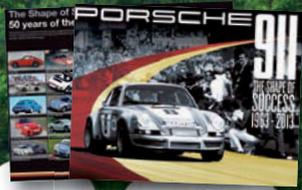


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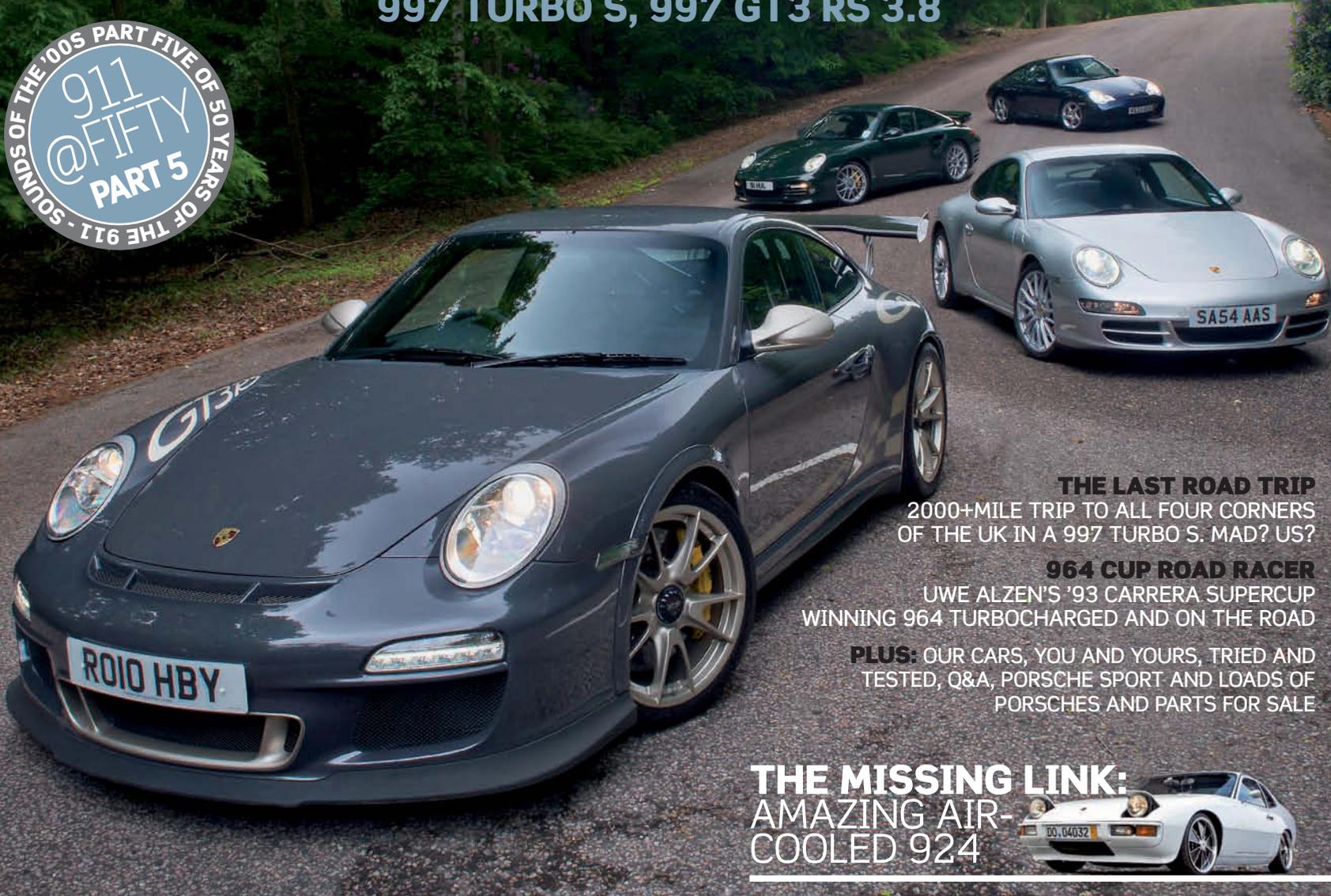
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PUBLISHERS, STAFF AND CONTRIBUTORS CANNOT BE HELD RESPONSIBLE FOR
ANY EFFECTS ARISING THEREFROM

Where to start?
Well it goes
without saying
that in our
mammoth

overview of the g11 at 50,
we've reached the noughties.
You can tell that because the
cover features some very dark
and bland coloured cars, plus
an obligatory silver one,
because of course come the
new millennium, we all

suddenly became very sophisticated, or something like that.

Conducting the group test at the Chobham test track in Surrey proved to be the usual interesting experience and threw up a surprise winner. Well a surprise to me that is. This was supposed to be a look at the key g11 models of the decade, and to chart the g11's progress from beginning to end. OK, there wasn't supposed to be a winner as such, but there will always be a car that strikes a personal chord, and from the collected machinery, for me, that g11 was the gg6 C4S.

Should that be a surprise? Last month on this page I opined that the gg6 was quite an achievement for Porsche, it being the

“That's the second time I've been nice about the 996. Reckon I'll be buying one!”

reinvention of the g11 – a tough task if ever there was one. This particular late model gg6 C4S seemed to back that up. From the well judged passive damping to the wonderful steering feel, slick shifting gearbox and more than adequate performance, it made the other cars present feel like they were just trying too hard, particularly in the suspension department. Each and every one was way too stiff for our UK roads. So there you go, that's the second time in two months I've been nice about the gg6. Reckon I'll be buying one soon!

As I scribble this Le Mans is but a day away and Porsche is back in the race with a factory entered team of g11 RSRs. But for the bigger story check out the new Porsche LMP1 car in News. Le Mans 2014 can't come soon enough.



Steve Bennett
Editor

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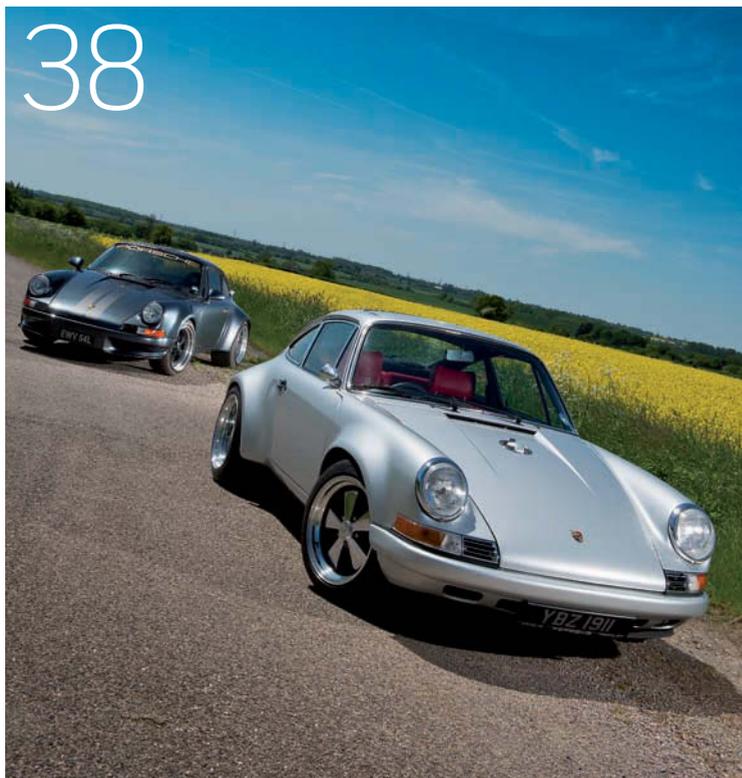
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PORSCHE NEWS

2014 LE MANS RACER REVEALED



The long awaited, and much anticipated race car that will see Porsche participate in the top level of endurance racing at Le Mans for the first time in 16 years, has been unveiled. The LMP1 sports prototype, the development of which is ahead of schedule, has completed test laps amidst tight security at Porsche's Research and Development Centre at Weissach, near Stuttgart, from where these photos were issued.

As its name indicates, the car will run in the LMP1 category, which is for specially built, prototype cars. Developed in house by Porsche Motorsport and raced by a Porsche factory team, it will run in the 2014 World Endurance Championship, which includes the iconic Le Mans. The 2014 calendar has yet to be finalised, but the WEC is likely to be an eight-race series, kicking off at Silverstone in April, Le Mans in France happening in late June.

Porsche has, however, been very economical with details of the car, at this stage painted in the motor industry's classic detail defying colour scheme. No information of the engine, expected to be a form of hybrid powertrain, or its output have been revealed, nor anything about the chassis.

The full Porsche AG board showed up for the first test run of the racer, which was announced two years ago. The

demonstration duty fell to German born Timo Bernhard, who along with Frenchman Romain Dumas, will race the car in 2014.

Porsche boss Matthias Mueller emphasises that the LMP1 car was a clean sheet design, and that much of its technology would feature in the company's road cars. 'After all, there's a race car in every Porsche,' he said. Porsche's last entry to Le Mans was in 1998, which it won with the GT1 (pictured below).



LOOKING GOOD AT FIFTY

Given the fervour of Porsche's half century celebrations for the 911, a limited edition model was inevitable, and in early June it duly popped up. The 50 Years Edition amounts to a Carrera S with the wider body normally reserved for the four-wheel drive Carreras 4 models, and sprinkled with special trim and equipment.

Reflecting the year the 911 story kicked off, production will be limited to 1963 units, and the car will be shown to the public at the Frankfurt motor show in September –

the same event at which the original 911 made its debut. It will reach UK showrooms the same month.

It is priced at £92,257, which is £880g more than the regular Carrera S, with its 3.8-litre, 395bhp flat-six engine. Apart from the 44mm broader at the rear body, this gets you special five-spoke cast alloy wheels (loosely based on the classic Fuchs design), chrome strips on the engine lid grille, different trim on the front air inlets and on the panel in between the rear lights, and a

“911 50” badge on the tail.

Inside, the Sports seats have a 1960s style “Pepita” chequered material, while the instruments have white pointers and silver instrument pivot pins. A further 911 50 badge adorns the passenger side of the fascia, with the batch number of the car. The 50 Years Edition is not exactly another Sport Classic (the RS lookalike 997 of 2009 that was snapped up fast), but then the price is 10 per cent more than the standard car, not double.



OUR TAKE

CASH BACK

Hedge funds who 'short sold' VW shares back in 2008 and lost billions are set to sue Porsche to get their money back. It's a waste of everyone's time except the lawyers', who'll cream off a fortune, David Sutherland reckons.

The four-year saga of Porsche's David and Goliath style attempt to buy out Volkswagen that began in 2005 was fascinating, reaching a climax in 2009 when the Zuffenhausen sports car maker very nearly pulled it off - but at the 11th hour stumbled. It was the kind of heroic failure we British love so much.

As corporate stories in the sober car manufacturing world go, this was one of the best, particularly towards the end when the stakes became ever higher and the amounts of money involved truly preposterous. Were it a movie, you could imagine the camera cutting between the sacked instigators COE Wendelin Wiedeking and chief bean counter Holger Harter, ruefully clearing their desks into a cardboard box as the credits roll.

But now the story looks like getting rather boring. Harter's recent fine of €630,000 for credit fraud will no doubt encourage the various hedge funds who are suing Porsche for an estimated €5bn, and the case, which started out unsuccessfully in the US courts will presently get under way in Germany.

Why are these financiers bothering? They were deftly out manoeuvred by Porsche over the value of VW shares, something they would have been proud of had they done it. But more importantly - even if they win, will they ever get their hands on the cash? The case is bound to grind on for years when the inevitable appeals are taken into account, so Porsche, even if it loses, might not write the cheque for a very long time, if ever, if other high profile legal battles are anything to go by.

It would surely be better if the money men took it on the chin and concentrated on maximising our pensions, leaving Porsche to do what it does best - making the world's best sports cars.

BRUCE ANDERSON 1938-2013

It is our sad duty, writes Chris Horton, to report the death earlier this year of 911 & Porsche World's former US correspondent, Bruce Anderson, at the age of 75.

Famous for a number of books, including the iconic *Porsche 911 Performance Handbook*, Bruce first appeared in the magazine more than 20 years ago, in our Spring 1992 issue's *Guest Speaker* pages. Having read his authoritative and always strongly held views, publisher and then editor Clive Househam immediately and quite rightly realised that we needed an expert correspondent on the ground in such an important Porsche marketplace - Bruce had been a Porsche Club America stalwart since as long ago as 1964 - and the first of his many regular columns appeared in the following edition. Anderson, as it became known, was thus a regular and much-loved fixture by the time I took over as the magazine's editor in mid-1996, and it continued until Issue 62, in May 1999.

In those early days, before the widespread use of e-mail, Clive and Bruce communicated entirely by fax, but in July 1997 Anderson and his wife, Stephanie, visited not just England but also the big Porsche event at Walton Hall near Stratford-upon-Avon, sponsored by Coventry-based independent specialist Autobahn - itself now deceased, as it were, but effectively replaced by PCT. They even very graciously attended one of our own Monday-night Blue Ball pub meetings in Surrey, where not surprisingly they were enthusiastically greeted by an even larger than usual number of *911 & Porsche World* readers.

Unfortunately, however, we all rather lost touch during the years that followed, and it came as a genuine shock to read of Bruce's untimely passing in the June edition of Porsche Club GB's monthly magazine, *Porsche Post*. Our sincere if somewhat belated condolences, then, to both Stephanie and the rest of Bruce's immediate family, as well as his many friends and colleagues on both sides of the Atlantic, if not throughout the world. He will be missed.



Leonard Turner

FULL SALE AHEAD

Serious Porsche collectors may be liquidising a few of their assets in preparation for upcoming high profile classic car auctions featuring covetable Porsches. In its London sale in September, RM Auctions will be selling the world-renowned Laidlaw Competition Car Collection (the owner, Irvine Laidlaw, is retiring from racing and wishes to sell up), which includes a 1965 ex-works Porsche 904/6. The 904 was introduced in 1963 as a GT racer with a four-cylinder engine, the 904/6 a six-cylinder evolution for 1965, with just four cars built. It has a pre-sale estimate of £900,000 to £1m.

A less expensive, but nonetheless interesting Porsche classic that RM will be selling is a 1961 Porsche 356B 1600 Super Roadster, which will appear at RM's sale at the Pebble Beach Concours d'Elegance in Monterey, California in mid

August. Recently rebuilt from the ground up by Segal Motorcar Co Inc in Toronto, Canada, it is claimed by proprietor Jeffrey Segal to be 'the best restoration of this car in the US'.

A two-owner car, one keeping it for 41 years, it is in the rare colour combination of Aetna Blue paintwork and red leather, and is a 'matching numbers' car (in other words the original engine and gearbox are present), and number 209 of the 472 roadsters with bodywork by the Belgian coachwork company D'Iteren. 'We began work on it in November 2012 and finished in June, and we have 3500 photos of the restoration,' says Segal.

The car is being sold with no reserve, but Segal reckons it will make £125,000-£140,000. More details on these two auctions can be seen at www.rmauctions.com



CATCHING UP WITH

JONATHAN AUCOTT



The founder and proprietor of German classic car specialist, Avantgarde, recalls with fondness his first Porsche, a 944 he had when he was 20, but nothing tops the Carrera 2.7 RS he now owns

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

I'm 38 years old, and live and work in Tamworth, Staffordshire.

What was your big break into the motor industry?

My first taste of the motor trade was buying a five-year old Vauxhall Nova SR while still at college, and selling it within weeks for a good profit.

Summarise your career

Striving to buy and sell the highest quality stock available.

Are you a petrolhead?

Absolutely, cars are my life and I couldn't be happier with my profession.

What was your first car?

Ford Escort Mk4 1.3. Insurance was extortionate in 1992.

What was the first Porsche you ever drove?

A seven-year-old 944S2. Unfortunately I had the car trade bug by then, so I ran it daily for a while, then it had to go.

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

My Carrera 2.7 RS Touring is the best car I have ever driven.

What car do you drive daily?

Either cars from stock, or the wife's VW Scirocco diesel.

What gets you out of bed in the morning?

The thought of being surrounded by fantastic German cars all day, and dealing with like minded enthusiasts.

What has been the biggest challenge in your working life?

About 10 years ago I made the change from selling modern performance cars to classic cars. It was a steep learning curve, but well worth it.

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1000 PORSCHE AT SILVERSTONE

If you had planned to join in the special parade of 911s round Silverstone in late July, you are too late – much to relief of the organisers, who at first feared not enough owners would participate, but who now say that the entry is oversubscribed, and therefore closed.

As part of celebrations of the 911 turning 50 this September, a “911 x 911” event was planned by Porsche Club Great Britain, whereby 911 examples from the car’s seven generations would gather on track together during the Silverstone Classic weekend, on 26th and 27th July. ‘Originally we feared achieving 911 Porsche 911s might have been a somewhat over ambitious and idealistic target,’ said event director Nick Wigley. ‘But we sailed past that goal with eight weeks to spare.’

By early June more than 1000 owners, some 85 per cent of them Porsche Club GB members, had registered for the midday Sunday parade, which will raise funds for the Hope for Tomorrow cancer charity. So not only will the attendance pass 911, but will break the second threshold of 991 cars (this denoting the model code of the latest 911), resulting in a four-figure total.

Famous Porsche faces such as Derek Bell MBE will be present, while on the Saturday, under the “Project 50” banner, Richard Attwood and Gordon Robertson will race a 1965 short-wheelbase 911 (also pictured), prepared by Porsche Cars Great Britain. The 767 Jaguar E-types that took to the circuit in 2010 established a new Guinness World Record, but that will obviously be easily broken by the Porsches.



TALKING TYRE DEALS

Porsche owners in the East Midlands now have a new source of competitively priced tyres, now that ZR Tyres has established a network of outlets across Lincolnshire, Nottinghamshire, Leicestershire and Northamptonshire. The most recent outlet is The Depot, opened in March, in Lincoln, which besides tyre fitting, supplies batteries, brakes and exhausts, and also carries out suspension alignment.

It is a retail only operation, which does not handle motor trade work, and it pledges to offer the best price, or, as it puts it to customers, ‘The right tyre at the right price’. It also says tyre availability is excellent, with 1500 tyres in stock, and same day delivery to branches if the required tyre is not in stock.

The firm has a website that allows customers to search and order tyres, with the nearest outlet with the tyres in stock flagged up. Internet prices are promised in store. For more information on ZR Tyres, call 0845 680 1538 or visit www.zrtyres.co.uk



POSTER TIME

All being well you should have received this ‘The Shape of Success - 50 years of the Porsche 911’ poster in this issue. If yours is missing, then contact us on 020 8655 6400 for a replacement.



SUPERCAR SATURDAY

BROOKLANDS MUSEUM, SURREY, 27TH JULY

Supercar Saturday is a rare opportunity for the public to get close to exclusive cars and also see them in action. At most venues, exotic cars are fenced off in secure enclosures but at Brooklands, with its friendly atmosphere, the visitor can inspect the cars at close quarters.

Supercars from all ages will be put through their paces on the adjacent Mercedes-Benz World test track. Suitable cars will also run up the demanding Brooklands test hill.

In 2012 the event proved to be popular with car clubs that put on displays for members and also took part in the Test Hill runs. This year an area on the restored banking has been allocated exclusively for Porsche owners. Selected, pre-registered cars will have the opportunity to run in a Porsche only demonstration on the test track.

Historic Brooklands has easy access via London’s arterial motorways and is conveniently located just within the orbital M25. It has excellent aviation and motoring exhibitions and is served by a choice of quality catering facilities.

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HAPPY BIRTHDAY 911 – FROM MINI

It was a shameless piece of PR on the part of BMW, a ploy to generate column inches where no story exists. And by even mentioning it, *911 & Porsche World* has, it could be argued, feebly swallowed Munich's bait.

The BMW-owned Mini brand has offered the 911 hearty congratulations for its 50th birthday in September, and at the same time highlighted a number of, at best, spurious, similarities between the two cars, despite their positions at the opposite end of the motoring spectrum. It points out that, for example, the pair's designers – Ferdinand Alexander Porsche and Alexander Issigonis – created an icon but did not know it at the time, and that the 911 has been Porsche's most successful racer, while the Mini Cooper S was a rally legend in the 1960s.

As can be seen from the photo, BMW went to some trouble to colour match the Mini and Porsche for its photos – although some might feel that the post 1967 Mini Mk2, recognisable by its angular grille and squared tail lamps, is too new for a 1963-based comparison.

It is not the first time Mini has tried to engage Porsche to generate publicity. In 2010 the boss of Mini USA Jim McDowell challenged Porsche to field a Carrera S against a Mini Cooper at the Road Atlanta circuit, but Porsche declined, saying, 'we welcome you at Sebring, Le Mans, Daytona or any other sanctioned race where there is more at stake than T-shirts.'



FORMER PORSCHE MAN FINED £540,000

With Porsche accelerating ahead in sales and profit, the failed takeover of VW that left it almost bankrupt in 2009 is now a fading memory – unless you are the carmaker's former chief accountant, who recently had to relive every excruciating detail in court, the ordeal ending with a €630,000 (about £540,000) fine being slapped on him.

The Stuttgart District Court convicted Holger Harter (pictured) of credit fraud perpetrated in 2009, on the grounds that he had understated the amount of cash Porsche needed to buy control of VW, and also that Porsche had not fully disclosed the full extent of its options on VW stock. This held down the value of the stock significantly in the period immediately before Porsche planned to acquire it.

In Germany fines are calculated on the basis of the defendant's finances, hence Harter's estimated €3500 (about £3000) daily income plus reported assets of €35m (£30m) left him exposed to a large hit. Following the judgement, he said he would appeal, but in any event this story still will run for a long time yet, possibly years.

Porsche's former CEO Dr Wendelin Wiedeking – who along with Harter left the carmaker in 2009 has also been charged in connection with the attempted takeover, but has yet to go on trial. Harter's criminal conviction is likely to give added impetus to investors who are pursuing a string of civil claims against Porsche, the full amount reckoned to be around €5bn (£4.3bn).



NEWS IN BRIEF

- The downsized 2.7-litre flat-six used in the Boxster and Cayenne has been named Engine of the Year in the 2.5- to 3.0-litre category by the UK magazine, *Engine Technology International*. It is the fourth time in the 15 years of the contest that a Porsche engine has been a winner.
- At a recent press event based in Hockenheim in Germany, during which journalists drove the "plug-in" Panamera S E-Hybrid over a mixed road route, the average economy of all drivers was 4.4/100km, or 64mpg, and the best 2.8/100km – 100.9mpg.
- In May the last of the Porsche family members to hold a very senior position in the company, Dr Wolfgang Porsche turned 70. Chairman of the Supervisory Board of Porsche, he is the son of Ferry Porsche, who founded the car maker, and died in 1998, and the grandson of Ferdinand Porsche, the outstanding automotive design engineer.
- Car production lines normally only shut down due to lack of demand or, rarely, industrial action. But Porsche's Leipzig plant, which builds the Cayenne and Panamera, ground to a halt recently because of floods in the region, the worst in a decade.
- Maria Sharapova has been signed up the face of Porsche. Fresh from a similar deal at Land Rover, the statuesque grand slam winner is "brand ambassador", and besides promoting the cars, her duties include raising the profile of women's tennis in Germany, Porsche being a sponsor of the national team.
- Technical information specialist Autodata is now offering independent workshops an on-line package that includes servicing and repair data on Porsches. The models included are the 996- and 997-series 911s, all Boxsters and Caymans excluding the latest generations models, and Cayennes and Panameras.

EVENTS

THE PORSCHE MONTH AHEAD

SHOWS AND EVENTS

July 12-14

Goodwood Festival of Speed

Nr Chichester, West Sussex

One of the world's great classic events in the grounds of Lord March's home and this year celebrating 50-years of the Porsche 911

www.goodwood.co.uk

July 21

Classics at the Castle

Sherborne Castle, Dorset

Classic event covering the full gamut of the classic car scene in a wonderful location too

www.merlinevents.com

July 26-27

Silverstone Classic

Silverstone, Northants

Biggest historic race meeting of the year. On top of that there will be an attempt by Porsche Club Great Britain to get 1000 911s on to the circuit to celebrate 50 years of the 911

www.silverstoneclassic.com

July 29

911&PW Readers' pub meet

The Chequers, Walton-on-the-Hill, Surrey

Our second Pub meet of the year at the Chequers. Great excuse for an early evening drive out and shandy with fellow Porsche enthusiasts. Supported by our friends from the Surrey region of PCGB

Sport

July 5-7

German Grand Prix/Porsche Supercup

Round 4

Nürburgring, Germany

July 13-14

BRSCC Porsche Championship

Rounds 9/10

Snetterton, Norfolk

www.porscherracingdrivers.co.uk

July 21

Porsche Club Speed Championship

Round 8

Clay Pigeon Raceway, Dorset

www.porscheclubmotorsport.co.uk

July 26-28

Hungarian Grand Prix/Porsche Supercup

Round 5

Budapest, Hungary

July 28

MSA British Historic Rally Championship

Round 6, Harry Flatters Rally

Epynt, Wales

www.hrcr.co.uk

August 3

Porsche Club Speed Championship

Round 9

Goodwood, West Sussex

www.porscheclubmotorsport.co.uk

August 4

Porsche Carrera Cup/BTCC

Rounds 11/12

Snetterton, Norfolk

www.btcc.net

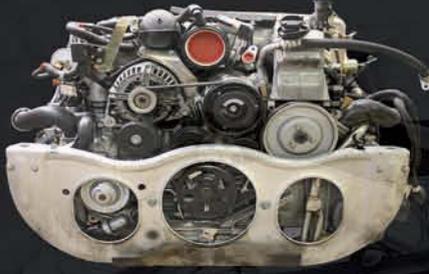
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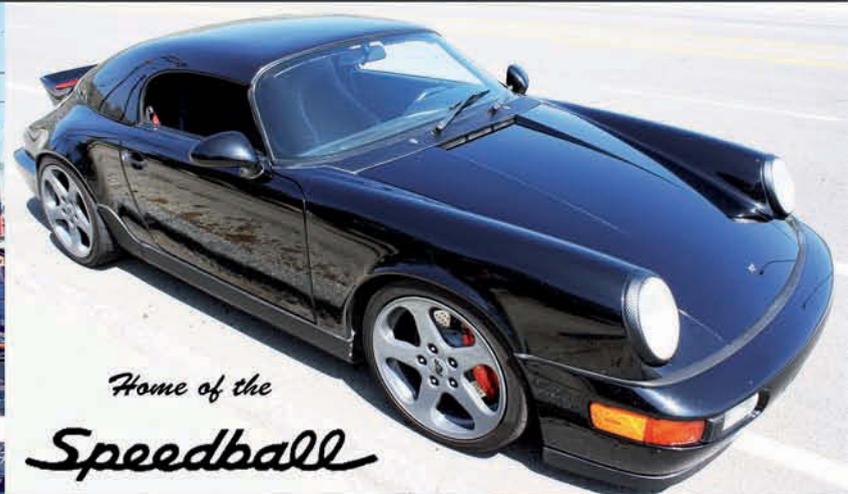
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BUYING POWER

THIS MONTH'S MUST-HAVES AND PORSCHE ACCESSORIES

Bright spark

Elf Ignition, based in Rednitzhembach in Southern Germany, has recently introduced a range of electronic ignition systems to upgrade sparking and combustion on all 911s made up until the introduction of the 964-series in 1989, and also on the last of the 356s. They are "plug and play" kits, contained in a retro look aluminium casing, and which come with a replacement coil.

The basic, HKZ Standard kit is for owners who simply wish to improve reliability, with greater resistance to damp and so on, although it does give 2.5 times the ignition power of the original ignition system, and the rev limit can be adjusted up to 7950rpm. The HKZ Super kit is designed to improve engine performance, with a double spark action, and might appeal to those racing pre-1989 Porsches. With this kit, new spark plug leads are recommended to prevent the more powerful spark arcing, and causing engine misfires. Prices for the Standard and Super kits are €1048 and €1198 (about £890, and £1030), and €50 (£43) extra for the later, 3.3-litre 930 Turbo.

The HKZ Dynamic kit increases the spark power 3.5



times, and the €1550 (£1330) price for all models includes converting the existing distributor to a completely electronic function. The distributor obviously has to be sent into the company, and once modified serves only to actuate the ignition module, the job of the ignition advance being taken over by the ignition module itself.

This kit can be supplied with optional PC software (€100 extra) to allow the ignition to be programmed in more detail, able to obtain ignition curves that a conventional distributor can never achieve. Shipping is around €20 (£17), and further information is available at www.elf-ignition.de



Bush territory

Powerflex, the Middlesex-based supplier of the well known purple aftermarket suspension bushes, has introduced its first catalogue of upgrades for the 997-series 911, and also the second generation, 987-series Boxster. They are stiffer than the Porsche factory bushes, and therefore should tauten up the handling by a small degree – but they are also claimed to side step a wear issue.

'The original rubber bushes can start to degrade within a year, and within three to four years they will have lost a bit of tension,' says Powerflex's design manager Paul Solbe. 'Being made of polyurethane, Powerflex bushes do not degrade.'

Included in the 997 range is an adjustable set of front bushes, allowing camber and caster angle to be altered to optimise the suspension geometry, and with a special spanner included in the kit, this can be done once the bushes are on the car, which is convenient. As an option for the GT2/3 and RS, the inner adjustable bush gives additional camber adjustment. All bushes are priced individually, and are fairly inexpensive, though of course you must allow for fitting, which for a full set is about a day's work, including resetting the geometry. More details and prices can be seen at www.powerflex.co.uk



Rise and shine

A driver's delight they may be, but some owners feel that the gearlever on Boxsters and 911s, bar the latest models, is too far away, especially for track work. This was not lost on Porsche parts specialist Rennline, in Vermont in the US, which has just launched its Shift Tower Riser kits, which raises the lever either by four or seven inches and makes it feel more like that on a 911 Cup racer.

The raised supporting platform is made from aircraft grade aluminium, and is secured into four existing bolt holes in the floorpan. Fitting is quick, though the centre console has to be removed and left off. It does not make the shift action shorter – but you can fit a short shifter on top if you want that.

Available in an anodised or powder coat finish, the four-inch riser is available for the first and second Boxster generations (986 and 987), and costs \$225 (about £150), while the seven-inch kit additionally fits the 996 and 997 911s and is \$240 (£160), with UK shipping about £25. Obviously it only fits manual cars. More details at www.renline.com



Light work

Weight saving – even if it is nowadays largely a nominal affair, given their prodigious output – has always been an issue closely associated with Porsche, hence an exhaust system claimed to tip the scales at half that of the factory item is bound to stir up interest among enthusiasts. It is made by Guildford-based Quicksilver Exhaust Systems, and is available for the 997-series, generation 2 911 Turbo, and the rear-drive versions of it, the GT2 and GT2 RS.

Made from 100 per cent titanium, the two sections together weigh 2.7kg, which Quicksilver – in the exhaust business since 1973, when systems could last a mere 18 months – says is less than half that of the original Porsche items. And 'added lightness' is not all it delivers, as there is an extra 8-10db worth of sporty exhaust note at high



revs, along with more turbo whistle.

Fitting is straightforward, as the original catalyts are retained and the factory mounting points used. The UK-made system costs £4416 including VAT, and is supplied with a 25-year warranty. For more details call Quicksilver on 01428 687722 or visit www.quicksilverexhausts.com



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“Life should not be a journey to the grave with the intention of arriving safely in a pretty and well preserved body, but rather to skid in broadside in a cloud of smoke, thoroughly used up, totally worn out, and loudly proclaiming,

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Hunter S Thompson



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www.quicksilverexhausts.com

PRODUCTS

Feel the noise

Exhausts can be like buses - none arrive for a while, then they all show up together. And at the moment we're being inundated with g11 systems, particularly for the latest 991-series. German tuner Cargraphic is among the latest to launch one, which is a direct replacement on the 3.4-litre Carrera and 3.8-litre S, and on both is claimed to give an extra 10bhp and 18lb ft.

Like most aftermarket exhausts for the 991, it comes with a flap control to increase the sporty noise at higher revs, though for this to work straightaway, the exhaust needs to be the factory optional Sport exhaust. Otherwise a module is required, which allows the flap control system to be operated via the key fob.

