so, I was still aware of not leaving it where it might get keyed and I was very careful where I put it in car parks.'

It's a habit that Neil continues to this day. 'The Targa has always been garaged every night – I have never left it overnight anywhere! This year, though, Jacqui my wife and I are taking it to France on holiday, which is going to be a major thing.'

Having bought the Targa Neil ran it for a couple of years before deciding to do a bit of work to it, an article on Tony Pike's concours 3.0 Carrera in that launch issue of *g11 & Porsche World* reassuring him that the effort would be worth it. 'In 1990 I rebuilt the engine; bearing in mind the year, the parts alone cost me £2500! I borrowed a workshop manual from the Porsche Club and the job was pretty straightforward mechanically. But then there was the gearbox... I had worked on gearboxes before, with the Sprite and for a Dolomite Sprint Touring Car, but looking through the workshop manual it seemed too complicated. So I gave the overhaul job to Autofarm.

'Yet it's a very nuts and bolts sort of car, so over the years I have been through all the suspension and overhauled most of the mechanical components. But it's funny how just about any job you do on a Porsche ends up costing a fortune – a hose that you know on any other car should cost a couple of quid becomes a £25 part. And it's all those little parts that add up to a lot.

*Right: Neil Smythe proving that headroom isn't a problem with a Targa. The 3.0 Carrera Targa is not only Neil's first Porsche it's also thus far his only Porsche having owned it since 1988*





YOU AND YOURS **NEIL SMYTHE**



'Like everyone else with an older Porsche I've given patent parts a go, but very few of them ever seem to fit. As a consequence I used to buy parts from (Official Porsche Centre) Lancaster Colchester, who were very helpful. Autofarm has also been invaluable.

'One way or another I have usually got things fixed relatively quickly, but the thing that I couldn't afford to attend to for a while was the engine oil cooler – it had started to leak and I had been led to believe it would be expensive to remedy. One specialist breaker I spoke to said they could sell me one for £150, but there was no guarantee that it wouldn't fail too, as these oil coolers were approaching the end of their natural lives. An official reconditioned unit from Porsche would be £500, but this was 1995 and I'd just got married so there was no way I could afford it.

'Luckily Jacqui had been working as a nurse for a while and was on a rubbish tax code – eventually her tax rebate ended up being about £1000, so you can guess where half of that went...' At this juncture it's worth pointing out that

first then third. But once you learn the gearbox's limitations and quirks, then it's OK really.

'The clutch isn't very progressive, but then again it's a driver's car and you can't just sit back and relax. And the accelerator is hard to balance at low speed, for the same reason. Which is fine, given the type of car it is. The brakes, on the other hand, aren't brilliant for a 150mph car; you've really got to shove the pedal hard, and even then they feel wooden.

'I've always like the handling, though. There have only been a couple of occasions when I've thought that, part-way through a corner, it really wouldn't be a great idea to lift off the throttle suddenly and be spat through a hedge. To be honest, I can't claim to have driven the Targa anywhere near the limit – it can be driven really fast, but not by me.'

Whilst utterly devoted to his long-term companion, Neil reveals a longing for other 911s. 'It would have to be air-cooled and I've always fancied a 993. But a decent one would probably cost me 30K and I would

## “Reading between the lines, it's far more likely that Neil will invest more time and money in the Targa”

Jacqui's understanding of the male psyche extends not only to the uncomplaining financial support of automotive "essentials", but also to keeping Neil fed and watered while he's out in the garage: a sainthood beckons.

While Neil remains upbeat about his Targa's general reliability, he does confess to an early "incident". 'A couple of months into ownership I started up the car, there was a colossal boom, and then it wouldn't really run any more. Various phone calls later and I discovered that it was a recognised problem with the injectors leaking fuel into the airbox, which would ultimately explode.

'I had to take the injection system off and buy a modified airbox and the whole thing cost me a few hundred pounds. The trick now is not to touch the accelerator when starting the car to avoid the chance of fuel leakage and the airbox exploding.'

For a while Neil feared he'd have to take the gearbox out again after its Autofarm overhaul, until he discovered "they all do that, sir". 'The 915 gearbox doesn't like going into first from neutral, I learnt, so you sometimes have to stick it into a different gear first. And it really doesn't like slipping into second gear when it's cold – you have to do

have to sell the Targa and get a bank loan – so I wonder if it's really worth it?'

Reading between the lines, it's far more likely that Neil will invest a little more time and money in the Targa, which as yet has only done about 90,000 miles. 'Although during the last five years I've only done about 2000 miles in it,' he confesses, 'it deserves a proper respray and a couple of front wings. And while that's being done it will possibly need sills – a well-documented Targa problem – and kidney bowls. I'd want the screens out and the bumpers off and to do the job right.

'I recently had the targa top recovered inside and out, which cost me £600, and I'd really like to have the front seats re-upholstered – that's another grand.'

You can never be sure, but the investment will probably be worth it. Only 3691 examples of the 3.0 Carrera were ever made, and the percentage of right-hand drive Targas even smaller still. Later SCs were heavier and less powerful, so Neil's car should be more responsive. All that, however, seems just like a smokescreen for a man who simply can't let a good thing go. **PW**

### CONTACT

**Autofarm**  
[www.autofarm.co.uk](http://www.autofarm.co.uk)  
Rebuilt Neil's 915 gearbox and have generally provided invaluable help in the time that he has owned the car

**Lancaster Colchester OPC**  
[www.porsche.com](http://www.porsche.com)  
It's not always the obvious choice to go to your local OPC for parts for a classic Porsche, but Neil has had only positive experiences with Lancaster

*A Carrera 3.0 is a rare thing. Less than 4000 were ever made and very few Targas were made in RHD. Engine in Neil's car is in fine fettle at just 90,000-miles. Or is that a top end rebuild around the corner?*



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09(09) 911 C2S PDK, 3.8, Carrara White, BOSE, Sport Chrono Pack Plus, Sat Nav 45,500 miles £46,995



05(05) 911 C2S Tiptronic, 3.8, Silver, Sat Nav, PSM, CD, 77,976 miles, £23,950.



05(05) 911 C2S, 3.8, Tiptronic, Arctic Silver, PCM, Sat Nav, H/Seats, Xenons, PSM, 24,270 miles, £29,990



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



06(06) 911 Turbo, Tiptronic S, 3.6, BOSE, Sport Chrono Pack Plus, PSM Grey 53,300 miles £41,950



09(59) Boxster S (GEN 2), Silver, 3.4, Leather, H/Seats, PCM 52,863 miles £22,950



04(53) Boxster S, 3.2, Metallic Silver, BOSE, H/Seats, CD Autochanger, 80,000 miles, £9,495



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 £23,950



05(55) Cayenne Turbo, FSH, IMMACULATE, H/Seats, 4.5, Basalt Black, 39,880 miles, £21,950



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



06(56) Cayman S, 3.4, Fully uprated exhaust system (cost £2000) Atlas Grey, FSH 48,500 miles £19,995



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A very happy customer. ” New 993 Turbo owner



997 GT2 Comfort – Carrara White with black full leather interior. This highly specified 997 GT2 has been extremely well preserved and cared for with just 12,000 Miles from new. This GT2 also benefits from a Transferable Porsche Warranty until April 2014.



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# SMASHING THE GLASS CEILING

As the 911 moves further into GT territory, the Cayman is fast becoming the Porsche drivers' choice. We drive it in the UK

Words: Steve Bennett Photography: Andy Morgan

The best Porsches have always been mid-engined. It's not a widely held view, but it's one that is actually very difficult to argue with, particularly if applied to Porsche's motorsport heritage. From the 550 Spyder of the 50s to the 904, 906 and 908 of the 60s, the 917 of the 70s through to the 956, 962 GpC cars of the 80s and even into the 90s with the 911 GT1, Porsche dominated motorsport with mid-engined designs. Sure the 911 was there in the mix, but generally only as a class protagonist.

And talking of the 911, let's not forget that its rear-engined bias was set by the 356 that preceded it. And even then the 356 was rear-engined for space reasons.

Rear seats were required and so the engine and gearbox were turned around. Rewind to the very first Porsche to wear the badge – Porsche No1, the 356 Type A, whatever you want to call it – and that too was mid-engined. The benefits of the mid-engined layout cannot be ignored, particularly by an engineering led company like Porsche. The rear engined bias of its star product – the 911 – remains an illogical and endearing quirk and one that still defines the Porsche experience. For all that the 911 dominates in Porsche's history, and for all the mythology that surrounds it, it didn't come first and a mid-engined Porsche did.

Porsche were keen to point this out at the launch of the new Cayman, although in not quite so many words,



## TECHNICAL SPECIFICATIONS

### PORSCHE CAYMAN S

PRICE:	£50,705 (PDK)
ENGINE:	3400cc
POWER:	321bhp at 7400rpm
TORQUE:	273lb ft at 4500-5800rpm
TRANSMISSION:	Six-speed manual/Seven-speed PDK
TOP SPEED:	175mph
0-60MPH:	4.7 secs
SUSPENSION:	MacPherson strut front and rear
TYRES:	235/40 ZR20 front, 265/35 ZR20 rear

and not at the expense of the 911, because that wouldn't be allowed. However, there is a recognition that the 991 version of the venerable 911 has perhaps grown up to the point that it is more GT than sports car, and perhaps for that reason the Cayman's time has come. Certainly that was the message coming from the first drive of the Cayman in Portugal. I wasn't there, but road test legend, John Simister, representing *g11&PW* was unequivocal on the matter of where the Cayman stands in Porsche's current line up. Here's how he summed our first drive up: "And if you, too, had been speculating that the lithe, compact, potent Cayman might just be the best driving machine that Porsche offers today, then speculate no longer. Because it is.

Well there you are, no more to say, except there is. I'll make no bones about it. The Cayman has been my favourite Porsche since it was launched in 2005. Listening to, and reading the rampant enthusiasm of my colleagues, was beyond frustrating, but fortunately Porsche got cars into the UK pretty quickly and organised a UK drive in Scotland – Inverness to be precise. Sunny foreign drives are one thing, but you can't beat home tarmac for a proper drive, and so we Sleazy Jetted out of Luton leaving behind arctic temperatures to a relatively warm North West Scotland, that had escaped the worst of the snow and was dead save for local traffic, because except on a plane it was virtually unreachable.

Exceptional as the old Cayman was, it was never conceived to be a coupe. Putting a roof on the Boxster to create the Cayman of course increased the platform's torsional stiffness, but with parallel development between the new Boxster and Cayman, and with new production techniques, torsional stiffness has increased by 40%. It's a staggering figure and one that deserves to be explored. Bodyshell and chassis rigidity is the absolute



*Second generation Cayman is much more than just a Boxster with a roof. New front end treatment and side intakes give it a real individual look. Above right: Bennett at the wheel of his favourite Porsche. Red interior is for the very brave*

## WITH CAYMAN UK DRIVE





*Retractable spoiler adds stability and on the roads around Inverness it earned its keep as cornering and grip levels were fully explored. Make no mistake, the Cayman is a remarkable real world driving machine and probably the best mid-engined sports car available, and yes that includes anything from Ferrari and Lamborghini*

holy-grail of handling. It allows the suspension to work with the road, manage the imperfections and generally get on with the job. The new Cayman's bodyshell is largely aluminium, but in key areas it mixes three types of high strength steel to create strength where it counts.

The new car's wheelbase is 60mm longer, while the track is 40mm wider. It's also lower too. Longer, wider, lower, stiffer and with a mid-mounted, flat-six engine to keep the weight even more under control. Frankly it couldn't be better. It's no wonder only Lotus have tried to go after the Cayman, and while good as the Evora is, it's way too expensive to be taken seriously.

The new Cayman comes in two flavours. The basic 2.7-litre car gets 275bhp and the 3.4-litre Cayman S gets the full 325bhp. There's an S waiting at the airport with its engine running. It's a manual too, which is even better. The 911's new manual seven-speed may be a backward step in the art of gear changing, but as we've already discovered in the new Boxster, Porsche's six-speed manual is a joyous thing. This car has PASM adaptive dampers too, which should make the most of the new car's super-stiff chassis.

The roads in this part of the country are truly epic. Winding past lochs and snaking through mountains, they are wide open and play out through the windscreen in 3D high definition. The Cayman is truly epic too. On 20in wheels, the ride and body control is truly extraordinary. Lumps and bumps that attack the wheels and suspension are filtered out to just a jolt. Undulating roads and rapid crests are tackled with barely a lift and mid corner grip and body stability are astonishing. There is a hint of understeer to the proceedings, which you

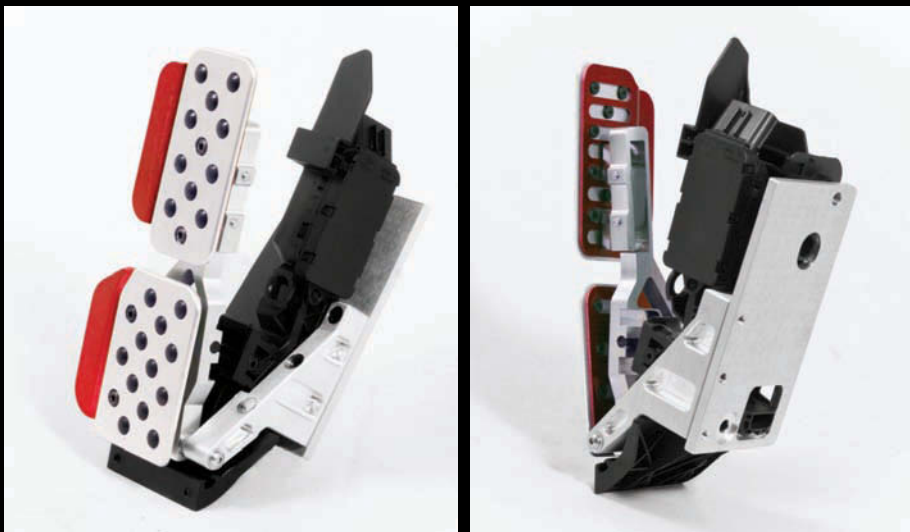
assume Porsche has engineered in for safety, but ultimately the relationship between chassis and driver via all the vital controls is as engaging as you could ever want. Save perhaps for the steering. I know, moan, moan, moan but Porsche is making a virtue out of a necessity when it promotes the electronic rack as an improvement over a hydraulic manual rack. Yes, it's great for packaging and it saves fuel, and it's a necessity for stop start systems, but better it's not. It steers with precision, but not with feel.

The S is truly fast too, fast enough to make you realise that you'd better slow down because you're carrying speed that is way beyond what is acceptable. Perhaps that's where the basic Cayman comes in. The following day we jump into the 2.7-litre car, devoid of PASM and with a manual shift. Yes there was a noticeable shift in speed and acceleration due mainly to the 60lb ft torque deficit at 4500rpm, but the 2.7-litre car could be driven closer to its limit without the overriding need to lift off, and the worry of carrying too much speed. While the 3.4-litre engine will never overwhelm the Cayman's remarkable chassis, the smaller engine made you feel more confident to push its limits, mainly because those limits were now more manageable. As is often the way, faster isn't always better. Oh, and it's £9000 cheaper too.

Two days is not enough. Enough would be a Cayman on my drive. I spend the flight home doing the maths. Give it a few years when the second hand prices have aligned themselves with my own finances, then we'll see. In the meantime I concur with my esteemed colleague Mr Simister: The Cayman is indeed the best driving machine that Porsche offers today. **PW**



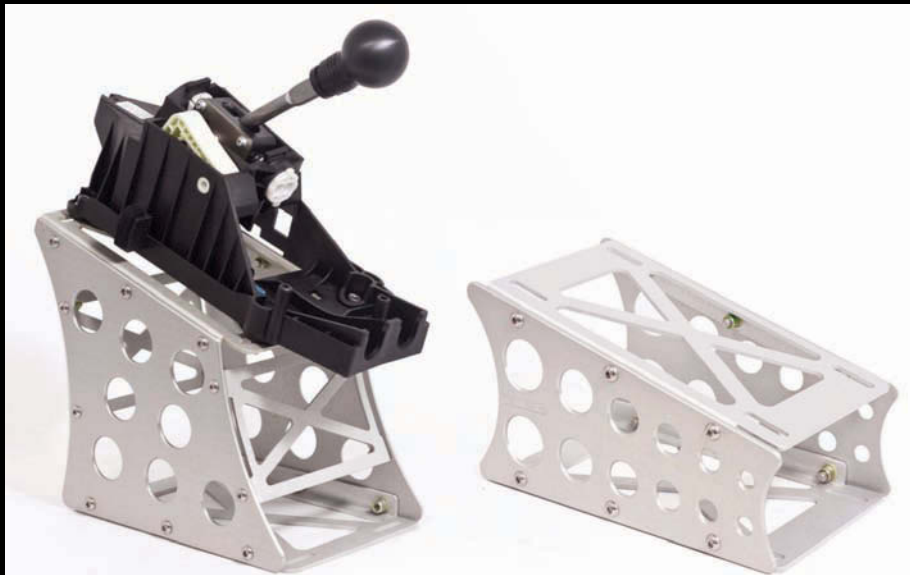




## Adjustable Gas Pedal

986/996/987/997/981/991/Pano

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.



## Shift Tower Riser

986/996/987/997

Rennline's Shift Tower Riser solves the problem of the shifter being too far away from the steering wheel for fast precision shifts demanded by hard track driving. By installing this shift riser you can enjoy quicker and easier shifting, with a feel similar to the factory cup cars. This unit is machined from aircraft grade aluminum and available in anodize or powder coat black finishes. All hardware included and installs in minutes with no drilling required. Note: This unit is not intended for use with the plastic center console installed.



## Billet Valve Covers

911/964/993/993tt

Tired of your wife nagging you about the oil puddles in the driveway? Rennline has the solution with our new billet, fully CNC machined valve covers. These valve covers are a direct bolt on replacement for your flimsy leaking factory covers, and are machined to accept the reusable OEM gaskets. With the corrosion resistant finish, chamfered edges, and tight gasket fitment, these valve covers are simply the best on the market. Available in Anodized clear or black finishes, or powdercoat red all with or without the fins brushed. Also included are the spark plug wire retainers and retainer hardware for a clean installation.





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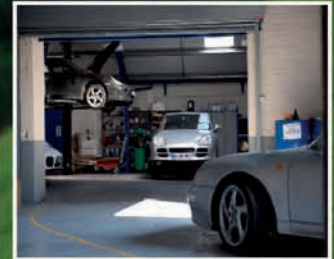
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# THE LAST RESORT

Bilster Berg, the world's newest purpose-built circuit, offers corporate clients driving heaven. We blitz bends and brows in a Boxster

Words: Johnny Tipler  
Photography: Antony Fraser



## BILSTER BERG CIRCUIT DRIVE

**Y**ou'd better have a strong stomach for this one. The left-hand plunge at Mousetrap requires a level of commitment normally reserved for the most taxing corners on the world's best circuits. The brand new track at

Bilster Berg Drive Resort is that good, a mini-Nordschleife, with twists and turns on a par with the likes of Laguna Seca's Corkscrew, Brands Hatch's Dingle Dell, or The Dipper at Bathurst's Mount Panorama. It's got all the accoutrements of a big time circuit – run-offs, gravel traps, tyre walls and Armco barriers, but its proportions are kind of petite compared with most modern tracks – more akin to an old timer like Oulton Park. And that's curious, considering it was designed by none other than Herman Tilke, the architect responsible for the rash of modern F1 tracks including Bahrain, Dubai and Shanghai. Unlike those asphalt androids, the latest German rollercoaster oozes character.

Dapper snapper Fraser and I have breasted the channel splash aboard a P&O ferry and whizzed eastwards for eight hours in a brand new Boxster press car. What a lovely tool this is, both for the long haul slouch and cross country dash, using auto for autobahn and PDK for backroad - and track, of course. We zoom in on Bilster Berg in the hilly Teutoburg Forest region and rendezvous with the circuit's genial PR Matthias Staiger for the guided tour.

The prime mover behind Bilster Berg Drive Resort is Marcus von Oeynhausen-Sierstorpf, a Count who wears his nobility lightly. His claim to fame is an impressive string of successes in international historic events with an E-type Jaguar. I first noticed him at the Algarve Historic GP meeting in 2010 when he showed the rest of the big banger fraternity a clean pair of heels. It's probably the quickest 'proper' lightweight E-type in classic racing circles. Last year Marcus won the Old Timer Marathon on the Nordschleife, with Walter Röhl's g11 and Jochen Mass's GT40 in hot pursuit, and I caught up with him for a chat at the Zandvoort Historic Grand Prix. His turquoise Jag bore the Bilster Berg logo, so I quizzed him about the project, and his enthusiasm

*Boxster 2.7 poses, but the real star of the show here is the new Bilder Berg circuit in Germany. It's a purpose built driving resort and matches the very best tracks in the world*



was infectious. As he waxed lyrical, I resolved to pay it a visit.

Located close to Paderborn in the county of North Rhine-Westphalia, the land was bought by the British Army in 1969, and used as an ammunition dump from 1973 to 1993, when the military gave the site back to the Federal Republic of Germany. The former owner, a schoolmate of von Oeynhausen, bought it back from

area to capitalize on his €25m investment and the creation of a test track was an obvious, if extremely ambitious, incentive.

His first port of call was Hermann Tilke in Aachen. No matter how jaundiced your view of modern F1 venues, Tilke is the man-to-go-to because he knows what it takes to get one built. At first he was dismissive, but von Oeynhausen insisted he come take a look. Having

“Hermann Tilke is the man-to-go-to because he knows what it takes to get a circuit built”

the Federal Republic of Germany. The 84-hectare site was criss-crossed with forest tracks and access roads, with a couple of dozen concrete blockhouses dispersed around the centre. A potential motocross venue, perhaps, but as a racetrack it didn't have a lot going for it. Marcus Graf von Oeynhausen had other ideas.

The concept began to gel about seven years ago when he and his pal visited the wooded wilderness on a mountain biking tour. Von Oeynhausen was in the throes of redeveloping the family's Gräflicher Park spa hotel, just 5km down the road at Bad Driburg, and the notion of attracting the automotive industry to the

walked the forest tracks, Tilke was fascinated and got to work on a scheme. Keeping the military infrastructure – access roads and blockhouses – as the nucleus, Tilke drew a sinuous course up and over the wooded hills. There was no hanging around: planning permission was granted in 2010, site clearance started in Spring 2011, by March 2012 they were laying tarmac, and it opened officially in April 2013. The 30 single-storey army blockhouses with their low-pitch rooflines have been converted and adapted as paddock garages and stores and apart from the first four buildings retained by the circuit they've been rented out to stakeholders; Matthias estimates that the British

*Fast and swooping with plenty of elevation change. This plunge down hill could be straight from the Nürburgring. Boxster proved to be an ideal track weapon*



## BILSTER BERG CIRCUIT DRIVE

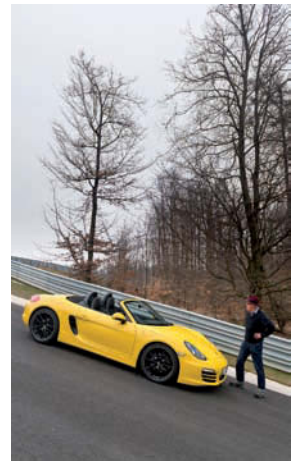
Army's legacy was worth some €11m. But how come Bilster Berg resembles the wilder aspects of circuits that no longer sustain the big time F1 – and the Nürburgring Nordschleife in particular? Matthias explains: 'When he's designing Formula 1 tracks Tilke needs to keep several issues in mind such as run-off areas capable of handling F1 speeds, positions for cameras, big advertising hoardings. We don't need to match those criteria here.'

It's cost €34 million to create Bilster Berg Drive Resort, and the funding has come from private investors. 'They're all petrol heads,' says Matthias, 'so they own several cars, from three to 30, and they've rented the blockhouses to garage their cars in.' It's a similar set up to country club circuits I've seen in the States, such as Joliet Raceway near Chicago and Monticello in upper New York state (which vied with Austin for the US Grand Prix), or, closer to home, Ascari in southern Spain. They boast serviced apartments, clubhouses, restaurants and garages on site too, most of which Bilster Berg can already match. For the time being, though, the timeshare aspect of the location will be the exclusive province of the circuit's shareholders; as Matthias suggests, 'the shareholders keep their cars at the track, and they think, "oh, the weather is fine, I can be there in two hours," and somebody is here to prepare the cars for them.' Eventually it's likely to open on a club basis for enthusiasts to rent for between two to eight weekends a year without necessarily being shareholders. As for racing, that's not currently in the frame: there are no grandstands, enclosures, car parking or toilet facilities. 'You can't really earn money from big race meetings,' asserts Matthias; 'best example of that is Formula 1.' However, Bilster Berg does have an eye on motor sport festivals like Goodwood and Solitude, which draw very large crowds, but until appropriate facilities for staging such attractions are in place, promotions such as car launches are likely to be the venue's most public

actions. As Matthias says, 'the focus first of all is to get the place up and running, and see how we're doing after the first year of operation. Some of the premium car manufacturers already have appointments here for car launches and their customer driving programmes.' That explains why it's neutral, publicity-wise: there's not a hint of advertising hoardings or banners: one company's promo would put off another at a product launch. In fact it's taken Bilster Berg management many months and a court case to gain permission to operate under strict noise limits. So, for the moment, it'll be the province of shareholders and corporate events along the lines of Goodwood Festival of Speed, and industry days where manufacturers can test and launch new models, as well as trackdays and driver training. The advantage of deploying test cars on a shorter circuit is faster turnaround time if handling adjustments need to be made, though Matthias claims Bilster Berg would never set itself up as a Ring rival.

The circuit employs 20 staff, half of whom are technicians and half deal with admin. Catering is the responsibility of Gräflicher Park Hotel & Spa, who deploy 15 staff at Bilster Berg. There are also 30 track marshals provided by an outside contractor, plus security and cleaning staff, amounting to around 80 people. Marshalling is backed up by 26 cameras that monitor the track, automatically activating lights mounted in yellow posts, flashing the same colour signal as the marshals' flags to warn drivers of upcoming incidents.

It's a decent length, too: a lap is 4.2km long, with 19 corners and rise and fall of 70m in altitude. The corners flow into each other, enabling a fluency of rhythm going from turn to turn. They're phased so you get batches of two or three bends one after another, separated by straights, a couple of which are long enough to relax and reflect. The Armco barrier that runs around the circuit is composed of three tiers of brand-new galvanised steel, and several corners are



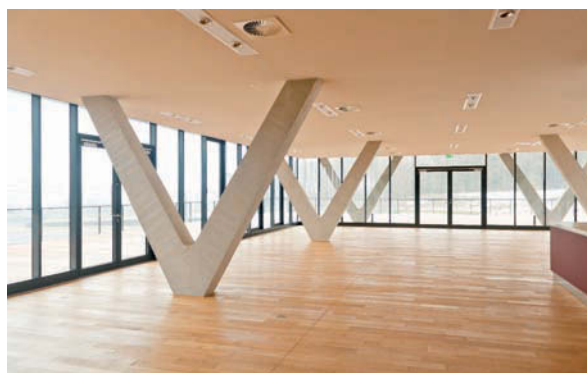
*Above: That's steep! Tipler struggles to keep upright. Below: Here comes the snow: The beginning of a very slippery trip home and a winter tyre lesson learned. Below left: Tipler's got some new driving gloves!*



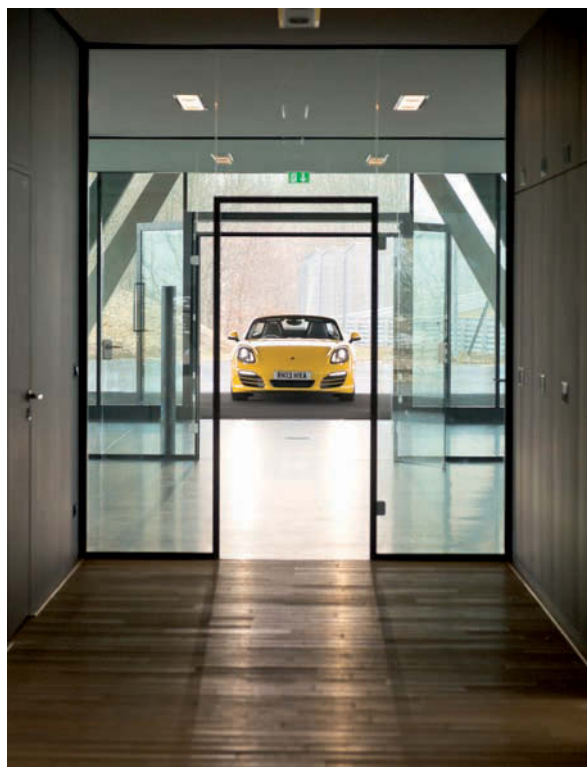


lined with a formidable black tyre wall – the tyres aren't actually visible because they are neatly clad in black conveyor belt material – and fronted by gravel traps and grass run-off areas. It's a technical course, with a few double apexes and unsettling cambers on the exits of some corners, though it's very satisfying to get them right. The track also undulates over 44 hills and troughs, so there can be 200 metres of changing altitude in one turn. As Matthias says, 'there is no section which is completely flat; it either goes up or down or there is some camber to it.'