The system, the wheel arch silencers and the tailpipe set, is priced at €5495, which comes to around £5650 once VAT is added, with fitting extra. Hence the question must be, how many owners of 991s with a Sport exhaust are going to want to replace a system that will be good for perhaps 10 years or more? 'Some people are underwhelmed by the noise of the standard car,' reports Lawrence Stockwell of Cargraphic stockist Parr, in Crawley in West Sussex. 'We've been surprised at the number of customers doing things to their new 911s.' Further details are available on 01293 537911, or at www.parr-uk.co.uk



Forging ahead

If you believe that the wheels should be the talking point on your Porsche, then this new rim from Porsche tuner SpeedArt in Stuttgart might appeal. Named the SpeedArt LSC, and designed specially for Porsches, it is made from forged alloy, which is stronger than cast alloy, and therefore allows slimmer spokes to be used which in turn saves weight. The novelty is obviously the contrast between the black spokes and the silver rim, with the bolts around the rim adding to the effect.

The LSC comes in three diameters: 20-inch (8.5-, 10.5- and 11.5-inch widths), 21-inch (9- and 11-inch) and 22-inch (9.5- and 11-inch), with prices ranging from £5760 per set of four including VAT to £7156. For more details, call SpeedArt UK based in Essex on 020 8598 9115, or go to www.speedartuk.com or www.speedart.de

Polished performance

These days there is a bottle of cleaning, polishing or youth enhancing fluid for almost every part on a car, so why not one specifically for the exhaust, thought exhaust specialist Milltek. Aimed at owners wanting to revive the look of an exhaust while detailing the car, Milltek Metal Polish was developed by Milltek's own people together with car care experts Dodo Juice. It is a mildly abrasive fluid, so is said to make quick work of soot, dirt and fuel deposits, and is priced at £15 for a 100ml bottle, enough for 20 applications. To find a stockist, go to www.milltekssport.co.uk



Avert a fuel crisis

Fuelling and engine management specialist Webcon, whose brand line-up includes the iconic Weber carburettor name, has put together an all inclusive kit that will ease the job of renewing the carburation on the Porsche 356, 912 and 914. This trio originally used Solex or Zenith carburettors, but parts for these have long been difficult to obtain.

Branded the Webcon Weber IDF Kit, it comprises a pair of Spanish made Weber carburettors (the genuine article, now made in Spain rather than Italy), manifolds and reusable air filters, thus at a stroke eliminating the problems of tracking down missing or worn parts. Webcon, based in Sunbury in Middlesex, also offers an extensive range of choke and jet sizes, to suit various states of engine tune.

The part number of the 356/912 kit is PPO202, and the price is £870 including VAT, while that for the 914 (PPO203) is £906. Having twin Webers on your car isn't quite the boast it was a few decades ago, but they will probably make the car go quicker if set up properly, and with all that extra sucking noise from the induction, will sound sportier too. More information is available on 01932 787100, or at www.webcon.co.uk



928's sporting chance

Suspension specialist Bilstein tells us that for some reason it has had an increasing number of enquiries about dampers for the 928, Porsche's V8-powered grand tourer made from 1977 to 1995. It has therefore dusted off its stocks of B6 Sport dampers for the veteran coupe - once intended as Porsche's future - and, so to speak, put them back on the shelves.

One damper fits every 928 model, from 4.5- to 5.4-litre, a mono-tube design rather than the factory twin-tube. As with the original, it has a small amount of adjustment, and, as might be expected, is stiffer than the Porsche damper, bringing about a reduction in body roll on corners and less squat and dive under braking. They are said to be longer lasting too.

They are priced at £306 including VAT each for the front, and £325 for the rear. The damper shown here, incidentally, is not the actual 928 one, but the nearest to it that Bilstein could give us, and very similar, we're told. For more information call 0116 247 8930, or visit www.bilstein.de



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996 TURBO "S" 2002, Arctic Silver, Black Leather Sports Int. Perforated Leather Seat Inserts, Sunroof, Cruise, OBC, PSM, Sat. Nav. Colour Coded Centre Console, Ceramic Brakes, 55k Miles, Full Service History. £34,995

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993 C4S 1996, Midnight Blue, Classic Grey Leather Sports Interior, Sunroof, Air Conditioning 18" Turbo Alloys, Headlamp Wash, Full Service history. £37,995

993 C2 1995, Midnight Blue, Marine Blue Sports Int. Factory Sports Chassis, Heated Seats, Sunroof, Engine Lid Hoop Spoiler, 17" Cup Alloys, Full Service History. £22,995

993 C2 1993, Black, Black Leather Interior, Electric Sunroof, 17" Cup Alloys, Remote Central Locking, Previously Sold And Maintained By Strasse. £20,995

993 C2 1995, Carrera White, Black Leather Sports Interior, Electric Sunroof, Tracker, 17" Turbo Alloys, Previously Sold And Maintained By. £24,995

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944S2 1991 COUPE, Cobalt Blue Metallic, Blue Porsche Logo Interior, Electric Tilt Sunroof. £4,750

944S2 1991 CABRIOLET, Cobalt Blue Metallic. £11,995

Boxster "S" 3.2 2006, Guards Red, Black Leather Interior, Black Electric Hood, Sat. Nav. 3 Spoke Sports Steering Wheel, 18" 5 Spoke Carrera Alloys, CD Auto-changer, FSH. £16,995

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02 PORSCHE 997 C4S - £33,995

997 C4S CABRIOLET 2006, GT Silver Metallic, Black Electric Hood, Black Sports Int. Electric Memory Seats, With Hardbacks in GT Silver, Porsche Crested headrests, Heated Mirrors, Headlamp Wash, 19" Turbo Alloys, Multifunctional Steering Wheel in Leather, PASM, OBC, PSM, Xenon Lights, Sat. Nav. Park Assist, Short Shift Gear Lever, Sports Exhaust, FSH.

03 PORSCHE 997 C2S - £25,995

997 C2S 2006, Basalt Black Metallic, Black Leather Sports Interior, Heated Seats, Sat. Nav. Cruise, Sports Chrono Pack, Bose, On Board Computer, PASM, Genuine 19" Fuchs Alloys As Fitted To 997 Classic, FSH.

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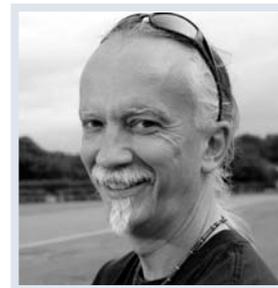
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USUAL SUSPECTS

FEATURES EDITOR, KEITH SEUME, COMPARES THE SIZE AND WEIGHT OF PORSCHE'S OLD AND NOT SO OLD. HE ALSO DRIVES A RATHER NICE 911ST AND PONDER'S ON HOW SOME THINGS (NOT JUST BAD PENNIES) KEEP SHOWING UP IN HIS LIFE...



KEITH SEUME
Classic Porsche

SIZE MATTERS



If there's one thing I dislike about modern sportscars, it's the fact that, almost without exception, they have become bloated and overweight. At this point, of course, you're expecting Seume to go off on one of his usual diatribes about how the 911 has put on weight over the years, how Porsche ought to build a stripped-down lightweight version, etc etc. Well, you're wrong. Sort of.

It was while compiling the latest issue of sister magazine *Classic Porsche*, that I had quite a surprise. No, not because I actually managed to complete the magazine ahead of schedule (mind you, that is a surprise in itself) but because I had the opportunity to compare the relative size (and weight) of two Porsche Speedsters: a 1956 356A 'original' and

a 1989 Carrera 3.2 'update'.

Whenever I see (or drive) a Porsche 356, I am always amazed how tiny it is (jewel-like, is my favourite way to describe it), so it came as a bit of a shock to see a side-by-side (or rather, back-to-back) comparison between Speedsters, old and, well, less old. One can hardly call a 1989 Porsche 'new', after all.

The image, which is reproduced here, made me turn to my reference books in search of their respective dimensions. The 356 Speedster measures some 3950mm in length, compared to 4290mm for the 911 Speedster – a difference of 340mm, or roughly 13.5 inches. But the wheelbase is only 171mm different (that's under 7ins in old money) – 2100mm for the 356, 2271mm for the 911. The extra

length is all in the overhang, but the blame for that can largely be laid at the door of the impact bumpers.

However, when you come to the width, I was surprised to see that, at 1652mm, the narrow-bodied 'non-Sport' Carrera 3.2 Speedster is, in fact, 18mm narrower than the 356 version (1670mm). Even the wide-arched Turbo-Look 'Sport' model is only 105mm (or a shade over four inches) wider than the old'un, despite looking so wide-hipped and aggressive in comparison.

Where the big difference is, though, is weight: empty, the 356A Speedster officially tipped the scales at 765kg compared to a whopping 1150kg for the non-Sport Carrera, and 1220kg for the Turbo Look version. So even the narrow-bodied Carrera 3.2 Speedster weighed 50 per cent more than its forebear!

But, of course, the 1600S 'Super' Speedster produced just 75bhp while the Carrera 3.2 Speedster developed 231bhp, and you can't argue with a 300 per cent boost in power...

But I was reminded by a friend how narrow the 911 was in its day. The original short wheelbase cars were tiny – almost pencil-like in their plan view. In fact, drive an early 911 on modern roads and you really do start to feel a little vulnerable as you look (usually up) at most modern saloons.

Stefan Bau's photos illustrate that, even by the late 1980s, the 911 was still a relatively small car. Heavy, granted, but compact...



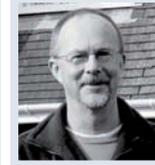
Here they are: The usual suspects, g11 & Porsche World's elite squad of journalists and Porschephiles. They've always got plenty to say so we've given them a couple of pages each month to chunter on



BRETT FRASER



JOHNNY TIPLER



CHRIS HORTON



STEVE BENNETT

THE WEIGHTING GAME



Talking of Porsches putting on weight, I had the pleasure a few days ago of driving a g11 which has lost a lot of weight. It's a g11 ST re-creation built to FIA spec by Canford Classics down in Bournemouth.

With glassfibre wings, doors, bonnet and engine lid, a fully stripped interior and Plexiglas side and rear windows, it weighs as much as a snowflake on a diet. And it's wonderful.

It's powered by a twin-plugged short-stroke 3.2-litre motor with 46mm PMOs, which produces around 300bhp. With a 40 per cent ZF LSD, 915 gearbox, upgraded suspension and brakes, it feels like

a g11 should, with instant turn-in, instant response to throttle input and a sound that sends tingles down your spine. Take it above 4000rpm and you'd believe Armageddon lies around the next corner, the banshee-like wail scaring small animals and children from afar. I loved it...

This, dear reader, is how a g11 should be: even with its apparently uncompromising specification, it still felt docile at low rpm, happy to potter along at 2000rpm, or less, without complaint. But hit that magic four grand and you'd better be holding on – things start to happen pretty fast. A new 991 may be good, but this is perfect.

THE CIRCLE GAME

I love the way that some things go full circle. I love the way that, in times past, we say goodbye to something – a car, a part maybe – and then suddenly find it's popped up again after several years.

As I mentioned in my previous 'Usual suspects' back in December, last year I had the pleasure of going testing with Paolo Faldini's freshly-restored Porsche 934. What made me smile was the knowledge I had been a passenger in this very car all the way back in 1981 during a track test for *Hot Car* magazine.

That in itself was quite a coincidence, but more recently, while looking through some old transparencies I had taken at a muddy, damp Goodwood in or around 1977 or '78, I spotted a white Porsche sporting tacked-on rear arches and a deep airdam. Yes, it was the very same car in an earlier guise.

I'm not complaining, of course, but I mean, come on guys, there must be more than one 934 in this world for me to experience? Or am I destined to go through life living out some sort of automotive Groundhog Day?

But it's not only cars that have

had a habit of reappearing out of the mists of time: registration numbers keep resurfacing, too.

Many years ago – 1976, in fact – I bought a 1954 Beetle as daily transport. It bore the licence plate 'TLF 25', which was original to the car, and so the little VW was nicknamed 'Tealeaf' (below right). I ran it for a couple of years, modifying it as I went along, before selling it to someone in London, who then sold it to a friend in Chichester, before it ended up with someone in Bath. After that, it went up north Manchester way.

In 1987, I saw it at a show, but then it disappeared for good, or so I thought. About five years later, I got a call out of the blue asking if I wanted to buy my old car back. The price was ludicrously high, the justification for which was that 'the number plate's worth a lot of money, you know'. Not to me it wasn't... or so I thought.

About 20 years later(!), I heard the car was for sale again, but I had no interest in buying it and, judging by the lack of response to the advert, nobody else did either.

After a month or two, the advert reappeared with the note that the vendor was prepared to sell the

car minus the registration number for less money. I did some reverse maths and offered him the difference between his two sales prices for 'my' registration number.

Well, after some negotiation, a deal was struck and, 30 years after I sold the Beetle, I once more owned its registration number! It's since been used on my old g12, and a Beetle, and is destined to go on my g12/6 project car.

That's not the only number that's returned, if not 'home' then close by. When I carried out the backdate on my 1974 Carrera 2.7 (oh the folly of youth...), I purchased the

number RSR 888H for it, which I thought more fitting than the DBY 860M which had been allocated to it by the DVLA on import.

Well, I sold the car about seven years ago, foolishly complete with the number. I kicked myself for letting it go, but we all make mistakes – me more than most!

But then, lo and behold, guess what has turned up near me? Yup, RSR 888H – on the back of a bl**dy Subaru pick-up of all things! It's used Porsche dealer Adrian Crawford's run-around, which resides not 25 miles from where I live – the number had been on a trade-in and he decided to retain it. I may let him keep it. For now...





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Sat Nav 40,000 miles..... **£ 30,000**



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LETTERS

GOT SOMETHING TO SAY? NEED TO EXPRESS AN OPINION ON THE PORSCHE WORLD? WELL, HERE'S YOUR CHANCE...



HAPPY CUSTOMER

I hope you don't mind me dropping you a line as I've only ever written one other letter to a magazine and that was to complain about atrocious customer service. So, it's nice to be able to balance things out with the exact opposite on this occasion!

Having promised myself a g11 some 28 years ago, I finally realised my dream in December last year when I purchased a secondhand 997 C2S from Ray Northway at Northway Porsche.

My main concern now being in a position to actually buy one was back up and technical expertise, as I have very little time and even less mechanical know-how. From the first phone conversation with Ray to the subsequent purchase, he has been fantastic!

I remember him saying the first time I spoke to him that 'you'll get no pinstripe suits here, but we know all there is to know about Porsche' – and he's right. A few months after collecting my new pride and joy, a shiny 2005 silver g11 (997) C2S manual, I experienced a

couple of uncharacteristic problems. On the first occasion I started to experience poor engine starting when warm. This turned out to be a corroded main battery lead which, after a phone call to Ray, was immediately replaced.

More recently, after a weekend away and covering 500 miles, I experienced an exhaust blow. Although it sounded great, it was quite unnerving as it gradually got louder while driving along the motorway. The minute I got home I rang Ray and told him of the problem. That very afternoon he had the problem fixed within an hour. Apparently two exhaust studs had corroded and broken off.

Apart from fantastic customer service and Porsche expertise, Northway also offers good value, transparent menu price servicing for all models. I live near Swindon and Northway are located near Reading but rest assured I will continue to use them regardless. The other benefit is that they stock g11 & Porsche World, so I've got an excuse for

a monthly drive out and visit.

Chris Waldron, via E-mail

Keith Seume replies: It's great to hear someone praising their local specialist – it makes a refreshing change from the tales of frustration we occasionally hear!

CLUB SPORTING

Back in 2000, I did my own Club Sport 'group test' to decide on an everyday runner that I could use in the Porsche Club speed championship. The car was, in fact, featured in the September 2002 edition of g11 & Porsche World (see photo, right). My conclusion was much the same as yours: after a 12 month search I found a bright yellow g68CS with M030 factory pack.

You didn't mention the weight of the g68CS – this was an important criteria as, at 1320kg, it falls comfortably below the g28's 1450kg, which was also rejected on grounds of its size down the narrow courses. The g11CS had everything: 1180kg, small size and traction off the line.

However, you can't carry a bike in the back, which is my other interest. In the championship, head to head with a g11CS, there was little in it, but better handling at high speed and in the wet helped the g68 to win cups at Aintree and Prescott.

I found out afterwards that there were only 26 RHD M030s ever built, and that most of the race cars were rebuilt standard g68s. When a count was tried it was estimated that less than 16 factory g68 CS M030s remain – this surely is one of the rarest, most functional, and fun Porsches of all.

Nick Bromley, via E-mail

944 DREAMING

I bought my dream car approx two years ago. When I saw the Porsche 944 in a CAR magazine roadtest back in 1984, it was love at first sight. I kept that magazine through the years and, 27 years later, flew to Cape Town, bought my 1984 944 – it's Guards Red and identical to the one in the test – and drove it back to Pretoria.

I have since spent almost as much on the car as what I paid for it, and it is mechanically (and otherwise) in reasonably excellent and original condition. Your magazine has

been super helpful and informative in the process of restoring the car. I have even managed to participate in a few classic car events during the past year.

It took two years of nagging to convince a friend to sell me his 1988 944 Turbo (see below), which is absolutely pristine, has low mileage and is without a doubt the best surviving example in South Africa.



Now, can you tell me, is it possible to replace the later model 944's four-spoke steering wheel with the earlier three-spoke type?

Once again, thank you for a great mag, and keep up the excellent work.

Paul du Plessis, via E-mail

Steve Bennett replies: Yes, the steering wheels are interchangeable. Your car looks great – enjoy it in the sunshine!



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PORSCHE SPORT

PAUL LAWRENCE ROUNDS UP ALL THE LATEST SPORT NEWS

Photos: Malcolm Griffiths, New World Motorsport and Paul Lawrence

Porsches blitzed the ninth edition of Tour Britannia as Phil Hindley took back-to-back wins. Porsches are also on top in the British GT Championship, while the latest 991-type GT3 Cup car will come to the Carrera Cup GB next season.

PORSCHE UNDER FIRE IN BRITISH GT

After winning the opening three races of the season, the speed of the Porsches in the Avon Tyres British GT Championship has been queried by rival teams, with some team managers calling for the Porsches to be reined in.

The three 997-model 911 GT3Rs from the Trackspeed team each took a race win across the opening three races and then all qualified in the top four for the fourth round at Silverstone at the end of May. Mark Lemmer, boss of BMW team Barwell Motorsport, was among those calling for the championship organisers to make regulation changes to slow the Porsches down.

However, championship organisers SRO say that the car's performance across all GT3 racing will determine whether any changes are made. "The Balance of Performance is reviewed after every GT3 race, but it isn't British GT deciding this, it is the FIA GT bureau and it is based on performances across all GT3 series," said a championship spokesman. There was a small change made for the fifth race of



Porsches to the fore on the Silverstone grid

the season at Snetterton when the 911s were required to run with a 7mm increase in ride height, the distance between the track and the underside of the car.

"We can't rein in the Porsches because they've had a good start to the season: there are a number of factors why the

Trackspeed cars are doing better than the others," he continued, pointing to a driver line-up that includes international standard GT racers Richard Westbrook and Nick Tandy.

Ironically, the three-hour Silverstone race proved to be a disaster for Trackspeed, with all

three cars badly damaged in two separate incidents. Gregor Fiskens was heading for the pits with a puncture when the unsuspected Phil Keen piled into the back of his team mate. During the ensuing safety car period, team boss David Ashburn collided with the pit wall.



Two Trackspeed cars collided in the race



The 911 GT3R of Gregor Fiskens



Porsches are setting the pace in British GT

EDWARDS STARS IN MONACO

British racer Sean Edwards underlined his status as the man to beat in this year's Porsche Mobil 1 Supercup by winning around the streets of his adopted home of Monaco.

Edwards won the season opener at Barcelona as the latest 911 GT3 Cup car made its race debut and then made it two in a row by winning the big event of the season at Monaco.

Edwards pulled clear of his rivals on the first lap after getting away well from pole position. He was never challenged again as Polish

racer Kuba Giermaziak fended off Germany's Michael Ammermüller for second. British racer Ben Barker scored a commendable ninth in only his second Supercup race.

"That was the perfect conclusion to a fabulous week," said Edwards. "On Monday I won the Nürburgring 24-hour race (for Mercedes), and now my second win here in Monaco: it doesn't get better than that. Like in qualifying, my car was simply perfect. I was so much quicker than the rest that I

didn't have to take any risks. This win also belongs to my team."

One of the highlights of the Monaco Supercup race was the duel of the rally stars. In the Porsche AG VIP car, nine-time World Rally Champion Sébastien Loeb finished 16th in his second Supercup race. However, his former team mate Sébastien Ogier, the current WRC leader, made an impressive Supercup debut as a guest driver for the Allyouneed by Project 1 team and finished three places ahead of Loeb in 13th.



Edwards en route to victory

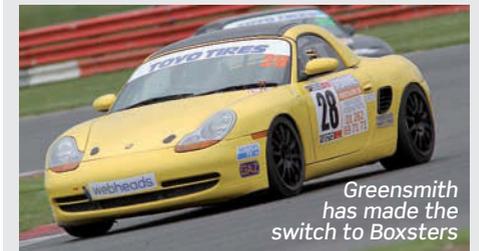
JONATHAN GREENSMITH THE FORMER MX-5 RACER HAS MOVED UP TO THE PORSCHE BOXSTER SERIES

"I raced Mazda MX-5s for seven years and then took two years out to see if we could progress up into something bigger and better. We took our time to find out what was the best series to go into and the Porsche Boxster came up trumps. It's good value for money, but we're still finding our bearings with the car.

"It is a totally different kettle of fish to the Mazda and there is a lot more to do. The slightest adjustment on the car can totally transform it. The Boxster is a proper race car with a 3.2-litre engine, so there is a lot more torque.

"We're just finding our way and this is a big learning year. People like Rick Styryn, who has been doing it for a couple of years, know the car inside out and it shows in the times. We bought the car knowing it was more than a one-year programme. It had been raced for a couple of years before we got it.

"It's a brilliant car and it handles like it is on rails, but the back can step out on you if you push it too hard. You've got to be smooth with it."



Greensmith has made the switch to Boxsters

BRADSHAW SETS CLUB PACE

Tom Bradshaw underlined his status as the man to beat in this year's Porsche Club Championship with a run of four wins from four races during May at Brands Hatch and Donington Park.

Bradshaw's Boxster S from the Hartech squad saw off one of the strongest fields in the championship's history to take control at the head of the points.

"A good day," said Bradshaw after his second Donington victory. "The car has been spot on and I'm over the moon." His major rivals are the Paragon 911s of Adrian Slater and Mark Sumpter, while in class two John McCullagh (968CS) is matching Bradshaw's winning sequence.



Bradshaw and Slater battle at Donington

BOXSTERS ON A BUDGET

Seasoned race team boss Gerry Taylor reckons that the Porsche Boxster race series offers great value for money racing and says that he can prepare race-ready cars from £12,000 for the new production class.

Taylor, who started in 924s two decades ago, now runs as many as nine cars for customers. "We can build a production car for £12,000 all-in and a full race car for another £5,000," said Taylor.

The new production class in the Toyo Tyres/Jasmine Motorsport Porsche Championship caters for near standard Boxsters and is an ideal entry level category. Cars in the production class can remain road legal.



The £12,000 Boxster racer

ATTWOOD TO STAR AT CLASSIC

Richard Attwood, winner of the Le Mans 24-hour for Porsche in 1970, will celebrate the 50th anniversary of the Porsche 911 by racing at the Silverstone Classic (26-28 July).

Attwood will drive the 2-litre 911 being fielded by Porsche Cars GB this season in the hour-long International Trophy for Classic GT Cars, which runs into the dusk on Saturday evening.

From an entry of 80 cars, organisers have selected a capacity grid of 58 cars for this new high-profile race.

At the same event, over 1000 911s will take to the track in a record-breaking parade to mark 50 years of the model.



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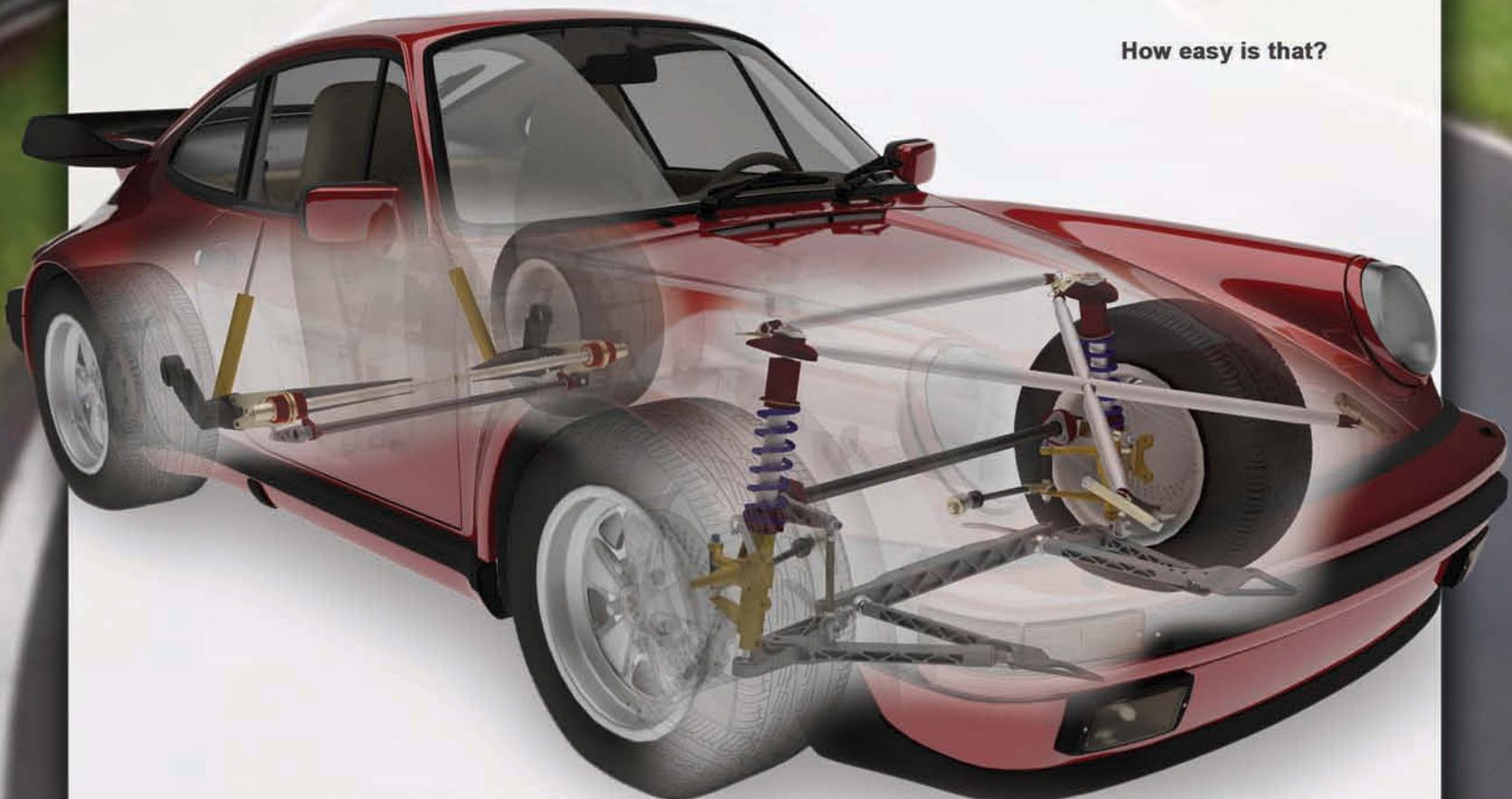
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944 CALLING DANNY BOY

Danny Sargeant went to buy a bike and ended up with a 944 as well. Well, it could happen to anyone. Oh, and it's an ex *g11&PW* feature, too

Words and photography: Brett Fraser

Porsche ownership doesn't always run smoothly, as some of you will doubtless know. Take the 944S2 pictured here. It has appeared in *g11 & Porsche World* once before, back in the November 2004 issue, squaring up to a 968 Sport. Its then owner, Matthew Cook, had by that stage enjoyed the 944 for a couple of years, and there seemed every likelihood that he would maintain the relationship for many more years to come. And indeed that was the intention...

But as current owner, Danny Sargeant, explains, Matthew's good intentions were sidetracked and the 944 sidelined. 'Matthew seemed to have got into bicycles in a big way and spent more and more time cycling, and less and less looking after the Porsche. Apparently it reached the stage where the car failed its MoT because of rust holes, so Matthew had it crudely patched up to get it through the test, but then parked it up and SORned it.

'The car was just left outside, the idea being that work would be done on it eventually. But of course that never happened. Junk got piled up around it and the 944 lay there for years.'

But while bicycles can be blamed for the Porsche's downfall, they are also responsible for its resurrection. 'I bought a bike from Matthew,' recalls Danny, 'and when I took it back to him for a few adjustments I noticed a mouldy old cover over the top of a car. I asked him what was under there and he told me it was a Porsche 944S2. He was about to move house and wanted to get rid of it: in fact, he was just about to give We Buy Any Car a call! For an old Porsche that had lain under a tarpaulin for years!

'I decided to seize the opportunity and asked if I could buy it. I got it for 500 quid, but on the strict understanding that I would promise to restore it. The thing was absolutely full of spiders' webs inside and the engine bay was stuffed with dried leaves and yet

more spiders. However, Matthew also handed over a thick file with a full service history and every receipt for work that had been done to it over the years.'

Buying the 944 was quite a bold move by Danny. I'm hoping he won't be offended when I say he's not really a petrolhead, even though he once owned a 1981 Jaguar XJ6 that he 'lost' in a motorway services – the car broke down there, Danny continued on with friends to a party, then a few days later none of them could remember which services they'd stopped at. And he's not a lifelong fan of Porsches: until recently he lived in London where, he confesses, he didn't need a car at all. 'To be honest,' he reveals, 'I thought I would get the 944 sorted out, looking good, and sell it on for a profit.'

Obviously that's not what happened. 'Once I took my first proper drive in it, I knew I wouldn't be selling it. It felt so good, so responsive. I don't think I'll be getting rid of it ever.'

In spite of its less than ideal long-term storage arrangements and its arachnid infestation, getting the 944 operational again wasn't too arduous a task. 'Although there were some significant bodywork issues, ranging from a hole in the rear wheelarch to dents caused by branches falling from a nearby tree,' relates Danny, 'mechanically it was remarkably sound. I replaced the front discs and pads, fitted a new battery, and had a few minor electrical issues attended to, and then it passed its MoT.'

As we're all aware, having a valid MoT certificate is one thing, but having a perfectly functioning Porsche is quite another. 'Once the car was roadworthy,' continues Danny, 'I took it to Tower Porsche, near to my office, to have it inspected by a specialist. I figured it was worth the investment of a couple of hours' labour to ensure the car was solid. The guys from Tower assured me that it is a good one: they even offered to buy it from me.'

Now that would be recommendation enough for

Right: Danny and his 944 S2. He didn't plan on owning a 944, but at £500 it seemed like a good punt at the time, despite having sat for three years. But they're tough old things and it didn't take much to get it going again



YOU AND YOURS **DANNY SARGEANT**



most of us, but Danny's mother-in-law preferred to refer to his 944 as his 'stupid car.' Especially as Danny had sold the idea of the Porsche to Joanne, his wife, as a family car, on the strength of it having rear seats. While motoring journalists make bold predictions about the back chairs of cars like this as being OK for hauling drunken mates back from the pub, the reality for the Sargeant family was somewhat different.

'I bought a Porsche child car seat for my two-year-old son Jamie, but even that didn't fit into those rear buckets. In the end I had to customise it to get it in: even then, Jamie's little legs were touching the back of the front passenger seat, and that was with Joanne sitting so far forward her face was almost touching the windscreen...

'Last Christmas we decided to take the 944 up to Runcorn to see my parents, and I had to pick up Joanne and Jamie from her parents along the way. I'd loaded the car with Christmas presents too, and with everyone aboard I had to stuff them all around the

but it left another dent on the Porsche.