We join him in the circuit's Cayenne for some exploratory laps. There's a pit lane on either side of the start-finish straight, with adjacent paddocks and a petrol station on the right hand side. The grid and startline is to be marked out 30-metres before the footbridge. Some of the corners are named, such as The Mousetrap and Pig's Crossing, though they're identified by their German names – Mausfalle and Sauwechsel; the latter is so named because when Tilke visited the site for the first time he was startled by a troupe of wild boar passing in front of him. Another corner, Die Hermannsschlacht, commemorates the significant rout of Roman forces around 9AD by local Germanic tribes led by Hermann the Cherusker in



Teutoburg Forest. Turn 1, Kugelkopf, is the slowest corner on the circuit and coincides with the pit-lane exits. Soon afterwards on the left comes the link road that joins the latter part of the circuit, were it to be split in two for separate events – the 1.8km Western Loop and 2.4km Eastern Loop – overlooked by Race Control and restaurant. Then comes a blind crest and a couple of swooping bends, and we whizz past the Clubhouse on the right onto a long downhill straight. Towards the end of the straight there's an optional chicane to moderate speeds depending on the nature of the event or disposition of customers. We carry our speed into a long lefthander – the Mutkurve – not dissimilar to Spa's Pouhon, which Matthias predicts can be taken flat at around 180kph. 'This might be the most difficult turn on the track,' he says, 'because you have a difference of 11 metres in altitude from the entrance to the exit and the radius changes twice, so it gets tighter at the end.' We gather speed, charging down a long straight that veers right before hooking beautifully left, and on up into an uphill right, catapulting rapidly towards a blind crest... This unnerving situation requires a deep breath, because it's the prelude to the Mousetrap, a fearsome plunge, arcing tight left into a trough, and instantly soaring



## WINTER BOOTS ON

Thank heaven for the Boxster's power hood. We'd just finished the photoshoot as the first flakes began to fall, and by the time we drove away from the circuit a white veil masked the scenery. Who'd have thought it, a blizzard in late March? Visibility was down to a couple of hundred metres, and the car sashayed this way and that as my cavalier colleague tested available grip levels. A slow journey seemed in prospect, at least till we reached the autobahn. Think again: we'd gone about 5km when we reached a gentle gradient, accessed off a momentum-sapping hairpin. We were going nowhere: the wheels spun and we ground sickeningly to a halt. And then came the inexorable, slithering descent – backwards. There was nothing Ant could do; we were like curling stones, helpless as the car slewed sideways, popping its inside wheels off the road. Fortunately there was nothing behind us, though it was a busy B-road. Everyone else was easing up and down the hill, and the difference was, without exception, they all had winter tyres on. Ant called the RAC's international emergency number and they helpfully contacted the ADAC breakdown squad. The glitch was that we weren't actually broken down, and since we weren't shod with winter boots, they might not legally be able to help us. Woe betide us if the cops came by – winter tyres are compulsory in Germany and insurance is invalid in the event of an altercation. There appears to be no official dateline for winter rubber, though most Germans seem to keep them on till April. I phoned Matthias at Bilster Berg and he kindly dispatched a couple of colleagues with a 4x4 who hauled us off our corner. Best advice was another night in a hotel and wait for a thaw. Gingerly we headed back downhill towards Bad Driburg. Ant paddle-shifted from 2nd to 1st, and the Boxster rotated 90 degrees and slid backwards into a brewery yard. How bad can that be? In six inches of snow it wasn't that helpful! An hour later the ADAC flatbed arrived, and after much slipping and sliding the Porsche sat on the truck back. Ant paddle-shifted from 2nd to 1st, and the Boxster rotated 90 degrees and slid backwards into a brewery yard. How bad can that be? In six inches of snow it wasn't that helpful! An hour later the ADAC flatbed arrived, and after much slipping and sliding the Porsche sat on the truck back. He dropped us at the Autobahn at Paderborn and, 150 miles later, beyond Essen, we'd run out of the white stuff and could get the hammer down. Rather smugly I hoped we'd find more snow in the UK so I could feel vindicated by the Peppermint Pig's still-present winter trotters, but we were a few days too early, and when the big dump came, as luck would have it, Norfolk largely escaped. Damn!

*Left: Bilster Berg Circuit's genial PR man, Matthias Staiger. Above and left: Circuit buildings are empty at moment, but all the facilities are present and correct and to a very high quality*



# BILSTER BERG CIRCUIT DRIVE

upwards into Steilwand right-hander. Think Brands' Paddock Bend or Spa's Eau Rouge, only more compact – though no less daunting. Another blast down the back straight, jink right, curve gracefully left into Turn 19, the final uphill lefthander – and this one really tightens up on itself – and we're back on the start-finish straight. It's a thrilling circuit, no mistake, and having the right car to learn it in is a bonus.

On track this fully-spec'd Type 981 Boxster is a fabulous hoot; the up and down seven-speed PDK paddle shifts are very nice to use because I can be in whichever gear I judge appropriate for the approaching corner, flicking down before entry and up again at the exit. "Bowm! Bowm!" go the gearshifts in rapidfire succession – very satisfying aurally as well as physically. This sports car excites at every level: acceleration from the 2.7 flat-six takes 5.5s going from 0 - 60mph; it's responsive, turn-in and steering control are absolutely spot on, it's agile, grips and handles well, while braking is supremely efficient. With 265bhp it's powerful enough on this unfamiliar circuit, and though it's a bit of a boomer at cruising revs on the autobahn, it's a superb grin-machine on the ultra smooth Bilster Berg blacktop.

There's another explanation why this is not your average Tilke-style circuit: just as Monticello sought the vision of Brian Redman, and the Barber Motorsports Park circuit at Birmingham, Alabama, solicited advice from a number of top-line drivers at the planning stage, including John Surtees, Bilster Berg can cite ringmeister Walter Röhrl as a contributor to the track's swerving groundplan. The Porsche wizard's influence tiptoed over into their website too: check it out for a simulated lap in a classic 911.

The project's been thoughtfully considered in other ways too. Even wildlife displaced by the construction is

catered for: beyond the circuit's animal-proof perimeter fence lie over 100 hectares of ecological pay-back, a woodland trade-off Bilster Berg made with the environmental lobby as haven for fauna and flora. Black bat boxes deck the trees. The circuit also has its very own herd of Galloway cattle stationed there, hardy enough to live outside all year and contribute to the eco system.

Another reason there's no racing in the pipeline yet is the swingeing noise regulations. The laws are strict, and here at Bilster Berg the responsibility for calibrating and measuring decibels is down to local officialdom. Normally a circuit is charged with monitoring the roar figures itself and ensuring the proscribed limits are not exceeded. For instance, Brands Hatch track days limit road cars to 92db drive-by and static at 105db, and noisy cars don't run. At Bilster Berg it's the local officials who monitor the sound volumes via the circuit's round-the-clock noise recording system that has a direct, online link with the local administration centre. That meant we could bring our Boxster but anything more raucous that we hoped could 'tag along' was barred – for now. It's like they have a noise account with a maximum decibel figure for the day, and each car driving on the track withdraws noise points from that account, and if the account falls to zero everything must stop. So, in theory, they could have a few very noisy cars burning off the decibel quota in just a few laps, or a full day running silenced road cars. In short, the less loud the car, the more track time it gets.

I'm very much up for another go round this fascinating circuit, so, next time, I hope the noise factor will not be an issue and I can bring a 'Porsche with attitude'. Corporate entertainment heaven it may be, but it's also one hell of a race track! **PW**

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Tel: 0049 5253 9739001  
Web: [www.bilster-berg.de](http://www.bilster-berg.de)

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*Bilster Berg is a great circuit, but as is often the way these days, it won't actually see any racing. While that was never the plan, noise issues would have made it an impossibility. Still, as a test, corporate and track day resort venue, it will do just fine. We predict a lot of Porsches lapping here*



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THOMAS SCHMITZ: 964 RS MAN

## BEST SELLER

At launch the 964 RS was misjudged and maligned, according to TJS's Thomas Schmitz, but British trackday fans sparked its renaissance. Over the past 15 years he's become a key purveyor

Words: Johnny Tipler

Photography: Antony Fraser

One man's meat is another man's poison. Some dealers specialise in classic Porsches, others won't touch anything older than ten years. A few more hedge their bets and stock some of each. It takes a brave man to specialise totally in one model – and an even bolder one to concentrate on a derivative of that model. But that's what Thomas Schmitz has been doing since the mid-1990s, witnessing

the 964 RS's transformation from Porky pariah to perfect Porsche. We braved the January snows to visit him at his showroom at Telgte (pronounced Telchter) near Münster in northeast Germany. Tall, suave, chiselled features, Thomas sports a Rubystone Red jersey the same hue as a couple of the 964s in his showroom. He speaks fluent English, learned whilst growing up in Bonn where the US Embassy and an American girlfriend were major influences,



not to mention American Football till injury intervened.

Nevertheless, this particular language skill played a big part in the direction his business took: 'I don't speak French so if I do business in France I speak English, and I don't speak Japanese, but since we do a lot

belong) on the left simply adapt accordingly.

Thomas's next revelation was that virtually all the RSs he sold went through the same person, and that was Adrian Palmer. It was no coincidence that, at the time, Adrian handled the RS register on behalf of Porsche Club of Great

proper Porsche 911 with charisma and character but without the downsides of the '70s cars. There's no rust apart from the windscreen corners, they've got proper brakes, no magnesium crankcases which crumble and leak, no problems buying parts, extremely high build quality,

prospective cars turned out to have been damaged and poorly repaired, or were dogged with inaccurate provenance, so their reputation consequently suffered and they moved on. 'My hobby is my job, so I try to do it as well as possible,' he maintains. If the worst does happen and

## “In the mid-'90s, the pound was strong and the euro weak, and Thomas became aware he was taking a lot of UK calls”

of business in Japan, I speak English there too.' Even the TJS logo has English stylistic connotations: Thomas was a JPS Lotus fan in the mid-'80s and he designed his logo to match.

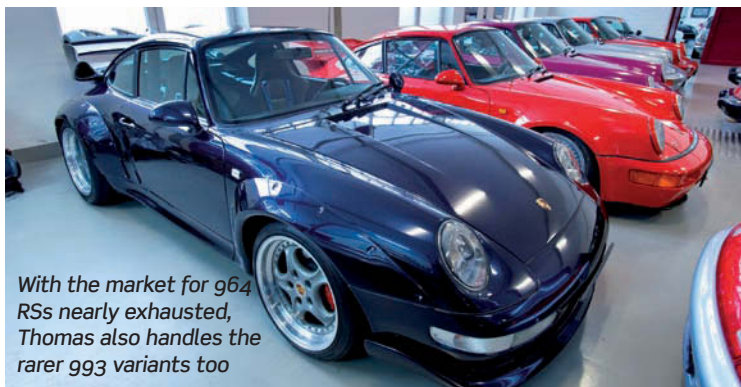
In the mid-'90s, the pound was strong, the euro weak, and Thomas became aware that he was taking rather a lot of calls from the UK from people wanting 964 RSs. Pretty soon he cottoned on that they were trackday enthusiasts who weren't bothered whether the steering wheel was on the right or the left. The breathed-on, lightweight version of the 964 wasn't ever configured as a right-hooker, but car park barriers and tollbooths are rare enough in Blighty for that not to be too big a deal; on the road, those of us with steering wheels (where they

Britain, having worked as an F1 and F3000 engine developer and builder during the mid-'80s. Soon enough, Thomas explains, a rapport was established: 'Adrian had a bunch of friends who were all into RSs, and he asked me whether I could help UK club members to find really good cars. Mainly I sold directly through Adrian, so club members were able to buy RSs much cheaper than other sources. I sold many cars to England between '97 and 2004, and I would say that 60- to 70-percent of TJS's business was in the UK.'

Thomas calls the 964 RS a modern classic. 'The advantage of the modern classic, compared to a vintage classic like the pre-impact bumper 911s – or a contemporary car like a 997 – is that you got the best of both worlds. You've got a

thrilling to drive, very good performance, and still delivering that real Porsche feeling.' Whilst undoubtedly efficient, Thomas feels that modern cars lack charm. He's happy to handle 964s and 993s, about which he knows chapter-and-verse, but has no interest in being in competition with Official Porsche Centres. 'I stay with the cars I really love, and I try to fill this market niche as well as possible, to be number one or number two. I've had some competition over the years but that's almost all disappeared! He thinks that's because it's such a specialised arena and therefore too much work and too much aggravation finding exactly the right cars, making dealers loose interest and shy away; or else traders didn't do their research thoroughly enough and

something goes awry, Thomas is prepared to take the flack: 'of course, because we're dealing with technical goods with 5,000 mechanical parts, one item can break. We do specify in our contracts that if you use the car for racing there is no kind of warranty anymore. But in the first instance you've got to check it properly, and that means you have to have the knowledge and the experience, and then if something does go wrong you have to stand up and say, "ok, it's my mistake," hand it over to the Porsche specialist, have it repaired and send me the bill. I've been doing this for the last 17 years and I've never had to deal with a lawyer for any reason. We had a guy from England who collected his car and then his clutch broke on his way home just before



With the market for 964 RSs nearly exhausted, Thomas also handles the rarer 993 variants too



No it's not a Porsche, but you've got to love a Group A BMW E30 M3

## THOMAS SCHMITZ: 964 RS MAN

Calais, so we sent someone to pick him up, the car went into the nearest Porsche garage and had a new clutch fitted; we paid the bill, we paid his hotel, and sent him off again. That's public relations, and that was the best endorsement we could have made for the business.' And it's a recipe that works: since 1996 his sales tally includes around 500 964 RSs, about 250 of the 993 RS and 25 of the 993 GT2. Just to put that into perspective, Porsche built 2051 examples of the 964 RS, 100 units of the 964 RS 3.8, 274 of the 993 RS, and 202 of the 993 GT2, so a fair proportion of all the cars made have passed through his hands at one time or another.

But what of the product itself? Thomas astutely anticipated the business potential of selling a model that, for more than a decade, was not the flavour of the month it is now. He got in on the ground floor, so to speak, and is now up in the penthouse. In the past few years the 964 RS has become a global phenomenon, and values of standard 964 C2 and C4s have risen in consort, while the even more exotic 964 3.8 RS Club Sport and RSR derivatives are almost out of sight. 'Good cars start at €80-85,000 at the moment, and I think they will continue to climb,' he believes. The most expensive 964

RS Thomas has sold was a white car on 14,000kms for €165,000. 'The 964 has also taken off in Japan,' he says, 'and I think the 964 RS hype would not have happened without the Brits, because in Germany in the late-'90s nobody wanted a 964 RS.' Underwhelmed by the 3.2 Carrera Club Sport, the market was ripe for a new 911 RS by 1990, but Thomas cites a palpable anticlimax when the 964 RS hit the street: 'when they came out, everybody was, like, oh wow, here it is! And all the people who had a 2.7 Carrera RS when they were young but had to sell because of house and family, or people whose parents had a 2.7 RS who, by the '90s had a lucrative career, they bought the 964 RS, and then it hit them: the car is relatively stiff, no power steering, no air conditioning, and they were forced to accept the fact that 20 years had gone by, and they were 20 years older! It wasn't just rose-tinted spectacles; elements of the media were disillusioned too: 'there were some magazines, saying, "oh, this car is a joke, it costs 30-percent more than a normal Carrera 2, yet it has less equipment, the suspension is so stiff that you lose your fillings when you drive on a B-road," and people jumped on the bandwagon to dismiss what was actually a

good car. We call them bar stool prophets; they'd never driven one and they didn't understand what the car was about.'

It's not just the lowered stance and lack of rear seats and sunroof that define the 964 RS: other concessions to lighter weight and greater alacrity include a seam-welded shell, lack of sound-deadening, thinner glass and aluminium bonnet, magnesium Cup rims, bigger brakes, limited-slip diff, blueprinted and re-chipped engine, lightweight flywheel and so on, with slight variations depending on whether the car is ordered as a Carrera Cup, Touring or Competition version. That adds up to a fairly uncompromising specification, aimed at racing buffs and hence daunting for the uninitiated.

It was Britain's trackday culture that tipped the scales: 'The Brits understood the 964 RS was a car that can go very well on the road and can be very quick on track; it's also very reliable, a lot of fun to drive, and yet it was unappreciated.' Even in Germany the Porsche Centres called Thomas when they took one in as a part exchange; it's not on the radar of customers wanting modern Porsches, so an RS could sit unsold for over a year. 'For instance, Porsche Dortmund called and they said, "Thomas,

we've got an RS on the forecourt and nobody wants it, please come and buy it;" and I asked them how much, and the salesman said, "we don't care, you name the price, we just want to get rid of it." And after we'd checked the provenance the deal was done.'

Eventually the message got through. After the Japanese came the Swedish, then the French, and suddenly the Germans woke up and realised what a great car the RS is; 'but by then, almost all of them were gone, so prices went up for the remaining cars, and now it's not a question of selling them, it's a question of finding good cars.' And then there's China. 'At the moment they are not allowed to import cars which are older than three years - that's the law in China. Seriously rich people in China have already realised what's going on in the classic car market so they have started to buy, but because they cannot bring them in they store them in Hong Kong which has a different law, and whenever the law changes in China allowing classic cars in they'll collect them from Hong Kong, or they can go to Hong Kong at the weekend and drive them there.' The international financial situation provides another motive for acquisition: as investments classic cars have performed better than almost any



The 964 3.8 RSR is super-rare and super-valuable. Rubystone Red remains one of the most popular 964 RS colours, while silvers and reds command less of a premium. Right: That's what you call an engine!



other commodity. 'On the continent people are afraid of what could happen with the euro and rampant inflation, so when the stock market is not working properly and bank interest rates are meagre, modern art and rare classic cars become attractive hedges. As long as you buy something that is rare and sexy you can't go wrong, and the 964 RS, the 993 RS and the 993 GT2 or the 964 Turbo S Lightweight fulfil all these points.'

Thomas is clearly a natural at this business. Graduating from Alfa Romeo Giulia Sprint GTs and Spiders, he bought his first Porsche aged 21, a 911SC, followed by several 3.2 Carreras including a wide-bodied Super Sport. Next came a blood orange 930 Turbo 3.3, and when he sold his fashion business in 1996 he bought his first 964 RS for 40,000DM (€20,000). It was Guards Red with 42,000 kilometres, an ex-Porsche staff car, peculiarly spec'd with a single child seat in the back. Just two RSs were configured that way at the time – one maritime blue, one red, and on checking with the factory Thomas

*Below: Checking out the 964 RS bible. Magnesium Cup wheels are the real deal. Rubystone Red jumper is Thomas's homage to favourite 964 RS colour*

was delighted to find the red one he'd just bought was indeed one of the pair. The blue one was made for Porsche's head of distribution and the red one for his wife. How's that for lucking into a car with a unique provenance?

As the RS has been reassimilated within Porschedom and enjoys a growing appreciation in the classic car world, its status in the marketplace has shifted accordingly: not only has it become a harder beast to find, its values have soared. 'You can find RSs, there's no doubt,' says Thomas, a touch wistfully, 'but the seriously good cars are very difficult to source. It's like searching for a needle in a haystack, but that is part of the attraction for me. Barn finds do not exist anymore in the Internet age. If someone says, "oh, it was a barn find," in my opinion that was a charade. And the market has totally changed; it's graduated from the trackday fanatics, so now, on the Continent nobody uses them for trackdays anymore because they are too valuable. Real enthusiasts and collectors buy them as a mobile investment.' That's had a marked effect on how the quality of a prospective car is perceived and appraised: 'Years ago it had simply to be an authentic RS, not a replica and not an RS America, it just had to look

nice and work properly. Then later, buyers wanted original matching numbers cars, but now everybody turns up with a paint gauge and it has to be first paint everywhere, and that's sent values up and up, and the upshot is that prices are five times as high as they were in the mid-'90s.' Assessing cars demands a close attention to detail and in depth knowledge of the 964 and 993 chassis and running gear: 'because in the past a lot of people bought these cars for trackdays, especially from the UK, Sweden and France, you've got to make sure the car was not badly beaten up and poorly repaired.' History and provenance is equally important, because it's relatively simple to manipulate aspects such as the mileage. 'Originally we never bought a car without a service book, but now the service book on its own is not enough; now for every car we sell we include a dossier with the complete history of the car.' It's basic stuff, but easy to overlook: 'when we buy a car, we do a report on it, we measure the paint, we check the panels are ok, we look for blemishes, and we check matching numbers for engine and gearbox before we do the deal because we want to be sure what we're buying. Originality is paramount: we look for the correct rims, assess tyre wear,

brakes, and if something is not correct we mark it down.' This quest for perfection is constrained by volumes. Only 2051 units were made, of which probably only 35-percent still wear their first paint, fewer are low mileage, fully documented and finished in one of the favourite colours like maritime blue, mint green or Ferrari yellow, rather than black, dark blue or Guards red.

As the supply of top grade 964 RSs dried up, TJS embraced the 993 and its derivatives, and there were several interesting versions in the showroom when we called. Visually, though, the 964 with its pert headlights and rounded styling cues is the last of the classic 911s, and good ones are almost on a par with the 993 in the marketplace. What's more, the 964 RS is revered as an icon, and Thomas Schmitz is happy to dine out on the status he's helped it achieve. **PW**

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### PORSCHE PANAMERA TURBO

**2009 - PANAMERA TURBO (CARBON GREY) TIPTRONIC 12,000 Miles**  
Luxor Beige Full Lthr Intr, Brass Aluminum Interior Look, PDK 7 Speed Automatic Gearbox, Sport Mode Sport Plus, PASM/PSM/Burmester Upgraded Soundsystem, Htd and Ventilated Seats (Front and Back), Full Climate Control (4-zone), Rear and Front Parking Sensor, Rear Privacy Glass, Keyless Entry, Keyless Go, Rear Wiper, Memory Electric Seats, Porsche Crsded Headrests, Ipod Connector, SatNav (Touch Screen), PCM Module, Separate Telephone Module, Colour Map display in instrument Cluster, M/F/S Wheel, Central Console in Leather, Automatic Rear Window Blind, CD Changer, Compass, Int. Colour Matched Seatbelts, Turbo Exhaust, 19" Turbo Porsche Alloys.

### PORSCHE 997 - GT3/TURBO / C4S / C2S / C2

**2008 - 997 TURBO COUPE TIPTRONIC (MACADAMIA BRONZE) 28,000 Miles**  
ONLY 1 PREVIOUS KEEPER, Full Savannah Beige Lthr int. with Blk Lthr Dashboard, TPC/ PASM/PCM-Sat. Nav/Telephone/BOSE, Fully Electric Memry Seats/Sunroof/ White Dials/Rear Wiper/Xenons/Tracker, 19" Turbo Alloys, FFSH.

### 2008 - 997 TURBO COUPE TIPTRONIC (BASALT BLACK) 29,000 Miles

Full Black Lthr Intr, BOSE Upgraded Soundsystem, PASM/PSM/PCM-Sat. Nav. Telephone, Fully Electric Memory & Memory Seats/ Multi-Function S/Wheel, Sunroof, White Dials, Rear Wiper, Xenons, Climate Control, 19" Turbo Alloys, Rear Parking Sensors, Tyre Pressure Monitoring System, Tracker, FFSH, Recently Serviced, with New Tyres Fitted.

### 2007 - 997 TURBO COUPE MANUAL (COBALT BLUE) 35,000 Miles

Metropole Blue Lthr Intr, PSM/PCM-Sat. Nav/PASM/Telephone, Htd/Electric/Memry/ Sprts Seats, BOSE/DVD/CD Player, Rear Wiper, Carbon Ceramic Brakes, White Dials, Xenons, Sport Chrono Plus, Ipod Connection, Sunroof, 19" Turbo Alloy wheels, FFSH.

### 2007 MODEL - 997 TURBO COUPE TIPTRONIC (ATLAS GREY) 43,000 Miles

Black Lthr intr, PSM/PCM/Sat. Nav/Telephone, Sports & Heated Seats, Part Electric Seats, Sunroof, Rear Wiper, White Dials, Porsche Crested Headrest, Climate Control, Traction Control, Rear Parking Sensors, 19" Turbo Alloy Wheels, Full Porsche Service History.

### 2009 - 997 C4S CABRIOLET PDK (GEN II) (BASALT BLACK) 26,000 MILES

Full Blk Lthr Intr, PDK 7 Spd Double Clutch Transmission (Porsche Doppelkupplung), PCM/Voice Control Extended Satellite Navigation (Touch Screen), BOSE, Ipod and USB attachments, Telephone Module (Bluetooth), Computer, Sport Seats, Rear Park Assist, Cruise Control, Heated Seats, 19" Porsche Sport Design Alloys, Xenons, FFSH.

### 2008 - 997 C2 CABRIOLET PDK (GEN II) (CREAM WHITE) 14,000 Miles

Full Black Lthr Intr, PDK 7 Spd D/Clutch Trnsmssn (Porsche Doppelkupplung), PSM/PCM-Extnd Sat. Nav(Touch Scrn)/Tel Module, Ipod and USB Connections, Computer, 3-spoke Sprt S/Whl, Fully Electric Memory Seats, Rear P/Assist, AC, 18" P/Carrera Sprt Alloys with Cir Crstd Whl Cntrs, Xenon, LED Daylights, Wind Deflector, Tracker Fitted, FFSH.

### 2009 - 997 C2S COUPE (GEN II) PDK (BASALT BLACK) 21,000 Miles

Full Black Lthr Intr, PDK 7 Speed Gearbox, M/F Steering Wheel, Xenon's Light, Rear Privacy Glass, Upgraded Exhaust, LED Day Lights, Tracker Fitted, Climate Control, PASM/PSM/PCM- Touch Screen Sat. Nav/Htd Seats, Rear Parking Sensors, Ipod Connection (Universal Audio Interface), Bose Upgraded Soundsystem, White Dials, 19" Turbo Alloys (Diamond Cut), A set of New Tyres Fitted, 2 Previous Owners Only, Full Official Service History , with a recent service.

### 2009 - 997 C2S COUPE PDK (GEN II) (METEOR GREY) 32,000 Miles

1 Owner From New, PDK 7 Speed Dual Clutch Gearbox, Full Black Lthr Intr, BOSE Upgraded Soundsystem, Ipod Connector (Universal Audio Interface), Htd Seats, Sports Chrono with Sprts Exhaust, PASM/PSM/PCM with Touch Screen SatNav, White Dials, Fully Electric Memry Seats, 19" 5 Spoke Porsche Alloys with New Tyres and Coloured Crested Wheel Centres, FFSH.

### 2008 - 997 C4S CABRIOLET MANUAL (BASALT BLACK) 10,000 Miles

Full Savannah Lthr Intr, Sports Chrono Pack, Sprts Exhaust, BOSE, CD Changer, PSM/PCM-Sat Nav, Telephone M/F/S/Wheel, Memory Seats, Fully Electric Seats, White Dials, R.Park Assist, Xenons, 19" Porsche Sport Design Alloys with Colour Crstd wheel Cntrs, FFSH.

### 2006 - 997 C2S CABRIOLET MANUAL (BASALT BLACK) 35,000 MILES

Black lthr Intr, Sport & Htd sseats, PSM, PCM-Sat.Nav. white dials, park assist rear, 19" carrera Alloys, CD Changer, Full Porsche main dealer service history.

### 2007 - 997 C2 COUPE MANUAL (SEAL GREY) 37,000 Miles

2 Previous Owners only, Full Black Lthr Intr, PSM/PCM-Sat. Nav.Telephone Module, CD Changer, Part Electric Seats, Rear Parking Sensors, White Dials, 19" Carrera Alloys, Colour Crested Wheel Centre Caps, Tracker Fitted, FFSH.

### 2005 - 997 C2 CABRIOLET TIPTRONIC (ARCTIC SILVER) 41,000 MILES

Full Black Lthr Intr, PSM/PCM-Sat Nav/Telephone, Cruise Control, BOSE Soundsystem CD Changer, Multifunction Steering Wheel, Heated Sports Seats, Electric Memory Seats Xenon Headlights, 19" Carrera Alloy Wheels, Full Porsche Service History.

### PORSCHE 996 - GT3 / GT2 / TURBO / C4S / C2 / C4

**2003 - PORSCHE 996 GT2 (BASALT BLACK) 20,000 Miles**  
Full Black Leather Interior, Electric Windows, Climate Control, Rear Roll Cage, Porsche Radio with CD Player, 18" GT3 Alloy wheels, Full Service History (Just been Serviced)

### 2004 - 1988 PORSCHE 996 GT3 (ATLAS GREY) 29,000 Miles

Comfort Specification, Full Blk Lthr Intr, Porsche Crsd Sprt Bucket Seats, Guards Red Seat Belt, Porsche CD Player & Radio, AC, 18" GT3 Alloy Wheels with Cloured Crstd W/Cntrs, On-Board Computer, Original GT3 Rear Spoiler and Front Splitter, FFSH, Only 2 Owners From New, Recently Fitted Tyres.