'I had already made plans to take the car into a body shop – there was rust on the front wheelarches, bubbling on the sills, dents from the falling branches, so rough plating over older rusty holes, and one of the rear wings had been resprayed to the original colour rather than the slightly faded colour of the rest of the body – so this meant some additional work.

'John from Magenta Coachworks (07930 362019) did a brilliant job, cutting out the corroded metal and properly plating it out. He colour matched the current condition of the paintwork and resprayed both sides of the car: I now wish I'd got him to do the nose, too, to get rid of the stone chips, and that may well be a job for the future. John had the whole thing turned around in a fortnight and for very reasonable money.'

The Linen metallic paintwork does look very good, stone chips notwithstanding, while the 944's interior is ageing well, too, despite being in cream leather with matching carpets. 'Yeah, the carpets shampooed up

“The definition of heartbreak is opening your curtains and seeing your Harley on top of your 944”

cabin, even down the sides of the seats. Jamie's legs were a bit longer by this stage, so he had them up in the air, and Joanne was hunched up in the footwell.

'At the end of our Christmas break, Joanne booked a train for her and Jamie to travel home! And in the back of my head I could just hear her mother saying 'stupid car.' At that point we accepted that we were just going to have to get ourselves a proper family car, which, of course, leaves the 944 as my toy...

'Mind you, we did manage another little holiday in the Porsche. Only this time Joanne was driving, Jamie's car seat was strapped into the front passenger seat, and I was riding alongside on my Harley-Davidson.'

And the Harley was ultimately responsible for Danny's decision to have the 944's bodywork sorted out, although not through ideal circumstances. 'The definition of heartbreak,' opines Danny, 'is opening your curtains to see your Harley-Davidson lying on top of your Porsche. A van had backed into the bike and knocked it onto the car, then driven off without leaving a note, of course. Luckily the Harley was undamaged,

very nicely, and I'm also a fan of the cream upholstery; I can't understand those who swap it out for black... (unlike 911&PW's Editor!).

'Although I am planning to tidy up the car on an ongoing basis, there's one thing I don't think I'll touch – the worn out gearlever gaiter: the hole in the leather adds a bit of character to the cabin.'

Sensibly erring on the side of caution, Danny's most immediate job on the 104,000-mile 944 will be to get the cam belts replaced. 'Well, the car was just sitting around outside for three years, so better to be safe. I'd also like to replace the windscreen – there are some scratches on it right in my eye-line. And I'm in the process of researching the Porsche owners clubs, too, as I want to join one of them and perhaps do a few trackdays. I know that Matthew toured Europe in the car and took it around the Nürburgring, and it would be fun to have a go at something like that.'

It seems that while Danny is a comparatively late convert to the Porsche cause, he looks like being in it for the long term. **PW**

CONTACT

Magenta Coachworks
0208 8797886

Raynes Park based Magenta Coachworks did a great job on the sills of Danny's 944 and matched the faded paintwork

Tower Porsche
www.tower.yorkcentraldesign.co.uk

Gave Danny's 944 a good going over after its three year sabbatical. Liked it so much, they offered to buy it

Below: You can't mistake those '80s lines and those flared arches. Interior is in excellent shape and boasts Sports seats, surely the best seat that Porsche has ever made





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SINGER FOR A SONG

You don't have to fork out a six-figure sum to acquire a backdated g11: we checked out two cars that achieved that goal for a tenth of Singer money

Words: Johnny Tipler Photography: Antony Fraser



Knock a nought off Singer's \$300 grand price tag and you're not far off what each of our two feature cars cost, proof that you don't need a second mortgage to own a backdated g11 that oozes character. But though both have the stance of early '70s g11 racing cars they are as far apart in character from one another as it's possible to be: one's a trackday hooligan, the other's a limousine. It's not hard to guess which is which. Johnny Lyons' svelte Silver Surfer (as I'm minded to call it) is a lovingly crafted take on a classic g11 competition car, while 'Greystoke' (home of Tarzan, geddit?) is a no frills, in-your-face track-whacker that wouldn't have looked out of place in the 1973 European GT championship.

Our rendezvous is arch back-dater Paul Stephens' premises, where Greystoke is on sale. At a shade less than £30K this 3.2 Carrera-based g11 is one of the cheapest cars in the showroom, and a far cry from Paul's exclusive hand-built PS AutoArt cars that start around £60K; indeed, it's more on a par with g11s from his 'budget' RS Technic range. Its pigmentation may be understated, but its swollen contours proclaim high-performance pretensions.

We had a tip-off about Johnny's g64-based g11 from Des Sturdee, custodian of PCGB's 'Modified' register, so we were keen to see how good the self-made Singer looked in the metal. For metal it is, barring the front and rear RS Touring bumpers. It's broad in the beam, with the attitude of a circuit racer from circa 1972, a 2.8 RSR with no ducktail, perhaps, though that's where the similarity

falters: 'I refer to it as the Sport Touring,' says Johnny. 'Does what it says on the tin: sport heritage with its wide body, but built for touring comfort rather than out-and-out speed.'

Johnny's love affair with g11s began aged 8 on his daily school walk, past a pair of 2.7 RSs. A couple of decades elapsed before he could act. 'It was 1991 when I had just got married and moved into my first flat, and I saw a g64 and I absolutely fell in love with it, and I said, "that's going to be my 40th birthday present to myself."' Meanwhile a succession of project cars came and went: Escort Mexico, MG Midgets, a V8 Dutton (!). Then came a g64 C4S, but soon enough he needed another project.

The Sport Touring, or Silver Surfer, was built in west Yorkshire by a metallurgist. 'He's an absolute early Porsche g11 addict,' affirms Johnny, 'and he did the same with a 3.2 Carrera a few years ago. Then somebody else asked him to do another one and I think he's done two or three now. He's got a little garage with a couple of guys and they do small conversions. I told him about my ambition, and how I wanted to be part of the process, and I felt he was a guy I could do business with.' A lot of time was spent deciding exactly the contours and rotundness of the wings, and how to flare them into the front and

BACKDATED 911S FOR A SONG



Flared front arches hint at the S/T look. Central mounted fuel filler is classic 911, while small bumper devoid of the RS oil cooler box was a preference for a cleaner look



rear valances. The wing extensions are in steel, S/T front and RSR rear. Johnny was fired by the well-publicised 356 project of Shane Balkowitsch in the US and obtained the paint code from the Zuffenhausen museum for the original 356 of Prof Porsche – K45-286. The Silver Surfer was painted by Overfinch, who normally specialise in turning Land Rovers into rocketships. It's very low with an extremely wide track, and I asked what his inspiration was. 'The '73 RSR Martinis were beautiful cars, and I did wonder whether to give it the Martini livery at some stage. But what I love about this is, whilst it's poised and a big statement, it's also an understatement because we've taken off anything that affects the lines, like the side indicators, petrol cap and door mirrors, so it's smooth and clean from front to back.'

The devil is in the detail, as ever, and the broad wheelarch extensions took 200 man-hours to achieve. The racing filler cap is plumb centre in the elongated front lid, though Johnny is slightly perturbed by petrol fumes, which could be to do with the location of the filler aperture being in front of the cabin air intake, and the jury is still out on that one.

It has a plain front bumper like that of the 2.4 cars with no overrides. 'I didn't want the RS oil cooler box front,' says Johnny. 'I just don't like them and I was keen to have

an understated front bumper.' The back bumper has the chrome overrides, but otherwise that angle is also uncluttered. The window surrounds are polished aluminium, and the most difficult job was getting the chrome strip to fit within the rubber windscreen surround. What's most surprising is the plain engine lid, which sports no ducktail spoiler; this is a fast, powerful car and probably should have an aerodynamic device if ever it was to max out on an unrestricted autobahn. He doesn't like them, though, because they spoil the purity of line.

The oil cooler is relocated sideways ahead of the right-hand front wheel to accommodate the curve of the wing, and with the abandonment of the 964 sill cover, the oil pipes that run along the right-hand side of the car needed to be tucked underneath the car to hide them, and the oil tank and thermostat moved back behind the rear wheel arch. The front jacking point is removed because it's too intrusive, so the car is jacked up just from the rearward jacking point. 'Because the chassis is so rigid it lifts the front and the back up all in one go.'

It's significantly lighter because both the 964's impact bumpers have been removed, and Johnny thinks it's lighter than a 964RS now. 'I think it's about 1,265 kilos, and the ride height has been set up to match the RS's to make sure the handling's right.' Because of the classic

Interior is awash with sumptuous red leather. Seats are RS recreations, while obligatory Momo Prototipo handles steering duties. Engine remains stock



rear bumper and the absence of the deep valance at the back you can see most of the exhaust system, which is concealed with a regular 964. And that is one special system, fabricated by Hayward & Scott at Basildon. I watched them make one for my old 3.2 Carrera and it was a serpentine work of art, so I can appreciate what's been constructed for the Silver Surfer. Like me, Johnny observed it in the making: 'I spent some time with them, working out what the right configuration was, and it's got a separate Hayward & Scott silencer as well, because the first take had no silencer, just a straight-through Cup pipe and no cat, but the din was just

The front luggage compartment is also clad in red leather, and if it was roomy enough you'd be happy to curl up in there too. 'Singer did something similar in their engine bay,' says Johnny, 'but I've not done anything in my engine bay because it would be filthy in a week.'

There's a period-look Caliber digital radio and a new sound system, and with his eye on the traditional dashboard of the E- and F-programme 911s of the late 1960s and early '70s, Johnny ordered a strip of the leather basket-weave to clad the midriff of the dash panel. At first it seemed it would be impossible to source a genuine dashboard from that era, but whilst visiting Karmann

“Externally, it's got all the hallmarks of a pugilist. Internally you could be at The Savoy”

unbearable! I mean, when you're a man of my years you need a little bit of comfort, so I got them to put an extra silencer on it to quieten things down and restore the relationship with my neighbours!

The suspension is 964, augmented by coil-over Bilstein dampers. Those 17in split-rim wheels look big on a classic 911. They're 9in front, 11in rear, with spacers all round, and shod with Michelin Pilot Sport Cups, 235/45ZR 17s on the front and 275/40ZR 17s on the rear.

Externally, it's got all the hallmarks of a pugilist. Internally, you could be at The Savoy. The cabin is a lavish feast of awesome red leather, and if it were mine I would be living in it. The seats are reproductions of the original '73 Recaros covered in basket weave vinyl and red leather.

Connection in Southend he chanced upon a 911T that was being dismantled. They were chopping it up and using it for parts, and there, staring at me, was this aluminium dashboard, so a deal was done and off it came.' Johnny then amended it to fit the 964 switchgear and overlaid the 964 strip across the bottom.

So, whilst the look is retrospective, the drivability is largely unaltered. 'The essence is a sporty, nostalgic car that you can go touring in, get out the other end and not feel like you've just driven 500 miles in an old car. That's why I didn't put anything else on it.' Johnny gets lots of people asking about it, and built a website (www.911sporttouring.com) identified in the back window to field inquisitors because he was spending too long

The rear arches are all metal and took 200 man hours to achieve. Fat Fuchs replicas fill them perfectly. Twin-pipe exhaust is custom made



gassing: 'On its debut run I lost over an hour chatting about it, but at least I knew that I'd achieved something quite special.'

The Silver Surfer stands Johnny at around £40 grand, and that includes the donor 964 – cheap at £13K – though he reckons the body builder can't have made any money out of the project, treating it more like a paid hobby. There were economies too: the brakes and suspension were renewed, but the driveline, which has done 77,000 miles, was untouched. But as Paul Stephens points out, 'you wouldn't be able to build it for £40 grand today, because your donor car has gone up £10 grand. His

And what of Greystoke? Paul Stephens is selling it on behalf of its owner. He admits that the Singer suggestion is a bit of a come-on, since it's far removed from the finesse of the Californian product, and indeed his own PS AutoArt cars, which are themselves paragons of sumptuous retro. Nowadays there's no such thing as a cheap 964, so Paul only selects them for his AutoArt line, and the clock stops at 3.2 Carreras for the RS Technic back-daters.

Greystoke has 'been around'. Its service book is stamped up to 2001, and the bills indicate regular use and maintenance as if it were a standard 3.2 Carrera. Paul's

“The steering feels surprisingly light. It grips securely and tracks true through the bends”

prompt answer to Johnny's query about a valuation? 'I'd put it up for £75 grand.'

Now for a run out on the byways of north Essex. Johnny's 964 is like a Rolls Royce by comparison with the scallywag 3.2 Carrera, though the 'throne' seems slightly narrow and doesn't embrace the backside in the same way a normal 911 sports seat does. The steering wheel is a flatter dish, and the gear lever seems short compared with a normal 964. On our tour I found power delivery undramatic, what you'd expect of a regular 964, inspiring a much more relaxed drive, plus the ride is smoother, and the cabin's way more opulent than Greystoke's caged cell – and indeed a normal 964's.

right-hand man Charlie flips through the packed dossier: Malaya Garage in Crawley supplied the car originally, then RSR Engineering of Hindhead looked after it, and in '91 and '94 it leapt up to Glasgow to be attended to by OPC Glenvarigill at 25,000 miles. After commuting between Surrey and Scotland, John Miller Engineering saw the car in 2006, and it went to Kath Burrows in Bolton for some work on the 915 gearbox. Then in 2010 things really started to happen and the bodywork modifications were implemented. There's no evidence of where that work was done: no names, no pack-drill. Mechanically, it's documented that NineMeister in Cheshire comprehensively stripped and serviced the engine and

This backdated 3.2 Carrera is all about attitude, it's only subtlety being its grey exterior colour. Super wide Fuchs rep three-piece wheels fill the arches. That exhaust is like a drain pipe!





gearbox at this point, fitting new synchros and selector shafts, differential bearings, new flywheel and clutch, as well as wheel bearings and brake calipers, and they also set up the suspension. Which, on the local back lanes, is firm, and Greystoke rides quite well, though I do feel all the humps and bumps. But it's a surprise that, despite the wide wheels, the steering still feels surprisingly light. It grips securely and tracks true through the bends, indicating the potential for some invigorating arm- and footwork at full blast on a circuit. The gearshift is via a tall stick and provides quite a nice change with shorter movements than I'd have expected – once the car is in its stride; at low speed it proves harder to locate the notches. The rechipped 3.2 flat-six is a 70,000-miler and pulls eagerly in all ratios, emitting an even more extrovert rasp than the booming Silver Surfer.

The austere cabin equipment consists of four-point harnesses and OMP racing bucket seats, which are fine for the circuit but a drag to access on the shopping run. There's an ignition cut-off between them, and there are minimal RS-style door cards and door pulls, though the electric windows are retained. The ducktail is apt, but

whilst this car looks the part from a few yards away, a closer inspection reveals flaws in the fibreglass front wings. And you think, well, if Lotus or TVR could deliver immaculate glassfibre panels, a recent creation like this has no excuse for such rippling. Forget Greystoke, the character we have here is surely The Talented Mister Ripley. I jest, of course, but such imperfections distance the car from the Holy Grail of Singersdom. Though, hang on, maybe a '73 plastic wing does display rippling, and this is just another period authenticity. Presumably the creator didn't set out with that in mind, and the aim was simply to construct a road-going track day machine, and it does the job admirably. Sure, it's a g11 head-turner that will give its next owner a great time on the circuit or on a demanding moorland road.

On the other hand, the Silver Surfer is a remarkable aesthetic and tactile success. 'Art and science are usually at two ends of the spectrum,' says Johnny, 'but this is art and science combined, a beautiful iconic design, and the engineering is fantastic.' Achieved at a third of the cost of a PS AutoArt car, say, or a LightSpeed or a PS Automobile S/T; a Singer 'song of sixpence', if you like. **PW**

Above: Three-piece Fuchs look the part, as does racey interior. Modified g15 shifter improves shift quality. 3.2 Carrera engine provides adequate power

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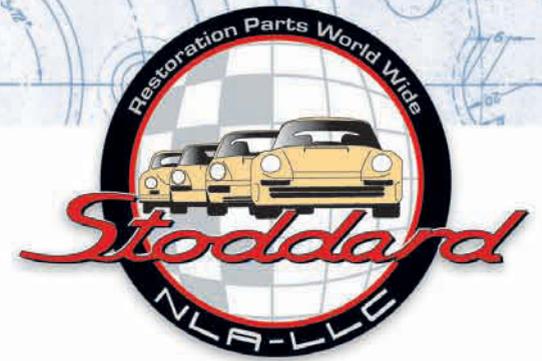


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the missing link?

It's not unusual for Porsche engines to end up in hot rod VWs, but not the other way round. Enter then the VW-engined, air cooled 924. Oh, and the engine's in the back. Is this the missing link between Porsche and VW?

Words: Paul Knight/Steve Bennett Photography: Dokke Sahertian/Luftwerke



VW-ENGINED, AIR-COOLED 924

Is this what Porsche had in mind when it originally started developing the 924 for Volkswagen? Er, well no probably not, but we absolutely love this interpretation of Porsche and VW's child of convenience and at least it can't be accused of having a van engine!

So yes, let's get straight to the point. This is a 924 with an air-cooled VW engine – in the back. This is Porsche hot rodding at its most creative. But how, and indeed why? Well, the latter is almost irrelevant. Creating fresh concepts from metal is what the hot rodder's art is all about. You need also to understand the whole VW and Porsche scene too. Just as the two companies have always been linked in business, then so have they in the hot rod scene, particularly in Europe. Think Beetles with Porsche running gear, Golfs running Porsche wheels, brakes, interiors etc. Think also of VW fanatics graduating to Porsches when they've done one Beetle too many.

But throughout this long running morphing of the two brands, the front-engined cars have failed to capture the imagination, which we've always thought to be slightly odd. But then something like this arrives and turns the whole scene on its head. Even without the

engine where it is, this would still do the job thanks to its clean lines and slammed stance. Oh, and this is what's loosely termed the Euro look.

So what fevered imaginations created this 'out of the box' piece of 'blue sky thinking'? Enter Holger Ehlers and Kai Breyer of Dortmund based Luftwerks, purveyors of some radical VW rides over the years. It takes some leap though to go from a scruffy 1977 metallic brown 924 to this though.

Purchased in pretty rough condition, it was missing the engine and rear transaxle, which is kind of how the duo realised that, when on the lift, it was obvious that there was a fair amount of room in the rear boot area. Kind of figures really as the transaxle, incorporating as it does the gearbox and diff, is out of necessity a chunky piece of engineering. A four-cylinder Beetle engine and attached gearbox is, in comparison, a masterpiece of packaging.

So there you are, the seed is sewn and out came the cutting tools and before long the duo had cut away the boot floor and were drawing up plans to fabricate gearbox and engine support bars and mounts. To make life even more complicated, they gave themselves a deadline of 50 days to complete the car and get it to





And there it is. One VW flat four sitting in the rear of a g24. Looks kind of neat doesn't it? Not too heavy either and balanced at the front by the fuel tank

Maikaeffer Treffen at Hannover.

With space on their side, the engine and gearbox was always going to fit, it was just a question of how to make it work. If you look at the build up pics, you can see that a front mount for an IRS Beetle gearbox was fabricated and welded to the original Porsche crossmember, which positioned the gearbox pretty much identically to where the original g24 box lives. Amazingly the driveshafts proved to be the perfect length and were mated up to some VW rear drum brakes. The duo then fabricated a bolt-in transmission cradle for the bellhousing. Constructed from steel bar and box section, this bolts through the now reinforced rear crossmember.

It wasn't all plain sailing. The gearshift rod proved to be too long and to make like easier they decided to install the entire gear shifter section from a Beetle chassis spine into the transmission tunnel of the g24. This also allowed them to fit a white powder coated Bug-Tech gearlever, which looks rather impressive.

Details such as clutch cable routing were worked out methodically and, at least with an air-cooled engine,

there are no issues with modifying or creating a cooling system. With the gearbox in it was time to bolt the engine on. It was apparent that this was going to sit rather lower than expected. A good thing in terms of keeping the weight low, but this required a rethink regarding the installation of engine mounts and an engine support bar. But, after cutting, shutting and fabricating, the compact engine and exhaust system looks like it was meant to be there.

Indeed, to make it look like it really belongs, the Luftwerks duo really went to town on the sheet metal fabrication, creating cardboard templates and hand forming a huge amount of fresh material. The end result looks almost factory – you could almost mistake this for being some quirky prototype... 'the missing link' in the evolution of the VW-Porsche vehicles, which of course is where we came in.

The rear suspension was dropped by around 12cm, and a set of height-adjustable coilovers have replaced the standard g24 torsion bars and support the additional weight of the engine in the rear of the car. Moving to the front and the Porsche struts were binned

Below: The g24 as it arrived with Luftwerks in a fetching shade of brown. A good deal of fabrication was required to take the engine and 'box, but there was no shortage of room. Gearbox lined up pretty much where original had vacated. Bug-Tech shifter dominates the interior



VW-ENGINEED, AIR-COOLED 924

Luftwerks 924 isn't all about the engine and its location. Using popular VW styling cues it's been slammed and dechromed and generally smoothed off. White suits it well. Wheels are replica BRM alloys, again popular in the VW scene. With the black spokes, the look is reminiscent of Fuchs





in favour of the MacPherson struts from the front of a Beetle 1303S. This allowed the fitment of Beetle discs and hubs, which in turn opened up a world of possibilities for wheel choices. As it is they've chosen a BRM replica wheel, which looks fantastic on the 924 and have echos of Fuchs about them.

Without an engine the front had a rather gaping 'black hole' look to it. To balance things out a bit, and with the exhaust now residing where the 924's fuel had once lived, a VW tank was installed in the front. Sheet metal was then again fabricated to give the front

preventing exhaust fumes from entering the car, but isn't especially efficient as a noise barrier!

Talking of noise the original engine made some nasty terminal ones so was replaced by a tuned 1600cc unit. With spiky cams, performance cylinder heads and twin 40IDF Webers it pushes out 80bhp, which in turn pushes the 924 along quite nicely thank you.

So there you are. VW meets Porsche, but in a completely new sort of way. We like it a lot. Yes, we don't suppose it's done much for the 924's near 50/50 weight balance, but actually the all alloy Beetle engine is pretty

Stance is everything and there isn't anything that doesn't benefit from being lowered - especially a 924! Snaking exhaust kind of gives the game away as to what might be in the back

“This 924, with its quirky running gear, all of a sudden looks absolutely contemporary”

compartment a floor and again, thanks to time and effort, the effect is very impressive. Visually it looks absolutely 'right.'

In fact the whole car looks absolutely 'right.' Debadged, smoothed and lowered, this 924, with its quirky running gear, all of sudden looks absolutely contemporary. The white paintwork helps, being the colour of the moment. The interior remains stock in the tradition and style of the Euro look ethos, apart from that incredibly phallic shifter of course. Separating driver and passenger from the now rear engine bay is a Plexiglas window, which apparently does a great job of

light, and with a full tank of fuel up front, it's probably not too bad at all. But then that is to miss the point. This is all about pushing boundaries of the modifying art and, who knows, with the VW and Porsche's history and parts crossover, what's to say that at some point an air-cooled engine was actually considered?

And leaving the engine out of the equation, this slammed look and smoothed look could be applied to any 924 or 944, or even 928. In fact think about that...

Oh, and finally, the Luftwerks boys made their self imposed 50-day deadline and got it to the show on time. And, get this, it cost them just 3000 Euros. **PW**

CONTACT

Luftwerks
www.luftwerks.blogspot.de
 This is really just scratching the surface here. For the full build story of this 924, check out Luftwerks' website



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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/PSM/PCM-Sat.Nav/Telephone/BOSE Fully Electric Mmry 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, Sprt 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 C2S COUPE PDK (GEN II) (METEOR GREY) 32,000 Miles
1 Owner From New, PDK 7 Speed DualClutch Gearbox, Full Black Lthr Intr, BOSE Upgraded Soundsystem, Ipod Connector (Universal Audio Interface), Htd Seats, Sprts Chrono with Sprts Exhaust, PASM/PSM/PCM with Touch Screen SatNav, White Dials, Fully Electric Memory 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.

2007 - 997 C2S CABRIOLET TIPTRONIC (MIDNIGHT BLUE) 41,000 MILES
Savannah Beige Lthr Intr, 1 Owner from New, Original Wind Deflector Present, Hardtop available with the car, PASM/PSM/PCM Sat. Nav/Telephone, Sports Chrono Plus, Heated Seats, Rear Parking Sensors, Fully Electric Heated Seats, Memory Seats, Bose Upgraded Soundsystem, White Dials, 19" Porsche Turbo Alloy (Diamond Cut), Full Official Porsche Service History

2006 - 997 C4S COUPE MANUAL (ARCTIC SILVER) - 27,000 Miles
Cocoa Brown Lthr Intr, PSM/PCM-Sat.Nav/Telephone, BOSE sound system, CD changer, Switchable Sports Exhaust, 19" Alloy Wheels, Xenon Headlights, Full Service History.

2005/54 - 997 C2S COUPE MANUAL (ARCTIC SILVER) - 42,000 Miles
Metropole Blue Lthr Intr. PSM/PCM-Sat.Nav/Telephone, Computer, Heated/Electric/ Memory Seats/ BOSE Sound system/CD Changer/Switchable Sports Exhaust/Sunroof/19" Carrera S Alloy wheels/Rear Park Assist/Full 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 MANUAL (CARRERA WHITE) 57,000 MILES
Cocoa Lthr Intr, Colour Coded Soft-Top, "Carrera" Decals on doors (which can be removed if preferred), PSM/PCM-Sat.Nav./Parrot Bluetooth Mobile Connector/Ipod / AUX Audio connector fitted, Htd Seats/Part-electric Seats, Xenons, 19" Porsche C/Alloys,Original Toolkit, Only 2 previous keepers, Full Porsche Service History with a recent service (less than 3k miles ago)

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 - PORSCHE 996 GT3 (ATLAS GREY) 29,000 Miles
Comfort Specification, Full Blk Lthr Intr, Porsche Crestd Sprt Bucket Seats, Guards Red Seat Belt, Porsche CD Player & Radio, AC, 18" GT3 Alloy Wheels with Cloured Crstd W/Cntrs, On-Board Computer, FFSH, Only 2 Owners From New, Recently Fitted Tyres.

2004/54 - 996 TURBO 'S' MANUAL (BASALT BLACK) 19,000 Miles
Full Black Leather Intr. AC, Bolt in cage-stdRd 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.Mdule, 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.

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, FFSH

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, FFSH.

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 Aluminum 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 Upated Becker CD Player/Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

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, Electric 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 Sunsystem, 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, Upated Sony Stereo Player, (AC), Rear Wiper, 17" Porsche Cup II Alloy Wheels, Full Service History, Recently Serviced

1994 - 993 CARRERA TIPTYROPNIC COUPE (BLACK) - 92,000 Miles
Black Lthr Intr, Upated Becker Radio system, Sunroof, onboard computer, Electric Spoiler/windows/Mirrors/Alarm, 17"Alloys, Rear Wiper, Central Locking with Immobiliser, Full Service History, Extremely Comprehensive Service History (Spare Key, Old MOTs and Tax Discs, Original Manuals, etc)

1994 - 993 CARRERA COUPE TIPTRONIC (BLACK) - 99,000 MILES
Marble Grey Lthr Intr, Sunroof, Becker Radio, Electric Seats, Electric Windows, & Mirrors, Rear Wiper, 17" Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

1989 - 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX) 124,000 Miles
Manual Gearbox, Matching Numbers Exmple, 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 Exmple, 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 3.4 MANUAL (ARCTIC SILVER) - 54,000 Miles
Metropole Blue Lthr Intr, PSM,Telephone, Sports Seats, Heated Seats, BOSE Sound System, CD Changer, White Dials, Porsche CD Player & Radio, 18" Alloy wheels, FFSH, One Previous Keeper

2007 - PORSCHE CAYMAN 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

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

2002 FERRARI 360 MODENA (MANUAL) TDF BLU 25,000 MILES
Crème Leather Interior, Stainless Steel Gated Shifter, Scuderia Shields, 18" Modena Alloys with Ferrari Crests, Challenge Stradale Grill, Stainless Steel Entry Door Guards, CD/DVD Player, Ferrari Crested Seats, El. Mirrors and Central Locking, Full Detailed Service History.

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, FFSH, 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 Classicche" Full Continuous History Superb Provenance 3 Owners From New.

1967 - 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles.
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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 41/4 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 Louis Vuitton Concours D'Elegance In Paris 2003. Sunroof Produced By Gurney Nutting Chassis Completely Original Throughout

1935 - BENTLEY DERBY 3.8 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: P3BP Date of First Registration: 30.08.1935, Had a Bare Chassis Restoration, rebuilt to the highest standard. The restoration took over 5 years,

1964 - 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 RCL PGO BUGRACER (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.

TRANSFORMER

Based on the actual 1992 Carrera Cup championship-winning 964 and fitted with a DP Motorsport Turbo engine, this is the perfect transformer for Modified Porsche buff, Des Sturdee: impeccable race car provenance, Turbo performance and classic looks - it's his ultimate 911

Story by Johnny Tipler
Photography by Antony Fraser



964 TURBO CUP ROAD RACER

Redundancy, in racing car terms, is never more acute than when a model gets replaced, and when the 993 superseded the 964 as the designated Carrera Cup car in 1994, all of a sudden there was a bunch of sidelined racers. Years pass, and now, a 20-year-old provenance makes them an attractive proposition, especially if they've been winners. And they don't get much more winning than Des's 964: it's one of three chassis used during the 1992 season by Uwe Alzen to claim the Carrera Cup crown. At season's end Uwe's brother, Jürgen Alzen had three redundant 964s on his hands and, to order, he promptly transformed them into road-going cars – with a difference.

Quite obviously Des's yellow peril has evolved significantly from the liveried 964 Carrera Cup days, and he was keen for us to evaluate it. The prospect of a drive called for a let-rip location, so we rendezvous'd at Bradwell on the Essex coast. It's almost the furthest and most remote spot you can reach on Britain's east coast. On the shores of the

Blackwater estuary, it's an ideal site for an aerodrome, and was home to a squadron of Mosquito fighter-bombers in WW2, evidenced by the peculiar monument featuring a scaled-down Mozzie that's nose-dived into the ground. Oh, and it's also just the place for a Magnox nuclear power station: if Des's car had glowed orange, I'd be worried right now. Anyhow, sufficient stretches of the airfield perimeter roads are still operational enough for us to unleash his weapon.

As Antony photographed the car's finer points, Des filled me in on how the modified missile came into his hands. He'd been stalking it for a while, and he'd nearly bought it from Thrupton-based specialist Paul McLean at GT Classics five years ago. 'I test-drove it, but we didn't actually do a deal and it was sold to somebody else,' Des recalls. However, it wasn't long before it returned to GT Classics and, after it had been recommissioned, Des could have another crack at it. Much was lavished on the car during its renaissance in terms of maintenance and upgrades,



It's got the look of a 964 RS 3.8, but this machine is actually an ex Carrera Cup car from 1993 as raced by Uwe Alzen to win that year's championship. Provenance indeed



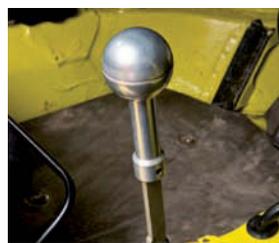
including a new turbocharger, full stainless steel exhaust system and engine re-map. 'Its been fettled very well,' he avers, 'and the suspension is as you'd expect from an old race car.' Putting his 964 RS up for sale with Specialist Cars of Malton released the funds to acquire the Alzen car. As Des says, most of its history is indisputable. 'It started life as a Carrera Cup 964, and was rebuilt in '93 by Jürgen Alzen Motorsport, and since then nothing has been replaced, other than one or two cosmetics, plus the exhaust system and a few mechanicals, which is quite normal over a period of time.' Jürgen Alzen Motorsport built three road cars in 1993, two of which were fashioned from the 1992 German Carrera Cup contenders, which his brother Uwe Alzen drove. The third car was fettled from the team's 1993 Porsche Supercup car, which, although it superseded the Carrera Cup 964, was a similar spec at the time. Creating these rather special 964s provided Jürgen Alzen Motorsport with the platform to register as a German carmaker in 1993, placing the firm in the

same league as low-volume specialist niche manufacturers such as Ruf Automobile.