### 2004/54 - 996 TURBO 'S' MANUAL (BASALT BLACK) 19,000 Miles

Full Black Leather Int. AC, Bolt in cage-strndRd Porsche equipment cage, Bilstein PSS10 lowered suspension, Performance Friction 350mm Brakes, Porsche GT3 Nomex Buckets Seats With 5 Point Seat Belts By Willems, Had a Full Engine Rebuild, Standard K24 Turbos, Standard Fly Wheel With an Updated Clutch, Very Low Mileage, Only 1 Prev. Owner.

### 2003 - 996 TURBO COUPE MANUAL (BASALT BLACK) 45,000 Miles

Black Leather Interior, PSM/PCM-Sat.Nav/Telephone/On-board computer, Bose sound system, CD Changer, Cruise Control, Sports Seats, Heated Seats, Alcantara Headlining, Sunroof, Xenons Rear wiper, Rainsensor, FFSH.

### 2003 - 996 TURBO COUPE TIPTRONIC S (COBALT BLUE) 33,000 Miles

Stone Grey Lthr Intr, PSM/PCM-Sat.Nav/Tel.Module, BOSE, CD Chngr, Sunroof, Porsche Aerokit R/Spoiler, Fly Electric & Memory Seats, Electric Windows & Mirrors, R/Parking Snrs, Xenon, FOPSH, (Just been serviced), 2 Former Keepers Only.

### 2003 - 996 TURBO CABRIOLET TIPTRONIC S (BASALT BLACK) 49,000 Miles

2004 Chassis Built, Full Black Lthr Intr, PSM/PCM-SatNav/Telephone, Rear Parking Sensors, Heated Seats, Full Climate Control, On-Board Computer, Cruise Control, 19 997 Turbo Alloys, Porsche and Specialist Service History

### 2002 - 996 TURBO COUPE MANUAL (MERIDIEN SILVER) 44,000 Miles.

Mid Grey Leather Interior (PCM/PSM/Sat Nav/Tel.Module) BOSE Sunroof White Dials Computer Climate Control Xenon Headlights 18" Turbo Alloys (OPC Service History)

### 2002 - 996 C4S COUPE MANUAL (MIDNIGHT BLUE) 48,000 Miles

Full Blk Lthr Intr, Fully Electric & Memory Seats, Bose Sound System, Climate Cntrl, PSM/PCM-Sat.Nav/ Telephone, Rear Wiper, FSH

### 2002 - 996 TARGA TIPTRONIC (ARCTIC SILVER) 52,000 Miles

Full Blk Lthr Intr, Fully Electric & Memory Seats, Bose Sound System, Climate Cntrl, PSM/PCM-Sat.Nav/Telephone, FSH.

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

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

### 1998 - 993 TURBO COUPE MANUAL (FOREST GREEN) 34,000 Miles

Cashmere Beige Lthr Intr, Porsche Exclusive Carbon and Aluminium Pack, White Dials, On Board Computer, Sport Seats, Turbo Crests On The Back Seats, Alpine Upgraded Stereo, AC, Sport Classic 18" Wheels, 10Owner, FFSH

### 1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles.

Grey Leather Interior Wood Package Electric Sunroof/Seats Sports Seats Cruise Control Upgraded Becker CD Player/Bluetooth/Speakers/Sat-Nav/Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

### 1998 - 993 C2S COUPE TIPTRONIC (ARCTIC SILVER) 59,000 Miles

Full Grey Lthr Intr, Original Porsche CD Player & Radio, Electric Seats, Center Console Armrest in Leather, Electric Windows/Mirrors, Climate Control, Sunroof, Rear Wiper Original Carrera S Engine Lhd, 18" Carrera Alloy Wheels, Full Main Dealer Service History, (Just Been Serviced at an OPC.)

### 1996 - 993 C2 COUPE TIPTRONIC (IRIS BLUE) (VARIORAM) 73,000 Miles.

Black Leather Interior On Board Computer Upgrade Stereo & CD Changer Electric Windows Electric Mirrors Electric Sunroof Climate Control 16" Carrera Alloys (OPC & Specialist Service History)

### 1996 - 993 C2 TARGA TIPTRONIC 'VARIORAM' (TURQUOISE) 83,000 Miles

Marble Grey Leather Interior, Electric Glass Targa Roof, Electric Seats & Mirrors, Porsche Stereo, A/C, Rear Wiper, On-board Computer, 17" Targa Alloy Wheels, Full Specialist Service History with recent service 12/2011

### 1995 - 993 C2 COUPE MANUAL (GRAND PRIX WHITE) 92,000 Miles

6 Speed Manual, Dark Grey Full Lthr Intr, Upated Kenwood Soundsystem, External Audio Connector (Ipod, MP3 etc), Rear Wiper, Central Locking with Immobiliser, Sunroof, 17" Targa Alloys, New Tyres Fitted, Full Porsche and Specialist Service History.

### 1995 - 993 C2 COUPE TIPTRONIC (MIDNIGHT BLUE) - 55,000 Miles

VARIORAM, Tiptronic, Marble Grey Leather Interior, Electric Mirrors/Windows, Updated Sony Stereo Player, (AC), Rear Wiper, 17" Porsche Cup II Alloy Wheels, Full Service History, Recently Serviced

### 1989 - 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX) 124,000 Miles

Manual Gearbox, Matching Numbers Emple, Iris Blue Metallic, Full Beige Intr, Matching Dark Blue Hood, Fully Electric Softtop, Electric Windows/Mirrors, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, 10 Years With The Same Owner.

### 1989 - 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX) 92,000 Miles

Manual, Matching Numbers Emple, Black Metallic, Full Black Intr, Matching Black Hood, Fully Electric Softtop, Electric Windows/Mirrors, Period Correct Fuchs Alloy Wheels, Full Service History, 21 Years With The Same Owner.

### PORSCHE CAYMAN S

### 2007 - PORSCHE CAYMAN S MANUAL (BASALT BLACK) 8,000 Miles

Full Black Leather Interior, PSM/PCM/Sat.Nav/Telephone/Computer/Heated Seats/BOSE Sound system/ CD changer/White Dials/Chrono Pack/Rear Park Sensors/Sport Exhaust/One previous Owner/19" Turbo Alloy Wheels/ Full Porsche Service History.

### 2007 - PORSCHE CAYMAN S MANUAL (ARCTIC SILVER) 32,000 Miles

Full Black Leather Interior, PSM/PCM/Sat.Nav/Telephone/Computer/Heated Seats/BOSE Sound system/ CD changer/White Dials/Chrono Pack/Rear Park Sensors/ Sport Exhaust/ One previous Owner/19" Turbo Alloy Wheels/ Full Porsche Service History.

### PORSCHE BOXSTER S

### PORSCHE BOXSTER (987 GEN II) 24V 3.4 S PDK 2010 (CARRERA WHITE)

Full Black Lthr Intr, Matching Black Hood, PDK 7 Spd Automated Gearbox, 3.4 L "S" Specification, Porsche Stereo with Colour Display, CD Changer, PSM/PCM/sat nav/ Telephone/Computer/Sports & Heated Seats, Rear Parking Sensors, White Dials, Cruise Control, Xenon Lights, LED Daylights, 18" Carrera Alloys with Porsche Crests, Recently Replaced Set of Tyres, Full OPC Service History

### FERRARI - MODELS FROM 1967 +

### 2005 - FERRARI 360 SPIDER F1 (GRIGIO TITANIO) 22,000 Miles

Crema Leather Intr, F1 Semi-Automatic Gearbox, Scuderia Shields, 18" Modena Alloys with Ferrari Crests, Challenge Stradale Grill, Stainless Steel Entry Door Guards, Original Ferrari Stereo, Ipod Connector Fitted, CD Changer, Ferrari Crested Seats, El. Mirrors and Central Locking, Tracker, Climate Control (AC), Original Tool Kit, Original Manuals, Full and Very Detailed Service History.

### 2005 - FERRARI 360 F1 SPIDER (ROSSO RED) 42,000 Miles

Black Lthr Intr, F1 Paddle Shift Gearbox, Scuderia Wing Shields, Ferrari Stereo with Optional Upgraded Soundsystem, Stability Control, ASR, Sport Mode, Ferrari Crested Seats, F/Climate Control, El. Windows and Mirrors, Central Locking with Immobiliser, 19 Ferrari Alloys with yellow Ferrari Crests, FFSH, the car just had a major service

### 1998 - F550 MARANELLO COUPE MANUAL (SILVER) 53,000 Miles.

Navy Leather Interior Satellite Navigation with DVD ASR Sports Mode Electric Seats Upgraded Radio & 6 CD-Changer Climate Control (Ferrari Service History)

### 1996 - FERRARI F355 SPIDER (MANUAL) GIALLO MODENA 28,000 Miles

Giallo Modena Yellow, Full Nero Blk Intr, Optional Sprts Mode, Electric Seats, Electric Hood, Tonnau Cover, AC, R/Parking Sensors, Electric Windows & Mirrors, 18" Ferrari 355 Alloys, Original Toolkit, FSH, Recently Serviced, This car has been known to us for a period of 5 years.

### 1973 - FERRARI DAYTONA 365 GTB/4 RHD (ROSSO RED) 38,000 Miles.

Black/Red Leather Interior Red Carpets Climate Control "Ferrari Classiche" Full Continuous History Superb Provenance 3 Owners From New.

### 1967 - 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles.

Full Black Leather Interior Detailed Restoration History Full History Original Build Sheets/Sales Invoice/Tool Kit/Wallet/Hand Books Numerous Concourse & Awards Winner Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago Comprehensive photos showing The Repair & Work Done By Ferrari Exceptional Condition Throughout.

### CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356

### 1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles

1 of 26 RHD Lightweight Black Leather Black Metallic Coachwork with White Stripes Full Black Leather Interior Full Weather Equipment Absolutely Stunning Condition Very Rare With Approximately ONLY 26 Vehicles Manufactured.

### 1978 - PORSCHE 911 TURBO 3.3L (GUARDS RED) Approx. 50,000 Miles

3.3L Turbo, Manual, Full Blk Lthr Intr, Electric Windows & Mirrors, Original Blaupunkt Stereo, Sunroof, Fog Lights, Rear Wiper, Original 16" Fuchs Alloys & Toolkit, Original Turbo Spoiler, Comprehensive Service History.

### 1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 Miles.

Automatic Black Coachwork Red Leather Interior Power Assisted Steering Wire Wheels Recent Restoration To Virtually Concours Standard

### 1936 - BENTLEY 4/4 PILLARLESS COUPE (MIDNIGHT BLUE)

Grey Lthr Gurney Nutting Coachwork 1 Owner 40 Years Extensive History A True Classic Completely Original Throughout & Has Been Exhibited At Luois Vuitton Concours D'Elegance In Paris 2003. Sunroof Produced By Gurney Nutting Chassis Completely Original Throughout

### 1935 - BENTLEY DERBY 3.8L SALOON

A true classic, Completely original throughout and with a very well documented history, Saloon, 3792cc, Petrol, 2-Axle Rigid Body, Chassis Frame no: B51EJ, Engine no: P38P Date of First Registration: 30.08.1935, Had a Bare Chassis Restoration, rebuilt to the highest standard. The restoration took over 5 years,

### 1963 - PORSCHE 356 SUPER 90 COUPE LHD (SIGNAL RED)

1600cc Signal Red Coachwork Soft Beige Leather Interior Left Hand Drive 4 Speed Manual Recent Restoration To Concours Standard Eligible For Many European Events

### 2010 - PGO BUGGY BR - 500 RCN PGO BUGGRACER (WHITE) 700 MILES

Original PGO Buggy, Powered by a 500 cc Motorbike Engine, Steel Tube Frame, Right Hand Drive, Road Legal, LCD Dashboard, Locking Differential, Hand Brake Reverse.

### 1999 BMW Z3M COUPE MANUAL (IMOLA RED) 51,000 Miles

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# INTO THE EIGHTIES!

*Greed is good! That's the way many of the new breed of upwardly-mobile professionals lived in the '80s. They saw Porsches as commodities, proof of their success on the stock markets. But beneath that shallow veneer lay a decade of technological advancement that took the 911 to another level...*

*Words: Keith Seume*

*Photography: Porsche Archiv*

**T**he passing of Margaret Thatcher brought sharply into focus once more all that was good and bad about the 1980s. It was a decade when some people appeared to believe that greed genuinely was good, and that it was important to show off your newfound wealth to all and sundry – preferably at the wheel of your new Porsche Turbo.

But for all the shallowness that

typified the Yuppie era, behind the scenes at Stuttgart there were marvellous things afoot. There was a new breed of Porsche on the way, heralded by the arrival of the incredible all-singing, all-dancing 959. It was as if the long-lived 911 had been grabbed by the scruff of the neck and thrust into the limelight once more. The car which had not long ago been condemned to death had been given a last minute reprieve...

## WHAT'S IN..

*Into the 1980s, with a group test of the greatest Porsches of the decade and a look at 1980s excess, all the while digging deep into Porsche's photo archives*



**Eighties powerplay**  
*An overview of the '80s, from 911SC to 964*

**Page 62**



**Back to the future**  
*Four 1980s icons go head to head on the moors*

**Page 72**



**Canary capers**  
*Getting to grips with Ruf's Yellow Bird!*

**Page 82**

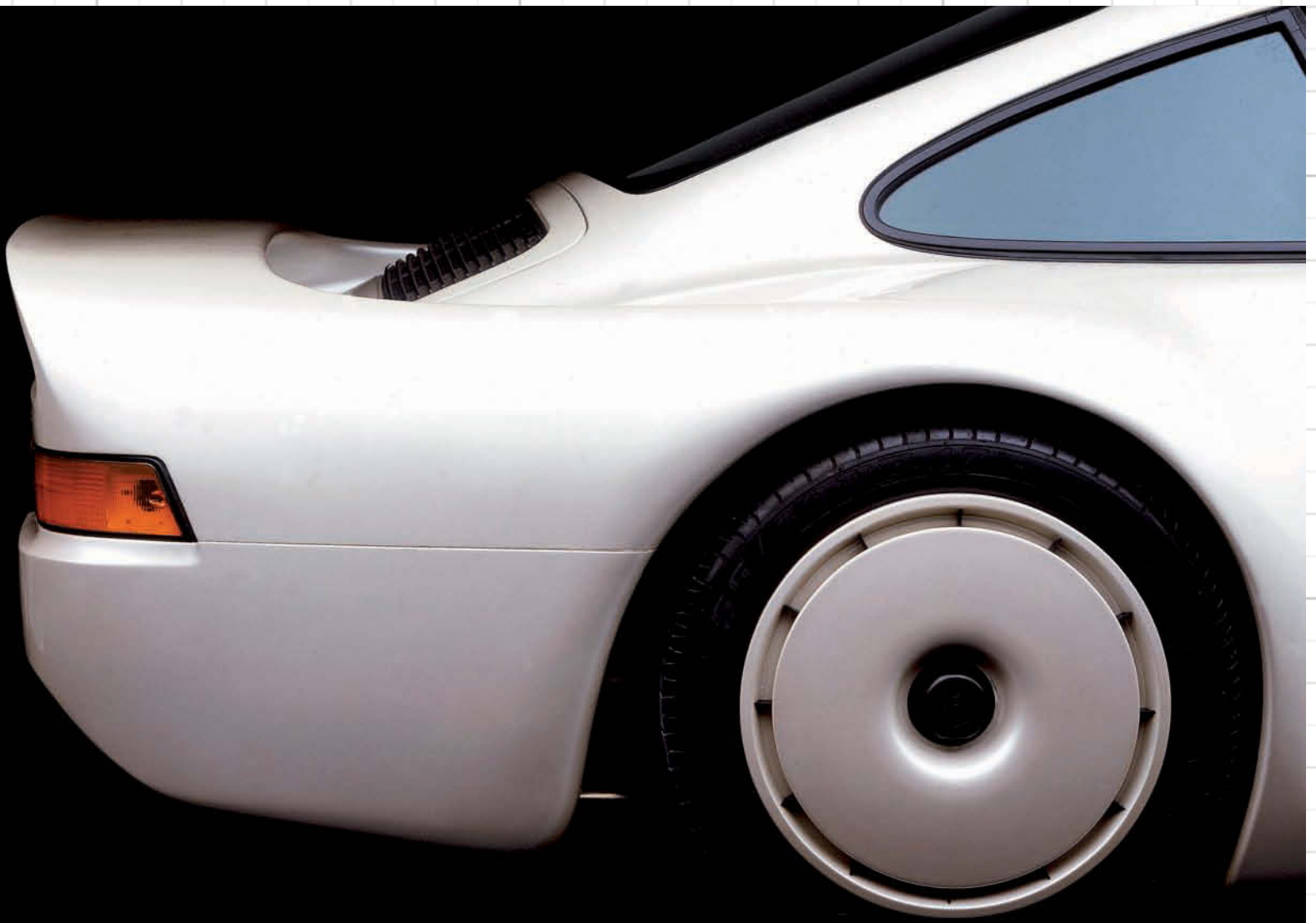


**The Yuppie years**

*When Porsches were commodities, not cars*

**Page 90**





# EIGHTIES POWERPLAY!

*Some would argue that the 1980s marked the swansong of the traditional 911. It was a decade which saw Porsche's engineers wave goodbye to torsion bars with the arrival of the 964 and go into technological overload with the 959. The 911 as we knew it would never be the same again...*

*Words: Keith Säume  
Photography: Porsche Archiv*

Porsche left the 1970s behind in a whoosh of turbocharged machismo, whale-tails and Carrera side-stripes. It had been an incredible decade, one which saw the 911 mature from what was essentially a relatively low-volume enthusiasts' machine to – in the form of the 911SC – a Porsche suited to a world market.

We'd also witnessed the birth – and passing – of what many argue was the most iconic Porsche ever built, the 1973 Carrera RS.

This was followed by the incredible 930 Turbo, a supercar on every level which, unlike so many of its Italian rivals, proved to be reliable – almost docile, even – yet was possessed of sledgehammer performance when the pedal was firmly planted to the metal.

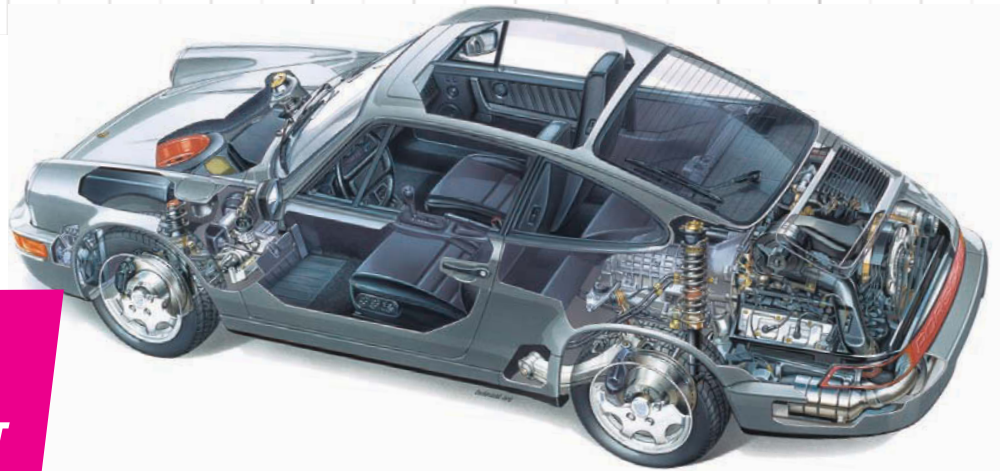
The 911 had seen off a rival from within, too, in the form of the groundbreaking V8-powered 928. If there was any era in which the 911 proved itself to be a great car, it was the 1970s...

So, what of the new

decade? The eighties began with the 911 in reasonable health. The relatively new 911SC sold OK, but not in the numbers that many of Porsche's insiders would have hoped.

The 911 was supposed to be dead, buried by the new water-cooled interlopers in the shape of the VW/Audi-powered 924 and the range-topping 928. But it refused to die, its survival guaranteed by the likes of Peter Schutz, who was appointed chairman of the board in January 1981.

*While the 959 (left) stole the 1980s limelight, it was the 964 (right) which saw out the decade. Launched in 1989, this was Porsche's first mass-produced four-wheel-drive model*



## THE 911 MADE THE MOST MONEY, EVEN IF SALES WERE RELATIVELY MODEST

Born in Germany in 1930, Schutz's family had fled the country under the Nazis, first to Cuba and then the USA, in 1938. He became a naturalized American in 1946 and embarked on a career that would see him work for several major league companies, including Caterpillar Tractors, Cummins and Klöckner-Humbolt-Deutz, manufacturers of Deutz diesels. He was headhunted for Porsche in the autumn of 1980, taking the helm two months later.

On his appointment, Schutz began asking questions – a lot of questions, demanding

reports from his department heads regarding the current model range. He personally didn't think there was much of a problem offering the 911, 928 and 924 alongside each other, feeling (probably with justification) that these three cars did not really overlap too much. Each had its loyal fans, who were unlikely to jump from one model to another – even though, of course, previous incumbents had believed the 928 would oust the 911.

Schutz is reported as asking his colleagues the thorny question which of

the company's products actually made them money. The answers were telling: neither the 928 nor the 924 really made Porsche rich. The 928 was costly to build, while the 924, despite being a sales success, returned only a relatively small profit (it was the dealer network and the Audi plant at Neckarsulm which profited most). The 911, on the other hand, made the most money, even if sales were relatively modest. And for that reason alone, any thoughts of killing off the long-standing product made no sense at all.

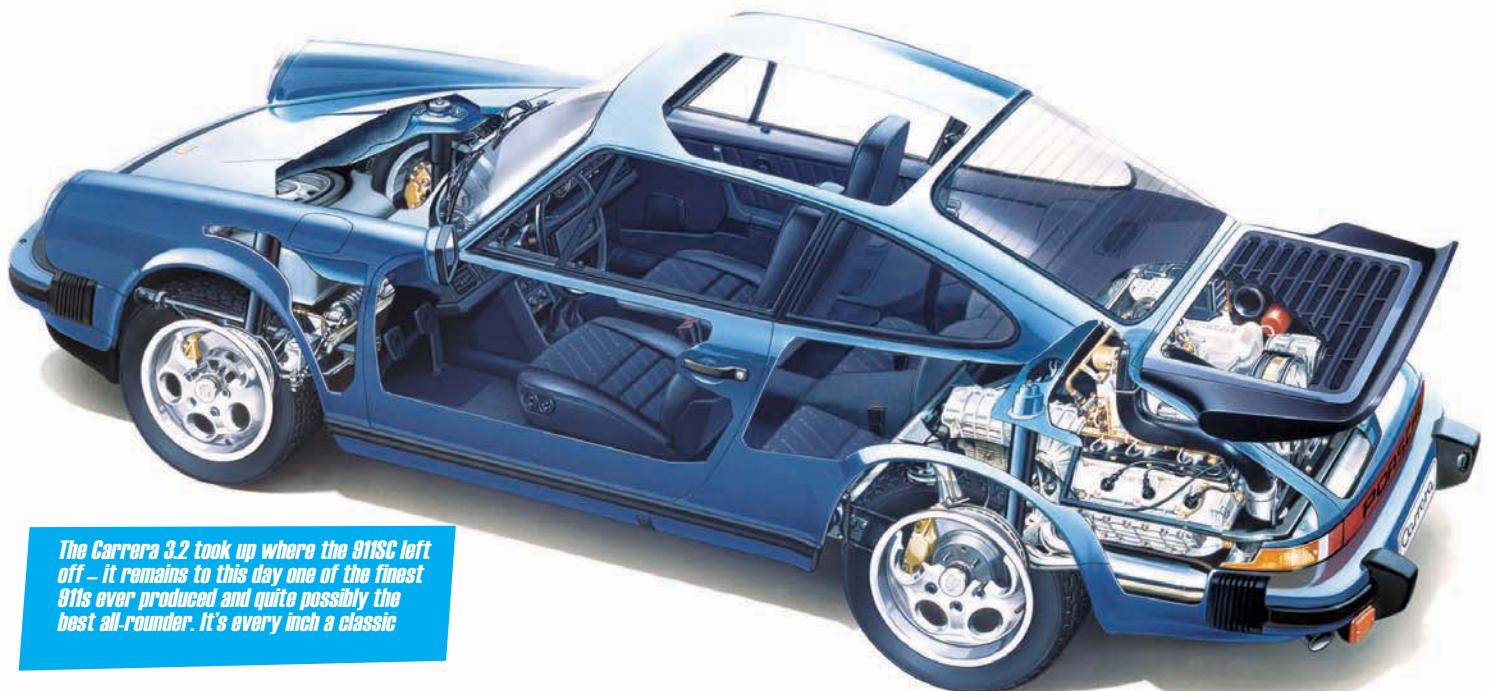
Porsche entered the

1980s with two air-cooled models: the trusty 911SC and the mighty 930 Turbo. The SC was Porsche's first 'world car', with relatively little difference between models sold around the world. This, of course, saved the company a lot of money, but also brought to an end the feeling in the North American market in particular that it was a poor relation to Europe. The USA had long been on the receiving end of detuned models, or even denied certain models altogether.

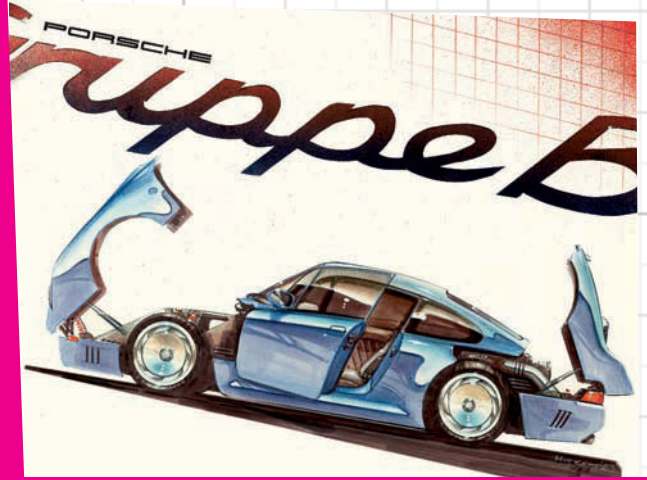
The 911SC had been launched with 180bhp in 1977, boosted to 188bhp

in RoW (Rest of World) markets in August 1979 for the 1980 model year. At the same time, the old Sportomatic transmission option was dropped. A year later, in August 1980, power was increased in all markets to 204bhp – just 6bhp less than what most people still believe to be the greatest 911 ever built: the 1973 Carrera RS.

For its part, the Turbo remained fundamentally unchanged as the new decade began. The same 3.3-litre 300bhp package continued as the top of the 911 line-up as it had been since August 1977. But the USA was about to



*The Carrera 3.2 took up where the 911SC left off – it remains to this day one of the finest 911s ever produced and quite possibly the best all-rounder. It's every inch a classic*



*The 911SC/RS (left) took Porsche into Group B rallying ahead of the Gruppe B project which, in turn, spawned the 959. Clamshell design (above) remained on the drawing board*

be given a slap in the face yet again when, in July 1979, the Turbo was temporarily dropped from the North American market.

The 911SC was still the only model offered as both a coupé and a Targa (neither the Turbo nor the water-cooled models were available as anything other than tin-tops) and work continued to make it better than ever. Incredibly, it was ranked as the world's most economical 3.0-litre car in 1981, thanks to the Porsche engineers' work on reducing emissions and fuel consumption. The compression was raised to 9.8:1 (from 8.6:1), which made it necessary to use premium fuel, but redesigned pistons and combustion chambers helped make the flat-six more efficient.

1980 also saw the

introduction of the highly controversial Pasha interior trim on the 911. This 'op-art' material, which had first been used on the 928, was a step too far for many fans of the marque and it was joined by the more restrained 'Berber' trim in 1981 which, while conservative in design, met with wider approval.

At the Geneva show in March 1982, Porsche drew visitors to its stand with the launch of another new 911 – the 911SC Cabrio. This was the first full convertible offered by Porsche for some 17 years. A clever three-bow hood design meant that the folding top was extremely windproof and kept its shape well, even at speed. It was also 15kg lighter than the equivalent Targa and, thanks to the roof's aerodynamic profile, the 911 Cabrio could match its coupé sibling's maximum

speed (146mph).

Work had begun on the Cabriolet in March 1981, with a prototype available for inspection in the middle of the following month. This one-off example was given to Helmuth Bott, head of research and development, to drive and he was clearly impressed. Following a showing to the board in May, the Cabrio was given the green light and work began in earnest.

In September that year, Porsche set tongues wagging when it displayed a four-wheel-drive Cabrio version of the Turbo at the Frankfurt show. At the time, this was seen as little more than a lesson in attention seeking, and it certainly had the desired effect. What was Porsche up to, pundits asked.