Though it has the look of a 964 RSR, thanks to the whims of the customer who ordered it from Alzen, Des is certain his 964 is indeed one of the 1992 racing cars because it hasn't got the air jack facility that the '93 cars had for executing rapid wheel changes. 'The soul of the car is Uwe Alzen's 1992 Carrera Cup championship winning car,' he says, 'and because they would have fielded two, possibly three cars, it's either number 15 or number 2, but either way Alzen would have raced it as the main car or a back up car, because they used to switch around which cars they would race.'

Other clues to its provenance include the tow-eye in the front valance and the external ignition cut off. But Des is most proud of the small areas in the spare wheel well in the front compartment where the yellow paint has been abraided to reveal the original Maritime Blue pigment. 'That's the Holy Grail,' exclaims Des.

Des at the wheel of his stripped out road racer. Des is Register Secretary for the Modified Register of Porsche Club GB. This sort of machine is in his blood



964 TURBO CUP ROAD RACER

'That's what proves beyond doubt it's the Uwe Alzen car.' Sure, Alzen's 964 was indeed Maritime Blue with sponsorship from Porsche Centre Koblenz and HJS catalysers, though it's still not clear whether it's car (race number) 2 or 15. It could even be a 1991 chassis carried over to the '92 season.

After the 1993 season was over the 964 Carrera Cup car was redundant as a racer, as it was superseded the following year by the 993 Cup. No matter how successful it had been, a grim fate usually awaited the redundant racing car. 'They were basically worthless,' explains Des. 'Cup cars were generally broken up for

'unfortunately, all his records were destroyed or missing and he can't find them.'

Nevertheless, the provenance is still first rate, having been built and raced by a winning practitioner even though he also used two other identical cars. According to Des, Jürgen Alzen was asked to build a road-legal race car from a Cup car chassis, so he built one wide body car which is Des's, and two narrow body cars, all with Turbo engines to the same spec and finished in the same custard yellow colour which Des calls Alzen Yellow. Those voluptuous front and rear wheelarches and sill extensions were fabricated from

“After the 1993 season was over the 964 Carrera Cup car was redundant as a racer”

engine parts and any other goodies that weren't worn out. Not until many years later did the Carrera Cup cars become worth quite a bit of money, especially those with provenance.' So Des's car had a lucky break; as well it might, having been a winner. Another 964 Cup car that endures in evolved form is the one-off Tiptronic 964 raced just once by Walter Röhl and adapted for hand controls only by Hartwig Rietz, which we featured in *g11&PW* issue 213, December 2011. The 1990 Carrera Cup winning car of Olav Manthey is currently gracing the showroom of Specialist Cars too, and like the Alzen 964s, it's one of three that Manthey Racing ran that season, to a similar colour and spec.

Des has a certain amount of historical paperwork with the car, but his efforts to nail some of its early history have proved somewhat fruitless. Hoping to obtain some data from the horse's mouth he contacted Jürgen Alzen, who explained that,

authentic Porsche RSR panels and grafted onto the 964 shell. The rear wing is a carbon-Kevlar 3.8 RSR part, though Des intends to have the insignia changed to read '964 Cup'. It has the racing ABS, which doesn't switch off if the car gets airborne, unlike the road-going ABS. There's a radio, and aerodynamic Cup-style door mirrors – standard Cup issue from '91 and increased in size '92, and generally hopeless in practice, while the front driving light apertures typically serve as air ducts and, cosmetically, the headlamp bezels are trad base black. The wheels are BBS split-rim 18in Carrera Cup wheels, now unavailable. 'They're really rare,' says Des; 'genuine Carrera Cup wheels, and it was probably raced on those. I will probably get them refurb'd and store them and buy a set of replica BBS 18in split-rims. They're more expensive than magnesium Speedlines, and they're a different offset.' They're shod with Pirelli P-Zero Corsa

Alzen built three road-legal cars from the 964 Cup cars. One – Des's car – was widebody and the other two were narrow bodied. Each was painted bright yellow and feature Turbo engines



tyres, 265/35 x18 on the rear and 225/40 x18 up front. But aside from the uncompromising looks, the most significant evolution is the turbocharged 3.3-litre 964 (965) engine that Alzen fitted. At first glance it looks like a 964 RSR, though as Des points out, 'if you were going to recreate an RSR you'd go normally-aspirated with the 3.8 pistons and cylinders, but to get 360bhp from one of those is a lot of work, so whoever decided on the engine spec decided to fit a DP Motorsports 3.3 Turbo S motor, because obviously they weren't governed by race rules, so you've got the lazy 360bhp on tap.' There's a monstrous intercooler staring you in the face in the engine bay, and evidence of the turbo's presence in the cabin, to the left of the dashboard, in the shape of the aluminium wheel that controls the DP Motorsport turbo boost, which is set at 0.9 bar but by twisting clockwise it can run up to 1.3 bar. 'You can dial in another 40-50 brake,' says Des, 'so I could run over 400bhp, but it's quick enough for me at 360.7bhp,

car, but the Carrera Cup 964 wasn't FIA because it was a closed race series, whereas the NGT (National GT) was eligible for Intermarque and Global racing, and nowadays, the Classic Sports Car Club's Future Classics series.

It was first road-registered in 1993, so there was no hanging around: 'the car didn't race in '93, so these chassis were sitting there ready to go,' says Des. 'So mine has a sister car, exactly the same chassis but narrow body in Germany. They were numbers 2 or 15, but either way, the car will remain original, as Alzen built number 1 as per the Alzen chassis number.' The car's German logbook has a TÜV declaration stating that Alzen, as the manufacturer, was obliged to remove the Porsche chassis numbers and instate his own in order for the car to become road legal because the Carrera Cup cars were not homologated for the road.

Des is a connoisseur of exotic 964s, and whilst the

“There’s a monstrous turbo intercooler staring you in the face in the engine bay”

which is the same as my old 996 GT3 Mark 1.'

Under the front lid lives the strut brace, and the ABS control box is mounted higher up to minimise vibration. The cabin interior is resolutely bare, with a pair of NGT Recaro racing seats, a dished Momo steering wheel and the Matter rollcage fitted by Porsche at the factory. The rear downtubes don't stop at the rear shock turret, they slant right through to the back of the engine bay. 'Bloody awful welding,' comments Des; 'and that's a telltale sign: if the weld is too neat it's not a Cup car. They were just race cars, weren't they?' Another way you can tell it's a Cup car and not an NGT car is because of the angle at the base of the welds differed. The actual cage is the same, it's just that the downtube mounts on the floor are cut in a different way on the Cup car. The style of the bracket for the battery cut-off switch that's welded in the front boot is also different. OMG, we are seriously down anorak alley now! Anyway, the 964 RS NGT was an FIA-compliant

Alzen car is an extraordinary machine by any standards, I'm curious why he wouldn't go for the authentic Manthey version up at Malton. Price, for one thing: 'my car is an original '92 Cup spec and, dare I say, it was just over a third of the asking price for the Manthey car.' While the Manthey 964 remains an original Carrera Cup car, Des's Alzen 964 is an evolution, having been taken a stage further, and I venture that, in a sense, that makes it a more interesting car. Chairman of PCGB's Modified section, Des obviously agrees: 'today, originality is everything. But I am very much a "modified" guy in how I like things, and I think when Porsche gave you a 911, particularly the earlier air cooled chassis, they always intended you to fettle it yourself with whatever suspension settings you want, engine enhancement possibly, so a little bit of modification was expected, particularly for club racing or hill climbing.' This is a Jürgen Alzen Motorsport build, so in that sense it's original, in the

You can't beat that widebody look and slammed stance. You just know that this is going to be a wild ride



964 TURBO CUP ROAD RACER



The DP Motorsport 3.3-litre Turbo S engine is dominated by a huge intercooler. Power is a lazy 360bhp, but adjustable boost control means it can be tweaked to over 400bhp

same way that every car that Ruf produces is an original – a work of art, even. ‘The thing I love is it’s built on the chassis of one of the ‘92 winning cars. It’s no virgin, but it’s in pretty good shape,’ says Des. ‘Uwe Alzen had a reputation for being a hard man; he used to jump over the kerbs, so it will have been driven very hard in its day.’

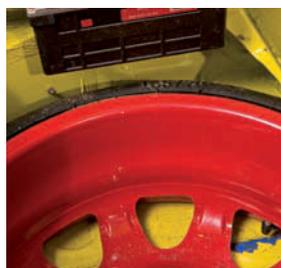
Not everyone shares his tastes: ‘People say to me, “oh, why don’t you convert it back to Cup spec?” And I say, “well, no, I won’t, because as you say, it’s an evolution of the winning car from the winning team that they’ve evolved into GT2 territory.”’ It left Alzen’s premises effectively as a brand new car in ‘93, with a new engine, everything else new, replaced or refurbished. It had done 30,000km when the speedo was changed to mph, so it’s 30,000km plus another 10,000 miles, which is about 30,000 miles all told, from new.’

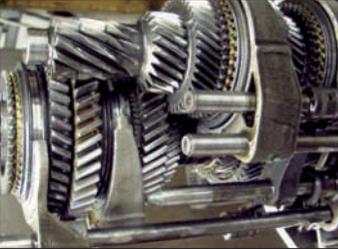
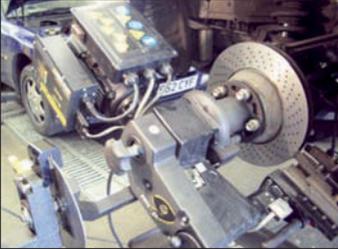
It is an extremely quick car, and Des relishes the prospect of a Spa trackday to really unleash and investigate the performance. ‘It’s amazing to drive,’ he declares. ‘It reminds me of my old mint green Mo03 NGT 964 RS, but on steroids. For instance, Paul McLean has a 993 GT2 Evo and he and his racing partner were doing a track day and Paul was driving this yellow Alzen car, and his mate was driving the 993 GT2 Evo, and he

couldn’t lose it. It was right on him all the way round! He says acceleration in fourth is like second and third and, well, I did give it a little bit of beans today, and my god it’s fast when the turbo comes in and propels you.’

The bleakness of the windswept coastal plain is alleviated by watery sunshine, and it’s time for my stint behind the wheel of the dynamic Desmobile. The Recaro chair is a snug fit and the belts wrap me securely in place. A little juggling to get the driving position right. At first, as I’m poddling along, it’s as docile as any 964. The steering’s nicely weighted, the gearshift beautifully light, and there’s no pressure needed to slot the long lever through the gear ratios. But when I floor the throttle it really takes off, accelerating rapidly in each gear, with just the tiniest hint of lag. But I’m travelling so fast that it’s irrelevant. Handling is typically wide-rimmed 964, smooth and civilised, rather belying its extreme presentation. Des says that, of the 35 Porsche 911s that he’s ever owned – since he was 18 – this one is his favourite, and I can see why. It’s an intriguing proposition; very fast, biddable handling and excellent drivability, stunning appearance and that exalted yet enigmatic race history. Performance-wise it’s on a par with a GT2, yet it looks like an RSR: a real transformer. **PW**

Below: Details, details, but check out the bottom middle pic. Where the yellow has flaked off, to reveal a slither of Maritime Blue, is proof enough that this is the ex-Alzen championship winning machine



			
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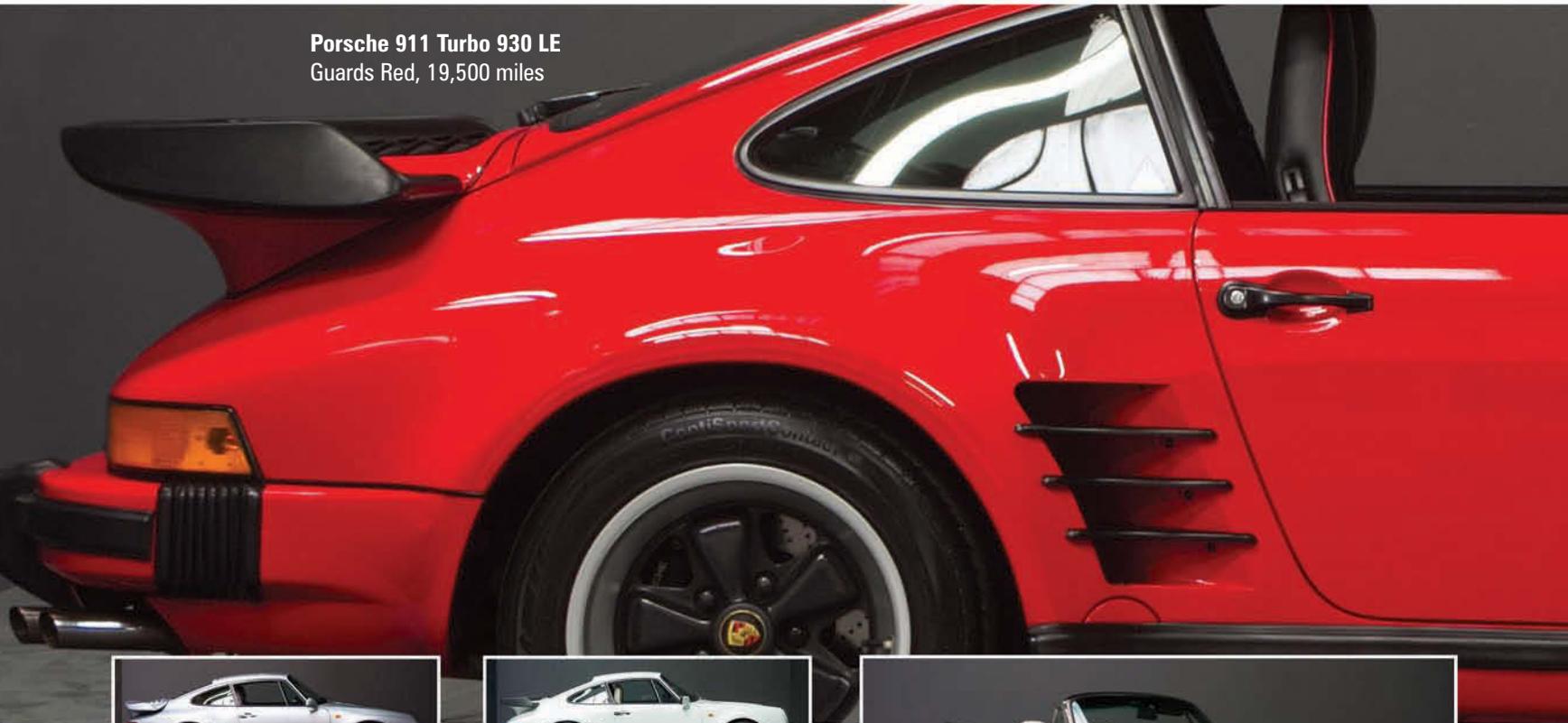
 





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Millennium evolution

If the start of the '90s saw the 911 on the back foot, ten years later it was a very different story. The quirky, rear-engined sports car had gone mainstream and was appealing to a much wider audience

What a difference a decade makes. The '90s was all about Porsche's bust and then boom. The 964 morphed into the 993 and then the revolution came with the water-cooled 996 and a worldwide economic boom. Porsche lapped it up and so did the public. Here was a 911 that didn't require a certain acceptance of previous models' idiosyncracies.

The 996 appealed to a wider audience and that appeal continued with the 997. It helped that there was still nothing quite the 911, not in its price range, or from another manufacturer.

Of course there was the shock of the Cayenne SUV and the Panamera, but the 911 kept bouncing back with ever faster and wilder iterations of the concept.

It's been quite a ride so far and it's not over yet.

BRING IT ON!

GROUP TEST OF THE GREATEST PORSCHEs OF THE DECADE, AND OVERVIEW OF THE DECADE AND THE LONGEST, MADDEST DRIVE STORY YET IN A 997 TURBO S...



GENERATION GAME

An overview of the decade, from 996 to 997
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2000S GROUP TEST

Bringing together the best 911s of the 2000s
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THE LAST ROAD TRIP

South, west, north and east in a 997 Turbo
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THE MILLENNIUM YEARS

The peaks and troughs of Porsche in the 2000s
PAGE 90





Noughtie Children

The water-cooled 996 was firmly entrenched in the Porsche model line-up as we rolled into the 21st century. Next up was the 997, and with it ever more advanced and faster versions of the 911. Some would say we've never had it so good

Words: Johnny Tipler
Photographs courtesy Porsche Archiv



The new Millennium opened with a bang: Porsche's first new model for the new century was the 996 Turbo, unveiled at the 1999 Frankfurt Salon and prowling the streets by Spring 2000. Re-introduced after a two-year hiatus (following the demise of the 993 version), the water-cooled 996 Turbo was constructed on the broader C4 body and featured a 24-valve 420bhp flat-six with double valve-springs, twin-turbos and intercooler, with reinforced A-pillars and rear bodywork widened by 65mm to

accommodate its 18in hollow-spoke wheels and their 295/30 R18 tyres. The new rear wing emerged automatically, while the rear valance supplied exhaust vents for the charge air intercooler. The all-wheel drive Turbo was equipped with larger four-piston caliper brakes all round, and Tiptronic S transmission specially configured to provide continuously variable shift points in response to driving style and road conditions, rather than the normal five shift points. Performance was formidable, with 0-62mph (100kph) attained in 4.2 seconds, and just 9.2 seconds elapsing to

100mph (160kph). Max-out was 190mph, and it could go from 50 to 70mph (80 - 120kph) in 5 seconds. Its comprehensive specification included leather upholstery, sports steering wheel and, exclusively at the time, Bi-Xenon headlights, which provided fantastic illumination as well as giving the Turbo a different frontal appearance from its 996 siblings.

The other newcomer in the line up was the 996 GT3, known retrospectively as the Mark 1. It was derived from the factory-built GT3 racecars and debuted at the 1999 Geneva show, and was

firmly on the roster for 2000. Dynamically, the GT3 was the marque standard bearer, though being normally-aspirated it lacked the outright pace of the Turbo, though its racetrack credentials enabled more vigorous agility. It was a trackable car rather than a grand tourer. Porsche's top test driver Walter Röhrl laid down an early marker with the GT3, lapping the 12.9-mile (20.8km) Nürburgring Nordschleife in 7m 56.33s, a new record then for road-going sports cars. That compares with the outright lap record of 6m 25.91 set by Stefan Bellof in 1983 in a Porsche 962 Group C racing car, which still stands. Quickest

production 'sports car' is the Radical R8 of Michael Vergers, lapping in 6m 48s in 2009, while various production 911s have subsequently gone quicker than the 996 GT3, including ones driven by Walter Röhrl.

The 996 GT3's water-cooled flat-six was derived from the 964 crankcase, which also provided the casings for the 911 GT1 Le Mans car and the 996 Turbo, distancing it from the normal C2 and C4 powertrains. It would become known simply as the Mezger engine, after its designer the legendary Porsche engine man, Hans Mezger. The crank was specially treated and con-rods were titanium to

ensure durability at the GT3's 7,200rpm red line. Developing 360bhp, it could hit 62mph (100kph) in 4.8s, and topped out at 188mph (302kph). The GT3 used the C2's narrow body with differently shaped nose air intakes, aerodynamically-shaped sill extensions and a fixed rear wing, and it weighed in at 2,976lb (1,350kg). Red brake calipers hid behind 18in Sport Design alloy wheels, shod with 225/40 ZR 18 and 285/30 ZR 18 tyres. With a 30mm lower ride height than the regular 996, the GT3 came with reinforced and adjustable suspension and wheel bearings, and larger 330mm diameter Turbo brakes, 34mm thick up front, setting it up as an ideal machine for track work. In the cabin, lighter sports seats were fitted and the back seats were left out. The Clubsport version deleted options like the side air bags, and its half roll-cage was tied into the rear shock turrets, which not only increased torsional rigidity but also ensured suspension loads were borne not just

by the chassis.

Less extreme in terms of specification, a special commemorative edition of the 996 C4 was introduced for 2000 to celebrate the incoming century, with just 911 units built and painted violet chromaflair with natural leather and burr walnut cabin detailing. The regular 996 C2 was now fed by the C4's Motronic ME7.2 electric throttle, and the Tiptronic S included a manual override of the D on the shift lever via the Tiptronic buttons on the steering wheel. The C2 was equipped with the C4's PSM, and both versions got automatic climate control and the Porsche CR22 cassette/radio as standard. For 2001, there was subtle upgrading of boot and bonnet catches and interior LED lighting, plus an internal mobile phone aerial.

The most potent package in the 911 model line was the 996 GT2, introduced in 2001. Influenced by the 911 GT1 and GT3 racing cars, it was a Weissach competitions department special,

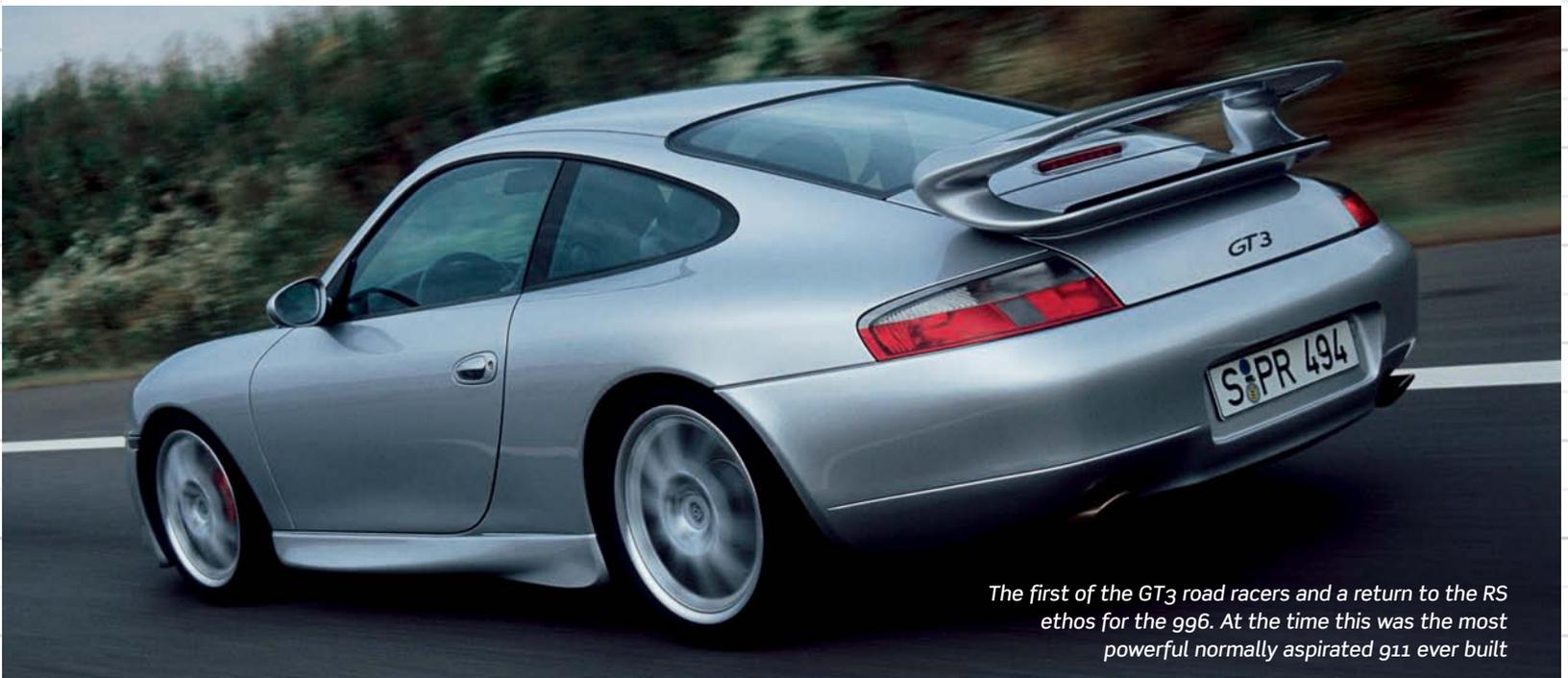
developed in the wind tunnel to obtain a lower 0.34 drag coefficient. This meant that it differed visually from the GT3 and Turbo variants in having a specially designed nose, with deeper spoiler and separate air vents to cool the ceramic brakes and a strip serving the exhaust ahead of the front lid. It also had an adjustable rear spoiler that emerged from an embryonic ducktail and whose drooping ends resembled dog's ears; all of which was calculated to produce downforce on both axles. The rear wings featured the air ducts of the Turbo model in front of the wheelarches and slats in the lower sections behind the wheelarches. The twin-turbocharged water-cooled 3.6-litre four-cam M96/70 flat-six had a dual-mass flywheel and two intercoolers, producing 462bhp, and was good for 198mph. A Clubsport version with carbon fibre wing also offered an austere cabin complete with bolted-in roll-cage, bucket seats upholstered in fire-retardant fabric, six-point racing harnesses and

a fire extinguisher. The GT2's MacPherson strut front- and multi-link rear suspension was more finely honed than the stock 996's, with adjustable anti-roll bars front and rear and ride-height lowered 20mm more than the Turbo's, and incorporating coil-over dampers from the competition parts bin. The GT2 rolling gear consisted of 8.5J and 12J x 18in alloy wheels shod with 235/40 ZR 18 and 315/30 ZR 18 tyres.

The big news for 2002 was the capacity hike from 3.4-litres to 3.6-litres, achieved by lengthening the stroke and re-engineering the M96/03 engine to the extent that 80-percent of the 320bhp flat-six's componentry was brand new. Acceleration for both C2 and C4 improved, with 0 to 62mph (100kph) taking 5.0s and 5.2s for the Cabriolet models, and top speed rising to 177mph (285kph). Fuel consumption remained static at 21.2mpg average (11.1 litres per 100km), a status achieved by the incorporation of Vario Cam

Plus two-stage valve lift.

All four cars in the standard 996 line-up – C2 and C4 Coupe and Cabriolet – were given the Turbo's headlights, new nosecones, lengthened rear valances and twin oval exhaust tailpipes. Like the soft-window 911 Targas of 1967-'69, the Cabriolet's plastic rear window was replaced with a heated glass pane. Fresh air fiends were treated to the return of the Targa, unveiled at the 2002 Frankfurt Salon. Like the 993 predecessor, the 996 Targa's party piece was its sliding glass roof that was opened and closed by a couple of electric motors, doubling the open air space of the coupe model's sunshine roof. The Targa's other trick was its folding rear glass window, enabling easier access to the luggage compartment at the back of the cabin. Though quoted performance figures were identical with the Cabriolet, the Targa was heavier than the Coupe by 154lb (70kg) due to its complicated roof mechanism and body strengthening measures.



The first of the GT3 road racers and a return to the RS ethos for the 996. At the time this was the most powerful normally aspirated 911 ever built



Another car shown first at Frankfurt in 2002 was the 320bhp C4S, endowed with most of the Turbo's enhancements, including suspension and brakes, but lacking the actual turbochargers, the characteristic air ducts in the rear wings, and the big fixed rear wing. Perversely, its broader beam, fatter tyres and rather greater weight meant it was fractionally slower in acceleration and top speed than the normal C2 and C4.

Quirky cars stand out, and as a promotional vehicle for the cartoon movie Cars, Pixar commissioned Hollywood customiser Eddie Paul to build a shortened wheelbase and taller screened 996, based on a 2002 car, as "Sally", one of the film's lead car-actors.

What had previously been seen as luxury options were now showered on the C2 and C4 as standard items. During the course of 2003 the list of goodies not only included leather seats, automatic climate control, heat reflecting glass, electric windows, electrically adjustable mirrors, but also an on-board computer, three-spoke steering wheel, CD radio, illuminated glove box and, holy-of-holies, the

magic cup holder.

The 911's 40th anniversary was marked with the '40 Jahre' 996, announced at Frankfurt Salon for the 2004 model year and featuring 996 Turbo front end, GT3 sills and finished in Carrera GT silver metallic. As a reminder of the year when the 911 was originally launched, a total of 1,963 units of the '40 Jahre' 996 were built. Power rose from 320bhp to 345bhp via the X51 performance kit, allied with Turbo radiators and larger cooling ducts, 10mm lower sports suspension and LSD for improved traction under acceleration.

In 2004 the GT3 was joined by a homologation version, the GT3 RS, built to enable the creation of the 381bhp GT3 RSR competition car. Red-lined at 8,200rpm, the GT3 RS used a single mass flywheel and was 110lb (50kg) lighter than the GT3 Clubsport, with 0-62mph (100kph) accomplished in 4.4 seconds and a 190mph top speed. Suspension was fully adjustable and components were revised and strengthened, so the cars could be set up

appropriately for whichever circuit they were being deployed. The Kevlar rear wing was similar to that of the Carrera Cup GT3 and was also adjustable for angle, while the engine lid featured an air scoop and the front panel was designed with cooling vents ahead of the carbon bonnet lid. It could be ordered only in white, with red or blue graphics and wheel detailing.

Also for 2004, the Cabriolet was on sale in C4 as well as Turbo format, and it was also available with a hardtop, making ten different iterations of the 996 model. At the end of August 2004 the Turbo S was announced, available in open and closed bodywork. Bigger turbos lifted power to 450bhp at 7,500rpm, with a 191 top speed and 0-124mph covered in 13.6s, while yellow caliper Porsche Ceramic Composite Brakes hauled it down again.

This is not meant to be a subjective piece, which is why I've refrained from citing personal experiences involving various Porsches

I've had the chance to drive in the Noughties. But I can't help commenting on the 996's fried egg headlights, which seemed almost perverse at the time but now are just a quirky relic of the early water-cooled cars; and that brings us to 2004 and the advent of the 997, complete with its revised bodywork, manifest in more boldly sculpted wings and wheelarches, with more acute panel gaps around closure panels, and those round dazzling Xenon headlights that harked back to the look of the 993. Two new models opened the show: the 325bhp C2 with the 3.6-litre water-cooled flat-six, and the C2S, powered by a new 3.8-litre engine (3,824cc, designated the M97/01) delivering 355bhp. Both units delivered more power by virtue of sophisticated gas-flow improvements and engineering upgrades. The C2S maxed out at 182mph and sprinted from zero to 62mph (100kph) in 4.8s, while the standard C2 topped 177mph and made it to 62mph in 5.0s dead. A new six-speed

transmission was fitted, with self-adjusting clutch in the S and a 22-percent limited slip diff, as well as optional Porsche Active Suspension Management (PASM), triggered by the Sport mode switch for harder-edged driving, achieved via electronically adjustable damper valving - providing normal and stiffer sport settings. The S version came with active damping, and a 20mm lower sports setting was optional for both cars. There were thicker antiroll bars at both ends too. The new styling enabled a wider track (21mm wider at the front, 34mm wider at the rear) as well as contriving a lower drag coefficient (0.28) than the 996, despite being 38mm overall broader in the beam. It was a stiffer shell too, with 8-percent greater torsional stiffness and 40-percent stiffer in bending, achieved by a new longitudinal and transverse structure for the chassis, plus a stiffer scuttle hoop that would protect the occupants in the cabin.

The 997's interior was redesigned, trimmed with new materials and retaining only a third of its predecessor's componentry. There was a multi-function steering wheel, with



This chopped down the middle 996 Turbo shows just what a masterpiece of packaging it is and just how much engineering and engine you can squeeze into a tight bodyshell

controls for the radio, sat-nav and phone, and the seats could be specified with electrically adjustable side supports for coziest cossetting. The pedal cluster relocated 10mm further forward, benefitting taller drivers. There were now six airbags on board, including revolutionary head-bags in the doors, and improved safety belts. Amazingly, the 997 also offered more storage space, both internally (7.2cu/ft) and in the front hold (4.8cu/ft) – though the space-saver wheel was omitted and a bottle of sealant and compressor supplied instead; in the event of a severe tread-wrecking blow out there is no substitute for a wheel/tyre replacement. The C2 came with 8J – and 10J x 18in wheels, while the C2S came fitted with 8J- and 11J 'Lobster Fork' 19in alloys, available with pressure monitoring, plus bigger brakes with red calipers.

Lovers of the great outdoors didn't have long to wait to feel the wind in their faces (if not their hair) and in April 2005 the

Cabriolet versions of the C2 were launched in 3.6 and 3.8 S guise, offered with six-speed manual and five-speed Tiptronic transmission. Running gear was the same as for the coupe models, but aerodynamic refinements included an all-enveloping undertray and a spoiler for the Cabrio that extended 20mm further back than the coupe. Despite structural reinforcements, the Cabrio shell weighed only 15lb (7kg) more than the coupe. Crash protection consisted of steel tubes in the A-pillars and a pair of hoops behind the rear seats that would be activated automatically by the airbag sensor in the event of a roll-over. There was also POSIP side impact protection in the shape of head airbags located in the door caps. One never tires of the electronic retraction and erection of the Cabrio soft-top, achieved at the flick of a switch in around 20 seconds, even at 30mph.

The all-wheel-drive C4 and C4S versions of the 997 coupe and Cabriolet were announced in October 2005 for the 2006

model year. As with the 996, the bodysells were 44mm wider in the rear quarters, allowing fatter 295/35 ZR 18 tyres on the C2 and 305/30 ZR 19s on the C4. The torque split dispatched between 5- and 40-percent of drive to the front axle depending on performance and road conditions, and the coupe versions could be spec'd with lowered sports suspension and LSD.

The 997 Targa model – in C4 and C4S spec – was re-launched in November 2006, bridging the gap between Cabriolet and coupe with its clever sliding glass top pioneered in the 993 Targa and demonstrated in the 996. The Targa was only available as a full-time all-wheel drive model, and it was most easily recognised by its glazed top and the half-moon of polished anodized aluminium that defined the arc of the coupe roofline. A system of seals, blinds and deflectors kept noise and wind intrusion to the bare minimum, while two electric motors retracted the top sheet of tinted glass beneath the rear



The legendary 'Mezger' engine in all its naked glory. As fitted to the GT3 and in turbocharged form in the 996/997 Turbo. It's still going strong in the current 991 race cars

window. Doubling as a glazed rear hatch, this could be raised to allow luggage like my colleagues' camera equipment to be stowed more easily. Powertrains and running gear were identical to the other 997 C4 models, though lowered sports suspension wasn't available for the Targas.

Meanwhile, that paragon of performance, the 997 Turbo, was unleashed in June 2006. Power went up to 480bhp, and PTM – Porsche Traction Management – enabled the automatic transmission to deliver better performance than

the manual version. The nose was reshaped and Bi-Xenon headlights were joined by LED indicators and foglights, while the air intakes rearward of the doors were reshaped, along with the rear arches, now 22mm wider. Aluminium doors and front lid were fitted in the quest for lightness, to counter the steady incorporation of more technology systems (PTM, PASM, PCCB, PCM, VTG, AAAGGHHH...). The optional Sport Chrono Package allowed the driver to implement full-throttle acceleration by switching to Sport mode so turbo boost was raised for 10



The 997 was largely a development of the 996, but with its 911 curves reinvigorated. Wouldn't it be great if people actually did buy yellow and red ones instead of the sea of silvers and greys?



911@FIFTY

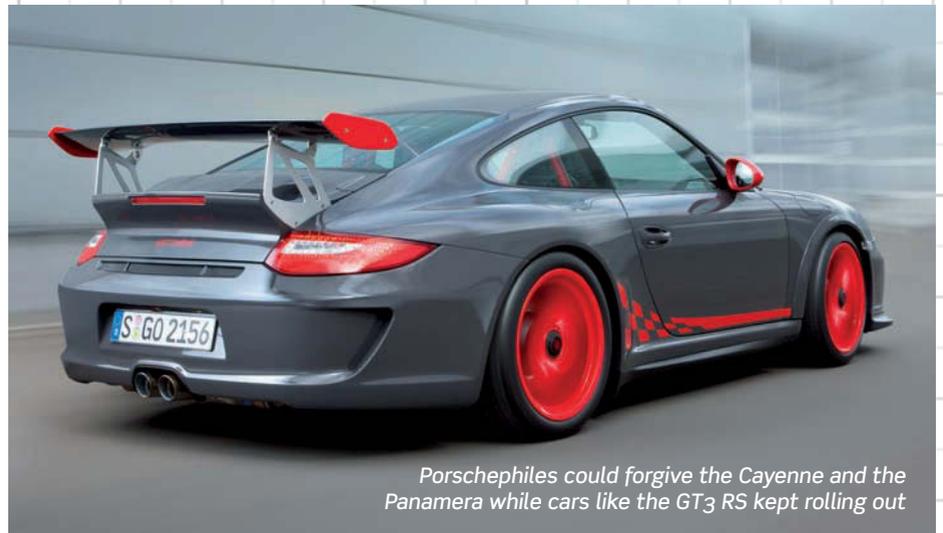
Celebrating 50 years of the Porsche 911

seconds to allow swifter acceleration for overtaking. In 2008 the Turbo Cabriolet was introduced, and for 2009 the Turbo models could be fitted with 19in RS Spyder wheels.

The 997 GT3 – the Mark 2 – arrived in May 2006, powered by the naturally-aspirated 3.6-litre flat-six developing 415bhp at a high revving 7,600rpm. For the first time the GT3 used active suspension featuring two selectable shock-absorber programmes, normal and sport. Aerodynamics were improved front and rear, giving a CD rating of 0.29, and there were new 19in wheels and six-pot caliper brakes at the front and four-pot calipers at the back, with emphasis given to greater rear wheel braking for swifter stopping times. The GT3 could be specified with luxury Alcantara trim or in austere Clubsport mode. In autumn 2006 the second generation 997 GT3 RS appeared, now measuring an extra 44mm across the rear haunches, with lightweight bodywork elements and powered by the 415bhp 3.6-litre engine, plus modified suspension and engine mounts and a titanium exhaust. This provided the basis for the GT3 Cup S racer with its deep front

airdam and lofty rear wing, which was assembled and developed at Weissach for customers participating in FIA GT3 competition. Its 440bhp 3.6-litre flat-six was the same as the highly successful Porsche Supercup motor. On-track success is a manufacturer's best advert in the showroom, and during the Noughties Porsche's Carrera Cup went from strength to strength, with national series flourishing as well as the international series showcased as the F1 Grand Prix curtain-raiser, while the lightweight and highly specialised GT3 RSR was the company flagship in international GT racing.

In July 2007 the new 997 GT2 became Porsche's hottest road car. Power came from the twin turbo 620bhp 3.6-flat-six, allied to a 6-speed manual gearbox and rear-drive transmission. Quoted top speed was 204mph (328 km/h), making it the first road-legal 911 to break the double ton, though lest we forget, Ruf's Yellowbird 911 had managed 211mph a full 20 years earlier in the famous Eira Leisen showdown. The 997 GT2 used the Turbo body with adaptations like a carbon front splitter and rear wing, and suspension was shared with the GT3 with



Porscheophiles could forgive the Cayenne and the Panamera while cars like the GT3 RS kept rolling out

thicker adjustable anti-roll bars and adjustable front springs, with metal bushes at the rear. A Clubsport package included a half rollcage, and the still more powerful 620bhp GT2 RS appeared in 2010.

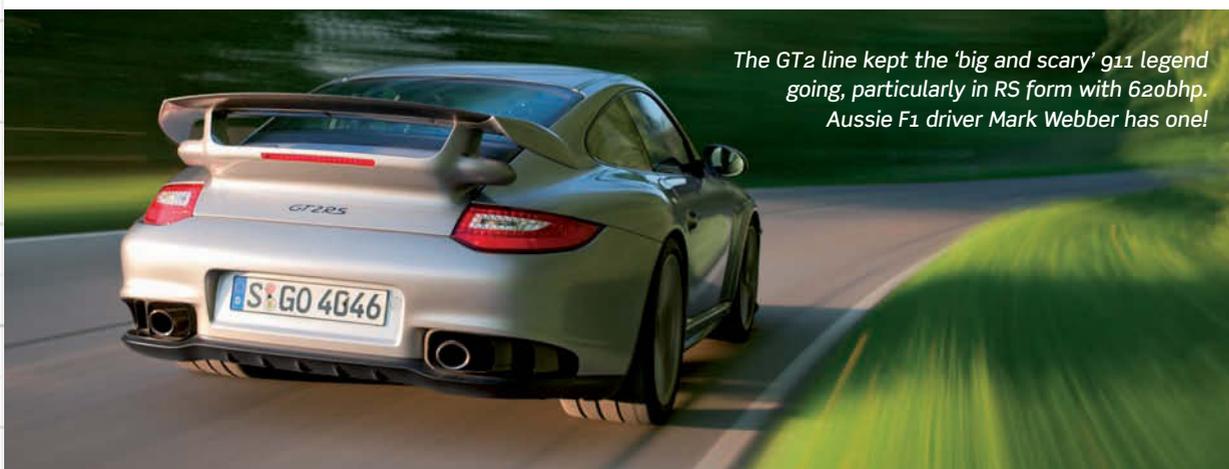
The engines of the 997 Carrera and Carrera S were significantly improved for 2009. New common-rail direct injection engines delivered fuel direct to the combustion chambers rather than the intake manifold so induction was more efficient. At a stroke, the 3.6-litre flat-six's power rose by 20bhp to 345bhp, and the 3.8-litre unit rose by 30bhp to 385bhp. Allied to the dual-clutch 7-speed PDK transmission, economy improved by 12-percent too, so it was a win-win situation. A mild facelift saw slightly

enlarged slatted air intakes and Bi-Xenon headlights and redesigned rear lights, plus LED daytime running lights. New Carrera IV wheels came in, the name reflecting the spoke configuration, and the rears went up to 10.5in x 18 on the C2 and 11in x 19 on the C2 S, accommodating wider tyres too.

To set the myriad 911 evolutions in context, other Porsche milestone cars in the Noughties included the Cayenne 4x4 SUV, launched in 2002, and the second generation Boxster that appeared in 2004. The Cayman emerged in 2006, and the Panamera came out in 2009. With its origins in the 1996 GT1 WSC racing car, the mid-engined 5.7-litre V10-powered carbon-fibre chassis Carrera GT

was in production between 2004 and 2007, with just 1,270 cars made.

There were significant changes within the company too. With the retirement of Harm Lagaay in 2004, the in-house design team was now headed by Michael Mauer, whose first baby was the 991. But on the corporate front, Porsche was involved in a great sea-change during the decade. CEO Wendelin Wiedeking, who'd lifted the firm onto its mass-production platform from his arrival in 1993, sought during the early Noughties to bring Porsche into a position where it could acquire Volkswagen, and at one stage it looked as though it was a done deal. That would have been quite an irony, given that Professor Porsche designed the VW Beetle and the 356 came into being in 1948 using Beetle components. But in 2009, Wiedeking was gone, replaced by Michael Macht and then Matthias Müller in 2010. In this big-time financial chess game Volkswagen was busy turning the tables. Happily, though, the 911 survived and would carry on going from strength to strength. **PW**



The GT2 line kept the 'big and scary' 911 legend going, particularly in RS form with 620bhp. Aussie F1 driver Mark Webber has one!



911 GT3RS (997 GEN II, 6-Speed)

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Sport Chrono Pack Plus • Touchscreen Satellite
Navigation • 8,300 miles • 2010 (10)
£89,995



911 Turbo X50 (993, 6-Speed)

Arctic Silver • Black Leather Sports Seats
Factory Fitted X50 Pack with 430bhp
44,000 miles • 1996 (N)
£67,995



911 Carrera 4 S Cabriolet (997 GEN II)

7-Speed PDK • Arctic Silver • Black Leather Seats
Sport Chrono Pack with Sport Plus • Touchscreen
Satellite Navigation • 23,000 miles • 2009 (59)
£52,995



911 Turbo (997, Tiptronic S)

Arctic Silver • Blue Leather Heated Seats
Sport Chrono Pack Plus • BOSE Sound System
15,000 miles • 2006 (56)
£50,995



911 Turbo (997, Tiptronic S)

Arctic Silver • Black Leather Seats
Sport Chrono Pack Plus • Satellite Navigation,
20,000 miles • 2007 (07)
£50,995



911 Carrera 4 S Cabriolet (997 GEN II)

6-Speed • Atlas Grey • Black Leather Seats
Touchscreen Satellite Navigation • 19" Carrera
Classic Wheels • 26,000 miles • 2009 (09)
£49,995



911 Carrera 4 S (997 GEN II, 6-Speed)

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Satellite Navigation • Switchable Sports Exhaust
22,000 miles • 2009 (09)
£47,995



911 Carrera 2 (997 GEN II, 6-Speed)

Arctic Silver • Black Leather Seats
19" Carrera Classic Wheels • Touchscreen Satellite
Navigation • 32,000 miles • 2009 (09)
£46,995



911 Carrera 2 S (997 GEN II)

Meteor Grey • Black Leather Seats • Touchscreen
Satellite Navigation • 19" Carrera 'S' II Wheels
35,000 miles • 2009 (59)
£44,995



Cayman S (GEN II, 7-Speed PDK)

Basalt Black • Stone Grey Leather Seats
19" Sport Design Wheels • Sport Chrono Pack with
Sport Plus • 12,000 miles • 2009 (59)
£32,995



Boxster S (987 GEN II, 6-Speed)

Meteor Grey • Black Leather Seats
19" Carrera Sport Wheels • Touchscreen Satellite
Navigation • 16,000 miles • 2010 (10)
£30,995



Boxster S (987 GEN II, 7-Speed PDK)

Basalt Black • Black Leather Heated Seats
19" Carrera S II wheels • Touchscreen Satellite
Navigation • 21,000 miles • 2009 (59)
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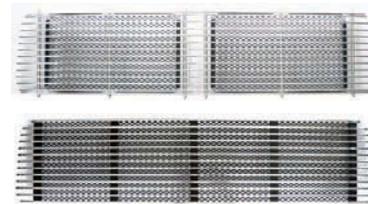
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Into the New Millennium

Porsche managed three g11 model ranges in the '90s, for the new millennium it settled down with the g96 and g97. Here's our pick of the bunch

Words: Steve Bennett Photography: Antony Fraser



And so to the 2000s, and if the '90s group test in last month's issue saw the near revolution of air-cooled turning to water-cooled, the new millennium g11s were much more about evolution, a state of

affairs that Porsche is very comfortable with. Having made the hugely successful leap, it wasn't about to upset things with yet more radical upheaval, although that's not to say that the noughties weren't without their high points. This was the decade of

serious technical progress typified by the digital age. After all technology made our lives very different in the noughties and that applied to cars too.

As ever we devised a short list of the g11s that we best felt summed up the decade in question

and it's always harder than you think. The '90s, of course covered the arrival of the g96, and so we included the best g96 C2 that we could find in last month's test, plus the road racing g96 GT3. But the g96 saw action in the 2000s not meeting its demise until the g97 took

over in 2004. It received a makeover in 2001 and the 3.4-litre engine grew to 3.6-litres and 325bhp. The most aspirational g96 was the C4S, and while any motoring journo would tell you the base C2 was the car to have, the public preferred the wide body looks of the



C4S. So we got one.

So how to represent the 997? That's easy. It's been our policy all along to represent any new iteration of the 911 with its launch model, and the base one at that. Enter the 997 C2, with the 3.6 litre engine as carried over from the previous 996. And the other 997 of the decade? Tricky, such was the plethora of models and variations. Throughout, though, the

GT3 has been the hardcore option so enter the GT3 3.8 RS. What, no 4-litre RS? No, outside of our time frame I'm afraid, arriving, as it did, post 2010. And finally we had to include the Uber 911 – the Turbo in ultimate Gen 2 form, and still on sale right now. No Speedsters, no Cabrios, no Targas, no GTs and no Sport Classics. They're all the same under the skin and these four best

represent the 911's new millennium journey.

So lets wind back to the start of the decade – the 2000s, the noughties, the new millennium, whatever you want to call the start of the new century. After the turbulent '90s, Porsche was on a roll, although still a two-model outfit, with the 911 and the Boxster selling as fast as the production lines could produce them. The 911

had become a mainstream sports car, its appeal extending beyond the enthusiast. The Cayenne was on the horizon, the Cayman too, but for now it was the 911 and the Boxster doing the business. Porsche was still a manufacturer of sports cars and sports cars only.

Our 996 C4S is a late 2003 model, so pretty much the last of the line in terms of development

(although it would have continued being sold alongside the 997 until the 997 C4S arrived in 2005). As we've intimated, this was the 911 of choice for many, mixing the Turbo's widebody look with the security of four-wheel drive. This car belongs to friend of the magazine, Paul Keywood. He spent some considerable time finding this particular car, dismayed at the very

It's not hard to see why so many people prefer the widebody look of the 996 C4S. Even now – ten years on – it looks the part and beefs up the 996's often bland look. This 2003 version is something of a revelation, driving extremely well. It's the car we'd take home

TECHNICAL SPECIFICATION

PORSCHE 996 C4S

YEAR:	2003
ENGINE:	3600cc
POWER:	321bhp at 6800rpm
TORQUE:	273lb ft at 4250rpm
TRANSMISSION:	Six-speed manual
TOP SPEED:	174mph
0-60MPH:	5.1 secs
SUSPENSION:	MacPherson strut front, multi-link rear
TYRES:	225/40 ZR18 front, 295/30 ZR18 rear





average condition of most of the cars that he viewed. This isn't a criticism of the 996 itself, but more at how folk look after cars these days, or rather how they don't.

It's not hard to see why buyers went for the 4S look. It adds a touch of aggression to the 996's sometimes bland shape (it's a very colour sensitive car). It looks more muscular and while its extra weight and 4WD

set up might rob it slightly of its agility compared to the C2, that was a trade off that people were prepared to make.

Jumping into Paul's car, and it's not difficult to see why the 996 appealed to a much broader market. Compared to the 993, this feels like a very modern and easy car to drive. The steering is light, the clutch and

gearbox just right. The pedals don't sprout out of the floor, nor are they offset, the interior is light and airy and the visibility is excellent. There is nothing odd or intimidating about this C4S.

But that's not to say that it's easy in the way that a Toyota is easy. Even 10-years and 39,000-miles (which is nothing really) down the line, there is a linear feel to

the controls. Yes, the steering is light, but it's full of chat and feedback too. The gear change is slick and mechanical, with just the right amount of drag and loading and the clutch is smooth in operation and take up. All the controls have an integrated feel to them, as if they were designed to work together.

It rides wonderfully well too, really working with the road and not

hampered by ridiculously low profile tyres. I mean, 18s are positively weedy these days. The traditional 911 twist is all there, the rear end shaking its arse and the front tyres seemingly only skimming the road surface. The engine – in 3.6-litre guise – has both torque and top end, responding to quick bursts of throttle and short-shifting, or extended and attacking

The 997 was really just an evolution of the 996, with most of its underpinnings largely the same. Where it did make a leap was in terms of looks, wearing its 911 curves rather more emphatically. Interior quality and ambience were a leap forward too

TECHNICAL SPECIFICATION

PORSCHE 997 C2

YEAR:	2004
ENGINE:	3600cc
POWER:	321bhp at 6800rpm
TORQUE:	273lb ft at 4250rpm
TRANSMISSION:	Five-speed Tiptronic
TOP SPEED:	177mph
0-60MPH:	5.0 secs
SUSPENSION:	MacPherson strut front, multi-link rear
TYRES:	235/40 ZR18 front, 265/40 ZR18 rear



the rev band. Of course, as an Mg6 engine, there are the 'issues' to consider, but drive this car and you'd take that gamble, you really would.

And so to the 997. Arriving in 2004 it largely shared its underpinnings with the 996, although Porsche preferred us to think that it was an all new model. The 996 was a very good stab at a new-age 911, but the shape was rather too smooth. The 997 got back some of the 911's more traditional curves. It was more pinched at the waist and the arches front and rear were more pronounced. It looked more aggressive, it looked plain better and it was the perfect swansong for outgoing designer Harm Lagaay.

The interior was a quantum leap forward too. There was a return to

the more traditional 911 interior architecture, with the swooping dash and familiar instrument layout. The door furniture too was straight out of the old school of 911 design. It was as if Porsche had decided that with the 996 they had been too conservative on the outside, but too radical with the interior. And the materials were top drawer too, invoking a real quality feel.

The 997 came in a variety of flavours, but as we've already said, we've gone basic here with an early 2004, base C2. This example, from JZ Machtech, is a Tiptronic. What! How dare we! Well actually that's how most people bought them, so this is representative of the market. In actual fact if we want to know what a manual 997 C2 feels like for a comparison,

then the 996 C4S has exactly the same gearbox. We prefer it, in fact we miles prefer it, but the 911 buying public didn't.

The 997 model saw the arrival of Porsche's digital age. Active suspension offered compliance and iron fist control at the twitch of a switch. The PASM (Porsche Active Suspension Management) dampers also did their own thing, sensing when you were pressing on and tensing up accordingly. With Sport Chrono pack specified you could raise the PSM's (Porsche Stability Mangement) intervention and sharpen the throttle response. There was also variable-ratio steering, which offered easier low-speed responses in return for a more fulsome steering feel as speed picked up. For many it was the start

of the 911's fall from steering feel grace.

It's good to have a Tiptronic here today, if only to remind us of how good the later PDK, dual clutch 'box is. A five-speed automatic gearbox just seems antiquated in an era of seven and eight-speed self-shifters. The Tiptronic tends to slur its way through the rev range too, blunting engine response.

Rather better is the fact that this car is fitted with PASM, or maybe not. Around the test track there is nothing much to say about Porsche's active suspension system, but out on the roads that surround the Chobham facility, where some truly awful tarmac awaits, the active 997 feels horribly stiff compared with the passive 996. It comes as something of a surprise,

but maybe the dampers on this car were getting tired, if indeed that's possible with PASM? Certainly when the 997 was launched (and I was there), one of its party tricks was its uncanny ride quality with PASM and its ability to morph comfort with control when the going got twisty.

So a bit of a disappointment then? Well just slightly with the car's character being somewhat masked by the Tiptronic 'box and the stiffer than necessary suspension. Maybe we should have gone for a manual 3.8 C2S, but ultimately, and you would expect us to say this: the best base 997 C2 would be a non PASM, manual version. Indeed that's a conclusion we came to a few years ago, when we pitched a manual C2



The 997 reverted to round headlights much to the relief of many. However, the revised headlight design for the 996 was a big improvement over the earlier 996 look. Of the two cars here, it has the more aggressive look



TECHNICAL SPECIFICATION

PORSCHE 997 GT3 RS

YEAR:	2009
ENGINE:	3800cc
POWER:	435bhp at 7600rpm
TORQUE:	317lb ft at 6250rpm
TRANSMISSION:	Six-speed manual
TOP SPEED:	194mph
0-60MPH:	4.1 secs
SUSPENSION:	MacPherson strut front, multi-link rear
TYRES:	235/35 ZR19 front, 325/30 ZR19 rear

The GT3 RS is all about attitude. Check out the camber of the rear wheels. Corner turn in is immediate and power out is savage. For the road, though, it's too much and the recalcitrant gearbox and stiff ride don't help

against a PDK 997 C4S both on the road and on track. On the day, there was nothing about this particular 997 that made us want to drive it particularly hard, which is a shame, because we've all had some amazing drives in all manner of 997s and not just the crazy fast ones.

Talking of which, we're at that point. Turbo or 997 GT3 RS. Ooh, save the mad, bad one until

last I reckon. It was a toss up between a 996 Turbo and a 997 Turbo, but we plumped for the 997 simply because, at this moment it is the pinnacle of the 911 both in our chosen 2000-2010 decade and right now, or at least until the 991 Turbo goes on sale.

The story starts with the 996 Turbo though, and its majestic twin turbo iteration of the Mezger race car engine.

That was some car when it was launched. Indeed it's still some car now, the everyday, all weather supercar personified. The 997 Turbo as launched in 2006 retained the Mezger engine but gained more power at 472bhp. It gained a lot more tech too, with PTM (Porsche Traction Management) at the heart of the four-wheel drive system. This fully controlled multi-plate clutch is operated

by electromagnetic force and distributed power front to rear depending on driving conditions and driving style. The 997 Turbo also got VTG Turbos (Variable Turbo Geometry), which saw the vanes in the turbo gradually open out as speed increased, giving the benefits of both small and large turbos in a single unit.

The Gen 2 997 Turbo arrived in 2009 and with it

came the demise of the twin turbo Mezger engine, replaced by a twin turbo version of the 3.8-litre direct injection unit as found in Gen 2 997s, complete with either manual or PDK gearbox options. Power was up to 493bhp and there was even more trickery with PTV (Porsche Torque Vectoring) joining the party and even active engine mounts, which locked the engine mounts





at high speed to stop the engine's mass flailing around. PTV? Oh, yes well that basically slows down the inside rear wheel under cornering and so improves turn in. Of course the latest 991 Turbo has rear wheel steer for an even more pronounced effect.

Phew, lots of stuff going on and today we have a 997 Turbo S at our disposal. This actually has 530bhp and will crack nearly 200mph. We've got to know it rather well because prior to today's test we've used it for a mad 36-hour, non-stop

drive around the four furthest points of mainland Britain. In the past I've maintained that the 911 Turbo is the car I would choose above all others if the criteria was that I could only have one car, and one car only. I still stand by that.

There is nothing as crushingly capable as the Turbo, and nothing quite charts the 911's rate of progress quite as accurately as the Turbo either. In the near 40 years that the Turbo has existed, it's added 50mph to its top speed and knocked whole seconds

off its 0-60mph time.

It's amazing how different the Turbo feels compared to the other cars here. All the noughties 911s here today feel fast, but the Turbo feels hugely, devastatingly fast. It's practically bursting with power and it seemingly shakes and shudders as it gathers itself up and launches itself down the road. It's childish, if not big or clever, but I can never resist a launch control start in one of these, if PDK equipped. Unfortunately, the one thing that really let this

particular car down was the Sports suspension. Again it's too stiff, and transmits too much road noise. The Turbo's standard set up is much better.

Just as we had to have a Turbo, then we also had to have a GT3 as a representative of the 911's road racer division. It made sense to have the 3.8 GT3 RS from Porsche's press fleet. This old stager has been around for three years or so now and it's racked up close to 20,000 very hard miles. It's not quite the end of the line, that

accolade goes to the very limited edition 4.0 GT3 RS, but that doesn't really fall into our timeline.

Now while the 911 Turbo would be my sole means of transport if restricted to one car only, it's not actually my favourite 911. No, my favourite 911 is a 997 GT3 RS, but not this one. No, it's the Gen 1 GT3 RS, which I still maintain is the best handling, most fluid and stable 911 I've ever driven and frankly it makes the Gen 2 3.8 GT3 RS feel very angry indeed. It's a step too far for the road. The suspension is

TECHNICAL SPECIFICATION

PORSCHE 997 TURBO S

YEAR:	2009+
ENGINE:	3800cc
POWER:	530bhp at 6250rpm
TORQUE:	516lb ft at 2100-4250rpm
TRANSMISSION:	Seven-speed PDK
TOP SPEED:	195mph
0-60MPH:	3.3 secs
SUSPENSION:	MacPherson strut front, multi-link rear
TYRES:	235/35 ZR19 front, 305/30 ZR19 rear

The mighty 911 Turbo S in full flight. Note how the nose is lifted and the rear squats as the heavy acceleration shifts weight to the back. That's pure 911 that is!





911@FIFTY

Celebrating 50 years of the Porsche 911

too stiff, the engine is too excitable and peaky and the gearbox is obstructive and the clutch too heavy. It's no wonder Porsche have gone PDK with the 991. I still feel it should have come with the option of a manual, but not if it's like this, and besides the seven-speed manualised version of the PDK 'box is Porsche's self fulfilling prophecy to the demise of the manual. It's simply not very good.

There is an element of the King's new clothes with this car for me. Many laud it, but I don't get it. It's great on track, very exciting and it corners and turns in with purpose and precision, but it's a one trick pony because you would have to be a masochist to drive it on

the road for any distance. Yes, it's great that the GT3 concept exists, but it's been taken too far. It will be interesting to see if the 991 GT3 has reined it back in.

So there we are, our noughties 911s. It's scratching the surface really, and there are perhaps obvious omissions. Maybe we should have had a GT2 of some description, and in hindsight, yes a 997 C2S would perhaps have been a better choice than the base C2. Which car would we take home? Well, ordinarily it would be the Turbo, but

not this one with its Sports suspension. No, of the bunch I would take the 996 C4S. Yes, seriously. It's got the best ride quality, it doesn't transmit hideous amounts of road noise, it's got a sublime gearbox and steering and it's plenty fast enough. This wasn't supposed to be a conclusive group test shootout, but the 996 wins. Who'd have thought it? **PW**



The pinnacle of the 2000s' 911s and nearly the end of the 911 story to date. The 997 GT3 RS and the 911 Turbo illustrate perfectly how the 911 can be two completely different cars. The GT3 is the angry road racer, all revs and attitude. The Turbo, meanwhile, is pretty much the fastest thing on four wheels, but without the fuss and the drama. It's the stealth supercar

THANKS TO:

Many thanks to Porsche Cars Great Britain for supplying the GT3 RS and Turbo S, and in particular for delivering the GT3 to our photo location. Thanks also to Paul Keywood for allowing us to borrow his 996 C4S



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THE LAST ROAD TRIP

How can we not celebrate 50-years without going for a proper drive? Paying homage to the 911 Turbo and the drive story concept, we take a 2000-mile, 36-hour non-stop lap of Britain and we've got the speeding ticket to prove it!

Words: Steve Bennett
Photography: Antony Fraser





There comes a point in any road trip where you can go no further. We've reached that point – quite literally. We can go no further because the road has run out. It's 4.30am in the morning, we've been up for 24-hours, and we're at the UK's furthest point north. That will be John O' Groats then. It's lashing with rain, there's a gale blowing and there's no reason to hang around, and besides we've still got to get to the UK's furthest point east having been to the furthest points south and west.

And so what's all this got to do with the 911 at 50 then? Well we've nearly come to the end of our six-issue celebration of the car that this magazine takes its name from, but so far we've not been for what we'd call a proper drive. Sure we've whizzed around a few test tracks for the sake of comparison, in each of the five decades' most representative 911s, but we haven't done what it is that all 911s are built for. We haven't driven, we haven't stretched the flat six, we haven't experienced the thrill that comes as part of the 911

deal. You buy a 911, you choose to drive a 911 because it is more than just getting from A to B. It's about getting from A to B to C to D sometimes for the sheer hell of it.

So there you go. Join us then for a four-pointed trip to the furthest extents of the British Isles in the ultimate to date 911. Now we realise that one man's ultimate 911 might be another man's occasional steer, but on paper, and in terms of technical evolution, the ultimate 911 is the 997 Turbo, and that still stands today as the 991 Turbo has yet to

Top left: Starting from the Royal Geographical Society's London HQ seemed fitting for this round Britain jaunt. We used a lot of petrol, with 911 HUL averaging 20mpg. Bennett seeking inspiration from the doyen of the 'drive story,' Mel Nichols and the compilation of his finest works

make it into the showroom. And the 997 in both its Gen 1 and Gen 2 incarnations was a child of the noughties. It's also the 911 that, once I'd driven it for the first time at its launch in 2006, opined that it was frankly just too fast for this small island. That said, it's also the 911 that I would choose over any other as my desert island car. It's the 'if you could only ever have one car' choice.

Right now we need something fast to join the dots. It's all photographer Fraser's fault, and Mel Nichols'. I'd been looking for a challenging road trip to test the mettle of the 911. So where are the furthest points south, west, north and east? Well that will be Lizard Point in Cornwall, followed by Land's End, John O' Groats and finally Lowestoft. And Mel Nichols? Ex Editor of *Car*





magazine in the '70s and '80s and the pioneer of the 'Drive story.' A compilation of his finest works 'And the revs keep rising' has recently been published. Indeed we ran an extract in our 911 at 50, '70s issue, Mel being the first journo in the UK to drive a 911 Turbo in 1974.