Some 32 pre-production Cabriolets were built – more than one would normally expect for a car

that wasn't altogether new (it was mechanically identical to its siblings) – each undergoing extensive road testing in an effort to discover any potential weaknesses. Extra strengthening was added to the shell as a result, but far less than might be expected. In March 1982, the new model was officially launched at Geneva, with the first cars rolling off the line in October that year.

But what of the Turbo at this point? Since the introduction of the 3.3-litre version in 1979, it had been a case of if nothing needs changing, then change nothing. Or at least, very little. In 1980, the oil cooling system was redesigned, while the following year saw the Turbo benefit from

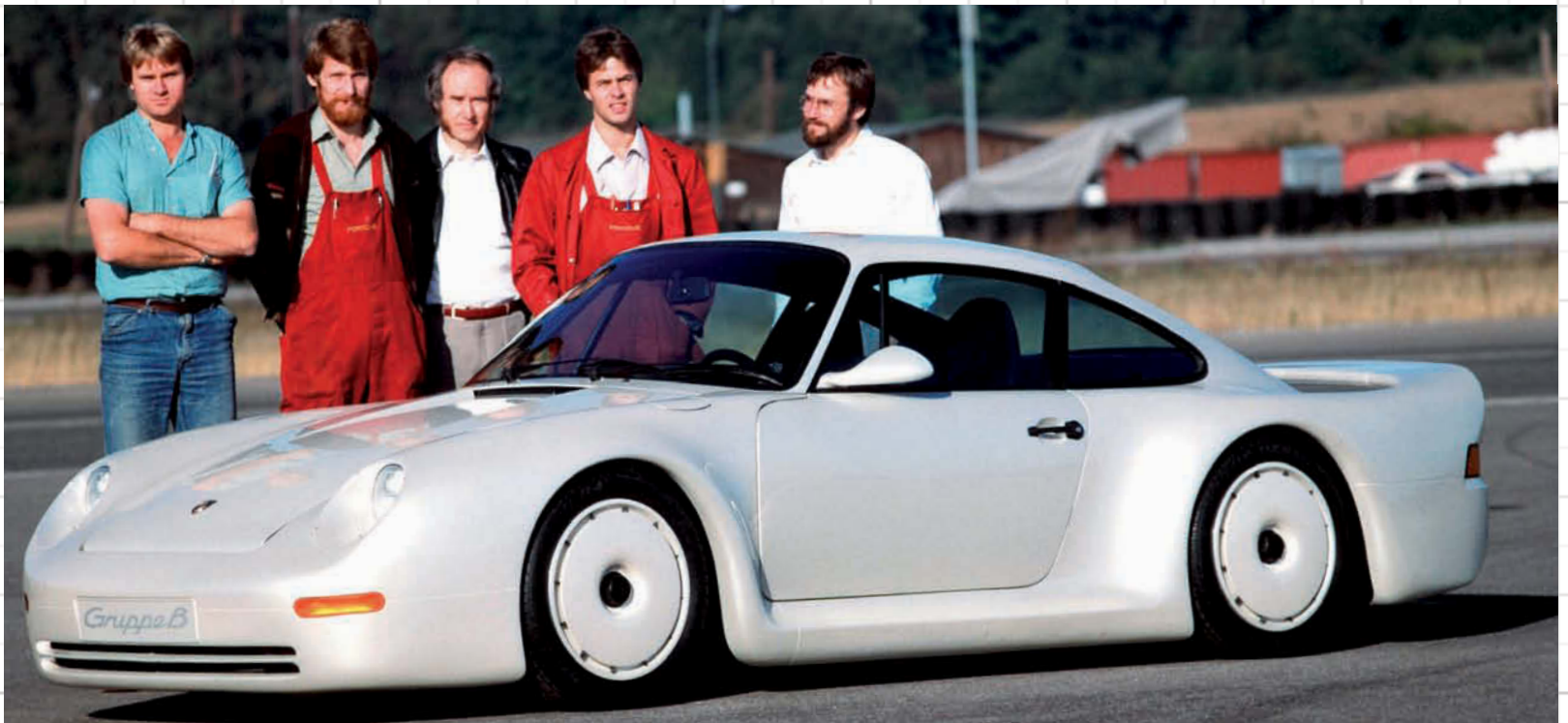
Porsche's new seven-year anti-corrosion warranty. In 1982, while there were big changes afoot with the SC (see above...), the Turbo ticked along quite happily unchanged save for very minor improvements to the engine and electrical systems.

In 1983, the Turbo (which was still only available as a coupé) became more economical, thanks to a revised fuel system. Incredibly, the mighty Turbo was now some 20-25 per cent more fuel efficient than earlier models, while torque was increased from 304lb/ft to 318lb/ft at the same 4000rpm engine speed. Driver comfort was improved, too, with the addition of an auxiliary heater blower in the footwells.

*The Carrera 3.2 Speedster was the brainchild of Helmuth Bott, who loved his open-air motoring. Windscreen design echoed that of 356 Speedster*







But don't get the impression that Porsche was sitting on its technological laurels – not for one moment! The public showing of that four-wheel-drive Turbo Cabrio in September 1981 may have been a bit of a red herring, but it hinted at the work that was going on behind the scenes at Weissach.

In 1981, motorsport's governing body, the FIA, introduced three new categories of competition: Groups A, B and C. Group A required that at least 5000 examples of a competing car had to have been built within a 12 month period, while Group C was for 'sports prototypes'. Group B, however, was for two-seat enclosed models of which at least 200 examples had been built within a 12 month period.

Group C may have spawned such great Porsches as the 956 and

962 endurance racers, but the Group B regulations were responsible for the development of one of the most technologically exciting Porsches of all time: the 959. According to insiders, Group B posed some difficult problems: 200 was a large number of specialist cars to build, meaning that some at last would have to be sold to customers. The number was also too low for mass-production techniques to be used, yet too high to be hand-built by the racing department.

In the world of rallying, the Group B regulations gave rise to the most exciting – and certainly some of the most dangerous – rally cars ever. This no-holds-barred category resulted in the fire-breathing Audi quattros, Ford RS200s and a whole swathe of over-powered turbocharged four-wheel-drive monsters.

Porsche was most interested in the possibilities offered by Group B and the first fruits of its labour was an evolution version of the road-going 911SC, called the SC/RS.

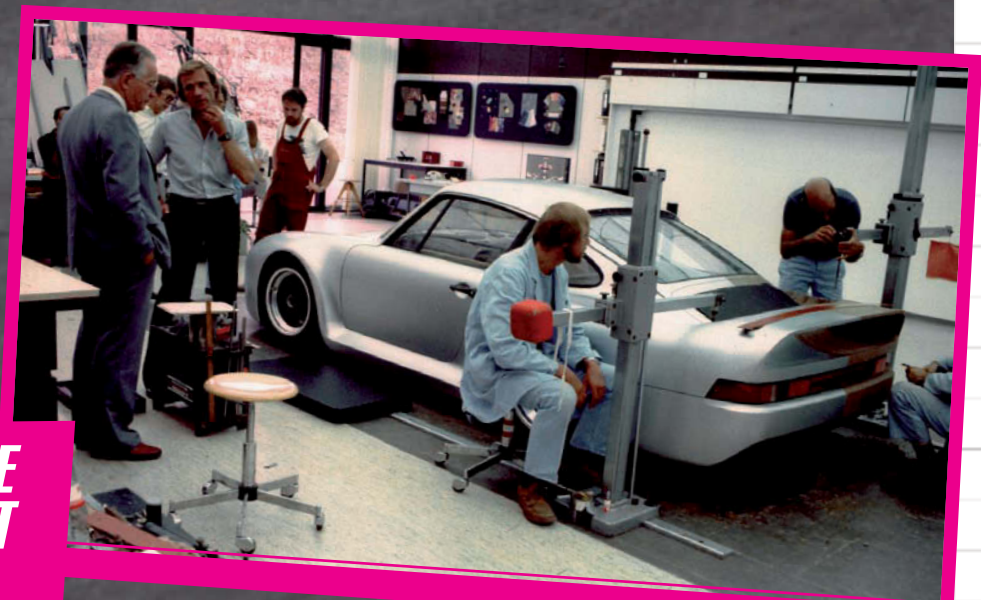
This two-wheel-drive machine was impressive in its own right but it was clear for all to see that the future lay with all-wheel-drive. Porsche's toe in the water was the Type 953, a four-wheel-drive development of the 911 which was built in double-

quick time and entered in the 1984 Paris-Dakar rally – which it won by a significant margin over its rivals. But the Type 953 was only the beginning – or at least, the public face – of a far more exciting project which was bubbling away behind the scenes.

What became known as the 'Gruppe B' Porsche was first mooted in January 1983 by Helmuth Bott. He suggested (insisted, almost) that the car be powered by a 2.8-litre flat-six offering 400-450bhp,

with water-cooled cylinder heads, four valves per cylinder, turbocharging (naturally) and a four-wheel-drive drivetrain. The new car would be built down to a weight using the latest composite technology for the body panels.

Clearly with one eye on future production, Bott also stated that he did not want the front luggage space unduly compromised by the drivetrain. This fell by the wayside, though, when it was decided that



**WHAT BECAME KNOWN AS THE GRUPPE B PORSCHE WAS FIRST MOOTED IN JANUARY 1983**



double-wishbone suspension made more sense than a more conventional 911-derived system. He did specify, however, self-levelling suspension and dampers which could be adjusted from within the cockpit.

The new car was given the internal reference 959 and the plan was to have the car ready for homologation by the beginning of 1985. Work continued full steam ahead with the intention being to display a prototype at the forthcoming Frankfurt show in September 1983. Meanwhile, it was decided that of the 200 examples required for homologation, 20 would be built expressly for racing, referred to as the Type 960.

A road-going model – a ‘super Turbo’ if you like – was envisaged, too, this wearing the moniker ‘961’. However, when that idea was abandoned, Type 961 was used to define the road (as opposed to rally) competition version of the 959.

Audi had already demonstrated that 4WD was essential for success in rallying, and Porsche knew it was an essential ingredient for its new project. With data received from sensors located in each wheel, the computer-

controlled drive system could split torque 50:50, front-to-rear, in greasy conditions, or direct up to 80 per cent to the rear wheels under hard acceleration. While Bott and his team would have liked to explore the use of new PDK semi-automatic transmission technology, the decision was made to use a six-speed manual gearbox due to the lack of development time.

By the end of the year, it was clear that the 959 could not be homologated for the start of 1985, so a new date in April was set. The delays, plus the development of the 959's technology, added to the rising costs – it was now estimated that the 959 would end up costing at least double the original estimate.

There is not the space here to tell the whole 959 story in detail but it is worth briefly summarising what this technological tour de force brought to the table in the 1980s (remember, it's 30 years since the 959 was born): the extensive use of Kevlar composite materials; dual progressive turbochargers; an electronically-controlled drivetrain; tyre pressure monitoring; self-levelling suspension; adjustable ride-height – and

aerodynamics superior to any production Porsche yet seen. Quite a car, then.

Even though the Group B series faltered, the project continued and eventually just under 300 examples of Porsche's supercar were built. Launched in April 1987 at a cost of around £150,000 (or three times the cost of a contemporary 911), the 197mph 959 was the world's fastest production car. And Porsche lost money on every single one it sold...

The 959 was certainly the most dramatic new Porsche of the 1980s, but it was not the only one and, it could be argued, not the most important. Yes, as far as Porsche was concerned, it pioneered four-wheel-drive and it investigated the use of something other than torsion bars for springs.

It also took turbo technology to a new level – but it wasn't a car that could ever make Porsche any money. For that the company needed to freshen up the mainstream 911.

And this is where Peter Schutz showed his mettle. His market-led style of management persuaded his fellow board members that Porsche's future lay not so much with overly-

complicated showpieces, like the 959, but with mass-appeal cars like the 911SC – only better. In August 1983, Porsche launched the long-awaited replacement for the SC, the Carrera 3.2.

This was the first time Porsche had used the ‘Carrera’ moniker on anything other than a race or high-performance variant, and its adoption on this mass-produced model did not meet with universal approval. The Carrera 3.2 was powered by an engine which Porsche claimed to be 80 per cent new, but was in fact clearly derived from the existing 3.0-litre 930-series engine. The capacity was boosted to 3164cc by use of the Turbo's 74.4mm crankshaft in conjunction with the SC's Nikasil 95mm cylinders. On the whole, the engine followed a path well-trodden by Porsche, but there were certain significant changes worthy of note.

The first is the monitoring of the ignition and fuel systems by a microprocessor control unit, which went under the title of ‘Digital Motor Electronics’ – or DME for short (it was also known as ‘Motronic 2’). In addition, the old Bosch K-Jetronic fuel-injection of

the SC was replaced by the new LE-Jetronic system from the German supplier. The new set-up was far more efficient and generally reliable – only in years to come would the magic words ‘DME relay’ rear their ugly head in magazines as readers told tales of their cars refusing to start due to the failure of a relatively inexpensive electrical component.

The other worthwhile change to former practice was the introduction of oil-fed hydraulic cam chain tensioners which, at a stroke, waved goodbye to the old bugbear of collapsed mechanical tensioners and clattering cam chains (or worse). The fact that the new system could be retro-fitted to earlier engines was like manna from heaven for the Porsche service industry.

In general, the Carrera 3.2 looked little different to its predecessor (if you ignored the ugly ‘Teledial’ wheels first fitted as standard...) but in August 1985, a ‘Turbo Look’ Carrera became available, which added the Turbo's wide arches and tea-tray spoiler, along with the Turbo's wheels, brakes and suspension, to the otherwise stock 911. A Sport Equipment package was also available, which

*Although the side-profile had remained remarkably unchanged, under the skin the 964 was very different to the original 911*



offered Bilstein shock absorbers and 16in forged wheels. Other than the badging, it was difficult for the casual observer to distinguish between the Turbo Look Carrera 3.2 and the 'real thing' – the 930 Turbo. The only downside was that the increased weight of the Turbo-spec running gear and bodywork had a detrimental effect on acceleration times, while the fatter bodywork and tyres knocked some 12mph off the top speed.

There was also a special version of the Turbo available at this time: the Flachbau ('slantnose') 930, which was available under the Sonderwunsch-programm (special order programme) beginning in 1981. It was an otherwise conventional Turbo, but with 935-style sloping front wings with flip-up headlamps (a few were also built with low-set square headlamps mounted under the front bumper). Although rare and considered by some very desirable, it's probably true to say that this fine example of 1980s styling hasn't stood the test of time too well...

Up until this point, the Carrera 3.2 (and its predecessor, the SC) had been equipped with the slightly agricultural Type 915 transmission. Don't get us wrong: the 915 was a good 'box, strong and generally trouble-free, but it did have a reputation for being a little notchy to use, and rough-sounding at low speeds. It was limited in the amount of torque it could handle, which is part of the reason why Porsche chose not to go to a full 3.3-litres (as per the Turbo) with the Carrera.

Porsche addressed these shortcomings with

the release of the all-new G50 transmission in August 1986. This gearbox, a five-speed unit built by Getrag, was a major improvement over the old unit and cars fitted with the G50 are easy to spot – reverse was now located over to the left and forward, as opposed to over to the right and back... The clutch was now hydraulic in action, too.

There were other exciting developments, such as the launch of the Carrera Club Sport in September 1987. This was a stripped-out version of the Sport Equipment Carrera, with several 'luxury' features deleted: electric windows, electric seats, central locking, radio, rear seats, air-conditioning, sound insulation – and even the passenger's sun visor. Generally available in Grand Prix White with red graphics, the Club Sport evoked images of the Carrera RS of old – even if it didn't quite have the same sporting heritage...

In 1988, Porsche released an Anniversary model, to celebrate 25 years of 911 production. Finished in Maritime Blue with 'Ferry Porsche signature' seats, just 875 of these special models were produced, of which just 50 came to the UK (reputedly 30 coupés, and ten each Targas and Cabrios).

But the most flamboyant of all Carrera 3.2 variants was the Speedster. First shown as a prototype at the 1987 Frankfurt show, the new model went on sale in January 1989. Based on the bodyshell of the Cabrio, the Speedster featured an aluminium-framed and raked-back



*The ultimate in factory-sanctioned 1980s excess, the '935 Street' was available to special order, based on a contemporary 830 Turbo*

windscreen, echoing the style of the original 1950s 356 Speedster. There was a temporary lightweight folding roof (again, very much in the spirit of the original) and a moulded 'Speedster hump' covering the area over the deleted rear seats.

The Speedster was very much a no-frills model and customers were asked to sign a disclaimer that they were prepared to accept increased levels of wind noise and some water ingress in inclement conditions! Available in both normal and Turbo Look versions, the Speedster divided opinions, some loving its fresh-air, back to basics character, others feeling it looked humpy and, well, plain ugly...

The outlandish Turbo Look, the Flachbau, the Speedster – all were fine examples of 1980s excess

and outsiders could be forgiven for thinking that Porsche was losing its way – it was in danger of being seen as a manufacturer of cars for the fashion-conscious, rather than the creator of finely-honed sports cars for the enthusiast. The truth lay somewhere in between: Porsche, like all other manufacturers, had to move with the times, and that meant constantly updating existing ranges – and introducing new models.

By the end of 1987, sales of the Carrera 3.2 had started to slip, and Peter Schutz, the man whom many credit with 'saving' the 911 in the 1980s, was replaced by Heinz Branitski, whose financial background was felt to be just what Porsche needed as the decade drew to a close. Porsche sales had suffered

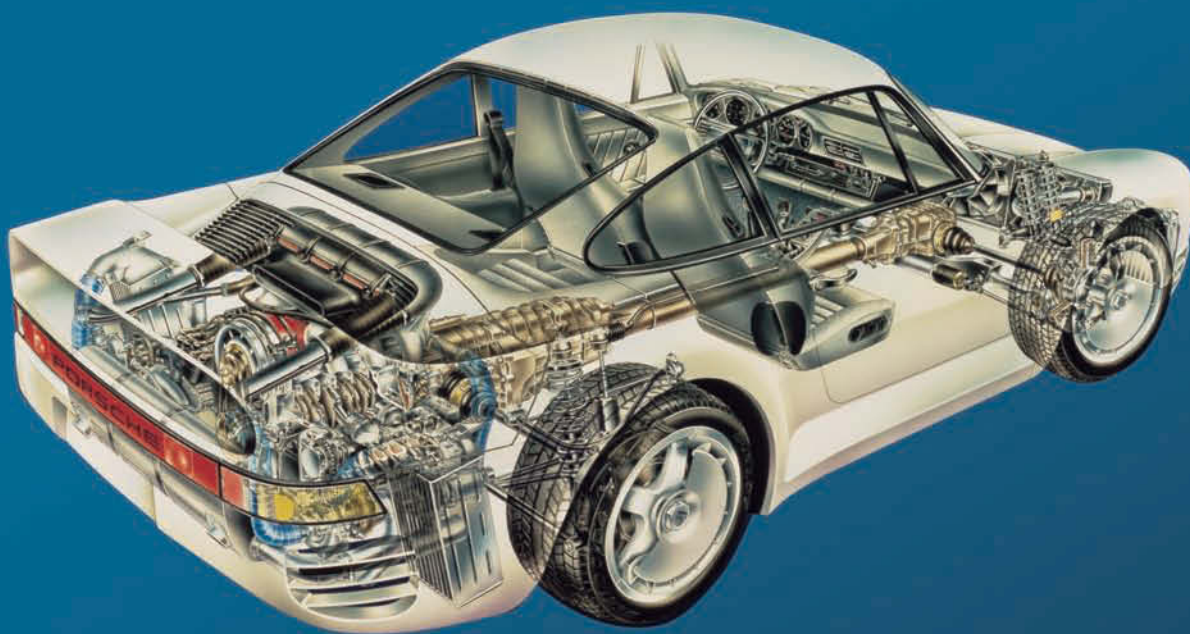
on two fronts: first, the collapse of the stock market in 1988 meant that the new 'upwardly mobile' ('yuppie') buyers were no longer there to fill the company's coffers. Second, the core market – the real enthusiasts who had been brought up on a diet of Le Mans victories, fire-breathing Turbos and be-winged Carreras – felt they were no longer being catered for. Porsche had gone soft with cars like the Speedster and Flachbau... Sales in the last two years of Carrera production had fallen by 10,000 units.

Branitski's reign at Porsche was to be short-lived, but under his tenure, a new 911 was launched in August 1989: the Type 964. Learning from the experience gained with the 959 and its one-off predecessor, the all-wheel-drive Turbo Cabrio show car of 1981, Porsche's new 911 featured full-time four-wheel-drive and revised



# 911@FIFTY

Celebrating 50 years of the Porsche 911



**No other car in the '80s was as advanced as the 959, but it was the Carrera 3.2 (below) which kept the 911 in profit – the 959 made heavy losses**

styling. To the casual observer, the 964 looked like it was simply a Carrera 3.2 with new aerodynamic bumpers and side-skirts – oh, and new wheels. But that was far from the truth.

The decision to use four-wheel-drive technology was not an easy one to make for Porsche, as all its road-going models (save for the 959) had been rear-wheel drive only. That, along with torsion bar suspension and a rear-mounted air-cooled engine, was a foundation stone on which a whole dynasty had been built. But there were some clear advantages in adopting four-wheel-drive: firstly, 100 per cent of the vehicle's weight could be used to provide traction, and secondly, it allowed drive to be split between front and rear wheels,

increasing the stability under all conditions. The downside was increased weight and greater complexity.

The new drivetrain called for a radical revision of the bodyshell, with a larger 'hump' down the centre of the chassis to accommodate the front propshaft, and new panels in the front luggage space to accept the front differential and driveline. For the same reason, the fuel tank was reduced in capacity by 1.8 gallons, too. But that was not all. The 964 also dispensed with Porsche's trademark torsion bar suspension...

The new model, badged as the Carrera 4, now featured coil-sprung suspension all round – MacPherson struts with coil springs were fitted to the

front, while at the rear aluminium semi-trailing arms from the Turbo were used in conjunction with new coil-over dampers. And, for the first time on a 911, power-assisted steering was also a feature, as was an anti-lock braking system.

Nestling in the back was a new 3.6-litre engine – code M64/01 – which had a bore and stroke of 100mm x 76.4mm and featured twin-plug heads for improved combustion. The twin-spark ignition required the use of an extra distributor, driven off the first by a small toothed belt – this allowed the ignition timing to be retarded slightly which, in turn, allowed the compression ratio to be increased to 11.3:1. The engine-mounted oil cooler was also deleted

in favour of a larger remote unit mounted under the right front wing. There was no Turbo (yet), but it was only a matter of time.

The transmission was a modified G50 unit, with drive to the front wheels passing through a central epicyclic differential unit which split the torque between the front and back wheels in the ratio 31/69. A five-speed unit, it owed more to the technology used on the early Paris-Dakar 911s than

the later, more sophisticated 959.

The decade drew to a close with the launch of a two-wheel-drive version, the Carrera 2 which was essentially the same as the Carrera 4 save for the removal of the front driveline assembly. Released onto the market two months after its sibling, in October 1989, the arrival of the Carrera 2 also heralded the launch of Porsche's all-new semi-automatic 'Tiptronic' transmission.

Built by ZF in conjunction with Bosch, this 'intelligent' transmission was a four-speed unit which could be driven in fully-automatic mode or manually using a sequential clutchless shift. It was a design of which Porsche was justifiably proud. The smoothness of its changes under load gave a seamless feel to the driving experience, but overall performance did suffer: the Tiptronic Carrera 2 was almost a second slower from zero to 62mph.

So, the 1980s – the age of shoulder pads and Gucci loafers, red braces and red Turbos. A decade of excess that saw the 911 rise from the ashes, and Porsche once again establish itself as an innovative creator of exclusive sports cars. What, we wonder, will the 1990s have in store? **PW**



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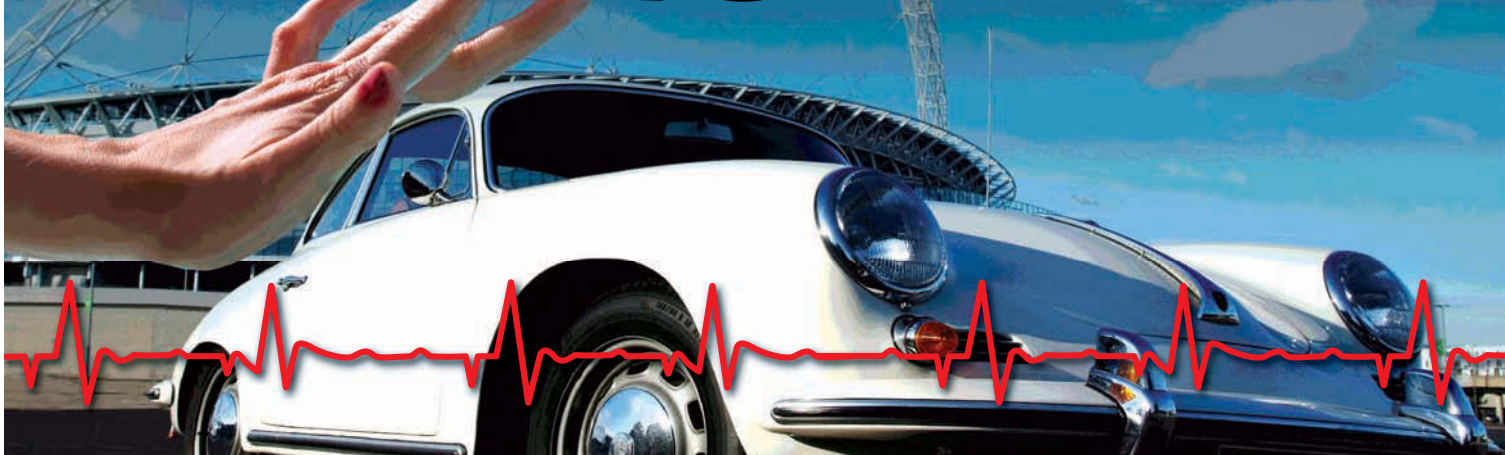
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# BACK TO THE FUTURE

*A company as vibrant as Porsche can point to any decade in its history and claim moments of greatness, but the 1980s were a very special time for Porsche: in some ways grand, in others an embarrassment, and the fortunes of the 911, as ever, were closely entwined with the overall picture*

Words: Adam Towler  
Photos: Neil Watson

For Porsche, as you'll no doubt have already read elsewhere in this issue, the 1980s brought a new leader with the arrival of American Peter Shultz, and one of his first actions – and one that would be arguably his most profound – was to give the 911, then resident on Death Row, a permanent reprieve. Ferry Porsche rigorously approved, as he did of Schultz's will to win: the

American was not keen on Porsche merely gaining class wins with tuned 924s at Le Mans.

That the '80s gave birth to utter sports car domination with the 956/962, and F1 championships with the TAG F1 V6, looks at face value to portray the company as being as enthusiast-driven as ever. But perversely, the 911 would play a very limited role in the sporting arena, and by the end of the decade

would have lost much of its sporting lustre – and gained a rather unfortunate new image.

Porsche 911s had always been a favourite with those in the city – a group of predominantly young men with money to spend was always going to be a happy hunting ground for Porsche – but during the latter years of the decade, the cars came to be seen as simply a commodity with which to brag and crucially, as





Delwyn Mallett's feature in this issue shows, the public at large began to make the association between the two.

The development of the 911 was also a tale of diverse fortunes. On the one hand Porsche ended up selling the same, and it has to be said, ageing car, for most of the decade. That was partly because the Carrera 3.2 sold so well, but also because the keenly awaited 964 models, necessary to meet the Japanese threat, were delayed. When they arrived the market conditions had changed, and in many ways the type carried a stigma of failure for many years until its recent re-appreciation.

At the other end of the spectrum Porsche developed the 959, a car that really did push the boundaries of what was possible. One suspects

that's where most of the development budget was consumed.

Moreover, the Porsche range was still fractious, with the 911 existing alongside the 928, 944 and 924. There was precious little commonality of parts and production techniques between the cars; something that Wendelin Wiedeking would be quick to pounce on in the following decade.

But let's get back to the cars, and the quartet we have with us today on an uncommonly cold April day on the North York Moors. Three of them we've sourced via the ever-helpful Specialist Cars of Malton, while the Turbo SE, Slantnose, or whatever you want to call it, is privately owned by Vic Cohen.

In the early years of the 1980s, the SC had been given a shot in the arm by returning to a higher

compression specification for the venerable 3.0-litre flat six. Customers had never stopped buying them, and now the car was receiving development within the company again, the sales continued to rise.

But the big news was the advent of the Carrera 3.2 in 1984, the use of the Carrera name for the first time straying away from an exclusive, high-performance derivative. That might have aggravated the purists a little, but the specification certainly caught the eye.

The SC/RS and the Type 953 had preceded it, the former showing just how serious the new management was about revitalising the 911, and the latter winning the gruelling Paris-Dakar rally outright with what was effectively a detuned version of the new engine that would power the

forthcoming Carrera.

Inside its reinforced crankcase this new engine featured the longer 74.4mm stroke of the Turbo to go with the 95mm bore size, giving a total capacity of 3164cc.

Porsche could have teamed the new stroke with the 97mm bore for the full 3.3-litres as per the Turbo, but other than wanting to keep something back for the future, the main handicap was the 915 gearbox, which simply couldn't handle any more torque over the proposed increase. That problem wouldn't be finally resolved until 1987 with the five-speed G50 'box that also made its way into the Turbo for the 1989 model year.

The adoption of Bosch Motronic fuel-injection improved the economy of the engine by some 10 per cent, and hydraulic chain tensioners solved

the main 911 reliability concern. Otherwise, the changes were relatively small, particularly viewed from the outside, with the integrated fog lamps being the main giveaway.

Carreras flew off the showroom floor like 911s had never sold before. They were tough, durable and yet fast – ideally suited to the new generation of Porsche buyer, but with still enough of the old character to keep most marque loyalists happy.

To illustrate this period we've chosen the Speedster model, because it's not only a prime slice of 1980s exotica, it was also the last 911 model to be built on the old line before the 964 model took over.

The Speedster was a pet project of R&D chief Helmuth Bott back in the early part of the decade, but was shelved while other more pressing

*Turbo SE and Speedster sum up the 1980s well: image was everything. But the 959 proved Porsche could back it up with technology*

**THE CARS CAME TO BE SEEN AS SIMPLY A COMMODITY WITH WHICH TO BRAG...**





*Progressive turbocharging, tyre pressure monitoring, adjustable ride-height, all-wheel-drive: you name it, the 959's got it. It's a veritable 1980s technological tour de force*

projects took precedence. It originally featured a tiny wraparound windscreen, but when it finally made its public debut at the 1987 Frankfurt motor show it was with a hard tonneau-style cover that effectively made the car a single-seater, complete with roll bar.

Once again, like many projects at Porsche in the 80s, the timescale slipped again and the production cars didn't commence build until January 1989. Anywhere between 2065 and 2104 are quoted as being manufactured, with up to 171 of them being narrow-body cars, the rest with the Turbo Look package. Just 63 came to the UK.

These production cars were more conventional, but still featured unique

glazing and body addenda: the 356-aping curved windshield is 3.1ins lower and more steeply raked by five degrees over the regular Carrera, and the unique side glass is frameless. The car is a strict two-seater, and the flimsy, makeshift canvas roof – expressly for occasional use only – lurks under a bulbous hard cover that gives the car an odd, hunchback form.

Inside, the specification is fairly minimalist, although the leather sports seats don't exactly fit with the hardcore ethos. No matter: with just 3000 miles on the clock this is an unrepeatable chance to drive what is basically a brand new '89 Speedster. The car is already sold,

and like so many Porsches at the moment, will be on a boat to the Far East very soon.

This is certainly the nicest G50 gearbox in a 3.2 I've used, with an exacting shift quality that operates like, well, like a new car I suppose. The 3.2-litre engine is much more sanitised than the lumps that powered the 911s of the '60s and '70s: it has good manners, is never dominating in volume in the cabin and its strong torque curve makes road driving a doddle.

Most of the time it supplies a breathy 'whoosh' and whine over your shoulder, but even though Speedsters were only slightly lighter – Porsche quoted a 70kg loss, but some sources

call that optimistic in reality – this beguiling car marches on swiftly.

I leave the roof on when I drive it – chicken, I know but my hands were glowing bright red with exposure to the cold so I didn't fancy the same torture on my ears – and the amount of wind noise you hear through the basic sealing quickly becomes annoying.

And it's clear that without any additional bracing over the Cabrio model, the Speedster still flexes where the coupé wouldn't. That makes it a paradox: a driver's 911 that isn't what an enthusiast driver would (or should) choose to drive.

Yet there's an honest, simple charm to this car that means by the time I park up, I'm picturing myself pulling the cover off it in my imaginary garage and taking it for a blast on a summer evening. There might be faster, more competent ways to get from A to B, but you'd be having as much if not more fun taking a drive in this car. I think that's what must have appealed to the legendary Herr Bott.

Still, if there's one car that sums up Porsche in the 1980s – in fact, if there's one car of any marque that sums up the 1980s full stop – it has to be the 911 Turbo. And it should preferably be





Guards Red. And quite by coincidence, look what we have here...

I often get the feeling that the original Turbo isn't quite as fashionable

and on its second generation – the original 3.0-litre pioneer being replaced by the more powerful, refined 3.3-litre model for the 1978 model

model, rather than the ex-factory 'Special Wishes' dept order it had been. Porsche UK decided to package the car as an 'SE', with the 330bhp

discovered the car he felt sure it would be in a terrible state from its enforced agricultural storage, but upon examination it proved to be incredibly solid and amazingly original.

Over the past year it

liked the four-speed gearbox in these cars because their terrific torque delivery means second and third cogs are all you need on most occasions: fourth gear speeds are a bit naughty, basically. And anyway, it's

## JUST THINKING ABOUT THE TURBO GIVES ME A FUNNY SENSATION IN MY STOMACH...

as some classic 911s, but just thinking about the car gives me a funny sensation in my stomach – and I think it always will. As a youngster in the '80s, it was the car, visible everywhere from men's toiletries to adverts for car insurance, but rarely ever seen in the metal.

Of course, the Turbo had been around for quite some time by the advent of our chosen decade,

year. With 300bhp and fabulous torque of 304lb ft – once the turbine was spinning of course – these cars remained a performance benchmark for an extraordinarily long period of time.

Porsche had been constantly fettling the specification of the Turbo throughout the decade, but in 1986 it offered the 935-style flat nose body as a Porsche Exclusive

engine upgrade and a fulsome interior specification for nearly double the price of the regular 911 Turbo.

This particular car is one of those 1986 Turbo SEs, bought new by the brother of Porsche racer Mike Franey. It was parked up in a barn at 19,500 miles and stayed there for 12 years. When Vic Cohen, as the would-be fourth owner, first

has received sympathetic attention from Steve Winter at Jaz Porsche, and today is in the prime of its life. This much I can personally vouch for as we undertake a road trip from London to the Moors. Although the spectacular stuff will occur later, it's this high speed GT work where the Turbo finds its natural habitat – and it's still so good at it. I've always

not as if you don't have your work cut out anyway without worrying about changing gear...

On the motorway, however, that's not the case at all. There're the customary 911 wind noise levels, but otherwise the car glides along with incredible straight-line stability, the steering giving you all the confidence that you could possibly require. It's fairly





*Carrera 3.2 Speedster remains something of an anachronism but it's impossible to drive one without a huge smile on your face*

light around the straight-ahead, but it's clear that it loads up significantly in the corners, which is worth remembering. It's the same scenario when we venture back south at the end of the day, and I shan't forget that feeling of being a shark in a small tank of tropical fish: this car will always have an aura, whatever nose configuration it has.

On the undulating, well-sighted moors roads of our final destination, the Turbo can really stretch its legs. Each gear unleashes a torrent of acceleration that still feels formidable today. I know from prior experience that spying the car in your rear-view mirror is every bit as startling as it must have

been all those years ago. You need to give the clutch pedal a firm prod, and be decisive with your gear change, and then there's the steering: brimming with feedback, but that weighting... Hmm.

The Turbo has huge reserves of grip which, if you adhere to a secure slow-in-fast-out principle, is unlikely to be breached but at the same time the outcome of an abruptly closed throttle, and perhaps a slick road surface, will surely require quick reflexes and plenty of bicep power. It's not hard to see how more than a few stockbrokers ended up visiting the scenery backwards during that period.

Vic describes it as a

'Marmite car', and it's true, you either love the flat/slant/slope-nose look or you don't. I'm not sure I'd choose it over a standard car, but it's a very interesting niche of Porsche history and I can quite see why Vic wanted to add it to the list of Porsches he's owned.

I had thought that the Turbo SE was the boss here, but then I wasn't prepared for the road-going impact of Porsche's true 1980s star: the 959. There it is, up front, wide hips dwarfing the Turbo behind it and appearing to take up the entire lane. "It's a 959", I say, stating the obvious repeatedly from behind the wheel of the 964. I am besotted with it.

Yes, it really is a 959 – that mythical 911-based supercar which descended on the

motoring world as if it had just been teleported down via another solar system. High performance road cars could never be the same once it had arrived, even if its gestation, production life and subsequent history have been colourful to say the least.

Consider that this is a 911, yes, but a 911 that has composite bodywork; two turbochargers that work in a serial partnership; three ride height settings and automatic adjustment; double wishbones suspension all-round, coil-springs and twin dampers per wheel (at the rear) with three ride settings and automatic adjustment in real-time;

hollow spoke magnesium wheels with tyre pressure sensors: yes, the scope of Porsche's ambitions knew no bounds.

You can read some of the background of the 959 in Keith Seume's overview of the 1980s in this issue, but what Helmuth Bott and his fellow engineers had created was a car that attempted to have an answer for any question asked of it, anywhere, and at any time. And in the white finish of Lord Mexborough's car, it has more in common with a UFO. If PDK had been available it would probably have been used, but Porsche's twin-clutch system was still being trialled in the Group C cars and so a new six-

*It's cold up on those Yorkshire moors, but the sight of these four icons of 1980s Porschedom is enough to warm the spirits of even the coldest disbeliever...*





speed manual 'box took its place. I look at the top of the lever and there's a G, then numbers 1-5 (G is a very low first gear).

Otherwise the cabin is regular 911 apart from the additional dials and higher transmission tunnel. This car doesn't have leather seats: instead they're truly period-looking cloth items in burgundy with pale grey striping.

450bhp and 369lb/ft of torque should be more than a little entertaining – but rather than the 959 has such a towering reputation. More than anything, I don't want to be disappointed.

After the brutal Turbo SE, what strikes me initially about the 959 is how easy it is to drive. The gears change without effort, and the power steering

modifications to the roof and glazing, and best of all, the ride quality is many, many times more sophisticated than the others. The 959 glides down the road where they thump and bump, and pretty soon I'm relaxing as much as is possible in the circumstances, drinking in the view out over the

system that stands for *Porsche Registeraufladung* (another abbreviation, the sort beloved of Porsche to this day, and joined on the 959 by PSK – the front differential clutch). In practise, two K26 turbos are mounted either side of the engine, but at lower revs all the gases go to just one of them thanks to a clever

was revolutionary in its day – certainly compared to the laggy Turbo SE. If you're used to the variable vane technology in a 997 Turbo then you'll be wondering what all the fuss is about.

The other turbocharger is brought into play over 4000rpm, and it certainly likes to make its presence felt. This is a proper, tilt

**I DON'T MIND ADMITTING MY MOUTH IS DRY AND MY HEART IS RACING AWAY A LITTLE...**

I don't mind admitting my mouth is dry and my heart is racing away a little. It's not that I'm expecting the 959 to pulverise me with its raw acceleration – although

system takes all the heft out of manoeuvring.

As the speed rises the cabin is hushed in comparison with other cars here thanks to the

959's endless curves and grinning from ear to ear.

Porsche's novel idea for turbocharging the 959 centred on the PRA

system of valves.

This means that the one turbo spins up faster, and gives the kind of turbine response that

head back, nose of car rising, whoa! moment. Again, I don't want to downplay it unnecessarily, but those





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**964 and Carrera 3.2 Speedster (far left) go head to head. Towler enjoyed the Speedster more than he expected. But it's the mighty 959 that he most covets. And who can blame him?**

used to more modern turbo 911s might wonder what all the fuss is about, but like any old car, you need to try and view it in context. Do so, and it's mind blowing. That it still feels major league quick today says it all: you wouldn't fear many cars in a 959, but you do need to keep the revs up as relying on one turbo simply won't do: it's a real Jekyll and Hyde character. *(I can vouch for this, having been taken for a 100+mph ride through the streets of LA in a 959 a few years ago! - KS)*

There's enough technology in a 959 to fill a very large book, and to fully describe the driving experience it would be easy to fill this entire magazine. The four-wheel-drive system shuns a centre diff in favour of multi-plate clutches at the front and rear under computer control. It does

seem very complicated, and there will always be many that desire the sort of transparent but extreme driving experience you get with a 911 Carrera RS. This isn't that sort of car.

It couldn't possibly be more different to its great rivals, the Ferrari 288 GTO and F40. But I do think it's misunderstood: for me, this is a car to be used, one that could take you from one side of Europe to the other, in all weathers, at all speeds, in great comfort but with real driver satisfaction.

That it won the Paris-Dakar rally outright and took a class win at Le Mans is icing on the cake.

We've all heard how expensive they can be to maintain – the rear body panel alone costs £60,000 to replace! – but it has certainly gone to the top of my dream shopping list.

Dragged, kicking and screaming, away from the barely scratched surface of the 959, it's time to look at the 964 Carrera 2. It's no hardship: these cars look better with every passing year in my opinion, and their mix of old 911 style, compactness and character with modern comforts and ease of use means prices are steadily on the rise.

They are significant in the context of this piece because they mark the point when the 911 took a jump into modernity. At the core was the development team's obsession with four-wheel drive, but there was also a 'modern' ventilation system, coil-sprung suspension, power steering and, to combat the extra weight that the car had put on, a twin-plug flat-six of 3.6-litres capacity and 250bhp.

It was engine

development issues that delayed the project most of all, and when the Carrera 4 and then 2 models were unveiled, the boom years were behind Porsche. As the market conditions steadily worsened, the firm had no choice but to keep prices higher than ever as the 964 was an expensive car to make. It would be the last before Wiedeking's efficiency measures began to take effect.

Heavier, and arguably a blunter instrument than its forebears, the 964 found itself up against stiff competition such as the Honda NSX. But given how the development of sports cars has progressed in recent years – bigger, more refined, less engaging, perhaps – it's no great surprise that the

964 has largely been re-evaluated. The bigger flat-six is a brawny power unit, and delivers its performance with a deep, rich roar quite different from the 911s of 20 years previously. Yes, there is less feedback through the steering, but then again the 964 is a much more communicative and enjoyable car to steer than any 'modern'.

It's a thoroughly loveable car the 964, when you get to know it. In many ways it sums up the decade for the company: a transition period, marked by incredible highs, and a few lows, that dragged the 911 into the modern era with the help of technology that was the marvel of the motoring world. Now: who's got the keys to the 959...? **PW**



## SPECS

	SPEEDSTER	964 C4	TURBO SE	959
Model:	SPEEDSTER	964 C4	TURBO SE	959
Engine Size	3164cc	3600cc	3299cc	2850cc
Year Built	1989	1989-on	1985-89	1986-88
0-62mph	6.0 sec	6.2sec	5.2sec	3.7sec
Max speed	152mph	162mph	170mph	196mph
Verdict	■■■■■	■■■■■	■■■■■	■■■■■

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| 1972 911S Historic FIA Approved Yellow | 1989 911 3.5 Supersport Turbo   |
| 1972 911 2.4 S LHD Blue                | 1991 911 964 C2 Manual LHD      |
| 1978 911 3.0 SC Targa 17K Miles Brown  | 1992 911 964 C2 Coupe Black     |
| 1980 911 3.2 SC Lightweight Black      | 1992 911 964 C4 Coupe Choice    |
| 1981 911 3.0 SC Targa Grand Prix White | 1996 911 993 C2 Targa Iris Blue |
| 1986 911 3.2 Carrera Manual White      | 2004 911 996 GT3 RS White/Blue  |
| 1988 911 930 Turbo G50 Coupe Black     | 2006 911 997 C2S Cabriolet Grey |

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# CANARY CAPERS

*You'll have to drive fast to catch up with what many consider to be the ultimate modified 911 from a decade when 'show' so often outranked 'go'. It's yellow, it's hot and it's the greatest 1980s thrill machine. It is, of course, the legendary Ruf CTR-1*

Words: Johnny Tipler Photos: Antony Fraser

**T**he 1980s: the decade that spawned the Falklands War and New Romantics, Yuppies and Thatcherism, 1500bhp F1 turbos and ground-effect Group C WSC prototypes: all, in their way, brave and outrageous phenomena. Sticking to the same theme, then, what is the most extreme road-going Porsche-based product that springs to mind in this hedonistic catalogue?

How about the slant-nose DP Motorsport 930? Visually, perhaps, Or,

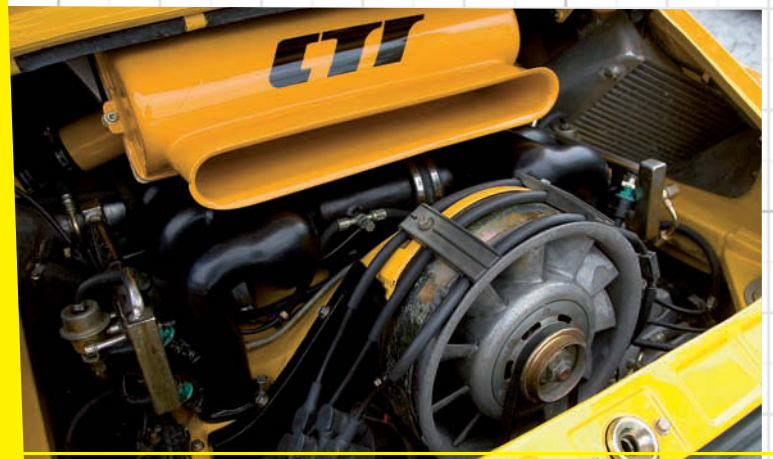
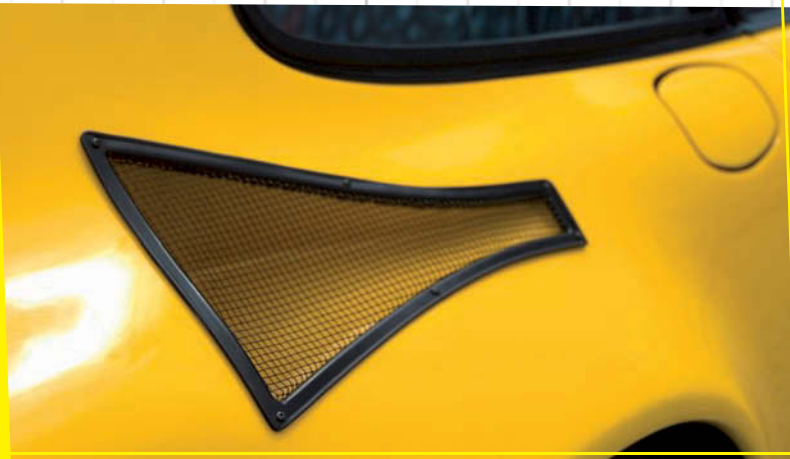
similarly, Gemballa's Avalanche, or Ruf's similar take on the Flachbau 935 racing car, the BTR III? Not quite sufficiently distinguished. The 924 Carrera GTS?

Getting there, though four cylinders don't really excite. Porsche's Group B supercar, the 959? Price and exclusivity prevail against it. No, in fact it's more straightforward than that; the icon is staring us in the face: it has to be the Ruf Yellowbird, of course!

The CTR-1, to give it Ruf's official designation,

looks like a 911; it is fundamentally a 911, but in its day it was fast enough to embarrass supercars from Stuttgart, Sant'Agata and Maranello. They're rare, these yellow birds: there were just 29 factory-built original Ruf CTRs and 20 more were retro-converted at the Pfaffenhausen plant.

Alois Ruf had been creating his brand of Porsche 911-based cars over a decade before the Yellowbird was hatched. His first effort was based on a 911 Carrera 3.0 RS,



**NACA-style ducts in rear wings look crudely finished compared to rest of the car. They fed air to the intercoolers but were later abandoned. Note external oil filler (above)**

launched in 1975, with his normally-aspirated 911 SCR following on a year later. That was fitted with a 3.2-litre engine as opposed to the restricted 3.0 unit then available in the standard car.

The Turbo 3.3 appeared in 1977, and a pattern was already beginning to emerge. I drove one recently and it's a fast car, accelerating hard from 2500rpm, with no trace of the turbo lag that bedeviled early 930s. Ruf quoted 5.1 seconds for the 0-62mph dash, topping out at 163mph. It's steady as

she goes through the bends in this period piece, though, and I moderate my speed as everything starts to happen very quickly on full throttle, because the brakes are adequate rather than confidence inspiring.

The Yellowbird was already incubating in the late '70s when Porsche's marketing people believed the 911 was finished and the trio of front-engined cars was the way forward.

Accordingly, Zuffenhausen's rear-engined model line contracted into the Turbo and SC. Alois Ruf was more

astute: 'People were frustrated when they couldn't get what they wanted,' he commented, 'so we offered the 911SCR, the Ruf version of the SC, which was a 3.2-litre with big-bore pistons and cylinders and 217 very strong horsepower. That made the car feel like a '73 Carrera RS.'

A positive reception in the press and among enthusiasts convinced Ruf that there was a demand for such a car, so he turned his attention to the 911 Turbo. 'We developed our own five-speed

gearbox, based on requests from customers (the 930 Turbo was only available with four gears as standard until 1988), and we set up a bodyshop so we could build another new car, because whatever Porsche believed at the time, we knew there would be a group of enthusiasts that would stick with the 911.'

In 1981 the official German sanctioning body the TÜV granted Ruf Automobile GmbH manufacturing status, and the first car to bear an actual Ruf chassis number

was the turbocharged 3.4-litre Ruf BTR, hand-built in 1983, delivering 374bhp and available in wide (Turbo) or narrow bodywork. From 1985, special 17in Speedline wheels with Dunlop Denloc tyres were available on Ruf cars, having been developed for the 4WD 959's techno wizardry. The CTR-1 was shod with Dunlop Denloc or Pirelli P6000 tyres, 205/50ZR-17 up front and 255/40ZR-17 in the rear.

It's hard to define Ruf's pièce de resistance; every car that rolls out of the Pfaffenhausen factory is a



**Unique frontal treatment is pretty restrained when compared to so many other children of the 1980s. Colour is in your face, but, overall, the styling is understated...**



**Ruf-designed wheels have proved popular with 911 enthusiasts since their launch. 935-style mirrors help Ruf's quest to cheat the wind in search of 200mph top speed**

gem in most respects. Until the engineering masterpiece of the CTR-3, the 1987 Yellowbird was regarded as Ruf's totem. Designated the CTR (for Group C Turbo Ruf), its Motronic-managed powerplant was the KKK Type K26 twin-turbo 3.4-litre unit, developing 496bhp, and fitted in a narrow body 911 chassis.

Though the rear wings were widened by 25mm either side, the shell was further streamlined by the removal of the rain gutters, which also cut down wind noise, and wind-cheating plastic bumpers were fitted instead of the donor Carrera 3.2's rubber ones. The front bumper contained an oil cooler, with integral fog lamps and curving indicator housings, while the rear bumper featured a trio of three

cooling slats either side of the number plate.

The oil filler cap was on the outside of the right-hand rear wheelarch, where the 1972 2.4-litre 911s had it, and the rear arches of earlier cars featured arrowhead-shaped ducting to feed each of the two air-charge intercoolers mounted ahead of the rear wheels, though these were abandoned after it was found that there was sufficient airflow via the engine lid ducting.

An IMSA-style whaletail projected from the engine lid, and beneath the car, running from side to side midway along the car, there's a little rubber aerodynamic strip that came into play at high speed.

The suspension was 40mm lower than standard, incorporating Bilstein gas dampers and

running 2.5 degrees of negative camber. Braking was by 330mm discs sourced from the 962 Group C parts bin. Torsional rigidity was improved by seam-welding the inner panel joints within the bodyshell, though two or three CTRs had sunroofs. The built-in roll-cage stiffened the chassis still further, and the controls included a leather-bound, three-spoke, monogrammed Ruf steering-wheel. The normal five-speed gear-knob was re-covered with a leather top stamped with the six-speed logo. Within the instrument binnacle, the dials were Ruf-labelled items, including the 350kph speedo.

The glassfibre Recaro competition bucket seats had a slightly higher and more upright seating

position than a regular 3.2 Carrera, but they were generously padded and moulded around the shoulders. There were no electrical adjusters so it took a bit of fiddling to achieve the right posture. Instead of a radio there was a boost gauge and a knob to turn up the turbo. The rear seats were absent, with a roll-cage diagonal and anchor points for the Simpson harness occupying the space instead.

The Yellowbird CTR-1 weighed in at 1150kg (2533lb) and could accelerate from 0-200kph (124mph) in 11.4secs, covering the standing kilometre in 20.9secs. Top speed was officially declared as 211mph but,

as we know, it was capable of 213mph. In 1987 it cost Dm288,000 (£125,324 or €146,938), compared with Dm131,000 (£57,000) for a 930 and Dm78,455 (£34,140) for a Carrera 3.2. Today, a Ruf RT-35 supercar costs €249,000 (£212,372) compared with a 991 GT3 with no options added priced at €117,880 (£100,540). No disrespect to the GT3; the difference is, from Ruf you get a hand-crafted objet d'art.

The CTR-1 was Ruf's first twin-turbo model – a system Porsche didn't offer till 1995 on the 993 Turbo. Alois Ruf explained the philosophy: 'In 1987 we brought the maximum technology available to the good old classic 911. We designed that twin-turbo



**Aside from the ducts in the rear wings, there's little to suggest this is anything other than a mildly-modified 911. Oil filler flap harks back to 1972...**

**Lord of the Ring**

To get a taste of the Yellowbird at full stretch, check out Stefan Roser's tyre-squealing workout aboard the Yellowbird on the Nürburgring Nordschleife in the Ruf DVD 'Fascination Plus', or watch one of several YouTube vids of the same action.



engine for the Yellowbird, and the only engine management system that was available and affordable was the Bosch Sports Motronic. Of course, from today's perspective you would find some flaws in the drivability. It is not as subtle as the car of today, but the engine management computer was not as intelligent.'

The roominess of the engine bay comes as a surprise, because you assume that it's going to be filled with turbos and intercoolers, but Ruf installed the intercoolers behind the rear wheels and the turbos and pipework underneath to make a neater engine bay. The front luggage compartment is equally

uncluttered, manifesting a brake balance adjuster and custom-made strut-brace between the turrets, but no creature comforts like a heater or hi-fi defile the CTR, and the spec eschews power steering, ABS and traction control.

The Yellowbird name was coined in respect of its body colour by the US magazine *Road & Track* when it staged a V-max showdown at VW's Eira Leissen test track at Wolfsburg in 1987, with 1961 F1 Champion Phil Hill and Porsche buff Paul Frere on the driver roster. In the hands of Ruf's favourite tester, Stefan Roser, the CTR-1 maxed out at 213mph (342kph), a speed none of the assembled supercars from Ferrari,

Lamborghini or Mercedes AMG could match.

Endowed with nearly twice as many horses as decreed by Zuffenhausen, and mustering 408lb/ft torque from its blown flat-six in the narrow-body, non-Turbo shell, it was even 13mph quicker in a straight line than its much vaunted cousin, the Porsche 959.

The Yellowbird sealed Ruf's reputation for creating world-beating sports cars, and as the firm forged ahead with its BTR 3.4 and BTR III slant-nose models in 1988, the firm was officially certified as a car manufacturer by the US Environmental Protection Agency and the US Department of Transport.

Meanwhile, the Yellowbird morphed from the 3.2 Carrera shell into the 964 in 1989, not that

you'd know from the exterior, though the switch from torsion bars to wishbone suspension was a bonus. When the 964 was superseded by the 993, Ruf introduced the CTR-2, of which 27 cars were built, and apart from its elaborate rear wing, that too was relatively understated.

So, 25 years on, what's it like to handle the '80s icon? Though I've driven a variety of Ruf models in the past decade, I've only managed three Yellowbirds, and one wasn't yellow at all. Let loose in the original ground-breaking car on a visit to interview Alois Ruf, I was surprised at its utter, gutsy rawness as I hustled it around the Bavarian backroads. It was the closest I'd come to a road-legal racing car since I hacked my Alfa GTV6 to

and from the circuits, and I needed a day's grace till my body stopped vibrating.

Next Yellowbird experience was when I called on former World Superbike ace Nick Hopkins at his Guernsey home to sample his CTR, though apart from a bit of wheelspin on the winding tree-lined road overlooking Havelet Bay that doubles as the Val Des Terres hillclimb, the Island's speed limits precluded much in the way of drama.

Then came the most civilised CTR-1 of the three, belonging to Belgian collector Johan Dirickx, which he brought to Bruntingthorpe proving ground for our review of three evolutions of the CTR. On the broad, featureless expanses of the former airfield it was possible to cut loose in this amazing car, maxing out

**IN THE HANDS OF RUF'S STEFAN ROSER, THE CTR-1 MAXED OUT AT 213MPH**



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**Not all CTR-1s were yellow, and later cars dispensed with the ducts in the wings, giving the car a more restrained appearance**

on the two-mile main straight and feeling for its limits with confidence on the fast left- and right-hand turns.

Ruf's long-standing chief engineer HP Lieb was at the forefront of the CTR project. The former racer and founder Ruf employee – and father of Porsche works driver Marc Lieb – built the first six Yellowbird chassis and was responsible for the development of the bumpers, concealed front and back in the CTR's unique valances.