'And the revs keep rising' is full of stories of driving supercars from point-to-point, or mainly from Modena to the UK, in the days when if you saw one Lamborghini Countach a year, you were pretty lucky. Our trip would be too extreme for

Mel though – not enough stops for a decent meal and a hotel – but the inspiration for the drive story, for magazines through to Top Gear's mad TV capers is all here. Snapper Fraser leafs through the book. He has history here, his dad being Ian Fraser, another *Car* mag man of the era. "I think I was there on that shoot," he says. 'That shoot' being a drive with Lambo test driver Bob Wallace in a prototype Lamborghini Countach in 1972. He was very young though! Anyway, Mel, this one's for you.

Fraser insists we start

this trip from outside the Royal Geographical HQ in London, so I meet him there. The Turbo looks fit for purpose in dark green. It's the perfect colour, after all we don't want to draw too much attention. We might, occasionally, be going quite quickly. It's a Turbo S too (and it's wearing the legendary 911 HUL plate) so that means 530bhp on tap. It also means fixed back bucket seats and sports suspension. Not so good. But on the bright side we've got PDK, the perfect transmission option for the ultimate everyday supercar.

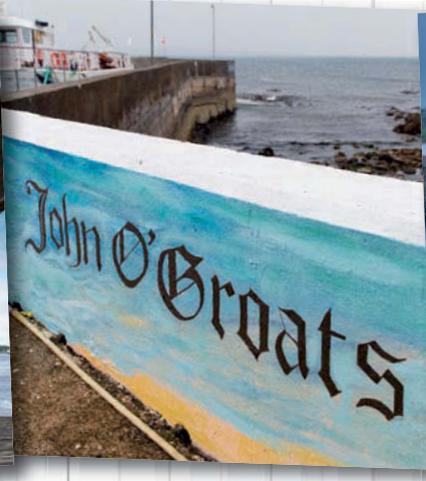
At the Lizard Point, which as any student of mainland British Isles geography will tell you is the furthest point south that you travel before falling into the sea. We popped across the Severn Bridge and into Wales too. Below: 911 HUL takes in the rays at Land's End

'Ultimate everyday supercar.' That's a phrase that's haunted the 911 Turbo since its inception. To me, though, that's absolutely part of its appeal. Forget prima donna Italian Stallions and their hissy fits. They are trinkets, one night stands. The 911 Turbo is a car that you can have a meaningful relationship with. It will thrill, but it will also be around for the long term. It might even

cook you breakfast! The 911 Turbo is the car that you would take every time for the long haul adventure. Stick some winter boots on it when the weather turns and let the four-wheel drive get you where only 4x4s go.

So we trundle out of London on a Tuesday in the rush hour, paying our Congestion tax. No problem for the PDK Turbo. We fuel up at the Ace Café on the North





we take the M74 towards Edinburgh. For a while we're running with the London to Edinburgh mainline and a Virgin Express train at full tilt. It's not big and it's not clever, but Mel wouldn't have held back and so we give chase. Can the driver see us? We can certainly see the passenger's faces. At 130+mph the Turbo is starting to wake up, but we bottle out. Well I bottle out more specifically. But it's an evocative interlude into the drudge of the journey. Car v train. Train wins thanks to lack of speed limit and no danger of going to prison.

Which brings us neatly

to my little incident. Edinburgh is behind us and the motorways have receded. The Ag climbs ahead. Ah, Scotland's Ag, a notorious piece of tarmac, fast and deadly. Deadly to Police, Camera, Action. I didn't see the traffic cop with the speed gun, he was hiding somewhere up the road, but we did see him running – yes running – for the Jam Sandwich as we gunned the Turbo out of a roundabout and up the road. "Er, I think they might be after us," I mutter. Crazy thoughts go through your head at such moments. I have a fleeting flashback to the film *Vanishing Point*,

where Kowalski out runs the police for state after state and ends up burying a Dodge Challenger into a bulldozer road-block.

The blue lights are already strobing in the rear view mirror and like the sensible boy I am, I pull over. I'm invited for a chat in the back of the police wagon. Seventy nine miles per hour in a sixty. It's a fair cop, although at 1.30am in the morning it seems a little unfair. Still it could have been worse, a lot worse. And Fraser thinks it's fair enough because it's payback for the pull he got with me on the A1 in the Viper Green GT3 RS a

Above: Underneath the Severn Bridge. Next stop John O' Groats. In between it does get dark, but as we arrive at 4.30am it's bright daylight again, this being close to the longest day. Below: The Turbo is mighty on the Scottish roads through the Cairngorms

few years ago. Green cars you see. Unlucky.

The remainder of the slog to John O' Groats is rather subdued, not helped by the driving rain. And God it's a long way and why are we doing this anyway? We arrive at 4.30am and no one is pleased to see us because there's no one around. It's cold, it's wet, really there's no point in hanging around save for a few pics for posterity. This, then, is the low point and the only way is

back. A numbing tiredness washes over us. Red Bull and a bracing mix of Atlantic and North Sea air crashes in. It's enough to reinvigorate. The Turbo, meanwhile, ticks over implacably having barely exerted itself. That will change.

So it's just the small matter of 678-miles to the east coast outpost that is Lowestoft. Plug that into your AA route planner right now and it will give you a 13-hour journey time. Best not to





think about it, just get on and drive. Back on the A9 and there is a feeling of reverse journey *déjà vu*. We plot a different course back to Edinburgh taking in the western side and the Cairngorms. It's a wise choice. The roads are spectacular and the Turbo stirs itself into action. It's not an angry road racer like a GT3, or as agile as say a base Carrera 2, but with Sport selected and revs and gears working rather more urgently, it transforms itself into a stunningly effective and epically fast ground-covering missile. The sports suspension, which has been rather too stiff for relaxed progress is on

side and as the roads peak and crest – each one revealing another valley cutting snake of road. The Turbo bobs and twists its way along in time honoured 911 fashion, leaving a guttural sound wave in its wake, that mixes mechanical meshing with a rush of air that cascades through the gaping intakes and underbody ducts. You get the feeling that it's gorging itself on pure oxygen and high-octane fuel. At Edinburgh we stay off the motorways and plot a course east to Newcastle on the A68 to Jedburgh and the Northumberland National

Park. It's another great piece of road and the Turbo, faced with obstacles, just devours and mauls the meandering holiday traffic in long lunges. The problem is, that after periods exposed to the 911 Turbo, real life just feels slowed down. Newcastle feels like we're nearly there, but the A1 is a grind and the A14 is its usual average speed camera controlled rush hour slog. And so the final 50-miles cross-country dash east to Lowestoft. This is my part of the world. Indeed we drive virtually past my door. The long straight stretches of A road are Turbo territory

Above: It must be Britain's most easterly point because it says so here. Journey's end. For some reason Fraser insists on going back into London. The raw data: A near 37-hour non-stop drive and a distance of 2094-miles. No wonder Bennett was a zombie for days after!

and it's typically quiet now as mid-evening arrives. Into Lowestoft over the estuary bridge, head for the wind turbine, and there it is: The furthest point east behind the Birds Eye fish packing plant. Salubrious it is not, but it's our finishing point, well it is for me. Photographer boy is of the opinion that the journey should finish where it started at the Royal Geographical HQ back in London. I get him to drop me at my local and watch

him drive off. It was all his idea anyway. And Mel's, let's not forget that. I feel certain that if confronted with the madness of such a trip back in the day, when a drive story was a real, proper adventure, then Mel would have chosen a 911 Turbo. He sure as hell wouldn't have done it in a Countach! The 911 Turbo is everything that the 911 stands for: 50-years rolled into one machine. Long may it continue. **PW**



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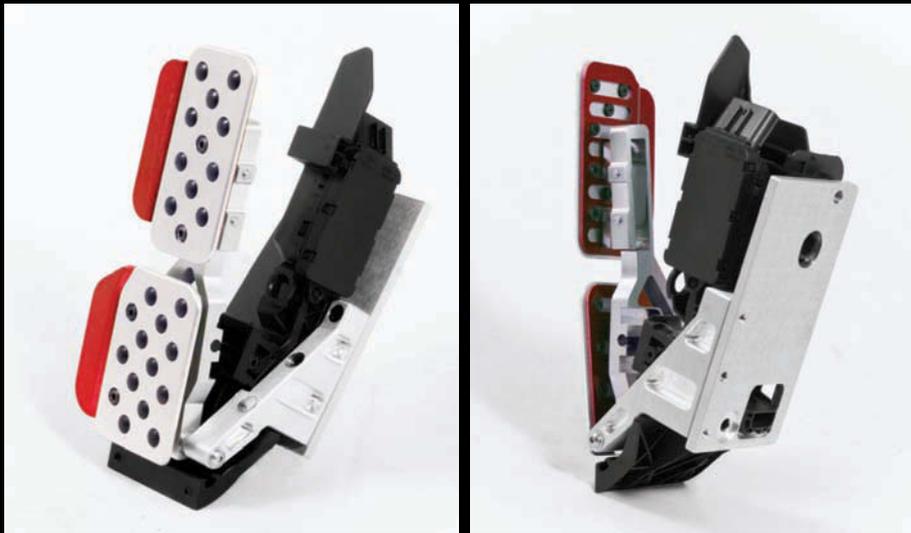
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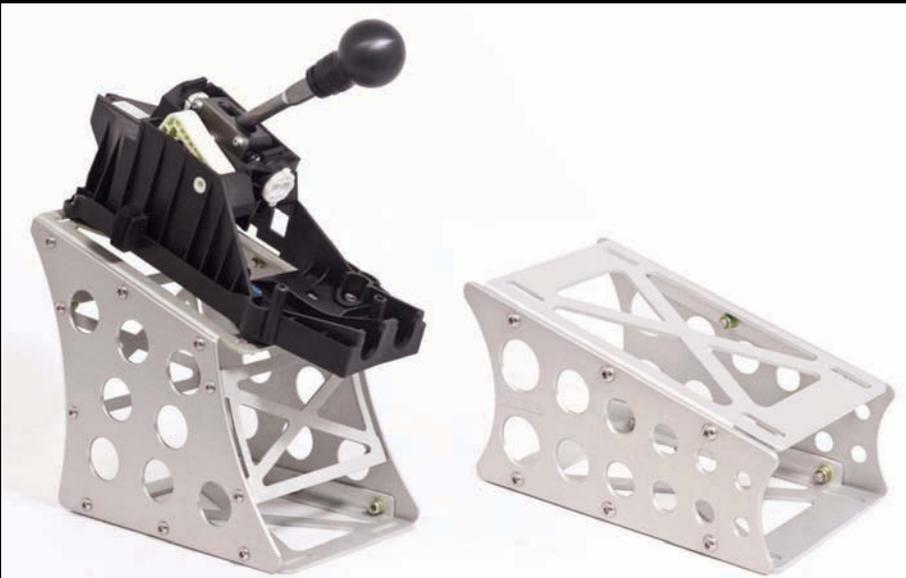
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THE PRICE OF PROGRESS

Our man Mallett finds the noughties 911 adventures a difficult period to sum up as he reflects on his own association with the brand and the cars and what the 911 means today

Words: Delwyn Mallett Photos: Porsche Archiv and DM

Will you write a couple of thousand words on the Porsche 911 in the 'noughties' to round up our 50th anniversary series', requested the editor. Hmm. Not much to say really. 'A legend. The best all-round sports car of all time'.

That's it, in eleven words.

I could perhaps also include that much-trotted-out hoary adage 'the triumph of engineering over design', that's another six words but still 1,983 short of the required total – so here's another one to think about – 'big'.

For the 50th

anniversary Porsche have released to the media a series of studio shots of the original 911 alongside the current car. Obviously the intention is to show the continuity of the lineage but it is also a powerful reminder of how lithe the 911 once was – half a century ago – and now is displaying considerable middle-age spread.

Much excitement and hyperbole preceded the transition from 20th to 21st century. Despite months of headline-grabbing predictions of impending chaos, computers didn't go crazy and succumb to the 'millennium bug' because their internal clocks had not been programmed correctly. The

celebrations in London did cause the predicted travel chaos. The fireworks were impressive but the much heralded 'River of Fire' was about as impactful as a sparkler waved during a volcanic eruption. The 'Dome' was a dud.

In 2000, on the death of its author, Charles M Schutlz, and after 50-years of entertaining millions of readers the last ever 'Peanuts' comic strip, described as 'the longest story ever told by one man', was published. The first Harry Potter movie started filming. Roger Vadim, the French film director who 'created' Brigitte Bardot and turned Jane Fonda into Barbarella died. Concorde crashed on take off from Paris. The last 'Mini' (the

car that did more than any other to hasten the end of the rear-engined family car) left Longbridge. Vladimir Putin was elected dictator, sorry, president of Russia, and, as the year closed, a controversial recount in Florida and the infamous 'hanging chads' resulted in George W Bush being voted in as President of the United States.

The world economy was booming and the 'money men' were once again Hoovering up Porsches. Having survived repeated predictions of its impending demise the 911 was approaching its 40th birthday. Indeed, Mark Twain's comment, "Reports of my death have been greatly exaggerated", on hearing

that his obituary had been published prematurely, could, several times, have been applied to the 911.

For many the 911 was Porsche, having been born within the time span of the car, and the 356, if thought of at all, was a prehistoric and distant cousin. And, I guess, the extraordinary longevity of Porsche's two iconic air-cooled sports cars, 356 and 911, is what defines the difference between the old guard, the so-called 'purist', and the new. Me? I have to say I'm one of the old-timers – not as old as some but heading that way.

When the 911 was conceived the tail-end was not an unusual location for an engine.

Volkswagen might have popularised the layout but Abarth, Alpine, BMW, Fiat, Hillman, Renault, Seat, Simca, Skoda and Tatra were all making cars propelled from the rear – even the conservative Americans had had a stab at it with the short-lived Tucker and the ill-fated Chevrolet Corvair. Most were family cars but a few were potent competition machines. Abarths and Alpines in particular were stars of race and rally, even the humble Skoda would win its class in the RAC Rally in 17 consecutive years. The Volkswagen Beetle, if you include the war years, would remain in production for over sixty years and, post war, sell over 21 million examples. But at the introduction of the 911 in 1963 it was already becoming apparent that this particular branch of the automotive evolutionary tree was leading to a dead end. Within a few years the rear-engined

car was virtually extinct and by this millennium Porsche was the sole manufacturer actively pursuing development of the configuration, only the Beetle, its great, great grandparent, lingered on before finally passing away somewhere in Mexico in 2003.

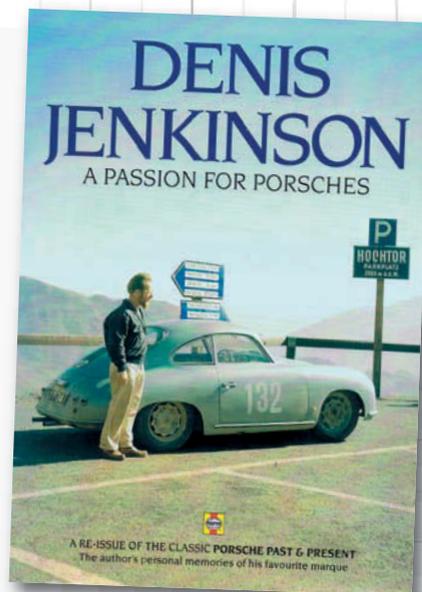
I was born in 1946, two years before Ferry Porsche and his small team picked themselves up from the ruins of WWII and started to build what would eventually evolve into the world's greatest sports car. As a child no more than a handful of 'Dads' in my west of London suburban street owned a car (and mine was not, for many years, one of them) and 'Mums' as a rule didn't yet drive. No one parked on our street and very few cars actually drove through it, it was our playground. And gardens had not been paved over creating an endless ribbon of car-stuffed parking lot.

Even as tenacious

number-plate spotters (yes, we wrote down car numbers but don't ask me why) my mates and I had never heard of Porsche let alone 'spotted' one. 'Jags' were our pinups in the '50s. They won at Le Mans, the most famous race in the world, film stars posed in them and robbers sped from banks recently robbed in them. Car-mad, and with my interest in motor racing growing, I avidly consumed *Motor Sport* magazine and the first port of call was the column of the 'Continental Correspondent', signed DSJ. Denis Sargent Jenkinson was a gnome-like figure, complete with bushy beard, who had been brave/mad enough to navigate for Stirling Moss at the wheel of a Mercedes 300SLR in the 1955 Mille Miglia, which they won at record speed. For his day job DSJ spent the season reporting on Formula One racing, touring the continent in a

Porsche 356. 'Jenks' was recognised as the authoritative voice on all things to do with motor sport and he was full of praise for his little Porsche, its engineering integrity and its reliability over the thousands of miles he covered around Europe.

On the black and white TVs of the day one could regularly see re-runs of the Shell-produced films on the history of motor racing (directed by Nick Mason's dad 'Bill', who died in 2002) and I savoured every frame of the episode entitled 'The Titans', chronicling the extraordinary battles between Mercedes and Professor Ferdinand Porsche's Auto Unions in the years leading up to the war. In an age when cars still raced for the honour of their country rather than as mobile billboards for cigarette brands Germany's state-funded 'Silver Arrows'



Motor Sport's Denis Jenkinson was an inspiration for early Porsche fans, of which Delwyn was one

were overwhelmingly superior to anything the international competition could muster.

Jenks and many other early converts to Porsche had witnessed first-hand these extraordinary racers competing and although the 356 was derived from the Professor's much more humble pre-war creation



Opposite page and above: 911 evolution moved slowly for 20 years and then made rapid leaps forward. Right: Mallett and his 356, the early years





it nevertheless carried with it some of the aura of those magnificent engineering marvels. I was hooked on all things Porsche. They were the team I rooted for. The gallant little manufacturer, fighting back from near oblivion, running in the smaller capacity classes, punching above their weight, and frequently giving the 'big boys' a run for their money. On occasion, such as in the Targa Florio, the last of the great road-races,

the tough and nimble Porsches actually achieved outright victory. A new legend was taking shape. It was akin to the excitement and pride a faithful football supporter might experience

watching his third division team forging its way against the odds to an FA cup final. Then, in the very year that I passed my driving test and the sixties starting to swing, the 911 arrived. I couldn't of course afford a 911 but I soon traded my beaten up Mini for a ten-year-old 356. This when old cars, even those that are now viewed as valuable classics, were just that – old cars, with little value and marked the owners not as connoisseurs but simply 'poor'.

The maxim that 'racing improves the breed' was never truer than when practiced by Porsche. An essential ingredient for any sports car is 'pedigree' and for us enthusiasts Porsche was building that pedigree before our very eyes. Other marques entered the racing arena then left to rest on their laurels. By the era of the 911 the big names such as Jaguar, Mercedes or Aston Martin had been out of

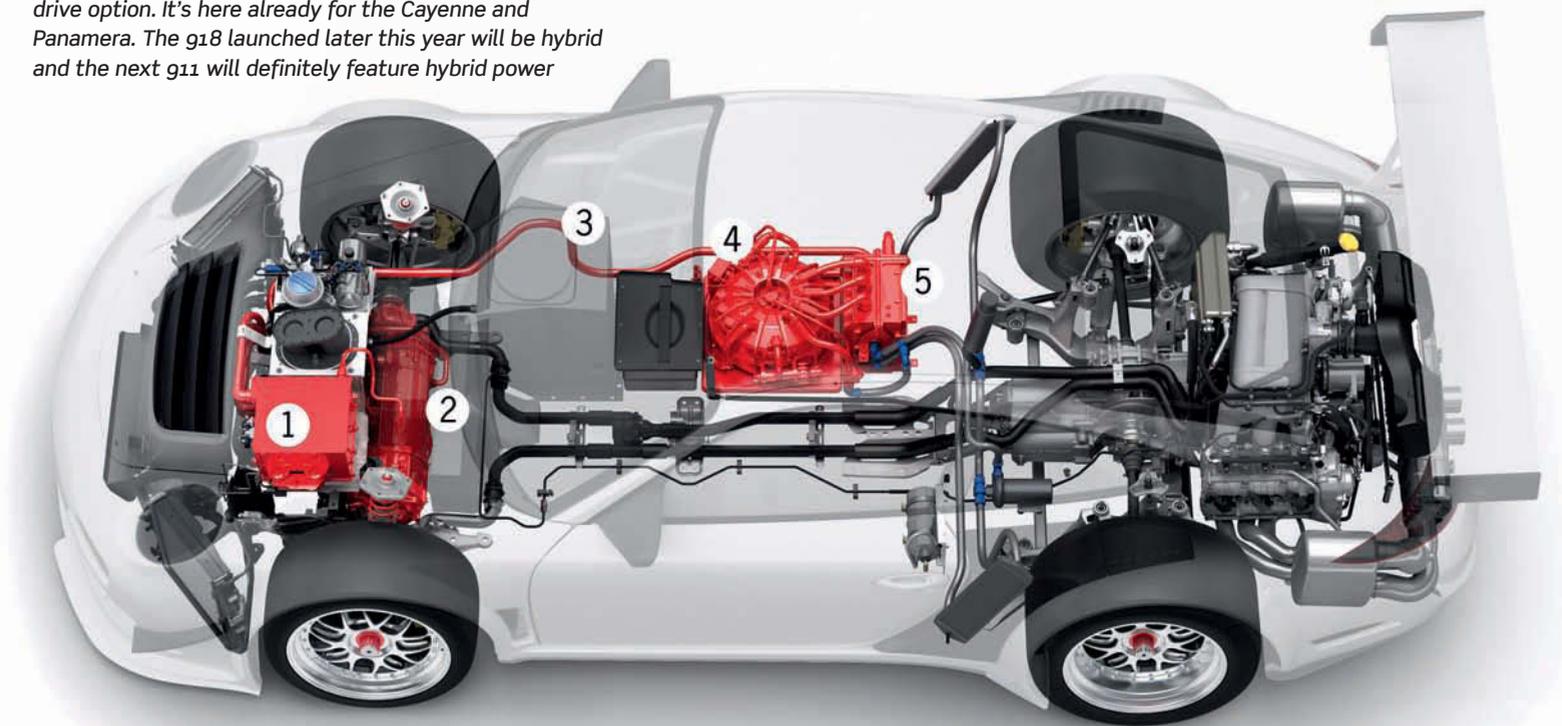
racing for a decade or more. Only Ferrari truly shared Porsche's total commitment to racing. These were also the days when the gap between the competition version and the road version of a sports car was much smaller than it would soon become. When a 911 (or a Mini, or a Citroen) won events such as the Monte Carlo Rally, other than the addition of extra driving lights, a few mud flaps and a bit of 'tuning' it looked pretty much like the car you could drive from the showroom – which added a little 'race-track' piquancy to the driving experience in the daily traffic light grand prix. Although Porsche would eventually push the rules to the very limit, widening the gap between road and race, it was still possible to convince yourself that the 911 you were driving on the road was only a hop-skip-and-jump away from the 911s that were blitzing the

opposition on the world's circuits.

In the '60s the 911 was still, in the eyes of the unconverted, a modernised 356 (itself a Beetle in a sporty outfit) – better by far but still an oddity with tricky handling. In 1971 after the 917 won at Le Mans the Porsche 'team' moved into the first division and the 911 supporters' club swelled in size. The 911 was rapidly becoming an essential fashion item for the sports car crowd, even more so after the sensational Carrera RS hit the streets. At the end of the decade a 911, albeit much modified, itself won the 24 Hours. The first time that a production based car had achieved the feat since the mid 1950s. The 911 had become the sports car par excellence, the GT of choice on road and track – even though the penalty for the 'old-guard' was that it was now attracting the be-

It's not all about the 356. That 2.7 RS flanked by the bimota (how cool?), was Delwyn's daily driver in the days when it was just an old car. He's still got it, but it needs a full restoration. Don't know about the bike!

Below: This is the future. All Porsches will have a hybrid drive option. It's here already for the Cayenne and Panamera. The 918 launched later this year will be hybrid and the next 911 will definitely feature hybrid power



bracered, lap-dancing-club-frequenting, Champagne-swilling 'wrong crowd' from 'The City'.

In the first three decades of its evolution the 911 grew very little in overall size and, as the 20th century coasted to an end, the last iteration of the air-cooled era, the 993, remained a neat little package. The coming of water not only produced a 911 with more girth but cut the umbilical cord that, for me and perhaps all Porsche enthusiasts of my age, linked the 911 all the way back to the 1930s and the genius of Ferdinand Porsche.

The current 911 is undoubtedly a technical tour de force, a stunning car capable of astonishing performance. Even that professional iconoclast and serial Porsche-beater Jeremy Clarkson, the last person on the planet to still refer to the 911 as a jumped-up Beetle, has been won over by the new

breed of 911s, conceding that engineering and electronics have finally overcome the instability inherent in the engine location and produced a motoring marvel. He even went so far as to say that the 997 Turbo was the best car he'd ever driven.

But. Is the 911 still a sports car? In the real world, as opposed to 'Top Gear's' tail-sliding wide-open spaces or a Goodwood trackday, the 911 will, without fuss or breaking sweat, obey your every command and flatter your driving with electronically metered good manners at speeds up to and way beyond anything that could be remotely called legal. And where's the fun in that? One suspects that a 911 could negotiate any corner in Britain at 70mph without a hint of fuss. To truly test the car and the driver's mettle you would have to be travelling at speeds that would justify a short stretch off-road at

Her Majesty's Pleasure. One suspects that the triumph of engineering over design has made the 911 too good, turning it into a magnificent possession, a potent symbol of personal success, but not the visceral sports car it once was.

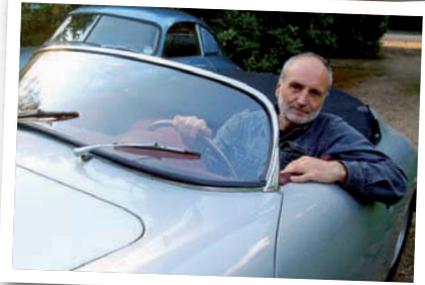
That 2-litre, 120hp, skinny-tyred little whippet of a beast from 50-years ago, with its lively and lovely steering feeding every road-wrinkle through the wheel to your brain, heightening your senses and demanding constant attention will, I guarantee, provide more 'sports car' driver-pleasure over a winding cross-country blast than the latest 991.

The first decade of the 21st century has passed and we are in the third iteration of the water-cooled car and the question is not if the 911 might soon die but is it in its middle age or its old age? Will it make three

score years and ten? Could it even endure for another 50-years? That prospect seems unlikely but making 50 once seemed equally remote.

There are already 911s running, and racing, with hybrid power so it is not inconceivable that a 911 'shaped' car could accommodate any kind of future propulsion system. It might be big and it might not be a 911 as us oldies once knew it but I still hope that this unique and much-loved motoring legend lives on forever. (And outlives those diabolic twins Cayenne and Panamera!)

But, if you want to recapture some of that simple driving pleasure of old, I'd recommend the new 'best sports car in the world' – the Cayman. **PW**



A lifetime of Porsches. It's not all about 911s and 356s though. The 924 Carrera GT was a favourite. Not many people had one of those back in the day

As the 911 evolves to become more of a GT than an out and out sports car the Cayman is placed to take over the mantle. Well at least it's still a Porsche...



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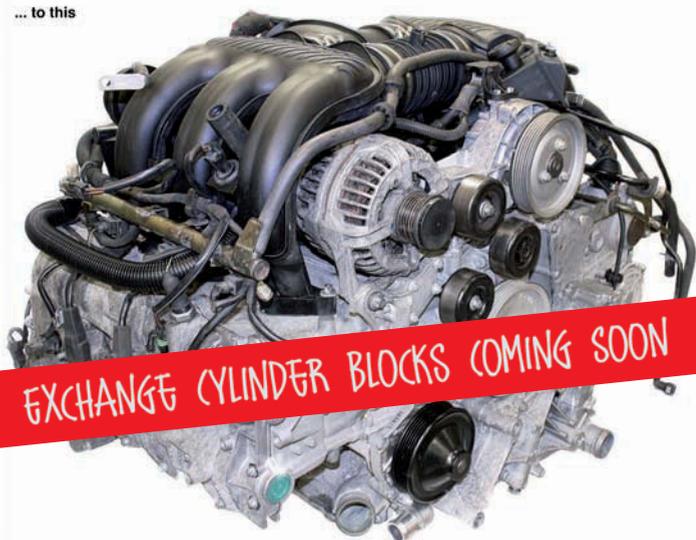
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Story and photography by Chris Horton

HANDLE WITH CARE

Having your 996 Carrera's or 986 Boxster's outside door handle suddenly stop working is in the overall scheme of things unlikely to be too disastrous – but highly inconvenient none the less.

It's a surprisingly cheap and easy DIY fix, though

It is always rather disturbing when something as inherently simple – and also as fundamental to the function of any closed

structure – as a door handle suddenly fails to work, perhaps quite literally shutting you out in the cold. It calls to mind the surprise, occasionally bordering on

genuine shock, that many of us will probably have experienced when picking up something that you expect to have a mass directly proportional to its apparent size, but which

turns out to be as light as the proverbial feather. And sadly – but arguably not entirely surprisingly, given their overall design ethos and build-quality – this annoying and

inconvenient scenario has slowly but surely become yet another increasingly common quirk of both the 996-model 911 Carrera and the essentially identical 986 Boxster.



HOW-TO: REPAIR 996 & 986 EXTERIOR DOOR HANDLE



In order to remove the handle for the required attention you need access to the inside of the door shell - and that entails taking off the internal trim, or 'card'. As usual in modern cars, the fixings are almost completely hidden - fiendishly so in the case of the screw behind the 'AIRBAG' badge. The trick, of course, is to be ultra-careful not to damage any pieces of trim as you prise them off, and then to use only the correct drivers - Torx or cross-head screw. Once you are satisfied that you have undone them all, gently ease the trim away from the metal, disengaging the numerous plastic clips around its circumference with your fingers, or better still a broad, flat - and ideally plastic - blade so you don't cause any damage. Disconnect wiring plug from the back of the internal handle (far left), and also the same handle's Bowden-style cable. Waterproof membrane doesn't have to be removed completely for access to the handle alone, but do make sure it will provide a good, waterproof seal when replaced

The good news, though, is that it is normally pretty straightforward to fix. You will need, of course, first to open the affected door - usually, for obvious reasons, the driver's side - but unless by some remote chance

its opposite number is also suffering from exactly the same problem, and you have been studiously ignoring it for months, in the forlorn and misguided hope that it will rectify itself, you can simply

reach across from the passenger seat and use the relevant internal handle. Generally speaking, only the external handle will have failed (or, more accurately, only the plastic and metal link

from the external handle to the release mechanism proper), and the central-locking should still be functioning normally, too. You will then need to remove the so-called door card, or internal trim, for access to the mechanism

inside the shell of the door, but even that is remarkably easy compared to the same procedure in many other far less sophisticated modern machines (see the group of photos above). Last but not least,

In order to be able to reach inside the door, next you need to remove a cadmium-plated bracket, secured by four M6 screws - one of which also passes through the airbag mount (although luckily you don't need to remove or even electrically disconnect the airbag itself). That reveals both the rusty, broken link (below left, this page) and the two M6 nuts that have to be undone to remove the handle. To disconnect the black plastic elbow from the latch mechanism simply rotate it through about 90 degrees, and lift it clear of its slot. Old and new parts side by side (below, in the centre of this spread) give a clear view of how the mechanism is meant to work - and the false economy, perhaps, of not making the metal pieces from stainless steel. Essentially, the threaded end of the metal link slides into the plastic piece, which is then closed up tight via a sliding sleeve. Clevis pin and circlip secure the eye at the end of the metal piece to the exterior handle. That is itself made almost entirely from plastic, but you will still need both care and patience - and some suitably delicate tools - to extract the remnants of the old pin and clip. Residual staining is OK, but make sure no fragments of rust remain



you will need the relevant replacement parts, but all of those – typically just four of them per door, actually; see the panel over on the right – are readily available from Porsche for a total of currently around £20 a set including VAT. What's more, it would be very surprising, indeed, if it took any reasonably competent DIYer more than around 45–60 minutes per side to install them, using only a few very basic hand tools. And even if, despite the relative simplicity of the

task, you would prefer to have an expert tackle the job for you, then the overall cost should amount to no more than £100 per side all in.