He was also Ruf's sales negotiator back in the '80s, and recalls taking the order for Johan's Cherry-hued CTR-1. 'It was created to order in 1988,' he recalled. 'The customer wanted it to have the look of a classic RS, which is why it has the chrome window surrounds,

and in the first place it had a chrome 2.7 Carrera RS mirror. The customer wanted to run without the whale-tail but we told him this was not a good idea with a 200mph car.'

The interior was bespoke too: 'it was upholstered in "elephant" leather from the top-of-the-range mid-'80s BMW 7-series, and we struggled to get that at the time.' Before Johan bought it the mileage was only 15,000kms, logged over 15 years.

Herr Lieb was at Bruntingthorpe for our three-car CTR extravaganza, and after 20 years it was a thrill for him to see the Cherry red car again: 'it's great to see how well the car runs and how quick it is still. And how well it handles on modern tyres; in the beginning we only had Dunlops, and if

you put the brakes on at 300kph, the car went sideways! Now it has Michelin Pilot Sport Cups, and this is the only tyre we have that's suitable for top speed runs. Now it handles like a modern car.'

Bruntingthorpe is a more informal MIRA or Millbrook, an airfield circuit with two long straights – the former main runway is two miles long – linked by a broad loop at one end and a demanding corkscrew and fast, snaking up-hill gradient at the other, which pitches you onto the shorter of the straights and downhill to the Parabolica, easing you back on to the long one.

As well as evaluating each evolution of the CTR – the CTR-3 is a mid-engined quantum leap, an engineering *tour de force* – the objective was to

emulate the 213mph max-out clocked in '87. The CTR-1 was amazing, visually as well as dynamically, cocking an inside front wheel as it rounded the sweeping parabolica. The whistle from the waste-gate that accompanies each shift was entrancing, while boost on full throttle was a constant 1.2-bar.

No question, the CTR-1 is a 911 in respect of its handling behaviour: light, easy turn-in and weighted-up back end, beautifully poised, and a credit to the integrity of its original construction that it could circulate as fast as this and betray no ill effects. I crested the rise on the main straight and glanced at the speedo: it read

300kph (186mph). Fair enough; I'd run out of space – and there was a headwind that day.

By contrast, this CTR was a more civilised car than the original Yellowbird I drove at Pfaffenhausen, and that was a very raw experience, still extremely quick and scruff-of-the-neck manoeuvrable. The Cherry bomb was a fine compromise, gorgeous looking, delivering sublime handling and performance, and with a captivating rawness that eluded me in the all-wheel drive CTR-2.

The current backdating zeitgeist means the Ruf CTR-1 is more than ever the image to have: it's not just the Porsche icon of the '80s; it's also the right recipe today. **PW**

**Original customer of this example demanded chromed window surrounds, to give the car a more classic look, hinting at the Carrera RS**





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# THE YUPPIE YEARS

*It was a time of growth and greed, when a new breed of Porsche owner hit the headlines – often for all the wrong reasons. On the other hand, the 1980s also saw Porsche show off its technological skills to a stunned audience...*

Words: Delwyn Mallett

Photos: DM/KS/Porsche Archiv

John Lennon was murdered on a New York street in 1980. After 17-years served in prison, Nelson Mandela still had another 10 years ahead of him. As yet unthought of, the World Wide Web was a decade in the future. The Cold War with the Soviet Union was as chilly as ever and they were just one year in to an ultimately futile nine-year-long invasion of Afghanistan. Shoulders were padded to the width of a Turbo's haunches and the 'hippies' had grown up, got jobs, married and were turning into 'Yuppies'.

It's unlikely that Margaret Thatcher

features in any of the many histories of Porsche but arguably she did more to raise the profile of Porsche in Britain than any number of Le Mans victories. The 'Yuppie' was the social phenomenon of the 1980s, the height of Maggie's power.

The term was a contraction of 'young upwardly mobile professional', a group reviled in the press and by the population at large for their conspicuous, self-indulgent consumption of expensive and unnecessary luxuries.

If you were under 50 and owned a Porsche in the 1980s, whatever your motive for buying one, you were automatically

branded a Yuppie. I guess I was, therefore, seen by some as a Yuppie.

Despite my protestations that I had been a dedicated Porsche enthusiast and owner since 1967, long before 'yuppiedom' emerged, I could not escape the opprobrium of my colleagues. I was fortunate to be able to choose between a 356A Speedster (initial cost £350 in the late 1960s) or a 1973 Carrera RS (cost approximately £8000 in 1980) for my daily commute, and I can remember vividly the different reaction that each car provoked from fellow motorists.

At road junctions the Speedster, curvy and cuddly and probably not even recognized as a Porsche, was invariably acknowledged with a friendly gesture to

proceed, while the same motorists appeared willing to sacrifice life, limb and tin rather than give way to the Carrera.

Towards the back-half of the 1980s I found myself simmering in a long tailback on the M4 motorway approaching London as it blended from three into two lanes at the elevated section near Chiswick. Clearly, as the traffic was at a standstill, there had to be some sort of incident ahead and there was little to do but suffer.

Suddenly a black 911 convertible, hood down, swept by on the hard shoulder – an act of breathtaking arrogance, as it was obvious that there would be only one way of regaining the carriageway and that was to forcibly insert the Porsche as it reached the head of the queue. Even I, a fellow 911 driver, felt a red hot surge of rage and indignation at the audacity of the bloke.

Imagine then my satisfaction when, as the traffic eventually started to move faster than walking pace, we gradually overhauled the Porsche, still on the hard

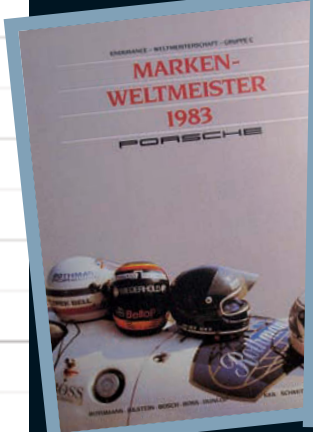
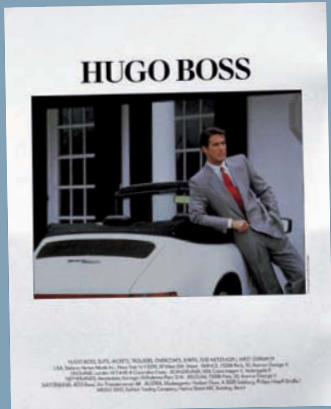
shoulder, where its progress had been stopped by a conveniently (should that be inconveniently?) parked police car.

As literally hundreds of cars slowly rolled by you could see every driver's head turn and grin, dozens of gesticulating arms 'giving the finger' from rolled down windows and, above the throb of engines, hear the cheers of approval in support of the very large policeman who was extracting the maximum personal satisfaction while imparting the maximum embarrassment on the hopefully humbled 'flash g\*t in the Porker'.

Such was the negative image that had attached itself to the Porsche 911 during the 1980s. But why does the recently departed Mrs Thatcher shoulder the blame?

In 1986 Maggie, Prime Minister since 1979, presided over 'Big Bang', the deregulation of London's financial markets. Overnight the bowler-hatted and largely benign network of 'old boys' who had for generations run the 'city' were replaced by a younger, brasher, faster talking, faster living and faster driving breed of alpha-males.

Out went the Bentleys, Bristols, big Rovers and



*Bridgestone was happy to boast of its association with 959, and why not? 1984 Paris-Dakar victory captured the media's attention as much as World Championship wins*

**'GREED, FOR THE THE LACK  
OF A BETTER WORD, IS GOOD'  
— GORDON GEKKO, 1987**

*The 1980s saw the launch of the Porsche Collection of clothing (left), and the ever-stylish Hugo Boss was quick to pick up on the 911's popularity, using a Cabrio in its adverts*

Savile Row chalk stripes – the new fast money was being spent ogling altogether fleshier 'Bristols' in London's lap-dancing emporia, clad in Armani or Hugo Boss and tearing up the tarmac in what had become their preferred car of choice – invariably, it seemed, a black (or Guards Red) Porsche 911. The BBC News bulletin announcing Thatcher's death even showed a period clip of a red 911 to illustrate the change wrought on London's trading floors.

The excesses of this cultural shift was succinctly summarized by the character Gordon Gekko in the 1987 hit movie 'Wall Street' with the words, 'Greed, for the lack of a better word, is good', a sentiment that only now is beginning to be readdressed.

By the 1980s, Porsche was very much a multi-car company with the bulk of its output being of the front-engined variety. Indeed the much anticipated demise of the anachronistic and ageing 911 seemed imminent, particularly in the light of increasingly restrictive American legislation.

The Porsche fanbase was now very firmly divided into two factions, the 'it's not a real Porsche' camp, ie, the air-cooled lovers, and the water-cooled, front-engined, newcomer contingent who were frowned upon by the former.

However, in 1980, 911 production had dipped to

a low point of 9475 cars, a level dangerously close to what company chairman Ernst Fuhrmann had identified as a termination figure.

Fortunately for the 911, a new man was soon at the helm of Porsche, and one who had a completely different take on Porsche's future direction. Peter Schutz, Berlin-born in 1930 but American educated and naturalized, was the first outsider to head up Porsche.

Not by background a 'car industry' man – he'd never even driven a Porsche – Schutz very rapidly identified what most of us fans already knew: owning a Porsche wasn't simply a rational transportation decision, it was choosing a companion, a hobby, an obsession, a whole way of life. Schutz also saw that the 911 was the company's most profitable car and its continued development was back on the agenda. And how!

Under Schutz's initiative and the supervision of Research and Development Director, Helmuth Bott, the 911 Cabrio was given the go-ahead, the spiritual successor of the 1973 Carrera RS in the form of the SC/RS was also given the green light, followed by the 911 Speedster, and the 953, the four-wheel drive rally car. A keen pilot, Schutz even encouraged Porsche to re-enter the aero-engine market with a





## BY THE TIME THE 959 ARRIVED, SPECULATOR FEVER HAD GRIPPED THE CAR WORLD...

version of its flat-six. Of little relevance to the average Porsche owner, the aero-engine did, however, gain a lot of publicity for the company before fading away when Schutz's stint at Porsche came to an end in 1987. We also have to thank Schutz, and Bott, for the most technically advanced 911 of all and the ultimate supercar of its day, the 959.

The recently introduced Group B International Rallying rules had made four-wheel drive the automotive buzz of the day and at the 1983 Frankfurt Show, the 20th anniversary of the 911, Porsche unveiled the prototype of its sensational, all-singing, all-dancing, all-wheel drive 'Gruppe B' 959. The following January the hastily prepared SC-bodied 953 rally version surprised the men at Porsche by winning the gruelling, headline-grabbing, Paris-Dakar.

The Paris-Dakar was then as advertised, a race over almost unimaginably difficult terrain, starting in Paris and ending in Dakar, Senegal, the most westerly city on the African continent. Press and news coverage was substantial, particularly as Mark Thatcher (Margaret's son – yes her again!) had spent six days 'lost' in the desert on the 1982 event.

Porsche's headline-making victory in a 911 added considerable lustre

to the model. A trio of 'jacked up' 959-bodied cars failed to finish the 1985 event but victory was once again Porsche's when their Rothmans-liveried 959s came home first and second the following year.

The 'Überporsche', the much-delayed technical *tour de force* that was the customer 959, finally hit Britain's streets in the middle of 1987 at a bargain price of £155,266 – a bargain in the sense that Porsche was losing about four times that amount on each car sold.

By the time the 959 arrived, speculator fever had gripped the car world, and not just in classic cars. Porsches in general were in such demand that owners could enjoy what effectively became free motoring year-on-year as they sold their old models for more than the delivery price of their new model.

Although Porsche tried to prevent speculators getting their hands on the 959 (and 911 Turbos) by imposing 'watertight' contracts, it was to little avail and the massive profits to be made were for many owners simply too tempting to resist.

Popular newspapers bridled at the profits that owners were making by selling their cars on. If the Lamborghini Countach had been the poster car of the '70s the 959 was the teenage boy's (and more than a few old boys) pin-up of the '80s.

By the end of the



# 911@FIFTY

Celebrating 50 years of the Porsche 911

decade, despite the 'Yuppie' associations, a newspaper poll voted the Porsche 911 the 'car I would most like to own'.

A 'Porche', as it was frequently spelt and pronounced, was no longer mistaken by many Brits as something attached to the front of a house. The 911 was now ubiquitous; a decade earlier, inclusion of a 911 in a movie or ad was unusual but now so common that it had become barely worthy of note. I mean, even Pam Ewing drove an SC Cabrio in that staple of glossy '80s TV soaps, *Dallas*.

In the '60s, Porsche owners were people who had made a decision to spend what seemed like a disproportionate amount of money to buy a car higher on engineering integrity than street credibility and, by and large, owners were united by their common interest and shared outlook.

In the '70s, as Porsches became a more familiar presence on the streets, the build quality became a given and 'cred' became a more important part of the purchasing decision. With 'cred', though, came the characters that you might not naturally choose as a chum. By the close of the '80s it was wise to carefully vet a 911 owner before striking up a friendship – he could be a drug baron, or even worse, a banker.

The last few years of the decade produced an automotive feeding frenzy. Classic car prices were rising literally hour on hour and the banks were almost forcing their customers to borrow money. Porsches and

Ferraris had moved beyond being mere cars and were now 'commodities' to be speculated in, with Porsche 'futures' discussed as if they were grain or pork bellies. I had friends who were making thousands on Porsches, often buying over the phone and selling on to a new owner or dealer without even seeing the car.

One chum who was 'in the trade' was enjoying a coffee in a Knightsbridge pavement café when a slow moving Porsche drew abreast. Half in jest, but by nature a natural chancer, he shouted an offer at the driver. I'm not sure who was the more surprised but the figure proffered obviously exceeded the Porsche owner's expectation by some margin and a deal was struck kerbside, there and then.

Another well-known dealer gained notoriety by attempting to 'corner' the Carrera RS market, buying up every car he could lay his hands on in an attempt to drive up prices beyond their then already stratospheric level. (Not much change there, then, when one considers the current prices of RSs and early 911s in general!)

My own bank manager knew that I was a 'car fan' and rang me on a monthly basis begging me to borrow money (those were the days!) so that I could 'invest' in another classic. Fortunately for me I resisted and the speculative bubble finally burst, leaving a whole



*At the height of the stock market boom in the 1980s, every upwardly-mobile professional's dream was to be seen at the wheel of a 911!*

load of 'fans' with vastly overpriced cars on their hands, unable to repay the loans that the same bank managers were now frantically calling in.

Rumour had it that the country was dotted with secret warehouses full of repossessed cars that couldn't be off-loaded into a dead market without incurring huge losses. Car dealers who had borrowed heavily to invest in stock found their inventory was now vastly overvalued and went bankrupt under the burden of debt.

My wife, who is not very good at telling jokes, still laughs out loud at what is almost certainly the only one that she can remember. It was with much relish that she once asked me, 'How do you tell the difference between a hedgehog and a Porsche?'

Not wanting to prolong the inevitable put-down I knew must be coming, I

quickly mumbled a somewhat muted 'Go on...' to be rewarded with a far too enthusiastically giggled pay-off delivered with almost uncontrollable

pre-punch line hysteria: 'A hedgehog has the pricks on the outside!'

Sadly, not only was it funny but in the '80s it was also all too accurate. **PW**



*1983 saw in-house Porsche magazine Christophorus celebrate 20 years of the 911 with a colourful spread. A few years later, the magazine was dominated by images of Speedsters and 959s...*

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Photographs by Chris Horton and Evans Cooling Systems

# SILVER-BULLET SOLUTION

It remains to be seen whether an innovative new synthetic coolant can prevent your 911 or Boxster engine shredding its cylinder liners, and landing you with a repair bill for many thousands of pounds. But Chris Horton, for one, reckons it could be the answer to our prayers



**Y**ou can understand why Britain's Royal Mail struggles to make a profit. Time was when almost every morning the postman might push a dozen A4-sized press releases through my letterbox, most accompanied by handfuls of heavy, glossy photos. These days, by

contrast, just about all my – and any other journalist's – raw material arrives not only instantly but also electronically.

With that, though, has come a dumbing-down of much of what I receive. Take these gems, all from the last few weeks alone: '[Alarm manufacturer] warns high-value car owners to keep keys safe to prevent theft'. Gosh,

thanks! I would never have worked that out for myself. 'Red Ferrari still the dream supercar'. No way! (And that didn't even come from Ferrari). 'Hot cross bums on car seats: Saturday morning Easter rush'. Cutting-edge, pulse-quickening stuff, isn't it? Hold the front page.

Sometimes, though, I speed-read a subject line

so immediately appealing that it almost literally leaps off the screen at me. A Q&A item, maybe – and I really enjoy getting my teeth into all your Porsche problems; do keep them coming. Or, perhaps, something like this: 'Revolutionary waterless coolant could help tackle German engine reliability issues'.

Now I wasn't aware



that German engines in general had been suffering from any particular coolant-related reliability issues. And I confess that I had never heard of either Evans Cooling Systems USA or of its Swansea, Wales-based UK division, which had issued the material. But I most certainly do – and did then – know all about the very specific reliability issues experienced by many owners of Porsche’s water-cooled flat-sixes. It’s a subject we have discussed often here in *g11 & Porsche World*, most recently in a major nine-page exposé in the October 2012 issue (pages 70–80). Either way, this looked – unusually – like it could be well worth reading. And so it turned out.

First, however, a little bit of background. All of Porsche’s modern water-cooled flat-sixes – Mg6 and Mg7 to their friends – have over the years presented a number of, well, let’s just call them technical shortcomings. Chief among those, certainly in recent times and in later, larger-capacity models, has been cylinder-bore scoring, and the resulting damage to pistons and eventually piston rings – but often in only one or perhaps two cylinders per

power unit. That, in turn, usually leads to excessive oil consumption and/or reduced power output – although seemingly quite rarely to sudden and complete meltdown.

There are many theories to explain this situation, but the most convincing – or so I now believe, anyway – is localised overheating, predominantly in the material around the invariably hotter-running combustion chambers. That, it would appear from what follows, has probably been rather more of a latent issue in internal-combustion engines for a lot longer than you might imagine, although older, lower-tech units, with either iron- or steel-based cylinder bores, for some reason seem more or less able to cope with it.

Run your generally cast-iron piston rings in essentially aluminium-based bores, though – and Porsche’s lightweight and perhaps overly high-tech construction methods have been adopted by many other German manufacturers – and when temperatures rise even a few degrees beyond a surprisingly narrow ‘safe’ band you appear to run the risk of them tearing great strips out of the relatively soft cylinders. End of, as the

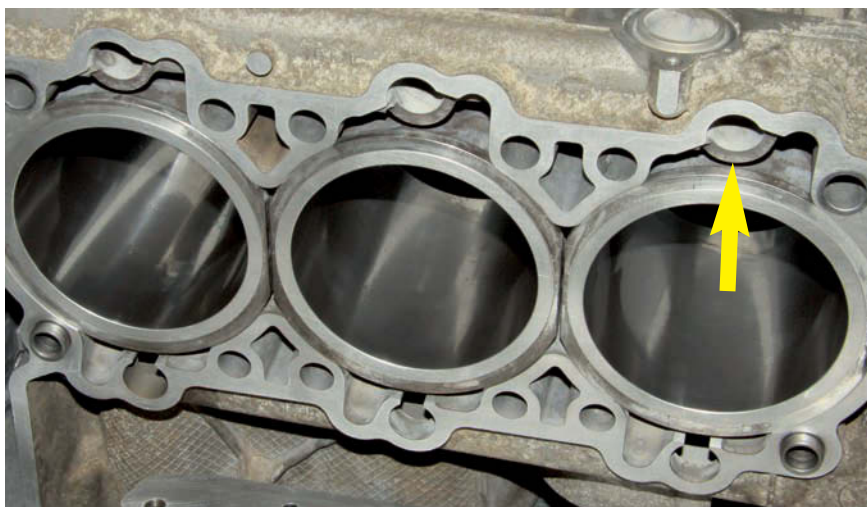
saying goes – and the reason why a number of forward-thinking Porsche specialists, not least Redtek and Northway, now offer machined cylinder blocks with carefully selected steel liners. And which – so far, at least – appear to be doing the trick.

There are a number of complex but no less plausible explanations for what could be described as this almost endemic overheating and subsequent bore scoring. Compromised coolant flow – engine design, in other words – must shoulder some of the blame, but even in the g11 and Boxster/Cayman not necessarily because the radiators are some distance away, up front. Cylinders five and six are the furthest from both the water pump and the thermostat, and it can be no coincidence that, anecdotally at least, it is those two ‘pots’ that suffer the most. One of Hartech’s modifications is to open up the coolant passages at the top of each cylinder block, where the liquid passes either into or out of the heads. Draw your own conclusions from that.

Just suppose, though, that rather than the engine itself being at fault – and this might begin to stretch the



*Mg6/Mg7 engine presents a number of failure scenarios, but scored pistons and bores – although often just two of each – are among the most serious (main photo, opposite). There are various explanations for that, but highly localised overheating, due to the water in the conventional coolant mix boiling and temporarily turning to steam, now seems the most likely. So far the most resilient – and elegant – solution appears to be the fitting of steel liners, as in this Redtek block (below), and Northway offers a similar conversion, but inevitably that is both a complex and costly route. Evans Waterless Coolant isn’t cheap, either (see next page), but pre-emptively it’s a lot less expensive than a full rebuild, and obviously far quicker and easier, too. Product has many other benefits, including excellent protection against internal corrosion and sludging of the radiator (above). Hartech-modified cylinder block (below left) shows cut-back coolant passage to improve flow: every little helps, it seems*





## THE KNOWLEDGE

Evans Waterless Coolants are currently available in no fewer than half a dozen forms for differing automotive and industrial applications, but all are based around essentially the same naturally top-secret formulation.

Vintage Cool 180 is for pre-war engines with cylinder blocks manufactured from what is known as pre-nodular cast-iron, and other components made from either copper or brass. Classic Cool 180 is for broadly similar post-war power units with blocks and heads in nodular cast-iron, fewer copper or brass components, and also some aluminium items.

Power Cool 180 – and in each case the number is obviously a reference to its default boiling point – is optimised for modern high-performance engines made primarily from lightweight aluminium alloys, but with some steel and copper (and plastic) components. It is, unsurprisingly, what the company recommends for water-cooled Porsches, including, of course, the 924-968, the 928, and more recently the Cayenne (both petrol and diesel), the Panamera, and even the Carrera GT supercar.

There is also Heavy Duty, formulated specially for commercial diesels with large cast-iron blocks and cylinder heads, plus a mixture of aluminium, steel and copper components, and even Aero Cool 180, which as its name suggests is designed (and crucially fully approved and certificated) for the liquid-cooled Rotax engines used in many of today's small, high-performance aircraft.

In all cases 'fitting' the Evans product (something we shall be covering in another in-depth how-to story very soon) generally requires the use of a hygroscopic so-called Prep Fluid. This effectively purges the cooling system of any water, the continued presence of which, even in very small quantities, would obviously negate the benefits of any such conversion.

The cost of Power Cool 180 – and for obvious reasons we're concentrating on that – is currently £64.95 including VAT per 5.0-litre pack. Which is rather more expensive than the old-fashioned ethylene glycol-based product from your local motor factor (although the official Porsche version of that stuff retails at a not insignificant £9.51 plus VAT per litre), but all things being equal should – or so we are told – last for the entire life of the car. And fixing wrecked cylinder blocks and pistons costs literally thousands.

Prep Fluid costs £39.95 including VAT per 5.0-litre pack (these Mg6/Mg7 engines have a coolant capacity of typically around 25 litres; in all cases make sure that you have enough of both products before you start, and also – no less obviously – that there are no cooling-system leaks), but can be used twice or even three times before its water-absorbing abilities are substantially reduced.

As for 'fitting' costs, in very simple terms you're looking at the time needed to drain and refill the cooling system twice. In the case of these late-model cars that does require both expertise and certain specialised equipment – full details when we look at the process in one of our own vehicles – but one of our Q&A stalwarts, Northway's Paul Stacey, suggests that should take no more than around two hours, all told, or in other words about £144 at their current £60 per hour plus VAT.

Six formulations (see also previous spread) between them cover pretty much the entire automotive and even industrial spectrum, but it's Power Cool 180 (above) that Porsche flat-six owners will be the most likely to use – as well as Auto Cool 180, perhaps, for older and more run-of-the-mill units such as the 944. All cost the same, at £64.95 for five litres, with Prep Fluid at £39.95 for five litres, both figures including VAT. That puts the total cost of converting a 25-litre-capacity 911 or Boxster at up to around £525, plus any necessary labour charges. So not exactly inexpensive, then, but the product will last the life of the car, and more importantly should help prevent now famously very costly engine problems

credulity of those readers who have suffered a major failure – it could be the coolant within it that is the underlying problem.

Traditionally, 'water-cooled' engines were precisely that. Even this writer can remember when, in old-fashioned, all-iron power units, it was perfectly permissible to run plain tapwater in the cooling system during the summer (or even rainwater if you wanted to prevent the build-up of limescale), and to add so-called anti-freeze only when the first frosts arrived in the autumn. And even the least scientific among us is subconsciously well aware how good water is at conducting excess heat away from where it

is not wanted (the engine's coolant jacket) to where it can be passed to the surrounding air (the radiator). Remember how cold you became when you were caught out in that sudden rainstorm without a coat.

Gradually, it came to be realised that mixing plain water with so-called anti-freeze (usually ethylene glycol, or some similar compound) also provided essential protection against galvanic corrosion – and the resulting often serious erosion – inside the coolant jacket, inevitably a particular problem in those engines with, say, a cast-iron cylinder block and a light-alloy cylinder head(s). More recently still we have begun using fully

formulated, pre-mixed coolants that not only cater for all four seasons, but also – unlike older anti-freezes – will safely do so for two, three or possibly even up to five years at a stretch.

The fundamental problem remains, though, that all such formulations contain greater or lesser quantities of water, which at around 100 degrees Celsius turns to vapour, or in other words steam. (A modern petrol engine's optimum running temperature has hitherto generally been agreed to be around 95 degrees Celsius). And steam, as we shall see, has just about as much thermal conductivity as cotton wool – never mind that the resulting sudden and

dramatic increase in pressure can quite literally blow the radiator and hoses apart. (A given quantity of water expands to an astonishing 1600 times its original volume as it turns to steam. Which, as you have probably realised, is how steam engines function).

Sealing and effectively pre-pressurising the cooling system raises the boiling point of the water, perhaps to as much as 120 degrees. Even so, the design of the coolant jacket may be such that so-called eddy currents form within the liquid deep inside it, and particularly when that liquid is moving at high speed. Which, of course, it will tend to be when

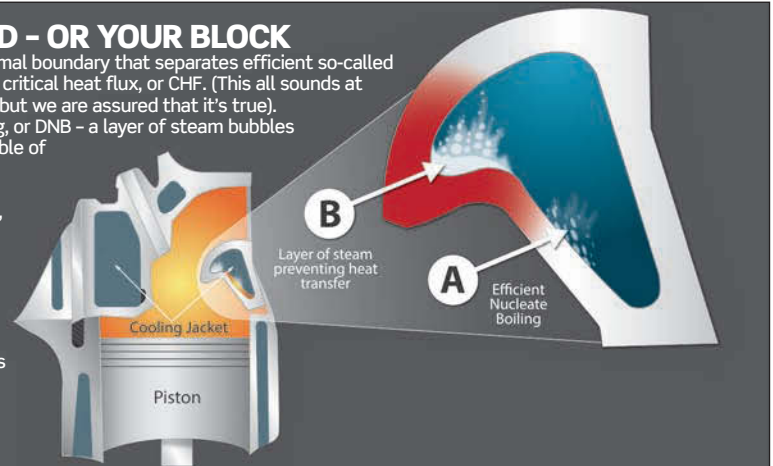
## HOW TO MAKE SURE YOU DON'T BOIL YOUR HEAD - OR YOUR BLOCK

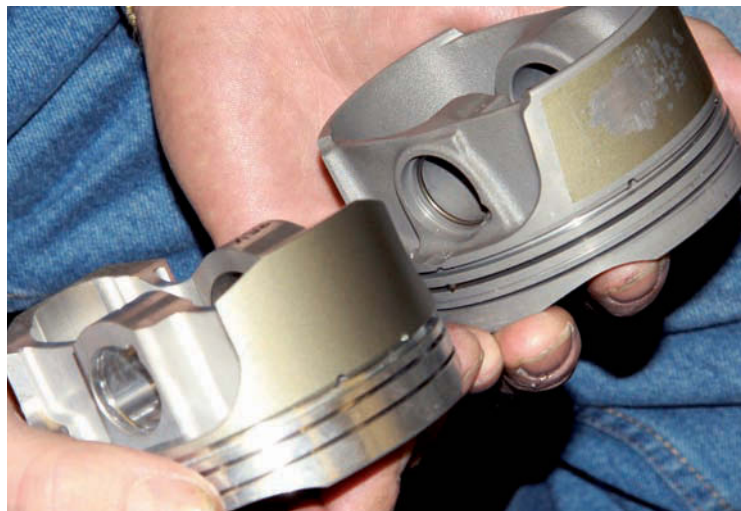
To be scientific for a moment, traditional water-based coolants regularly cross the thermal boundary that separates efficient so-called nucleate boiling (taking place at point 'A' in the accompanying diagram) from inefficient critical heat flux, or CHF. (This all sounds at best like incomprehensible jargon, and at worst like complete and utter gobbledegook, but we are assured that it's true).

When CHF begins to occur – a process also known as departure from nucleate boiling, or DNB – a layer of steam bubbles forms adjacent to the combustion chamber (point 'B' in the drawing). But steam is capable of transferring less than 1/30 of the amount of heat that water does, leading to rapid overheating of localised surfaces, a reduction in combustion efficiency, pre-ignition (which can ultimately blow a hole in the affected piston, as well as damaging the rings), and partial or even complete seizure of the piston inside the cylinder bore.

Those are the most obvious and serious physical limitations of water-based coolants, but they have chemical ones, too. Water contains dissolved oxygen, which when the liquid boils tends to be driven off. As the water cools, however, so it tends to re-oxygenate itself, and even when the coolant contains the required inhibitors this process leads to a cycle of oxidation (ie corrosion) and erosion.

Water also acts as an effective electrolyte when dissolved solids and/or the minerals found in conventional ethylene glycol-based anti-freeze are present. This promotes so-called galvanic corrosion, in which metals of low 'nobility' sacrifice themselves to those of high nobility. This is most often evident in pitting of ferrous components.





the car is being driven hard at high revs – and when there is the most heat to be got rid of. Those eddy currents create localised pressure drops, and those pressure drops allow the water in the coolant to boil and so turn to steam. And steam, as we have suggested, rather perversely transmits less than 1/30 of the heat of water at the same temperature. Eliminate the water, then – with Evans Waterless Coolant – and, well, you can guess where this is heading.

Waterless coolant? It sounds counter-intuitive, if not completely and utterly mad. In fact, it is a fully synthetic product – much as a fully synthetic lubricating oil has relatively little in common with the slippery brown stuff that comes out of the ground – and although in theory not as ruthlessly efficient a heat-transfer medium as water, is none the less equally good in practice – if not, for reasons that will become clear, far better. It was invented in the early 1990s by Jack Evans and Tom Light in the USA, primarily to prevent overheating and corrosion in commercial-vehicle engines (trucks, buses, earthmovers and the like), and even heavy-duty generating plants,

and since 1995, we are told, has been used – with huge success – in more than 600,000 engines of all types around the world.

Wary though one needs to be of getting too excited, too soon, it does seem like the sought-after silver bullet that might once and for all nail at least some of the failures that have afflicted so many modern liquid-cooled Porsche engines (and even some older ones, for all we know). Its trump card is, beyond doubt, its very high boiling point – 180 degrees Celsius, way beyond that ever likely to be reached by a still running, viable internal-combustion engine, unless someone also comes up with a very clever oil – but it offers some impressive and compelling secondary benefits, too.

The absence of water means that both corrosion and scaling will be a thing of the past, and the corresponding absence of so-called inhibitor drop-out gives the product an almost infinite working life. It is non-toxic – unlike conventional ethylene glycol, which has a catastrophic effect on both humans and animals – and no less crucially for the environment allows

not only much greater control of the engine's running temperature, but also, for the reasons touched on above, a useful raising of that temperature to as much as 110 degrees Celsius. That in itself increases combustion efficiency, but paradoxically (because of the resulting steeper heat 'gradient' between the radiator and the atmosphere) also reduces the time for which the energy-consuming cooling fan will be running.

Last but by no means least, and again we come back to the whole boiling-point issue, it also allows the cooling system to run at a very much reduced pressure. Don't try this at home, as they say, but Evans engineers often demonstrate this by casually unscrewing an EWC-equipped race car's radiator cap at the end of an event, with a complete absence of the usual geyser of scalding water and steam. That equates to vastly reduced expansion and contraction of flexible hoses as the engine warms and cools, and so they, too, last for far longer – if not indefinitely.

Indeed, just about its only drawback, candidly suggests Steve Hickson, managing director of Evans UK, is that it is

flammable. But then so too are most, if not all, of the other vital fluids routinely flowing round your Porsche – including both its screenwash and brake fluid, never mind its existing ethylene glycol-based anti-freeze – and we feel that is a remarkably small price to pay for what could well prove to be a beguilingly cheap, simple and long-lasting solution to a problem that is both hugely distressing and expensive, and arguably even hazardous in itself.

It certainly works for us, and by the time you read this we hope to be running Evans Waterless Coolant in at least one of our Porsches for genuine long-term assessment. So stick with us, and share our findings. We have a feeling that they could well change your view of these fundamentally brilliant but hitherto flawed machines for ever. **PW**

## CONTACTS

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*The one man who has probably done the most focused and informed development work on all the Mg6/Mg7 engines themselves outside of the Porsche factory is Hartech's Barry Hart. It was with his help that we put together our big nine-page story in the October 2012 issue, even then learning about coolant flow potentially being restricted by head-gasket design (above left), and why piston skirts can become scuffed like this (above). Whether Hartech and Evans offer competing or complementary answers to the same problem is difficult to say, but we would favour the latter explanation – and there can be little doubt that an engine featuring both companies' technology would be a real force to be reckoned with. More on Hartech's parts and services at [hartech.org.uk](http://hartech.org.uk), or by calling 01204 302809*

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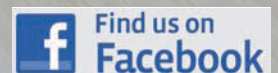
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## PRO-9 : PROJECT MANAGEMENT

A move to larger premises has allowed this Midlands specialist even more space to carry on its unique style of recreating some of Porsche's best

Words and Pictures: Paul Davies

**W**e last popped in to see the folks at Pro-9 when they were bursting the seams of their workshop – little bigger than a corrugated iron shed to be honest – situated on the approaches to Birmingham. Now the father and son team has moved a few miles south to much larger premises, and it looks as if there can be no end to the demand for their particular skills at creating bespoke Porsches and building winning race cars.

Simon and Brett Evans moved to their new Redditch location in search of more space four years ago, and I'm pleased to say they report the need to relocate was – at least in part – caused by a feature story in this publication. Such is the pulling power of *g11&PW!*

Actually, since that report late in 2008 quite a lot has changed. The 944 we photographed showcasing the company's glassfibre body parts has since taken to the race tracks, and with Brett at the wheel has notched up several wins, and prompted a number of competitors to say, 'build one for me'. Likewise, a 964 recreation on a 911SC we also featured prompted orders for similar updates, or whatever is the opposite for the more likely habit of retro-builds. Oh yes, I must also report the staff count has increased by 50 per cent with the addition of an apprentice, Dan.

Simon started Pro-9 back in 1996, after serving his 'apprenticeship' with a number of Midlands independent Porsche specialists. Early work centred on dismantling cars too far gone to save and selling the resultant parts. Then he began to get a demand for new bits, then his own projects prompted people to ask him to carry out work for them, then... You know, it's the usual story,



The project managers, from left: Brett, Dan and Simon

Glassfibre panels are big business, especially for racing 944s. Pro-g owns the moulds

before long he had an all singing, all dancing, business as an independent Porsche specialist, and Brett came on line, sharing time between the workshop and college.

Early on Simon recognised the need for high quality, good fitting, glassfibre body panels, in part to replace hard to get (and expensive) steel items for earlier cars – especially the 924 – but also as weight savers for competition cars. Over the years quite a range has been put together, manufactured by an outside specialist but using Pro-g's own moulds. Quite a few of these bits went onto Brett's racer.

Brett's been racing in the Future Classics series,



is a 914 body shell, which when complete will be Pro-g's new showcase racer. It all started with a rusty – as 914s often are – body that was quickly given an off-the-peg roll cage. Only the cage didn't fit particularly well, and Simon and team had to more or less start from scratch again, giving Brett ample scope to display his welding skills.

With the new braced shell complete, and fitted with Pro-g developed glassfibre wheel arch extensions, attention is now turning to the rear suspension which will feature Gaz coil-over dampers and Rose joints. The power unit earmarked for the 914/6 (as it will be) will be 3.0 litres, running with RSR cams and Jenvey throttle bodies.

“Early on Pro 9 recognised the need for high quality, good fitting, glassfibre panels”

914 shell is fully braced, and the fully adjustable Rose-jointed rear suspension will feature Gaz coil-over units. Wheel arch extensions are the latest glassfibre product from Pro-g

Once a Carrera 3.2, this particular RSR interpretation will appear in the Midland Sprint Championship in 2013 running with RS cams and throttle bodies

organised by the Classic Sports Car Club. For, primarily, '70s and '80s cars, with mandatory pit stops, two drivers (David Stokes from sponsor DAM Creative shared the wheel for some 2010 races) and a neat idea that has 30 seconds pit stop penalty handicaps for winning cars, the entry list is pretty varied, setting the 3.0-litre 944 against such diverse machinery as Jaguar XJS and TR7. Racing is competitive, but low cost, and makes a welcome change from the 'regulars' of Porsche Club events. It all sounds like a good idea to me.

But after three years with the 944, and several similar cars built for customers, dad Simon now has another project on the go for his racing youngster.

Sitting on a lift in one corner of the Redditch workshop

The package should be more than enough to see off any Porsche, Jaguar, or Triumph that gets in the way when it makes its debut later in the year.

Jumping around a little in Pro-g's premises, a door to one side of the main workshop leads to what Simon fondly refers to as 'The Cave'. This is point-of-entry for projects, and where cars are stripped and rebuilt (as required) before heading for the local paint shop. When they return, it's into the main workshop where mechanical assembly and completion takes place. Projects, says Simon, can take anything from three to nine months depending upon the complexity of the job.

Flexibility is the key to the project work. Whilst recreating early Porsche classics, such as the 911ST and





the Carrera RS, from later cars like the 911SC and Carrera 3.2, is still popular, more recent is the concept of building a, say, Carrera RS lookalike from a much later car – particularly a 964. The result is a car combining classic looks with modern mechanicals, like power steering, air conditioning, ABS brakes, coil suspension, and a very easy 260bhp. The appearance of Pro-g's first car of this ilk, a Martini 2.8 RSR replica on a 964 base, has prompted several orders for similar machines.

One such job on the go at the moment is a 964 to 3.0 RS race car. This, says Simon, is even hiding its original identity but retaining modern equipment to the degree of



and asks, we always reckon we'll have a go', Simon says. Sometimes, however, their flexibility is taken to the limit – like the customer who eyed up the car that had just been finished in deep gloss black and said, 'you know, it would look really good with extended wheel arches.'

Which is a pretty good example of the way 'mission creep' sets in with many of the projects that enter the Pro-g workshop; there was also the occasion a customer came in for a pair of door mirrors for his 911SC and left several months later with a '964 Turbo 2'.

But please don't go away think that it's just retro, or future, builds or race and sprint car projects that fill

*Cage in new-build 944 racer for a customer shows Brett's TIG welding to best effect. This method results in a much neater and stronger weld than previously used MIG system*

*Down in The Cave, this part-dismantled 964 will eventually re-appear as a modern take on a 911ST for a customer in Hong Kong*

## “One customer came in for a pair of door mirrors for a 911SC and left with a '964 C2' replica”

putting all the up to date heater controls into the glove box. This one will be finished in Gulf blue and be complete even to the point of having 'original' 1974 paddock passes stuck on the side window.

It is, says our man, more difficult to back-date a 964 than a 911SC or Carrera 3.2. The subtle, but actually very different (back in 1989 Porsche declared the 964 was '87 per cent new'), bodywork means a lot of detail panel alteration is required in areas like light bosses and sills. A normal Carrera RS front bumper replica has to be deeper to cover the 964 front, for example.

Yep, Pro-g will tackle any project. 'If someone comes in

Simon, Brett and Dan's, hours. The trio also carry out regular servicing and repairs on Porsches of all configurations and ages – a neglected 997 Cabriolet needed a suspension rebuild before it would handle properly. Somehow Simon even finds time to work on engine and gearbox rebuilds. It's all go at Pro-g.

All go to the fact that perhaps those workshop building seams are getting stretched once again. As Simon says, 'Perhaps even this building is starting to feel a bit small. It's a fact, whatever you have you can fill it'. Which – as all of us who take a look in our own garages well know – is very true. **PW**



### CONTACT

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# PROJECTS

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## THE TEAM

JOHNNY TIPLER

### 964 C2 (PEPPERMINT PIG)

Hot to trot, the Peppermint Pig continues to revel in its newly rebuilt engine, courtesy of Mike van Dingenen at



Antwerp-based 911Motorsport, plus new rear brake calipers thanks to Paul Stephens, and a set of Continental ContiSports now that Spring is here. Just in time for April's Abbeville track days.



PETER SIMPSON

### 996 C4/CARRERA 3.4 TARGA

It's still working! And with the weather changing the tyres seem to be getting stickier which helps. The only problem now



is avoiding all the potholes that have been created due to the snow. I have a K&N air filter to fit and I'm going to remove the rear wiper. I've found a great bung for this so watch this space!



KEITH SEUME

### 912/6 (EL CHUCO)

I don't believe it! It's still not in paint - but, there again, it might be by now, as it's supposed to be going into paint as I write. Came back from Techno Classica Essen with a few bits and pieces to cheer me up in the meantime. And, to be honest, I need some cheering up - I've been fed up with looking at the shell in primer!



CHRIS HORTON

### 924S/944

Once again little to tell you. Briefly running the 924S suggests - unsurprisingly - that one or more of the cam followers may be sticking, but Millers Oils have kindly given me some of their clever Engine Flush, so as soon as I've finished this issue I shall be out there with the drain pan to tackle both that and the long-dormant 944.



BRETT FRASER

### BOXSTER S

If you let your Boxster's battery go really flat, then although you can still unlock the door with the key, the electric locks on the front and rear lids remain active. So you can't open the front compartment where the battery lives to recharge it... Praise be for AA Homestart I say. More next month.



## INTERIOR DESIGN

Bennett comes over a bit 'Changing Rooms' and decides that the interior décor of his 944 is not to his liking and so sets about a colour change

Story and photography: Steve Bennett

More on the interior change to my 944 later. First, though, a catch up seeing as this is only the second time the old stager has appeared in the 'Our cars' pages since I bought it back in October of last year.

Obviously having sold a 944 earlier in 2012 I wasn't really in the market for another, but this one just kept stalking me. Every time I went to Paul Stephens's place to do a feature it was there, and in the end Paul got fed up with me gawping at it, and offered it to me at an irresistible price. What drew me to it? Well low miles (81,000 on the clock), a colour that wasn't the usual 80s red, black or white (it's Diamond Blue metallic), and very good condition. A no-brainer really and it lives up to its appearance, and comprehensively kept service history, by driving every bit as well as it looks.

Of course there were a few issues. Early on it was pretty obvious that one or both of the engine mounts were shot, so the 944 made a cameo appearance

in the 'How to' section as we followed the engine mount procedure with Matt Baxter at Autowerke in Norwich. It made a difference too, but if you read the feature, or if you're a 944 owner, you'll know that there is some confusion surrounding engine mounts for 944s (see also Q&A, p114 in this issue). From the factory all 944s came with fluid-filled mounts. Early mounts were notoriously weak and gave up quickly. When the 944 Turbo was introduced in 1985, it received updated engine mounts that filtered back down for all 944s. These lasted rather longer, but nowadays, what constitutes an O/E factory engine mount is rather confusing.

I fitted Meyle manufactured engine mounts from Germany. These are purported to be O/E and indeed the parts numbers do match Porsche's own, but now having run them for a couple of months, while better, they're not brilliant. I'm pretty sure that they're not fluid filled, as there are some resonances that they don't seem to be able

STEVE BENNETT

### 944 LUX

Occupation: Editor, 911 & Porsche World

Home town: Hoxne, Suffolk

Previous Porsches owned: 7

Car: 944 Lux

Year: 1986

Mileage: 85,750

Owned for: Six months

Mods/options: None yet.

Just as Stuttgart intended!

Contact:

porscheworld@chpltd.com

THIS MONTH IN BRIEF:

Replaced the cream coloured seats with black leather fronts and Porsche script rears. Much happier now!

to filter out. Still you get what you pay for I guess. These were half the price of the two mounts that Porsche had in stock in the UK. I would be very interested to test back-to-back these mounts with Porsche O/E just for peace of mind. It may be that they are identical, and I've saved myself a fortune (£150 V £280), but I doubt it. I still remember fitting Porsche O/E mounts to my first 944 over ten years ago at great expense, and being amazed at the transformation - even at start up idle, when the 944 can be particularly lumpy.

So that's the engine mount saga. Anything else before I get 'good with colours'? Er, not really. I've done about 5000 trouble free and enjoyable miles, saving the 944 mainly for long journeys at which it





excels. As soon as I got it I had all the fluids changed at my local garage, including the clutch fluid. They also replaced the clutch slave cylinder. There is a slight oil leak from an oil seal at the front of the engine, which will have to be dealt with. While on the ramp at Autowerke, we had the opportunity to have a good root around. The underside is very solid, with no rot at all and all the brake and fuel pipes are looking good. The sills are completely rot free too. There are invoices with the service history for annual Waxoyling, a procedure that has obviously worked and one that I will maintain.

Looking at the paper trail, I was convinced also that the clutch was original. That's not something that you really want to assume on a 944 with 81,000 miles on the clock because that is reckoned to be the operating life span of a 944 clutch. While

underneath Matt took a peak through the handy inspection hole and confirmed that this was the case, with the clutch showing at three quarters worn. Rest assured I'm going to be very, very careful with the remaining quarter of clutch life.

So time to pull the interior apart. Each to their own and all that, but I can't stand light-coloured or cream interiors. In my world interiors would be black and preferably leather. The cream interior in my 944 was, then, offending me greatly, although it was offset by the half black dashboard, centre console and door cards. The dominating seats would have to go though, so I started to hunt around for some black replacements.

A pair of fronts cropped up on eBay pretty quickly with a starting price of £250, which I think probably put some folk off. Not me! Six-way adjustable, purporting to

be in good condition, and in black leather, £250 was a bargain and I snapped them up. I was encouraged, too, because they were being sold by Porsche specialist trimmer, Southbound. Dave Nunn confirmed that they were indeed excellent, and there wasn't really much that they could do to make them better. Anyway, there was just one bid and it was mine and when they arrived, they were indeed as described.

So now I was on the look out for some black rear seats in leather preferably, but Porsche script or black pinstripe would do too. A phone around all the usual Porsche breakers yielded nothing and so it was back to stalking eBay. It took a while, but a rear seat comprising of the moulded base and folding rear in Porsche script cropped up at just £30. On arrival they needed a bit of a clean, but other than that they were fine.

So time to fit them. I

decided that while I had all the seats out I might as well give the interior (cream) carpets a good clean and in the past I've always hired a Rug Doctor for such a task. These heavy-duty pieces of cleaning equipment blast warm water and detergent into the carpet and then suck out the detritus. They work very effectively, but you need a couple of days to do the job properly, and some warm weather to aid the drying process. So as arctic temperatures whipped the country, my interior swap was curtailed until finally in mid April the Gulf Stream realigned itself and some warm weather arrived for two whole days. I was in business.

Changing the seats over is pretty straightforward. Each seat is held in by six chunky Allen headed bolts, which fix the runners to captive plates in the floor pan. Access is a bit awkward but a socket will do the job for most, while

**Above left: Light cream coloured interior was not to Bennett's colour palette, so a pair of black leather fronts were sourced on eBay. Rears, too, came from the same source. Above: With the interior sorted a spot of ECU tuning will be next with Augment Automotive**

**Left: Bennett risks his notoriously weak back and humps driver's seat out into the open. Porsche seats with electric motors are jolly heavy. Carpets receive a good clean with wet and dry cleaner. Look what we found under the driver's seat. No loose change but a DME relay!**



## RUNNING REPORTS



for the rear-mounted bolts an actual Allen key is required. Of course there is some wiring too, but again this is pretty straightforward and both electrical feeds are just clip fittings. Most Porsche seats right up to the 993 have universal electrical fittings, and the same runners and dimensions, so you can mix and match seats from different years.

So with the driver's seat unbolted and electrically detached, it was just a case of heaving it out. Wow, they are heavy. Same procedure for the passenger seat, but it transpired that this was not in any way electrically operated. Can't say I'd ever noticed because I never use it. Can't say I've carried many passengers either, or the ones that I have have just been happy with the fore and aft movement for getting comfortable. After a quick panic I lifted the carpet and found the leads and connectors tucked

away. Well, makes manufacturing sense really.

So with the front seats out I was disappointed not to find any loose change, but I was very pleased to find an unused DME relay. This is an essential glove box trinket for any 944 owner, and I had been meaning to buy one. No need now.

So on to the rear seats. The folding back is just held in with two bolts that allow it to tip. With this removed the moulded base just lifts out. Easy. So with the interior completely clear of seats it was time to fire up the Rug Doctor and marvel at the filth being removed from the impractically coloured carpets. Yuk.

Leaving the carpet to dry overnight, putting the seats in was – as the Haynes manual always puts it – the reverse procedure of removing them. I was a bit worried about getting a good fit

with the moulded base of the rear, but with some upholstery and trim glue it went in very easily. The fronts require a certain amount of patience to get the runners lined up and you need child's fingers to get the bolts to slot in, but after a bit of swearing and cajoling they fitted.

So job done and I'm delighted. The cream carpet and black seats and trim was a factory option, so it still looks right. Leather always lifts the interior and makes it look classy. I wasn't fussed about having more electrical functions on the seats, but hey, that's the way they came and you can really micro adjust your driving position. Cleaning the carpets has freshened up the interior no end and I found a DME relay. Happy days.

So what's next for the 944? Well you may have seen in the last issue (911&PW issue 230) I visited a company called

Augment Automotive. Run by Tom Barker, the company specialises in some very neat ECU and ignition tuning for 944s. I was very impressed with his demo car (actually a 924S), which produced 175bhp and much improved torque and throttle response. We're going to throw the works at my 944, including wasted spark ignition, wideband air/fuel ratio sensor, knock sensor and, of course, the ECU mods that also relieve the engine of the horribly restrictive air flow meter that holds back so many early fuel injected engines. We're also going to be trying different injectors and while more power will be welcome, the ultimate aim is to improve the efficiency of the engine. Tom reckons that 180bhp should be achievable and I want to improve fuel economy to close to 40mpg. That's fighting talk.

**Left: Moulded seat base just lifts out, while folding top section of seat is removed by simply releasing two bolts. Installing replacement black Porsche script seats is a doddle. Bennett used a squirt of trim adhesive to properly locate the seat base**

### CONTACT

**Southbound Trimmers**  
[www.southboundtrimmers.com](http://www.southboundtrimmers.com)  
The one stop shop for all your Porsche trim needs. Supplied the rather excellent black leather seats for Bennett's 944 albeit via eBay

**Autowerke**  
[www.autowerkenorwich.com](http://www.autowerkenorwich.com)  
Norwich based Matt Baxster looks after both Bennett's 944 and Tipler's 964. Recently replaced the engine mounts on the 944

**Augment Automotive**  
[www.augmentautomotive.co.uk](http://www.augmentautomotive.co.uk)  
Doing interesting things with ECU systems for 944s. Look out for more on Bennett's 944

**Below left: Six-way adjustable function allows micro adjustability for a 'just so' driving position. Below: In at last. The black leather lifts the interior and gives it some much needed contrast. You can't beat the smell of leather either!**





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Photo: Brett Fraser

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## MEET THE TEAM

Welcome to *g11 & Porsche World's* Q&A pages, edited and assembled by the magazine's technical man and 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*

## REPLACEMENT 944 ENGINE MOUNTS COVERED - AND NOW FOR THE 2.0-LITRE 924, AS WELL

I enjoyed the write-up on replacing 924S-968 engine mounts in the April 2013 issue of *g11 & Porsche World*. But your 924-owning readers might be interested to know that replacement mounts for the original 2.0-litre cars are available from UK-based Vibra-Technics ([www.vibra-technics.co.uk](http://www.vibra-technics.co.uk); 01536 202789). The company makes them in both road and competition form. Keep the great articles coming!

**George Verikios**

**Chris Horton:** *Thanks for that very useful information, George. My curiosity naturally aroused, I immediately rang Vibra-Technics myself (after also looking at the company's extensive website), and can confirm that it does, indeed, offer what you suggest - as well as primarily performance-orientated engine mounts for many other quick road and circuit cars of the last 20-odd years. The 924 mount for road use bears the part number POR174M (£74.90 each plus VAT), and for*

*competition use you need POR175MX (£79.18 each plus VAT). In both cases the same item is used on either side of the engine.*

*No less interestingly, Vibra-Technics' Philip Bentley and I soon got on to the subject of 944 mounts, and all of these larger-engined cars' now seemingly increasing vibration issues. The company doesn't (yet) offer anything for that particular application, but Philip has generously offered to run Steve Bennett's eight-valve car on his sophisticated test equipment. That's partly in order to find out whether the mounts we fitted for that how-to story in the April issue are actually doing their job (and the vehicle does still have some annoying vibrations, Steve now informs me), but also to see whether there is some underlying source of any out-of-balance forces that could even render it impossible for them ever to do so. So watch out for another tech story on this clearly important subject later this year.*



Not available for the inherently vibration-prone 944, sadly - or not yet, anyway; although we'll work on that! - but Vibra-Technics' engine mount has proved popular with many 2.0-litre 924 owners around the world, and especially in the United States. Price is in the region of £170 per pair.

The Northamptonshire-based company is developing 924 gearbox mounts, too, we understand

## WHEN IT SEEMS LIKE THERE'S A GHOST IN THE MACHINE... CHECK YOUR 911'S VOLTAGE REGULATOR

I have owned my 930-model 911 Turbo SE for the last 13 years. The mileage now stands at a little over 32,000.

In recent months whenever I have started the engine the rev-counter initially behaves normally, showing just under 700rpm at normal running temperature. But it quickly becomes very erratic, swinging round to 2000-4000rpm, despite the fact that the engine steadfastly remains at its normal tickover speed.

Do you have any idea about what this might be, and the possible cost of rectifying this issue?

**Allan Windmill, Wiltshire**

**Paul Stacey, Northway Porsche:** *When the rev-counter becomes erratic on any of the earlier air-cooled models it is usually simply because of the alternator overcharging.*

*You will need to check the alternator charge rate at the battery with a multimeter. If all is well,*

*then the output should be around 13.8-14.3 volts. If the regulator pack, which is built into the back of the Bosch alternator, has failed, then you may see the voltage rise to more than 16. That, as I say, will first affect the rev-counter, and then other items such as the stereo (depending on what make) can start to play up, as well. You could even ruin the car's battery due to the lead plates inside it becoming distorted.*

*An exchange alternator from Porsche will cost you £463 plus VAT (part number 911 603 120 GX), but you will have to wait for delivery from Germany because at the moment there is no stock available in this country. This is because most people will normally buy from an after-market Bosch supplier, in which case the cost should be around £350 plus VAT. Since your 911 is a Turbo model the intercooler will have to be removed to gain access to the alternator, so budget for around three hours' labour.*



One of the air-cooled 911's lesser-known idiosyncrasies is a failure in the alternator's charge regulator, causing the rev-counter to go haywire. The best solution is to fit a complete new alternator, but in the Turbo - as here - that will mean removing intercooler

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**OUR BACK CATALOGUE: THE OPTIONS**

I read an outstanding article by Chris Horton in the February 2013 issue of *g11 & Porsche World*, explaining how to rebuild the power-steering pump in a 944. Chris mentioned in the story that for the May 2011 edition - number 206, I believe - he had written a similar article about overhauling a 944's power-steering rack. Is it possible to obtain a copy of that, please? I have a 1986 eight-valve car, and I think I might soon need to tackle that particular job myself.

**Mike Stitche, USA**

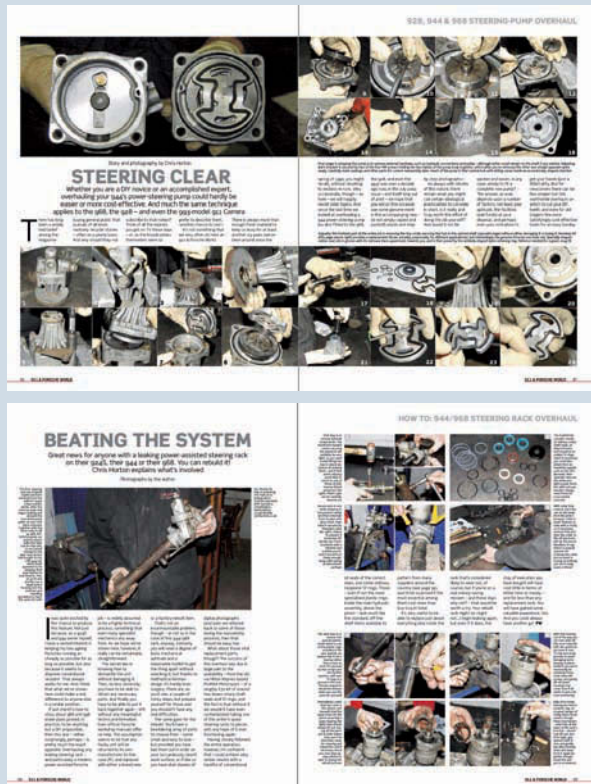
**Chris Horton:** Thanks for your very generous comments about that PAS pump rebuild, Mike. I sincerely hope it helps you as and when you come to rebuild your own.