So no, it's not really the kind of technical issue that you would either expect or necessarily readily excuse of a car of this nature and likely value – particularly when you see the part that actually fails, and why it does so – but overall that still sounds like a bit of a result to us. Better than an engine meltdown, anyway. You could even

use the procedure as a cost-saving opportunity pre-emptively to replace an ageing door-glass lifting mechanism; see also the October 2012 issue for the full story on that (pages 100–101).

Finally, thanks once again to technician Ben Lett at Elite Motor Tune in Northampton (01604 757510) for showing us what's involved – last month, you will perhaps recall, he ran through the procedure for replacing one of this same 996-model g11 Cabriolet's roof tensioning cables. **PW**

If you have successfully come this far, then it should be fairly obvious how the parts fit back together. First trick is to place the metal link the right way round between the two lugs on the exterior handle (below right), and then (obviously) not to lose the tiny circlip as you attempt to slide it over the clevis pin – so take your time, and if necessary put on the right glasses! Liberally coat the mechanism with grease or a wax-based spray to prevent the original corrosion problem eventually happening again. To refit the handle to the door, first slide the black plastic elbow into its slot, and then angle it so that it 'locks' into place, and its open end will be ready to receive the threaded rod – impossible to photograph, sadly, but look at the components yourself and all will become clear. Don't forget to push the sleeve along the link to secure the two together. Thereafter it's pretty much a straightforward reversal of the dismantling procedure

THE KNOWLEDGE

You will require, as we've suggested, probably just four small – if not implausibly tiny – components per door in order to fix a faulty exterior handle as shown here. The terminology below is that seemingly used by Porsche itself, and the prices shown are retail (correct in late May 2013), but here excluding VAT.

Operating rod	996 537 627 00	£10.56
Lock washer	997 537 641 00	£1.02
Bolt (x2)	996 537 629 01	£1.02
Connecting piece	996 537 445 02	£2.09
Total		£15.71

You might also want to consider fitting a new waterproof membrane between the door shell and the internal trim (£41.10 per side plus VAT). A new exterior lifting handle (if, despite its largely plastic construction, the old one has been damaged by those corroded metal fittings) will cost £32.51, again plus VAT, and a window regulator mechanism – just in case, and While You Are In There, as we say – around £125 plus VAT.

As far as tools are concerned, you will need the usual (fairly small) screwdrivers – both flat and cross-head – and a selection of similarly small Torx bits; a quarter-inch-drive socket set and a 10mm socket; small, long-nosed pliers; and perhaps a magnet on a telescopic probe for retrieving anything that you happen to drop inside the door shell.

It's always good practice to disconnect the battery whenever you are working on any part of the car's electrical system, but in this case probably not essential, unless you are also going to change the door card's waterproof membrane, and thus need to disconnect the airbag wiring – more on that (and first removing the door card itself) in the October 2012 issue. Photocopies or PDFs of that story are available by going to www.g11porsche.com, or by calling 020 8655 6400.



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As well as Porsches, there'll be some great air-cooled VWs to check out too, as we're sharing the venue with *g11 & Porsche World's* sister magazine, *Ultra VW*, as well as *Classic Porsche*. For further details contact Wildside on 01189 475200 or wildside@adren-a-line.com



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SOUTHBOUND TRIMMERS INTERIOR MAKEOVERS

If you want your Porsche retrimmed properly using factory fabrics and the correct leathers, with the correct perforations, then Southbound Trimmers is the only place to go

Words and photography: Brett Fraser

Perforations matter. At least, they do to David Nunn and his merry men – Dan Noble and Andy Rawlings – at Southbound Trimmers in Stockbridge, Hampshire. Too many or too few and then the perforations aren't proper Porsche; aren't a proper job.

To David and the chaps, authenticity is king. Southbound will, of course, trim your car any way you want, but if what you want is for the inside of your beloved Porsche to look as though it has just emerged from the showroom for the very first time, then the team here has the passion, experience and materials to do the job just the way it would have been done back in Stuttgart.

Although David has an almost encyclopaedic knowledge of Porsche colour and trim combinations – off the top of his head he can quote you the name of any number of leather colours in German, and tell you the code numbers – he's backed up by a very rare commodity: an official factory trim and carpet samples manual, that lists every Porsche range and model variation including special editions, from the 356B through to 1973 cars. 'These manuals are much sought after,' David tells me, 'and the last one I saw for sale was priced at 700 Euros.'

The shelves in David's office are also home to official samples manuals for more modern Porsches, too, in batches all the way through to 1998 and the 993, 996 and Boxster, but it's the big book that fascinates most. In it are pasted upholstery, vinyl and carpet swatches for decades' worth of old Porsches, and they're organised to show you which of these materials were teamed with which, together with information about

THE SPECIALISTS: SOUTHBOUND TRIMMERS

which models they belong in and the years of production. Flicking through the pages you're bound to suddenly recall a trim pattern you saw back when you were a kid, the manual serving to illustrate the fact that the cabins of some Porsches are almost as iconic as their bodyshells.

Mainly as a means of showing its wares to its trade customers, Southbound has made up its own samples cards with genuine cuttings of carpets, upholstery and vinyl glued to them: they are available to private customers, but there is a £10 charge per sheet, which David explains is pretty much what they cost to produce.

When David started up Southbound as a one-man

solely to do double stitching 10mm apart. Then there's another sewing machine that also produces double stitching, but 6mm apart. And we have a third machine that only does single line stitching.

'Each of those sewing machines costs in excess of £3000. But it's worth the investment of having separate machines for specific jobs because those are the standard Porsche stitching requirements and we do an awful lot of stitching...'

Hanging along the workshop walls are another sign of the virtues of specialisation: upholstery patterns for every seat – standard, optional and special edition – that Porsche has produced up to the 997. And each piece of each pattern is covered in annotations. 'Those

“At that point I realised there was a good case for dealing exclusively in Porsches”

band in 1987, he worked on all makes of cars, as well as motorcycles and even a unicycle! His decision to shift the company's attentions towards specialising in Porsches was a direct result of *911 & Porsche World*. 'It was in about 1992 or '93,' David recalls, 'and I placed a tiny ad, probably a sixteenth of a page, in *911 & Porsche World* and the response was fantastic – I've never had an ad generate so much response before or since. At that point I realised there was a very good business case for dealing exclusively in Porsches and we started to implement that change almost immediately.'

Having such a clear focus has enabled Southbound to study its chosen subject in a depth that other, more general, trimmers simply couldn't afford to do. By way of example, David shows me some of Southbound's equipment. 'That sewing machine over there,' he says, pointing to an industrial specification unit, 'is used

notes represent years of experience,' David reveals. 'Although we take our patterns directly from upholstery and trim panels we've removed from customers' cars, when you're cutting out the leather or fabric and fitting the upholstery to the seat frame, there can be things you need to look out for, ways of doing things to make the job easier: these are all written down on the patterns.'

'So too are the placements of badges and logos, and if it's patterned fabric we note the orientation of the pattern so that it faithfully matches the way the original upholstery did. Pasha, for instance (the migraine-inducing black and white checked fabric from the 1970s), has to not only be very specifically aligned between seat cushion and seat back, the left- and right-hand seats have to mirror each other, too. So you have to cut the fabric from a very specific place on the roll. And the trouble is, if you stare at a big sheet of

Below: Factory samples of carpet, trim upholstery and vinyl. Original materials are used where possible. If not, then as close to original as possible are sourced. The results speak for themselves

Below right: David Nunn (middle) and the Southbound team, Dan Noble (left) and Andy Rawlings (right)





Pasha for more than a couple of minutes, you start to sway all over the place!

David revels in the background details of different materials and has a never-ending stream of anecdotes. For instance, he shows me a pre-cut piece of heavily grained black vinyl that features twin patches of largish perforations. 'This is for the rear cabin panel of a 911SC,' he explains, 'and the perforations are for the speakers. Bearing in mind that what we're looking at here is a piece of vinyl, we have a five-ton press here on the premises that isn't man enough for making those perforations. I have to take these to a friend who has a clicker press with 20 tons of pressure and have the holes made there.'

Where possible David sources his materials from companies that still do or have in the past supplied

switches, plastic grommets, seat and door handles, window winders and pretty much everything else required to return your car's interior to pristine condition. Southbound has also gone to the expense of having its own door cards produced from automotive-grade hardboard for the 3.2/SC/964 and 911s of 1969-1973 vintage. Cleverly these door cards have push-out elements to accommodate speaker apertures, door handles or door pulls, manual window winders or electric switches, depending on how your car is specified.

Hoods are another of Southbound's specialities, and the company has gained a fine reputation for the quality of its Targa roof restorations. Go the whole hog with your Targa and Southbound will strip it back to its basic components, deal with any corrosion issues,

Above: What it's all about: Seats in various states of repair, plus the finished article. Southbound also specialise in Targa roof panels, which can really suffer with age

“On the subject of costs, David readily admits Southbound is at the premium end”

Porsche. When that's not possible, his connections are sufficiently good that he knows exactly where to turn.

'Some carpet colours for the 3.2, SC and 964 [Marine Blue 3KF and Linen 2XF, if you're interested] are no longer available anywhere in Europe, but I know of a supplier in the US who has a stock. The trouble is, buying from there is very expensive, and by the time you've added shipping and import tax, it can add another 100 quid to a special order carpet set.'

But even with David's contacts, there are items that simply are no longer available. 'Factory spec vinyl material for the 911SC isn't out there any more,' he rues. 'Of course, you can get stuff similar to it, but it isn't the same. And the black Porsche logo cloth that I'm currently trimming a couple of door panels in, well, I've got enough perhaps for another couple of door panels, but then it's gone. That's it, finished. It is possible to have some of these materials recreated, but the minimum order tends to be around 700 metres, which would cost about £8500 and leave you with 20-30 rolls of material to store somewhere.'

As well as recovering Porsche seats and interiors, Southbound also keeps in stock all the associated trimmings and paraphernalia, such as electric seat

replace worn out components, re-tension it and recover it, before subjecting it to a leak test and further adjustments. At the thick end of £1000 the process isn't cheap, but if it enables you to enjoy your Targa in all weathers, then you'll probably consider it a worthwhile investment.

On the subject of costs, David readily admits that Southbound is at the premium end of the market. 'Completely retrimming a car is not a cheap business and we've now listed all our prices on our website, southboundtrimmers.com, so that customers know what they're in for before we start work. In the past I have had people looking at a retrim that was going to cost more than the car was worth, and as I tend to say it as I see it, I would always try to flag that sort of thing up to a potential customer. Generally, though, I think our customers realise that we're exceptionally good at what we do and have a huge bank of experience, and it's worth paying for.'

For the casual visitor to Southbound Trimmers there is one potential drawback – as you drive away you'll be inventing countless reasons for having your own car retrimmed and devising ways of making it sound like a reasonable proposition to your partner back home. **PW**

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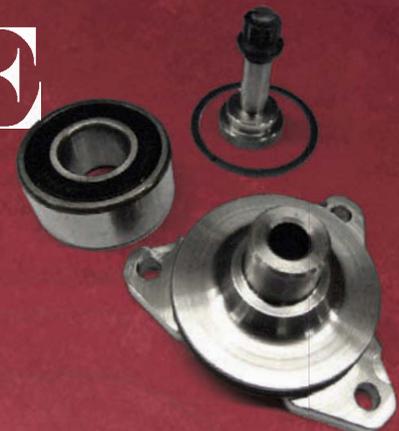
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THE TEAM

JOHNNY TIPLER

964 C2 (PEPPERMINT PIG)

The Peppermint Pig is spending its holidays with Norfolk Premier Coachworks, having a new front grille fitted, headlamp bezels painted, and its RS-style back bumper resprayed, which has been battered yet again by the shunt-parkers of the Cathedral Close. It almost makes me yearn for concertina bumpers.



PETER SIMPSON

996 C4/CARRERA 3.4 TARGA

Well it's been fun driving the 996 on a daily basis to and from the office and having a few good blasts down the lanes. I have found a new problem and that is the driver's door lock is playing up which is stopping the window from dropping slightly. Also I will be back to work on the 3.4 with the help from my pals at Dansk.



STEVE BENNETT

944 LUX

Well I've done it! My 944 is now with Augment Automotive for its bionic enhancements. We're throwing the lot at it in order to improve power and efficiency. So a revised ECU, air flow meter in the bin, modified air box, ASNU performance injectors, Millers Nanotech oils, even Evans Waterless coolant. Excited? You bet.



CHRIS HORTON

924S/944

Shamefully still no obvious progress on the two cars - apart from forking out quite a lot of money on some of the parts that I know I'll need in order to change both engines' drive-belts - and I've decided that I can't risk even turning over the 944 until that job is safely out of the way. Striving to get the 924S on the road very soon, though!



BRETT FRASER

BOXSTER S

My silencer fix became unfixed again the other day; another session filling the holes with Gun Gum has quietened things down, but for how long, who knows... Tried to clean the hood using Autoglym's special cleaner and waterproofer kit: it's going to need a second attempt, without doubt.



BORN IN THE USA

We welcome Matt Stone, *911&PW's* US correspondent, to the 'Our cars' fold. Naturally he's got a Porsche and here's how he ended up with his rather fine 3.2 Carrera

My first Porsche was a 1977.5 924, in silver over black.

Although this car was much maligned at the top for not being a "real" Porsche (given all its Audiness underneath), I had very good luck with mine and quite enjoyed it. The space-aged styling appealed to me, the cabin was comfy, the large cargo area quite useful, and its excellent handling balance made it good fun to drive.

The 924 came and went many years ago and when it came time in 2004 to sell my Sunbeam Tiger - a car that I loved a lot, but my near 6 foot tall wife sat too high in and never liked - the only thing I wanted to replace it with was a 911. In spite of all the logos on the 924, I wasn't going to feel like a fully fledged Porsche guy until I owned a 911. So with an empty garage space and a modestly stocked wallet, I went shopping.

Now... which 911 was it going to be? The car that really tripped my trigger, and still does, is a 993

Carrera 2S. But supply on those here in the States is somewhat short, and they were already being recognised as instant classics - and priced accordingly. Dandy - but beyond my budget.

Early 996s were already coming to market at the time (this was 2004) but being a bit of a traditionalist, I really wanted an air cooled car. I looked at a variety of chrome bumpered 911s, but again either found them too pricey or already worn out, and I wasn't looking for a project or resto job. That pointed me straight at '84-89 Carreras, 911SCs and 964s. Although I respect that a properly fettled 964 is a great car, and would have met my desire for something classic yet benefitting from years of development and technology advance, I just couldn't get funky with the styling. Something about those bumpers, and the loss of the classic Fuchs wheel design.

No matter, I started snooping around at '84-89 Carreras, and all my Porsche pals told me

MATT STONE

911 CARRERA 3.2

Occupation: Freelance motoring journalist and *911&PW* US correspondent
Home town: Glendale, California

Previous Porsches owned: 1 Car: 911 3.2 Carrera

Year: 1989

Mileage: 49,000

Owned for: Nine months

Mods/options: None yet

Contact:

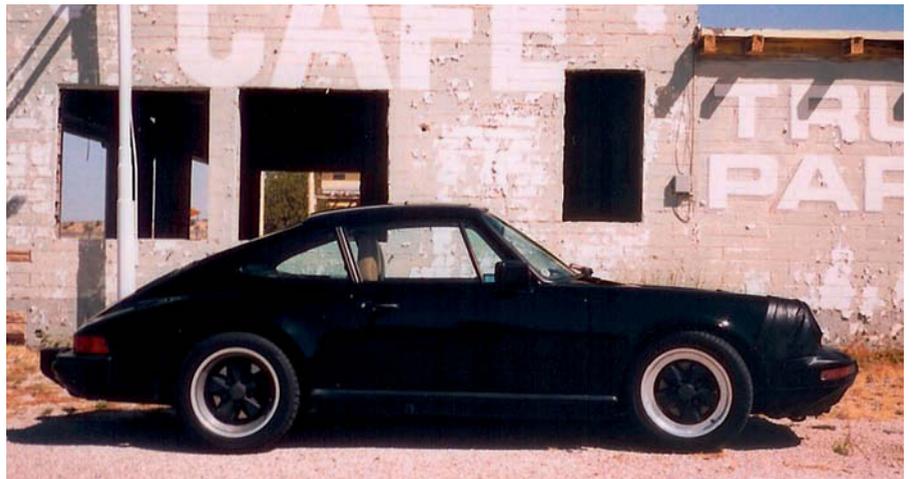
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THIS MONTH IN BRIEF:

As you can see, very much an introduction this month. More nitty, gritty next time

what great cars they are, solid and reliable, easy to drive every day if I so choose, much more technically advanced than pre-impact cars and even the 911SC. Made sense to me.

The look and colours of a couple of the "special edition" Carreras appealed to me, but again I either found them packing high miles, or high price tags. I shopped back and forth between early Carrera 3.2s (1984-86) and the later ones carrying the Getrag G50 transmission ('86-89). I drove several examples of both, and while noting that the G50 box certainly shifted nicer, I wasn't at all put off by the earlier rendition; nothing that a quick shift kit couldn't fix, I reckoned. Although a G50-equipped car would





Matt's 3.2 Carrera alongside 997 Carrera 2S. Minus front and rear spoilers, it's wonderfully simple and an homage to the original '60s 911 on which it's derived

be my choice all other factors being equal, which they never are.

Then one day, while cruising the Porsche Club of America online classifieds I spotted something that sounded interesting: an '89 Carrera sunroof coupe, black over cashmere leather, with just 42,000 miles on the clock. G50 box, nice group of options, and so on. Price was a little high, but in the ballpark. For sale by the second owner, car having lived its entire life in New Mexico, so no rust issues to worry about. The seller and I had a few long talks on the phone, and he sent me photos and records to peruse. He said he had made a deal with another buyer, but the guy was struggling to raise the funds, and if he

didn't consummate the deal within another week or so, the party was over and the car officially back on the market.

The seller – interestingly enough, but in no way related to the deal – was an FBI agent. Not likely a guy that would sell me a car built out of a total wreck, or dredged up from the bottom of a lake. We agreed on price, subject to inspection. I didn't know anyone in New Mexico who could check the car out in person for me, but the seller said “fly out to pick the car up, and if it's not everything I say it is, I'll pay for your flight home.” How could I lose, since my plan was to fly to Albuquerque and drive it home – about 900 miles anyway. So that

was our deal.

So in early July of 2004 I flew to New Mexico, the seller picked me up at the airport, and we went to his home to see the car. I spent a few hours crawling all over it, and everything looked ship shape underneath. No visible body damage, no rust, and not a leak anywhere. The ground where the car was parked was bone dry (no guarantee of anything, but a positive sign) and an hour underneath it with a flashlight didn't raise any red flags. The test drive was all but perfunctory, and raised no issues. The only known foible was an inoperative AC system, for which the seller had already reduced the price an additional \$500. And the

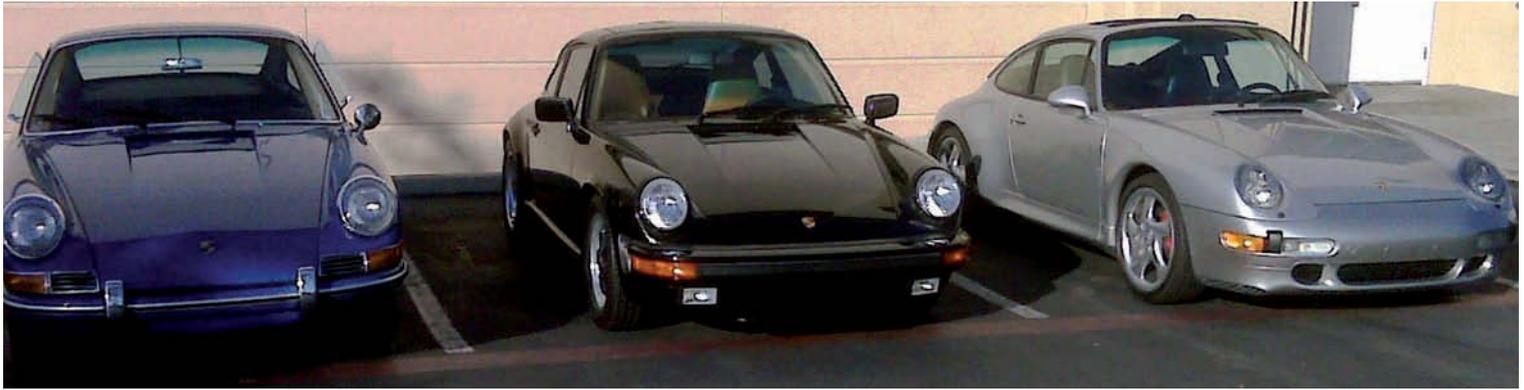
centre console was a bit loose from the floor, something to fix, but not a deal killer. Everything else was as promised and described; we shook hands on the deal during the test drive, and headed for a gas station (he promised me a full tank to begin the drive home). I decided to make a bit over half of the drive home to Southern California that day, with a stop in Arizona not far from the Grand Canyon. The route home was a combination of highways, byways, and freeways, an easy cruise for my new yet unknown motor.

After lunch and paperwork exchange at the seller's house, I left and headed straight for a DIY auto parts store for a little road kit. I'd brought

Below: That's one clean looking engine. Note air-conditioning compressor, an essential extra for a car that's spent most of its life in New Mexico. Pretty handy in California too. Below left: Basking in that distinctive Californian light



RUNNING REPORTS



some basic hand tools with me, but added to that a couple of quarts of oil, a "Foreign Car Fuse Kit", a fan belt, tyre gauge and fire extinguisher. I then hit the highway and began ticking off the hot, semi-dusty highway miles (no AC, remember). My only passengers were the aforementioned tool kit and spares supply, my overnight bag, snacks and a couple of large bottles of drinking water. I trundled on, in mostly fifth gear, with an occasional dip to fourth for grades. The miles ticked away, but it seemed as if the petrol gauge was stuck on full.

I'd heard that these cars are stingy on fuel when cruising, and that seemed to be the case. It was hours before I stopped to refuel. And it was a wonderfully dawdly trip home; I stopped to take photos, cruise a few breakers' yards, dinner at a local steakhouse, and such. Hi to the fine looking girl in the Honda Accord who drove along side me for an hour, her friend snapping photos of my car along the trail. I made it home with no dramas, with my tools and spares remaining untouched; my average for the 900 mile drive home was near 30mpg.

The car has lived a largely drama free existence since then. Upon return home, I took it to a Porsche dealer to have the AC addressed, and a lube, oil and filter. They worked on the AC, but it wasn't long before the air was blowing warm again. The shop also suggested rear brake pads, which we did. And I polished and waxed and cleaned and waxed and polished. And made my "to do" list; a permanent fix for the AC was in order, and some sort of throaty sounding exhaust was also a must. The interior was immaculate, save for some wear on the ugly

rectangular horn-bossed steering wheel, plus the leather on the shift knob was also worn through a bit. Easy stuff to fix and so the catalogue prowling began; subtle improvement was the goal, with a clear mind to avoid anything remotely smacking of a tacky aftermarket add-on. I tinted the windows to compensate for the lacking AC, a problem made more glaring by the black exterior which draws heat and BTU like flies to honey. No matter, the car always fired and ran perfectly, and I began driving it where and when I wanted. **PW**

The 911 generation game. All that's missing is a 964. Predictably, having taken his time and bought wisely, Matt's Carrera has been largely trouble free. And of course out in California, he doesn't need to worry about rust. Imagine that?



Matt and machine! Matt is no stranger to the world of Porsche. Being the ex Editor of respected US title, Motor Trend, he's driven plenty from all generations. His first Porsche was a 924

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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.



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g11 & Porsche World



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Northway Porsche



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MEET THE TEAM

911 CARRERA 3.2 HEATER CONTROL SYSTEM: THE SAGA CONTINUES

I was very grateful for Paul Stacey's diagnostic process outlined in the May Q&A pages, regarding the supplementary heater-blower problem in my 911 Carrera 3.2.

I followed Paul's testing procedure and found there was no 12-volt supply at terminal 86 on the blower relay, and so went back to the heater control unit. I carried out the three tests specified in the Bentley service manual, and found that the temperature-control potentiometer resistance reading was fine (950 ohms on position 5), but both the heat-exchanger temperature sensor and the cabin-temperature sensor gave momentary resistance readings (when disconnected from the control unit), and then flicked back to open circuit after about 0.5 second. I have bought a new replacement heat-exchanger sensor (it cost me £275!) which gives a steady 1700 ohms as specified, but that hasn't actually solved the problem.

A further clue may be that the control servo moves to the maximum position even on control-knob position 1, which Bentley says indicates an open circuit in the interior temperature-sensor circuit. Porsche Centre Guildford tells me that the cabin sensor is still available (and at a slightly more reasonable £120), but there are none in the UK - and it's not in stock even in Germany, either, so it could take quite a while to get one. Before I order one, then, I would be very grateful if Paul could tell me if he thinks I am on the right lines.

Chris Hatton, Dorking, Surrey

Paul Stacey, Northway Porsche: *Before potentially wasting £120 - and the time waiting for the part to arrive - there are a few*

more checks that you can carry out. First, you can check that your existing interior-temperature sensor is working. If you remove the heater control panel and disconnect plug number 2, which is the larger of the two-pin white plugs towards the front of the unit, you should see 1.9 kilohms at approximately 20 degrees Celsius. Second, check the heater control knob's potentiometer. With the unit removed, set the heater to position 5. On the underside of the switch there are three soldered connections and on two of them there are wires connected. Check the resistance across these two wires and you should see 950 ohms. The pot can be adjusted, if slightly out of spec, by removing the knob from the switch, holding the outside with an appropriate pair of long-nose pliers,

and turning the screw in the centre to the desired setting. Finally, check the heater sensor, which is the single wire at the front of the heater panel, which should read 1.7 kilohms to earth at 20 degrees Celsius.

Paraphrased below is a section from the Porsche manual on checking the auxiliary blowers. Switch on the ignition, set heater to position 3. Connect voltmeter to plug number 4 (which is the larger of the two behind the heater panel, under the carpet) and terminal 3 and ground; you should see battery voltage. If no voltage, check the heater relay in the engine compartment. Next, set the heater switch to position 8, connect voltmeter to plug 4, terminal 5 and earth - you should see battery voltage. If not, then replace switch.

I hope that is of some help!



Air-cooled and thoroughly traditional it may be, but Carrera 3.2, shown here in Super Sport guise, has a surprisingly complex heating system - compared to earlier cars, anyway. Chris Hatton has promised - eventually - to tell us how, with help from Northway's Paul Stacey, he fixes his

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KICKING THE SMOKING HABIT

I read with great interest in these Q&A pages a few months ago Barry Hart's erudite and fascinating explanation for a smoking 996 engine. I, too, have a similar problem in my low-mileage 2004 Carrera, especially after spirited road driving or trackday use, and also after leaving the car standing in my garage for a few days.

I was going to have this investigated, until I happened across Adrian Streater's book, *Porsche 996, The Essential Companion*, in which he suggests, among other foibles of the marque, that a little smoking following the above circumstances is actually quite normal – for the reasons given by Mr Hart, or in other words the air/oil separator's internal diaphragm flapping about.

This smoking on start-up must be a hereditary trait, then, because my beautiful 1974 911S has exactly the same habit, even after a complete engine rebuild.

Godfrey Williamson, Victoria, Australia

Chris Horton: *You are quite right. It is not uncommon for any of Porsche's air-cooled flat-six engines to smoke a little when started from cold. This is due primarily to the fact that, because of the cylinders' horizontal layout, a small (or sometimes not so small) quantity of oil can over a period of time seep past the piston rings (and/or the valve guides), and thus accumulate in one or more of the combustion chambers. The same thing happens in VW flat-fours, and even BMW's flat-twin motorcycle engines, and can be exacerbated by leaving the vehicle parked at an angle, even for just a few hours. By the same logic the water-cooled Mg6 engine can suffer from the same 'problem', if such it is, but in all cases any such oil smoke should naturally disappear within a few seconds of first starting the engine.*

The Mg6/Mg7 power unit is rather different from its air-cooled predecessors, however, in having a so-called wet sump, in which the lubricating oil is carried not in a separate tank, but in a chamber between and beneath the two crankcase halves. The design of the engine is such that normally this is not a problem, but sustained hard cornering can, not surprisingly, fling quantities of oil into areas where they would not normally accumulate. Even this was (presumably!) accounted for in the engine's original design parameters, but factor in a time-expired air/oil separator, and perhaps a slight over-filling of the sump, as well, and there is every chance that oil will be ingested into the combustion chambers via the induction system, too. Throw in the added complication of potentially damaged cylinder bores and/or piston rings, and you can see why more than a faint wisp of smoke from these motors needs to be investigated immediately.

We covered replacement of the air/oil separator in one of our how-to stories in the October 2009 issue of the magazine – in a mid-engined Cayman, but the principle is broadly the same in a 911. If you do a lot of circuit driving you might also want to consider a so-called deep-sump kit. That has the obvious advantage of allowing your engine to carry more oil without at the same time being over-filled – albeit at the expense of slightly reduced ground clearance – but probably the greatest benefit comes from the additional baffling most such kits routinely incorporate to prevent oil 'surge'. More on that in the August 2009 edition – and copies of both stories are available through the usual channels.



Oil smoke in an Mg6 engine's exhaust can have a number of unhappy causes, but if it's purely as a result of hard circuit driving may be resolved by fitting a so-called deep-sump kit, which not only allows the engine to carry more oil without the danger of over-filling, but also – and no less importantly – has improved baffling to prevent oil surge. A new air/oil separator will almost certainly help, too

911 GT3 RS 4.0 UPDATE

Thanks for including – and obviously answering – my question about Gen 2 LED lights in the June edition of *911 & Porsche World*. My car – the left-hand-drive GT3 RS 4.0 that I have brought back with me from Oman – is now with Porsche Centre Aberdeen. They have said that they will have to change both rear lights and configure it as a right-hand-drive vehicle, so it looks as if I shall have a couple of 997 Generation 2 left-hand-drive rear lights for sale in due course. Anyone?

Latest update on the Porsche: the car was stuck in Muscat for 10 days, then went on to Jebel Ali in Dubai. There for a few more days, then left for Salalah in the south of Oman (where it missed by just one day a ship going to Felixstowe). Eventually left Salalah on 30th April on the MSC Arica, travelling via Jeddah in Saudi Arabia, Gioia Tauro in southern Italy, Valencia in Spain, Rotterdam, Antwerp, Felixstowe, and finally Grangemouth near Edinburgh, arriving there on 27th May.

The car was released by HM Customs from Grangemouth on Monday, 3rd May, and unloaded from its container at logistics specialist Uniserve at Glasgow Airport. The car was then transported by road up to Aberdeen on the Monday afternoon, arriving at the Porsche Centre at around 4pm.

I have submitted the IVA (Individual Vehicle Assessment) documents to VOSA in Swansea, and paid my £199 fee, and am now just waiting for the testing centre in Aberdeen to give me a call. Once it passes, fingers crossed, I will then be able to get it registered, but until then it is being stored at the Porsche Centre. Perhaps not surprisingly the insurance company doesn't like insuring cars with only a chassis number, so they have asked that it be kept safe, under lock and key, until I can get it registered. Pity I can't get it home just yet!

By the way, the only damage in transit was to the front two wheels – the paint has been rubbed through where wooden chocks were holding the car in place. Both wheels have identical paint damage, and so I will have to get that fixed, but it would be pointless claiming on the insurance because the excess would be more.

I will keep you updated on progress.