We offer several different ways of accessing our now 23-year and obviously still growing archive of Porsche history, drive stories, buyers' guides and technical features. If it's a piece that I wrote and production-edited myself, then I can generally e-mail a PDF there and then, and as you know that's what I immediately did for you in this instance.

If for some reason a PDF is not readily available, or if you would prefer a printed version, one of our office staff will make a colour photocopy and post that out to you. The charge for that currently stands at £2.50 per article for UK addresses, or £3.50 for overseas readers. See page 3 of any recent issue for all relevant contact details, or go to our website at [www.g11porscheworld.com](http://www.g11porscheworld.com).

We have a hard copy of every single edition of the magazine that has been published to date, together with at least a partial index that I put together a few years ago, so literally anything and everything we have done is available. It will always help considerably, though - and in some cases will be absolutely vital in finding what you are after - to be as specific as possible about when the feature in question appeared. There are an awful lot of pages to go through otherwise!

The third and final alternative is a full back copy of the magazine. In truth, we now stock relatively few of these, and inevitably fewer still of the older editions, but for those still 'in print' the charge is £5.50 including postage for UK readers, or £4.67 for existing subscribers. (Just one of the many benefits of an annual subscription.) For readers living in Europe those figures are £6.50 and £5.52, respectively, and for the rest of the world £8.00 and £6.80, respectively.



Recent four-page how-to on rebuilding a 944's power-steering pump (top) clearly hit the spot for US reader, Mike Stitche, but not surprisingly he also needed Horton's earlier piece on rebuilding the same model's rack and pinion mechanism. We were able to e-mail that more or less immediately as a PDF (above), but good-quality photocopies are available from our head office, and in some cases still good, old-fashioned back issues. Prices are shown in the text above, and there are more details on our website

**CAYENNE V6 IS A POOR COLD-STARTER**

My 2005-model Cayenne V6 has a cold-starting problem. It turns over quickly enough (and the battery is nearly new, in any case), but it simply won't fire unless I rapidly pump the throttle pedal up and down - which I am fully aware that in modern cars one is not supposed to do under any circumstances. Even then it sometimes takes four or five attempts before the engine 'catches'. After that it usually runs very roughly for a while, occasionally stalling, but then after another restart will run perfectly for the rest of the day, always firing up as normal.

**Alex Bartlett**

**Chris Horton:** You need to test the two fuel pumps, I am told, for both pressure and volume. There is also said to be an updated coolant-temperature sensor for your engine, which could be relevant, although a failure in that circuit should have triggered the check engine light, or CEL. The other thing I suggest that you need to do fairly quickly - assuming that you haven't already - is to have the fault codes read by an independent specialist (or Porsche Centre) with the correct diagnostic gear. If, like me, you are a keen DIYer that might sound like an admission of failure, but it will probably save you a whole world of trouble in the long run. You might even find a problem with one or more ignition coil packs. They are a common failure in Cayennes, too, and something we shall be looking at in a how-to story soon.

**LIFE IS GOOD - ESPECIALLY WITH A GT3-LOOK 996!**

I recently received another interesting e-mail from Graham Lancaster (the previous one appeared in Q&A in the October 2012 issue), who as you may recall bought the lovely Zenith Blue GT3 lookalike that I covered in a *Tried & Tested* report last summer. (On page 117 of the August 2012 edition, to be precise).

Life with my 996 - my first Porsche - is still wonderful, and so far even the winter months have allowed some good, dry driving days, too.

Having read so many thought-provoking articles about the Mg6 engine's IMS bearing - including the major story in a recent issue of *g11 & Porsche World* - I spent a little time investigating my options. Given the car's superb condition and low mileage I really didn't want to have mine fail, and almost certainly wreck the rest of the engine, if I could possibly avoid it.

Initially I was interested in the offer Oxfordshire-based Autofarm was running at the time, but then I saw that a much nearer independent specialist, Revolution Porsche in Brighouse, West Yorkshire (01484 717342; [www.revolution-porsche.co.uk](http://www.revolution-porsche.co.uk)), could supply and fit an LN Engineering ceramic bearing for £999 plus VAT. (As you may remember, I live in East Yorkshire). Add to that a 30 per cent reduction in the cost of a major service if carried out at the same time, and it was all very tempting. I popped over to Brighouse for a free 111-point inspection of the car, discussed the IMS bearing and the small list of recommended work, and a week later the 996 was back with them for the work to be started.

Interestingly, the original IMS bearing proved to be in just about perfect condition when it was removed, but as you can imagine that was far more of a relief than any kind of disappointment - it meant that there wouldn't ever have been any potentially damaging metallic swarf floating around the engine in the lubricating oil.

The staff at Revolution Porsche, who I can highly recommend for the quality of their service, routinely take step-by-step photos of much of the work they do, primarily to keep customers informed of progress. To begin with it was a little unnerving to see my beautiful car with its front and rear aprons removed, never mind the gearbox separated from the engine, but it was soon back in one piece, and since then I have felt a lot more confident about driving it quickly.

I'll let you have more news - all good, I hope - in due course.

Yes, Graham, please do!



You might be accustomed to seeing your Porsche 'déshabillé', as it were, but spare a thought for relative newcomers like Graham Lancaster, who received these graphic photos from independent specialist Revolution Porsche in Brighouse, West Yorkshire, while they were attending to his GT3-look 996. It all came good in the end, though, with an LN Engineering IMS upgrade, a full major service, brake-fluid change, replacement right-hand radiator, new front-to-rear brake pipes, a Dansk sports exhaust (which has transformed the engine note, says Graham), a replacement lambda sensor, and not least new rear discs and pads, all for less than £2800 including VAT

KNOWLEDGE IS POWER - AND SAFETY, TOO

I am a relative newcomer to your excellent magazine, having bought my first Porsche, a 1986 944 Lux, toward the end of last year.

The car is generally in very good shape for its age, but I had it MoT-tested at my local garage a few weeks ago, and the technician noted that the fuel lines are beginning to corrode, near where they run behind the large transverse tube at the rear end of the floorpan.

What are my options here, and is a repair going to cost me very much?

Robert Moore

**Chris Horton:** Welcome aboard - to both 911 & Porsche World and the exciting world of Porsche itself. I hope you will find the whole scene as captivating as do the rest of us.

As for your car, you have several ways of dealing with what has become an increasingly commonplace issue as these vehicles have aged - and it's worth bearing in mind, dare I suggest, that yours is now not so very far from its 30th anniversary.

The first is to do as little as possible, beyond cleaning as much rust as you possibly can from the surface of the coated steel pipes, using wire wool or the like. And then, always assuming that they are showing no signs of significant pitting or even full-blown holes, to give them a good soak in some suitable wax-based preservative. I routinely use Comma's WaxSeal, available from most good car spares shops in handy aerosol form. That - on the basis that the tester didn't actually fail the pipes this time round - should keep them going for at least another two to three years, and maybe longer. (What did he reckon to the brake lines, by the way? They usually suffer the same fate in the end.)

Option two is to replace the pipes, either with the pre-shaped items that I believe you can still buy from Porsche, or else with lengths of the appropriately sized flexible rubber hosing protected with a stainless-steel braid, and obviously fitted with the correct threaded unions to mate with the rest of the fuel system. Total cost of those materials should come to no more than around £100 including VAT, and this route offers the major benefit that you won't have to disturb the housing for the torsion-bar rear spring (the transverse tube you mention), and as a result should incur a lower labour charge.

Probably the best way of fully answering your question is to direct you to the four-page how-to story I wrote on this subject, back in the August 2010 issue of the magazine (below). The car illustrated in that was my own 924S, now sold, but beyond the fact that your 944 will have the pipes on the right-hand side of the floorpan, as opposed to the left, the procedure is virtually identical. I have sent you a PDF of the feature, and will gladly do the same for anyone else who wants one. My e-mail address is at the top of page 116.



**THE WEAKEST LINK?**  
Beware: your older Porsche's fuel lines could be quietly rotting - and might even be more difficult and costly to replace than some models are now worth. Don't worry, though. This practical and affordable alternative will save the day.  
Story and photographs by Chris Horton

**P**orsche cars, like all other cars, have a weak link. It's the fuel lines. They're made of steel, and they're exposed to the elements. Over time, they can rust and become brittle. This is especially true for older cars, where the fuel lines are often made of galvanized steel, which is even more susceptible to rust. The result is a fuel system that is prone to leaks and failures, which can be a real headache for the owner. The good news is that there are several ways to deal with this problem, and they're all relatively straightforward and affordable. The first is to replace the fuel lines with stainless steel braided hoses, which are much more resistant to rust and corrosion. The second is to use a fuel line preservative, which can help to protect the existing lines from rust. The third is to have the fuel lines inspected and replaced if necessary. The cost of these repairs can vary, but they're all well worth the investment to keep your car running safely and reliably.

**TECH: FITTING NEW 924-968 FUEL PIPES**

This technical section provides a step-by-step guide to fitting new fuel pipes on a Porsche 924-968. It includes several photographs showing the removal of the old pipes and the installation of the new braided hoses. The text describes the process of identifying the correct pipe lengths, using the correct fittings, and ensuring that the new pipes are properly secured and protected. It also mentions the importance of checking the fuel system for leaks after the repair is complete.

As for Mike Stitcher's request on the previous spread, so for Robert Moore's on this: choose from a PDF, a photocopy, or perhaps a full back issue. In this case the subject was replacing corroded fuel lines on a 924/944, not with the rigid, shaped items from Porsche - which require the removal of the rear-suspension torsion-bar housing - but with top-quality flexibles, protected with stainless-steel braid and with the correct end-fittings. Done badly, this kind of repair is undoubtedly a compromise. Done well - as here, we hope! - and it genuinely adds real value to the car

LEFT OR RIGHT? OR MAYBE BOTH...

I am currently in the process of importing my 997-model g11 GT3 4.0 RS to the UK from Oman. In fact, it is en route somewhere between the two countries as I write.

Not surprisingly it is a left-hand drive car, so there are a few things I will have to change before I can make it legal for long-term use over there in the UK. I have already switched the headlight beams from right-hand to left-hand dipping, and the digital speedometer readout to miles per hour.

The one thing I am having difficulty with is changing the high-intensity rear fog-light from the left-hand side to the right, as required in Britain. I took the car to the Porsche Centre here in Oman, who suggested that it would be just a software change, but unfortunately they could find neither the required codes nor the relevant switch, and then said that they would have to run a wire from the left side to the right, leaving me with two rear fog-lights.

I don't really want to do this if I can possibly avoid it, so do you know of any other ways of changing over the rear fog-light? Your help would be much appreciated.

Gerry Smith, Oman

**Paul Stacey, Northway Porsche:** Not surprisingly, I don't have direct access to a GT3 4.0 RS such as yours, but I have carried out some investigations on a standard 997 of the same age that we have here at the moment, which I am confident must in this respect be identical, and so I think I can provide you with an answer.

All of the rear lights, including the high-intensity fog-lights, are controlled by the car's rear-end control module - a small ECU, basically. Unfortunately this doesn't have the capacity to be recoded in such a way as to activate either the left- or right-hand fog-light, as required. In fact, the control module has just one 12-volt switched output, which then simply splits to feed both rear light units.

What this means is that your only option is to replace the existing right-hand rear light unit - even though it almost certainly contains the LEDs required for a fog-light - with one designed for those countries, such as the UK, that drive on the left-hand side of the road. The part number for a right-hand light unit with fog-light is 997 631 994 02, and it is currently priced at £356.69 plus VAT.

As far as the left-hand fog-light is concerned, I think you are better off leaving it operational rather than removing the switched live from that side, or even buying another new light cluster. The car will still be road-legal, even with both fog-lights working.



Gerry Smith's 997 GT3 has almost certainly never needed rear fog-lights during its time in Oman, but they are obviously a legal requirement throughout the developed world. To be road-legal here in the UK, then, it will need a new right-hand rear light cluster with fog-light capability - even though the unit currently on the car almost certainly contains the requisite LEDs already

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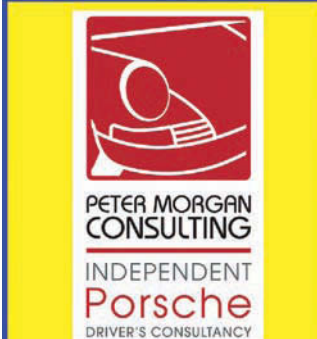
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### 911 2.4 S LHD SPORTOMATIC

69,000 kilometres, an extremely rare 911S which has been in storage since 1980 when it was brought over from Germany, the car is still registered in Germany with its original papers, also paper work confirming original order from the factory. Consists of

Recaro seats and tilting bases, 7x15 Fuchs wheels all round, sunroof and plastic tank. This car is for light restoration, it is totally rust free. The carpets, seats and headlining, instrument and dash panel are all in excellent condition and totally original. The underside of the car has not got its usual dents, it's never been jacked up in places where it bends the floor pans. Car has all original matching numbers and is in light yellow, colour code 117. From what I can see the car will need painting and new seals and rubbers to be replaced. The car is timeless having only covered 69,000km from new and has only had three owners from new. From what I can understand only 139 of these cars were ever made with a Sporto box but this covers the full range of 911s which would make this car one of only 30 to 40 of these in existence being a LHD coupe. The wheels and all the anodising are all in excellent condition, sills and kidney bowls are in perfect condition. If you're interested in this vehicle or if you need more photos or require an inspection please do not hesitate to contact me. Tel: 01686 440323. P0613/026

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911 CARRERA 3.2 ■ 1986/'D' ■ 124,250 MILES ■ £18,500

Owniing even a late-model air-cooled 911 is like looking after an old house. It takes money and time, commitment, and above all both passion and vision. And even the very best cars will need regular, focused attention, either to keep them that way, or gradually to improve them – and thereby, to continue the real-estate analogy, to maintain or increase their value.

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As a 1986 Sport this specimen has the 915 five-speed manual gearbox, rather than the later and (I think) better G50. With that appellation came the front 'chin' spoiler and whale-tail rear wing, front fog-lights, lower and stiffer suspension, and 16-inch Fuchs wheels. Those would have had satin-black centres, but have been refurbished – to a very high standard – to emulate the look of the even more sought-after Club Sport, a theme continued with the body-side decals. There's a sunroof, and the black interior has Porsche's tasteful 'logo' fabric. You also get electric windows and mirrors, and central-locking – even that working perfectly, thanks to some recently renewed micro-switches. Oh, and the optional rear wash/wipe.

Notable additional equipment runs to an Alpine radio/CD player (with speakers in the door cards), an alarm/immobiliser (more convenient to use than many), and most recently a Dansk stainless-steel silencer. That necessitated mods to the rear panelwork for the extra tailpipe, expertly handled by Beeson's in-house body team. At the same time they carried out some minor structural repairs, primarily to the right-hand sill, the left-hand front inner wing, and the so-called kidney bowls inside the rear wheelarches, and then the resulting paintwork – all of which both now looks and feels superb. In building terms, think of it as modest underpinning.

Overall condition, then, is generally very good to

excellent. There remain a few rust spots – one on the left-hand front wing below the headlamp, another at the base of the right-hand 'B'-post, together with some flaking paint on the aluminium rear bumper. They trouble Graham Beeson, too, although since he's selling the car on behalf of a customer he is for the moment under orders – but at the same time itching to sort out any or all of them on behalf of the next owner. Likewise the exterior details: the front 'smile' is smooth and even, the windscreen and backlight rubbers undamaged, and all but one of the bumpers' four rubber bellows seemingly almost new. Nice to see such a smooth lip to the rear wing, too.

Inside, a slightly wavy headlining and door pockets, and seats and carpets that are good rather than exceptional, hint at the car's age and mileage, but the fascia top is smooth and undamaged, the heater works (well, more or less), and poking about under the front lid reveals not only some remarkably good carpet (and underlying metalwork), but also both a reassuringly recent Bosch battery and a full set of barely used tools. Oh, and some typically weak bonnet support struts. Shame about the modern windscreen-wiper blades, too, but – like the struts – how hard or expensive will it be to change those?

Mechanically, too, the car is in fine fettle – as you might expect given a £3500 bill for a recent Northway engine overhaul. Performance is strong rather than scintillating, but the power unit is tight and quiet, with excellent oil pressure (and no leaks), and even the 915's often derided gear shift is better than most. Brakes – with nice, smooth discs all round – are the usual gems, the ride is somehow simultaneously firm and endearingly supple, even on the worst surfaces, and the steering truly seems to allow you almost to feel your way along the road surface. Justifiably the stuff of automotive legends, and one of the reasons why cars like this will always be so fiercely sought-after.

I could go on, but you get the picture. Add the massive history file, with MoTs and bills back to the year dot (the latter from luminaries such as La Rose, Jaz, JZM and Steve Bull), a recent new starter motor, and road tax to the end of September, and you've a car that is genuinely ready to go. The only foreseeable expenses will be new tyres – the existing Continentals are about 50 per cent worn at the rear, 70 per cent at the front – and, by 31st October, £50 worth of new MoT. Makes you think, doesn't it? **PW**

## CHECKLIST

**Background:** Plainly inspired by the even more sought-after Club Sport – and as such is a pretty convincing lookalike – but basically a standard-specification 3.2 with the earlier 915 gearbox. Much preservation work has been done already, some is still needed, but in great condition throughout, and good to go

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**For:** Simple: it's a Carrera 3.2! That apart – and that's more than enough for most people – structural and mechanical condition, colour, history, likely longevity, and ever-increasing value. And at the end of the day it's just wonderful to drive

**Against:** A few remaining bodywork and trim issues (see text), but tackled sooner rather than later those should remain a pretty minor consideration. Otherwise, remarkably little else that we can think of

**Verdict:** Not exactly inexpensive, but probably now among the cheapest and most painless ways into the classic, air-cooled 911 'lifestyle'. If it's what you really want, go for it. This time next year you might pay another £3000 or more for a broadly similar machine



## Value at a glance

Condition	✓✓✓✓
Price	✓✓✓✓
Performance	✓✓✓✓
Overall	✓✓✓✓
✓ Poor ✓ Fair ✓ OK	
✓✓✓ Very good ✓✓✓✓ Excellent	

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**PORSCHE 911 (996) CARRERA COUPE TIPTRONIC (AEROKIT)**, 1999, T-reg, 87K miles, Polar Silver, charcoal leather, GT3 Aerokit, FSH, touch screen sat nav, cruise control, electric sunroof, 18-in GT3 alloys **£12,995**

**PORSCHE 944 TURBO S - SILVER ROSE**, 1988, F-reg, Silver Rose, Silver Rose studio check interior, FSH, new sills, 2002, 70K miles, Lapis Blue, excellent bodywork, major service just completed including cambelt **£9,995**

**PORSCHE 911 (996) TURBO COUPE TIPTRONIC**, 2003 model registered Dec 2002, 70K miles, Lapis Blue, major black leather, FSH, 18-in alloy, sat nav, electric memory seats **£23,500**



**PORSCHE 911 (996) CARRERA 4S CABRIOLET**, 2004, 53-registration, 63K miles, Midnight Blue, grey leather, full service history, just serviced, 18-in alloys, sat nav **£20,995**

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**1982 911SC TARGA**, excellent throughout, bare metal respray with new wings, drives like a dream and mint interior, massive history folder, £9650, worldwide delivery. Tel: 07908 588962. Email: [ciaran98@aol.com](mailto:ciaran98@aol.com) (Londonderry). P0613/012

**911 CARRERA 3.2 COUPE**, 1987, metallic blue, colour coded e/s, e/w, c/l, c/d, e/s/r, e/m, immobiliser, owned for 14 years, ex cond, G50 box, 131,000 mls, new MoT, tyres, brake calipers, FSH, beautiful car, £11,500. Tel: 07831 882510. Email: [kevwal@btinternet.com](mailto:kevwal@btinternet.com) (Beds). P0613/030

**911 (964) C4**, 1990 (Nov), 88K miles, full history file, damaged/repared 2007, VIC cert, red, black leather, Cup alloys, teardrop mirrors, sunroof, £12,000. Tel: 07710 500655 (Lancs). P0613/031



**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](mailto:dsl356@yahoo.com) (Durham). P0613/044

**993 TIP**, Polar Silver, red leather, electric sunroof, FPSH, 74K, stunning car in superb condition throughout, electric seats, air con, just serviced, all bills and records from new, £24,500. Tel: 07780 643743. Email: [stevemorris@satare.co.uk](mailto:stevemorris@satare.co.uk) (Dorset). P0613/032

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**944**, 1989, 2.7, Zermatt Silver/black pinstripe, 180,000 miles, taxed 31 May, MoT 31 August, service history, used daily, electric roof, windows, mirrors, seats, recent tyres, screen, steering rack, offers. Tel: 01395 269717. Email: [j.binning560@btinternet.com](mailto:j.binning560@btinternet.com) (Devon). P0613/017



**944 2.5 AUTO 1985(B)**, black, sunroof, immaculate black pinstripe interior, 104K, much recent work including cambelt, gearbox, radiator, alternator, oil cooler, new MoT, everything works, lovely original car, £3495. Tel: 07802 179517. Email: [dgmacleam@gmail.com](mailto:dgmacleam@gmail.com) (Lancashire). P0613/025

# TRIED & TESTED

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

## 987-MODEL CAYMAN 'S' ■ 2005/55 ■ 11,613 MILES ■ £21,995

I always do my best to find something rare, offbeat or even just a little bit unusual for these *Tried & Tested* stories – cars that are both interesting and worthwhile, basically. And this now seven-year-old 987-model Cayman 'S', I suggest, ticks every single one of those boxes – and quite a few more besides.

Nothing too remarkable about a Cayman, of course – although I'm amazed by how few you see; even in 2.7-litre guise it's one of the very best cars Porsche has ever built. No, here it's the fact that it has not only Tiptronic 'S' transmission, but also effectively just one previous owner and an almost inconsequential 11,613 miles on the clock. That's an average of only 1500 a year. It is, as a result, in near-perfect condition – it even *smells* new – and at just under £22,000 is going to make someone a very happy Porsche owner for some considerable time to come. (The first 'owner' never took delivery, and as a result of that the car last changed hands, at Porsche Centre Silverstone in early 2006, for around £54,000).

Paint is Black metallic, with the lower front 'spoilerettes' (for want of a better term) picked out in an eye-catching silver-bronze. Wheels are 19-inch Carrera Classics, with coloured centres, and just visible on the rear apron are the sensors for the factory-fitted Park Assist. The headlights are Bi-Xenons. Inside, you get black leather, part-electric Sports seats (the backrests, basically; fore-and-aft adjustment is manual) with built-in heating, and a multi-function steering wheel. There's PCM with sat-nav and phone, the sought-after Bose sound system, and the usual air-con, computer and not least Porsche Stability Management – plus ABS, electric windows, mirrors and central-locking, of course.

Omissions, if they can justifiably be called that, include cruise-control, or any other chassis 'gadget' such as the famous Sport button to sharpen up the throttle response and dampers, but with 295bhp, 0–62mph in 5.4 seconds, and not least a claimed Vmax of 174mph I can't see that being too much of an issue. (I think we all tend conveniently to forget how breathtakingly quick are some of these apparently 'lesser' modern Porsches).

There are a few tiny marks on the front apron, and the first seemingly no less commonplace signs of surface rust on the front end of each sill, behind the wheels, but

bodywise that's it. The front number plate is a bit tatty, but you can hardly blame Porsche for that. The underside is both scrape- and leak-free (Elite's Ben Lane proudly put the car on a lift to prove it), and even the exhaust manifolds look fresh out of the box. I spotted some leaves in the air-con condensers, but Ben promised to have those out forthwith – and both the condensers and engine-cooling radiators are clean and dry, in any case.

Inside, there are some faint scuff marks on the right-hand sill trim, and even at this low-mileage an abraded patch on the outside of the driver's seat – most likely from the belt. There's the faintest of dents on the aluminium trim behind the engine cover, but the carpet both here and up front (and in the footwells, too) is beautifully clean. Nice to see what looks like a recent Euro Car Parts-supplied Bosch battery, as well. The left-hand rear wheel has a scrape on the edge of the rim, but Elite will have had that repaired by the time you read this, at the same time fitting two new back tyres. The fronts (Michelin Pilot Sports) have 5.0mm of tread, so should be good for a while yet – and likewise the pads and discs, among the best I've seen on any of these later cars.

Out on the road, performance and overall behaviour are every bit as good as you would hope and expect. My only (very minor) gripe would be a certain schizophrenic streak to the transmission, which at low speed seems to have a sort of all-or-nothing effect on the power delivery, but then at higher speeds feels slightly lazy – unless you drive it in semi-manual mode using the steering-wheel buttons, at which point the car comes alive. I think you would pretty soon get the hang of that, though, especially if you also do a lot of stop-start urban driving.

The final bit of good news is the service history – such as it can be at this low mileage. Suffice it to say that the book is fully up to date, with both official Porsche and independent stamps. The most recent workshop visit was last January, at 11,316 miles, and that also included a brake-fluid change. The car is both road-taxed and MoT-tested to the end of this coming November, and with two fully functioning and plainly cared-for electronic keys I can't think of much else, beyond insurance and fuel, that you will need to budget for anytime soon. It would certainly work for me. **PW**

### CHECKLIST

**Background:** Seven-and-a-bit years old, but this 3.4-litre Cayman 'S' – unusually, with Tiptronic transmission – has effectively had only one owner, and at just 11,000 miles is as good as new. Not over-endowed with options, but not exactly lacking, either, and with both road tax and MoT to November 2013 is ready to go right now

#### Where is it?

Elite Motor Tune is based at 55 St James Mill Road, Northampton NN5 5JP; tel: 01604 757510; [www.elitemotortune.co.uk](http://www.elitemotortune.co.uk)

**For:** All the obvious usual attributes: condition, mileage, colour, specification (including PCM/sat-nav and heated seats), full service history, and comes from an effectively new dealer, eager to impress

**Against:** Automatic gearbox won't be for everyone – see text – but then for some it will be perfect. Ditto the metallic black paint. And that's about it!

**Verdict:** Not the most immediately exciting of Caymans, but a good, honest and barely run-in future classic, none the less. We loved it

### Value at a glance

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

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



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968

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**BOXSTER S 550 SPYDER ANNIVERSARY EDITION**, 2004 (04), 3.2 manual, GT Silver, full leather, 18" Carrera alloys, sat nav, Bose sound, FSH, just serviced, 12 months' MoT, 6 months' tax, 46K miles, immaculate, £11,750. Tel: 07979 536282. Email: christopher.wright@btconnect.co.uk. P0613/020



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### A007 BOX

### A007 CAY

### A007 SAM

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### GKS 44

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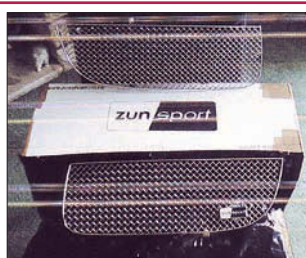


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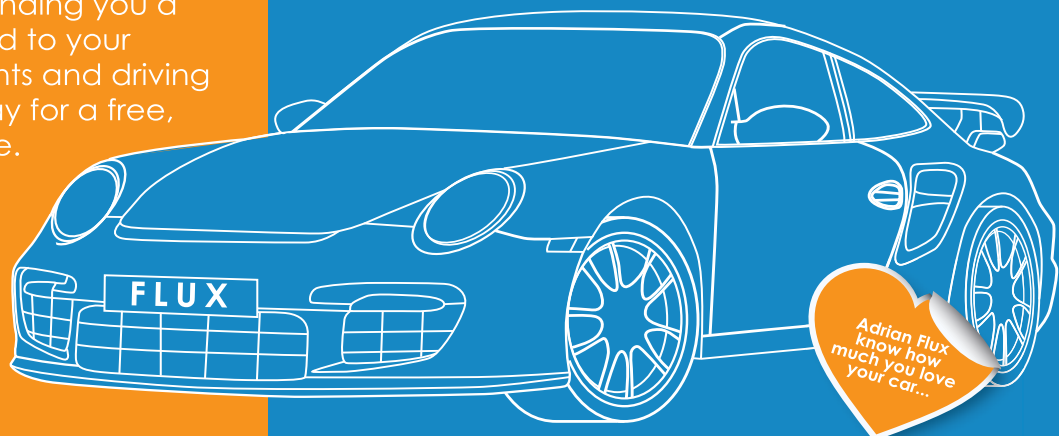
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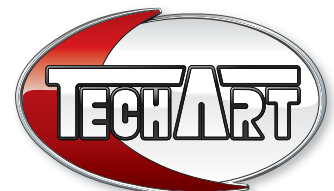


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