Gerry Smith, Scotland

Chris Horton: *Thanks for that, Gerry. And yes, please do keep us up to speed on how you get on with the car on Scottish roads – some of the best in the world, I reckon, especially way up in the far north. Incidentally, I had always applauded your dedication in bringing your GT3 back to the UK with you, rather than perhaps simply selling it when you left the Middle East, but having been fortunate enough just this past week to spend some time in a 3.8 on our test-track (see also pages 78-84), I can understand better than ever why you went to the trouble and no doubt not insignificant expense. My task, essentially, was – for the benefit of photographer Antony Fraser – to exit a left-hand corner with a degree of oversteer. A lot harder than it sounds given both the car's towering ability (and seemingly inherent understeer), and not least the fact that Fraser was laying on the ground on the outside edge of the circuit. He's a great bloke, so I really didn't want to run him over. In the end, though, cowardice and a shortage of talent (and perhaps a degree of common sense) forced me to hand over the wheel to Antony, while I wielded his Nikon, but I was pleased to see that even he, no stranger to automotive melodrama, took more than a few passes satisfactorily to kick the tail out. Or maybe, like me, he was just having the time of his life. Either way, what a truly fabulous machine!*



Gerry Smith's GT3 RS 4.0, once resident in Oman (above right), is now in Scotland awaiting IVA inspection, UK registration and, our earlier advice notwithstanding, a pair of new rear light units to place the high-intensity fog-lamp on the correct (ie right-hand) side. So it's true what they say: the best things in life are worth waiting for

996 DIY: 911&PW'S BACK CATALOGUE

Could you please give me some idea about which 996-related how-to/DIY stories have appeared in *g11 & Porsche World* over the last few years? And ideally in which issues, of course.

I have been subscribing to the magazine for many years now, and have just bought a low-mileage 996. I am quite keen to work on the car as much as possible myself, and I have already taken the front bumper off and given the radiators a good clean-out.

I would also like to commend you and your team on a fantastic magazine. Please keep up the good work!

Ben Davies

Chris Horton: Thanks for your e-mail and kind comments, Ben; much appreciated. I have jotted down below a list of 996 (and 986/987 Boxster) DIY stories, together with their issue dates, and I hope this will be of some use to you – and others, of course.

It's difficult to say which back issues are still available from our offices in Surrey (020 8655 6400; www.g11porsche.com), but I do know that the staff there will be able to supply colour photocopies of the specific stories.

Thanks also for being a *g11 & Porsche World* subscriber, and congratulations on buying a 996. I – we – think they are great cars, and I hope you will enjoy working on yours. They are a lot easier to look after than I believe many people give them credit for.

Water leaks: March 2013
987 Boxster road springs: December 2012
996/986 window lifters: October 2012
Mg6/Mg7 engine maladies: October 2012
Mg6 IMS bearing upgrade: September 2012
996 suspension upgrade, part 2: October 2011
996 suspension upgrade, part 1: September 2011
996 & 986 Polybush installation: July 2011
996 brake pipes replaced: April 2011
Mg6 engine coil packs: March 2011
996 GT3 air-conditioning: September 2010
Boxster/996 suspension: April 2010
996 Carrera 2 brake overhaul: February 2010
996 and 986 engine-oil changes: December 2009
Mg6 oil separator replaced: October 2009
Mg6 deep-sump kit installation: August 2009
996 air-conditioning: September 2009



With 996s becoming ever more affordable, there's a growing need for practical maintenance tips: we've been on the case for years!

LET THERE BE (LED) LIGHT

In a recent Q&A section you answered a question from Gerry Smith in Oman about the necessary conversion work to the LED-based rear lights to enable his left-hand-drive Generation 2 997 GT3 RS4.0 legally to be used here in the UK. This started me thinking about LED lights in general, which seem to be increasingly widely used in all sorts of modern vehicles, and I wonder if it's possible to update my Gen 1 997 in this way. The car is a 2007-model Carrera 'S', if that makes any difference.

David Blackledge, Newcastle-upon-Tyne

Chris Horton: LED lights are undoubtedly a Very Good Idea, not least because of their relatively high energy-efficiency and thus low heat output, and are – as you rightly say – being adopted by increasing numbers of vehicle manufacturers. There is arguably a worthwhile safety angle, too. They visibly reach full brightness fractionally but usefully more quickly than ordinary incandescent filament bulbs, with an obvious visibility benefit when used for indicators and brake lights. Even so, I am not (yet) entirely convinced about their widespread retro-fitting to cars that didn't have them from new – and I haven't forgotten what I wrote about Autofarm's ingenious fog-light conversion for a *g11* Carrera 3.2 on these Q&A pages back in the October 2012 issue.

Call me a cheapskate, then, or even a Luddite, but I can't help feeling that this latest and undoubtedly growing trend to fit complete LED light clusters to Generation 1 997s (and to a lesser extent 996s, as well as both 986 and earlier 987 Boxsters) is just another passing fad, driven as much by fashion as by genuine technical need. In much the same way that a decade ago we were all ditching (at not inconsiderable expense, you might recall) our 'old-fashioned' but perfectly functional orange rear indicators in favour of what were then considered to be the latest and oh-so-stylish clear devices.

I also remember, back in 2004, on the occasion of the first 997's unveiling to *g11 & Porsche World* in southern Italy, asking one of the Porsche development engineers why the company hadn't taken the opportunity of a complete redesign to equip it with the LED lights that even then BMW, among several others, was so enthusiastically embracing. 'Because,' he replied, with just a hint of disdain in his voice, 'we do not consider them to be necessary.' No surprise, then, that with the unveiling of the Gen 2 models in 2008/2009, one of the 'new' features Porsche shouted from the rooftops was – yes, you guessed it – the cars' LED auxiliary front and rear lights.

Be that as it may, it's your Porsche, your hard-earned cash and thus your rules, so you need to know that, yes, a number of companies now sell what you appear to be looking for. My money, if only because of the following firms' reputation and standing within the Porsche after-market 'industry', would be with Porscheshop, Design *g11*, and not least Jasmine Porschalink, rather than some of the frankly rather dubious products to be found in the darker and more remote corners of the Interweb, often with questionable build-quality, reliability and even road-legality.

Jasmine, for instance (www.jasmine-motorsport.co.uk), sells after-market, seemingly Taiwanese-made LED light units for the front of the Gen 1 997 for £450 per pair, and similar LED rear lights for £550 per pair, both figures including fitting (at the company's premises in Lancashire) and VAT. Install them yourself – and that's a simple plug-and-play process, suggests Jasmine proprietor Brian Goff – and you are looking at £400 and £450 per pair, respectively. The company has also converted one or two cars using genuine Generation 2 Porsche lights, says Goff, which brings with it the benefit of unequipped Type Approval, but that means changing not only the front and rear bumpers but also what is known as the rear-end electronic control unit, which then needs to be programmed to suit.

While I have been researching and now writing this response to your question, however, it has become apparent that this is a large and still rapidly growing area of late-model Porsche ownership, and far too complex to explain adequately in the limited space available here – so watch out for a full how-to in the very near future. Meanwhile I hope that we might have pointed you in the right direction. Or even persuaded you to make the best of an already hugely competent car, and for the moment, at least, to leave well alone.

Thinking of upgrading your 996 or 986 – or Gen 1 997 and 987 – with LED lights, as standard on this GT3 RS 3.8, and other Gen 2 cars? It's certainly feasible, thanks to a good supply of after-market units from several UK suppliers, and not prohibitively expensive compared to the likely overall value of the relevant vehicles. But do make sure that whatever items you fit are fully 'e'-marked. Some appear not to be, and as such are not, strictly speaking, legal for road use within the European Union



CAYENNE PDDC RESERVOIR: WHEN 'CLEANING' ACTUALLY MEANS 'REPLACING'

I have a 2010-model Cayenne V6 Diesel with Porsche Dynamic Chassis Control (PDCC). The car has done almost 90,000 kilometres, or nearly 56,000 miles. According to the service manual, the PDCC reservoir requires 'replacement' at around 100,000 kilometres (62,000 miles). Can you explain why this should be necessary, whether it is a DIY task, and not least where I can find the reservoir within the engine bay. It is frustrating for a Porsche owner who likes getting involved in the oily bits of cars, and one cannot get a workshop manual for these newer vehicles.

Bill Douglas, Perth, Australia

Paul Stacey, Northway Porsche: As with any hydraulic system, cleanliness is very important.

Any debris or even moisture within the operating fluid can cause scoring to the actuating rams, or damage to the internal seals. With this in mind, Porsche recommends changing the PDCC reservoir, rather than merely cleaning it, because it has an in-built filter that cannot be changed (or cleaned) separately.

In theory you should be able simply to suck out the fluid from the old reservoir, replace it, and just top the system back up again, but we have had a couple of cars that have required calibration/bleeding due to the level having been too low in the past. And this procedure can be carried out only with the correct diagnostic equipment. The part number for the reservoir is 955 314 015 20, and here in the UK it costs £33.84 plus VAT.

Cayenne's PDDC reservoir – on the left-hand side of the engine bay, just ahead of the green-topped PAS reservoir – has to be changed rather than cleaned, says Porsche, because it's impossible to be sure you have extracted all the gunk that may have accumulated inside it. Not a major job for a PC or specialist – or even a competent DIYer – but it might entail bleeding the system and also carrying out some recalibration work, so probably best left to the experts



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Classic Porsche. 1998 993 C4 Coupe, low mileage, 1996 993 C2 Coupe lh, 1990 964 Cabrio in Tahoe Blue, 1992 964 C4 Targa in Horizon (light) blue, 1990 964 Coupe C4 in dark blue (all rhd and very worthy cars), a lhd 1991 964 C2 Cabrio in Summer Yellow (l/km), 1989 911 Super Sport Coupe in GP White, 37,000 miles, 1987 911 Carrera 3.2 Coupe (lhd) a very special car, 1985 930 Turbo a great track/tour auto car, much spent (rh), 1984 911 3.2 Carrera Targa (lh), 1982 911 3.0SC Targa lh (exceptional), 968 Coupe Tip l/km really nice.

What you have missed! This is a snapshot of Porsche that have this month passed through our hands, and often never get to be advertised. If we know what a customer wants and find it, it comes and goes 'under the radar'. It can be well worth letting us know requirements. Top of the list must go to our 2400km 1989 Speedster, closely followed by an 11,000 mile 88 3.2 Coupe, a 85,000km 1985 Coupe, a 88 3.2 Super Sport convertible, a 944 Turbo, a 964 RS Touring, 928 S4 low mile, 993 Tip Coupe v low mile, and a host of 997, Boxster 996.

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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, £95,000. Tel: 01686 440323. P0813/018

1976 911 CARRERA 3.0 TARGA, GP White, black leather, Bilsteins, ATS cookie cutter wheels, full professional body restoration completed, engine/roof/ancillaries overhauled, photographic resto record, bills since 1979, £28,000. Tel: 07811 061742. Email: bertroex@hotmail.com (Notts). P0813/032



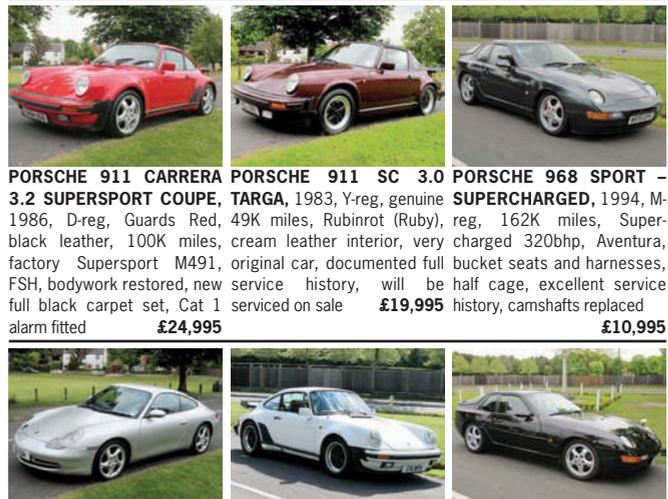
2.8 RS RECREATION based on a 3.2 Carrera, blue Porsche logo trim, new wheels and tyres, recently completed, great looks with comfort to boot! £21,000, more pics available. Tel: Richard, 07887 671320. P0813/040



911 C2 997, 2010, 27K miles, Basalt Black, Sport seats, Sport Chrono package, Bose, manual, VTS Tracker, navigation, phone prep, rear sensors, audio interface, warranty to July '13, full history, £39,500. Tel: 07531 293994. Email: sangita22@hotmail.co.uk (Middlesex). P0813/014

PORSCHE C4S COUPE, manual, 2003 but 2004 model, FPSH, just serviced, black with black leather, heated seats, good Michelin tyres all round, 94,000 miles, MoT, tax, excellent condition, £15,990. Tel: 07962 108094. Email: alan@startupoffices.com (Berkshire). P0813/033

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PORSCHE 911 CARRERA 3.2 SUPERSPORT COUPE, 1986, D-reg, Guards Red, 49K miles, Rubinstrot (Ruby), reg, 162K miles, Super-cream leather interior, very charged 320bhp, Aventura, factory Supersport M491, original car, documented full service history, will be half cage, excellent service full black carpet set, Cat 1 serviced on sale £19,995 history, camshafts replaced alarm fitted £24,995

PORSCHE 911 SC 3.0 TARGA, 1983, Y-reg, genuine 49K miles, Rubinstrot (Ruby), reg, 162K miles, Super-cream leather interior, very charged 320bhp, Aventura, factory Supersport M491, original car, documented full service history, will be half cage, excellent service full black carpet set, Cat 1 serviced on sale £19,995 history, camshafts replaced alarm fitted £24,995

PORSCHE 968 SPORT - SUPERCHARGED, 1994, M-1986, D-reg, Guards Red, 49K miles, Rubinstrot (Ruby), reg, 162K miles, Super-cream leather interior, very charged 320bhp, Aventura, factory Supersport M491, original car, documented full service history, will be half cage, excellent service full black carpet set, Cat 1 serviced on sale £19,995 history, camshafts replaced alarm fitted £24,995

PORSCHE 911 (996) CARRERA COUPE TIP, 1999, T-reg, 109K miles, Silver, Metropole leather, complete SH from accident free, black, black leather, 18-in alloys, clear new, recent gearbox rebuild, interior, 2 owners, excellent lenses, excellent full service history £10,500

PORSCHE 911 (930) TURBO 3.3 COUPE, 1984, B-reg, 90K miles, white, brown 79K miles, non-sunroof, leather, complete SH from accident free, black, black leather, 18-in alloys, clear new, recent gearbox rebuild, interior, 2 owners, excellent lenses, excellent full service history £16,995

PORSCHE 968 CLUB SPORT LHD, 1994, M-reg, 79K miles, non-sunroof, leather, complete SH from accident free, black, black leather, 18-in alloys, clear new, recent gearbox rebuild, interior, 2 owners, excellent lenses, excellent full service history £19,995

PORSCHE 911 (996) CARRERA 4S COUPE C4S, 2002, 52-reg, 82K miles, Midnight Blue, black leather, full service history, 18-in alloys at 87K miles, black, black leather, 19-in alloys, front & rear light upgrade, rear spoiler, FPSH £11,500

PORSCHE 911 (996) RACE CAR, 1984, B-reg, Guards Red, fully race prepared, gearbox and engine rebuild 2008 by Harvey Racing, last competed in Porsche Club Championship 2007 £20,000

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

912E ■ 1976/'P' ■ 41,751 MILES ■ £25,000

It is not always particularly easy to think of just a single word that accurately and fully summarises certain Porsches, but here – in every sense of that term – is an entirely honourable exception. This 1976 912E is, quite simply, magnificent.

The very first 912 was launched in 1965, with a four-cylinder engine derived from that of the 356. The idea was to offer a more affordable way in to Porsche ownership than the 911. Performance was adequate rather than exciting – 0–60mph in 12 seconds, and a maximum of 115mph – and there were cheaper saloons that could outperform it. Even so, sales totalled 30,300 by the time production ceased in 1968, to make way for the 914. That was itself discontinued in 1975, and again Porsche needed an entry-level model until the all-new 924 was ready. Enter, then, the 912E, now with a 1971cc VW flat-four, and which with Bosch L-Jetronic fuel injection developed up to 90bhp – the 'E' stood for *Einspritzung*, German for injection. As before, the level of equipment was sparser than in the equivalent 911 Carrera 2.7, and performance satisfactory rather than scintillating. But in just a year some 2099 cars were built, all for the US. And this one is quite possibly both the best and by far the most original survivor.

How, in spite of its modest specification and performance (and not especially low mileage), it achieved that status would make a story in its own right. Anyone who views it will be able to spend a fascinating time poring over the history file, which includes both the original bill of sale and many invoices. Suffice it to say that it will be simpler and crucially far more concise here to outline the car's very few minor 'faults' – and I use that term advisedly – than its many plus points, all of which will be obvious when you see it. Put it this way: spend a weekend and perhaps up to about £500 on detailing and a few new relatively minor components, and you will have a vehicle that in part because of its rarity, never mind its condition, could well sweep the board at even national concours level. It really is that good. If not practically perfect.

Faults? The sunvisors are a bit 'squidgy'. The front lid needs a pair of new struts. And there's a squeak from either one of the front seats or perhaps a suspension bush. Purists might want to scout around for a period

radio/cassette player in place of the current Alpine single-disc CD unit. You will also need a mirror on the right-hand door in order to be strictly legal here in the UK, although it's worth noting that the headlights have been converted to the required left-side dipping for we Brits, and someone has already gone to the trouble of replacing the US-spec rear over-riders with the slimmer Rest of the World items. Paintwork? One or two minute blemishes on the front bumper and lower valance, and overall not quite as lustrous as it could be after some expert attention and top-quality waxing, but pretty darned good none the less. I'd guess that some or even all of it might (and I stress *might*) be a respray, but if so it is itself possibly quite old, and crucially one of the best and most detailed such jobs I have ever seen. There is no invoice for any attention to the bodywork.

The engine starts easily and thanks to its (relatively!) modern induction system soon idles smoothly, and while it has neither the 911's distinctive flat-six growl nor its obvious mid-range punch, it is definitely more Porsche than VW. The smooth clutch, progressive throttle and effective handbrake make even steep hill starts a breeze, and once on the move it flows through traffic (we're in the heart of the busy Hampstead area of London) with an endearing and easy fluidity. Ride is comfortable and quiet – apart from that squeak – with more than enough ground clearance for speed humps, the steering light and precise (and even the wheel's location no hindrance), and the brakes unremarkable enough to be in practical terms perfect. Nice gear change, too, despite its relative antiquity, and although the second-to-third shift sometimes felt a little vague that was almost certainly down to pilot error.

With space so obviously at a premium I shall have to conclude simply by urging anyone seriously interested in this amazing car to travel to East Finchley and see it for themselves. Road tax runs to April 2014, and the car will leave Hexagon with both a year's MoT and the benefit of a recent inspection and service at long-established Porsche specialist No 5 Garage in nearby Acton (www.no5garage.co.uk). All four Vredestein tyres are nearly new, so no immediate expense there, either, and as I recall there is even about half a tank of fuel remaining. As I said earlier: magnificent! **PW**

CHECKLIST

Background: One of just 2099 US-specification, LHD-only, second-generation 912Es with a 2.0-litre, VW-derived flat-four engine and five-speed gearbox. Two owners all told; imported in 2013. Is still in near-perfect condition, and seemingly 100 per cent original – both inside and out. Now UK-registered – OLY 282P – and has rear seatbelts, tinted glass, and even 'Coco' floor mats. No sunroof

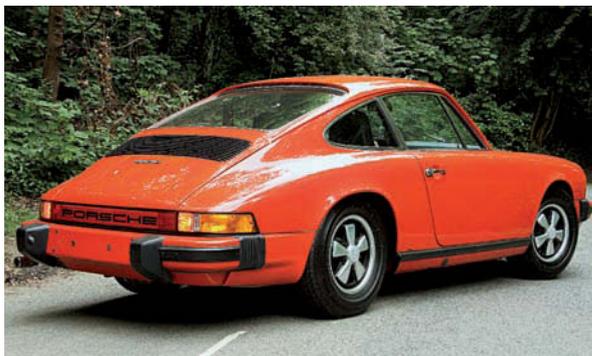
Where is it?

Hexagon Modern Classics – a new offshoot of the well-known BMW dealership, Hexagon of Highgate – is based in central London, but cars are shown, by appointment, at the current BMW premises in East Finchley. Call Jonathan Franklin on 07522 911911, or else go to hexagonmodernclassics.com – where you will find a selection of images of both this and many other truly stunning Porsches

For: Condition, condition, condition. Looks wonderful, drives beautifully, and if suitably cared for can hardly fail to hold or even increase its value. Ultra-rare, as well

Against: It's not a 911 – but then if it were, and as good as this, you might well be paying £50K for it. LHD, too, but even that's hardly an issue for something as compact and as nimble as this. Go on, try it!

Verdict: A truly breathtaking 'timewarp' car. Easily good enough to be in a museum – but at the same time so much fun to drive that that's the very last place it should spend its days



Value at a glance

Condition	✓✓✓✓
Price	✓✓✓
Performance	✓✓✓
Overall	✓✓✓✓
✓ Poor ✓ Fair ✓ OK	
✓✓✓ Very good ✓✓✓✓ Excellent	

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911 (964) CARRERA 2 CABRIOLET, 1990(H), 105K, Guards Red, Linen leather, FPSH, Cup mirrors, Cup 1 alloys, torsion bar, Porsche sports exhaust and cat bypass, Momo steering wheel, cherished car, owned 11 years, £13,995. Tel: 07970 059751. Email: jeremygardner911@gmail.com (Hampshire). P0813/026

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 (Londonderry). P0813/034



2005 CARRERA S2 997, black Cabriolet, 12 months' MoT, service history, 37,000 miles, only 8000 in the last two years, excellent condition, £28,500 ono. Tel: 07831 808415. P0813/022



911SC, 1982, 102,000 miles, all svc history, every lot of paperwork, concours condition, 1 year's MoT, £16,500. Tel: 07860 648943. Email: james.dean55@hotmail.co.uk (London). P0813/045



996 CARRERA 4 CABRIO TIPTRONIC, 3.6L, 2002, Lapis Blue metallic, 63,000mils, full main dealer service history and full MoT, leather, Bi-Xenons, sports (switchable) exhaust, other extras include colour coded wheels, aerofoil etc, for winter use: hardtop and spare 'Avalanche' split rim wheels also with Pirelli PZeros, all bills inc, gentle regular road use only ever, £18,000 ono. Tel: Dr Cooke, 01746 783878. Email: jillcooke52@hotmail.com (Staffs). P0813/015



2.5L 944 LUX, 1987, 85,000 miles, bright red with 4 brand new Pirelli PZero tyres and battery, tested May 2014, if seen, viewed and driven, will be bought, £6475. Tel: 07867 558440. Email: t.a.metcalfe@ntlworld.com (North Yorkshire). P0813/043



944S2 CABRIOLET, J-reg, 1992, 3.0L, manual, 94K, rare Porsche Blue, e/w, e/m, electric seats, very good condition, dry stored, MoT Feb 2014, original wheels, £7995. Tel: 07976 928733. Email: gvosper@hotmail.com (Devon). P0813/044

944

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944 TURBO, 1986, C-reg, 88,000 miles, mint condition, FSH, former concours winner, much cherished car for sale due to arrival of 911, £7250. Tel: 07917 707670 or 01342 810018. P0813/035



1988 944 TURBO, excellent condition, 107,000 miles, black, MoT, tax, service history, my car for past 12 years, well loved and looked after, £9000. Tel: 01462 895646. Email: jackieanddave2@hotmail.co.uk (Herts). P0813/007



944S 2.5 16V, 1988, F-reg, 141K, Guards Red, FSH, MoT May 2014, taxed, 944 reg number included, electric pack, alloys, £3250. Tel: 01575 575050 or 07732 343889 mob. Email: mcmartinemail@tiscali.co.uk (Scotland). P0813/016

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911 CARRERA CABRIOLET 3.4 ■ 1999/'T' ■ 103,561 MILES ■ £10,450

It's not often that we feature in *Tried & Tested* Porsches from non-specialist car lots. Here, though, is an exception – five miles from *Schloss Horton*, at LPG conversion specialist Oxford AutoGas in Tiddington, just up the road from Junction 8A of the M40. It would have been rude to ignore it.

With introductions courtesy of my welder friend, Eugene Farrell, who lives nearby and knows OAG's owner, Kenny Harding, I pitch up effectively unannounced one day, and trustingly Kenny hands me the key for an unaccompanied test-drive. He even has one of his staff set to with bucket and chamois to wash off the dust that soon gathers on vehicles at any busy roadside site like this. Impressive.

And I am just as impressed by the car – bought at auction, to give the forecourt a bit of bling. OK, so it's not the smartest of its type. But it scrubs up well, with more to come; overall, it has many surprisingly good points for any now 14-year-old 996; it also has an entirely acceptable specification, including heated Sports seats and the later clear indicator lenses, as well as a good colour scheme and that convertible roof – and it is very keenly priced.

The mileage is fairly high, of course, and the engine seemingly original, but what that suggests to me is that, reputation notwithstanding, this one will possibly live to see the best part of another 50,000. It starts easily (from stone-cold; they didn't know when I was arriving), with no tell-tale smoke in the exhaust, and apart from what might be a faint whine from an alternator bearing sounds spot-on. Oil and coolant levels check out, and oil pressure at hot idle is around 3.0 bar, quickly rising as the engine is revved.

The paint is average rather than spectacular, but would benefit from a more thorough wash and wax. No obvious major blemishes (apart from a scratch on the right-hand mirror shell, a scuff at the right-hand end of the rear apron, and a chip below the fuel filler), but the front apron is dull, and its underside quite markedly scraped. Several of the associated bits of moulded plastic are hanging off, as well, but would be neither difficult nor expensive to replace.

The air-con condensers appear to be clean and dry – as does the underside of the engine; so much for those famous RMS leaks – and the rest of the under-floor area is OK, too. The only real worry is what looks like a piece of coolant hose Jubilee-clipped round the air-con pipe next to the right-hand front jacking point – or even in place of a

section of damaged steel pipe – and unfortunately I forgot to assess the system's output. But it's probably safe to say that it will need a new pipe and then a regas.

Wheels and tyres are good. The former, with subtle but attractive black-and-silver centre caps, are the standard 17-inch Carrera rims, and show no signs of kerbing or corrosion. Which is more than can be said of their rusty fixing bolts, but shamefully that's something you'll find in many modern Porsches. Tyres are ContiSportContacts: fronts are OK, rears nearly new. Likewise the brake discs – almost brand-new at the front, barely worn at the rear.

The Metropole Blue interior needs some TLC, but given the benefit of that should look respectable. The levers for the front and rear lid releases are scuffed, there's a small tear in the right-hand side bolster of the driver's seat, and the hinged armrest lid refuses to remain closed – all very common 996 maladies. There's no sign of floor mats, and I don't much like the pieces of after-market plastic trim that appear to have been stuck all over the centre console, but maybe they could be peeled off. Or maybe not...

The hood opens and closes smoothly, and the plastic rear window is undamaged. The fabric has a few small marks, but no sign of problems with the tensioning cables (see last month's how-to). Up front, there's a newish battery, a Porsche CDC-3 CD changer (the head unit is a CR-22 radio/cassette player), and the usual space-saver spare wheel. Once again, though, a thorough valeting of the luggage compartment certainly wouldn't go amiss.

No obvious issues out on the road. The ride is smooth and refined, similarly the no less important clutch and gear shift. The engine pulls strongly, and the brakes, as you'd expect of discs that smooth, are drama-free. Steering is both light and quiet in operation, and while the car feels directionally just a little skittish that may be simply the need for a bit of tweaking in the geometry department.

There's no road tax, but the car will leave with both a year's MoT and a basic warranty. Whether all that makes it a bargain will depend on both your aspirations and your financial muscle, as well as your willingness to accept a degree of risk, but I think it has potential. Yes, the engine could go horribly wrong, and that would take the shine off anyone's day, but the fact is that even spending more than two or three times as much on a 996 (or 997) cannot guarantee 100 per cent reliability in that department. **PW**

CHECKLIST

Background: A run-of-the-mill, common-or-garden, 996 Carrera 2 Cabriolet – and none the worse for that. Standard six-speed manual gearbox, 17-inch Carrera wheels, heated Sports seats. On offer at a general car-repair and LPG-conversion specialist near Oxford. No tax, but a year's MoT and some recent history

Where is it?

Oxford AutoGas is based at Tiddington Garage, Tiddington, Oxfordshire OX9 2LH; tel: 01844 339210; e-mail: info@oxfordautogas.com

For: Specification, colour, price, and while superficially not the smartest 996 out there is none the less surprisingly good when you look more closely. Drives very nicely, too, thanks to a number of recent new parts

Against: Mileage, and inevitably the possibility that the M96 engine could go the way of many (but by no means all) others. Arguably worth the risk at this price level, though

Verdict: Having rather opportunistically spotted the car on a local forecourt – and not being a great Cabrio fan – I wasn't expecting to be overly impressed. But do you know what? I really liked it! The car needs, as I've said, a bit more TLC, but it certainly has plenty to commend it. Worth a look



Value at a glance

Condition	✓✓✓
Price	✓✓✓✓
Performance	✓✓✓✓
Overall	✓✓✓✓
✓ Poor ✓ Fair ✓✓ OK	
✓✓✓ Very good ✓✓✓✓ Excellent	

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BOXSTER

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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. P0813/019



FACELIFT BOXSTER S, Dec 2003, 6 speed manual, 2 owner, 114K miles, good history, mainly OPC, recent major service and refurbished alloys £2200 spent, sat nav/phone, Carrera alloys, parking sensors, HPI clear, £7500, no offers. Tel: 07803 088403 (Surrey). P0813/023



MAGNIFICENT BOXSTER 3.2 S ROADSTER, 15,300 miles, 2000, 2 owner, leather interior as new, without scratches, dents, FSH, all bills, MoTs, original invoice, concours condition, full MoT, 6 months' tax, 4 new Pirellis, the perfect example, £11,995. Tel: 07977 261819. Email: michaeloshea0908@aol.com (West Midlands). P0813/048



2001 BOXSTER, 30,300 miles from new, stunning Speed Yellow, MoT April '14, tax Sept '13, real enthusiast's car, full service history, upgraded lights, wheels, new discs and pads, £8500. Tel: 07885 105899. Email: beardsley911@hotmail.com (West Midlands). P0813/049



BOXSTER S 2000, 67K, clutch and IMS replaced March 2013, FSH, looked after by same specialist for last 6 years, Porsche glass windowed roof, many recent parts, tax and MoT, fantastic example! £7000. Tel: 07896 749657. Email: graeme.curry@btinternet.com (Durham). P0813/050

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GKS 44

'GKS 44', on retention, offers invited. Tel: 07757 206839. Email: sgs.488@gmail.com. P0813/017

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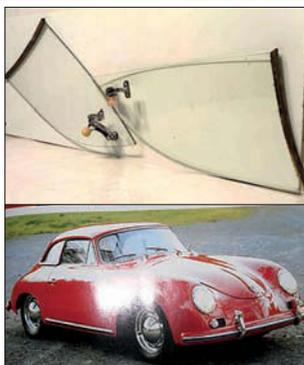
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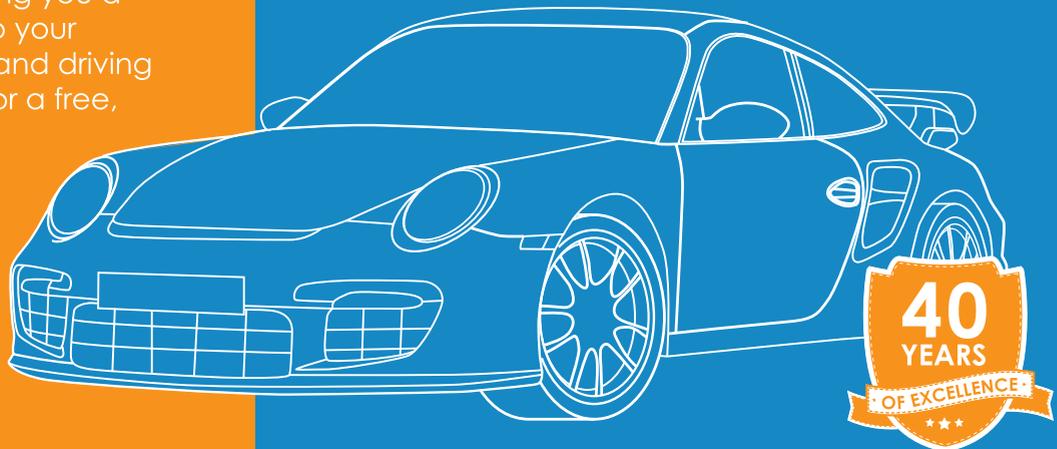
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