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“Some time ago we dropped our regular two pages of Porsche motorsport coverage in order to allocate the pages elsewhere in the mag. I didn't expect much of a backlash to this decision, but I was kind of surprised that absolutely no one seemed to notice. But then that kind of sums up modern motorsport. Outside of F1 and Le Mans, no one really does. Bland one-make racing proliferates and that includes the various Carrera Cup championships.

Last month, though, we reported on Richard Tuthill's bid to inject some noise and glamour into the World Rally

“The crowds simply loved the noise and spectacle of the two Porsches”

Championship, the top level of which is now restricted to 1.6-litre, four-cylinder turbo cars (yawn). The Tuthill rally operation has taken advantage of the FIA's R-GT category to develop a GT3 rally weapon. And now another GT3 has surfaced (see *News*) built by no lesser star than Porsche Works driver, Romain Dumas. Both were out on Rally France, with the Tuthill car being driven by rally legend Francois Delecour.

Now it's rather telling that in order for a Porsche Works driver to get his kicks he has to build his own rally car, but there you are. And here's the other thing: The crowds simply loved the noise and spectacle of the two Porsche protagonists. Tuthill will be out on what we all still refer to as the RAC Rally in November and so will we.

Steve Bennett

FEATURES

YOU AND YOURS

Meet Guy Heywood and his 911T

36

NEW CAYENNE DRIVEN

Porsche's SUV receives the mid-life makeover

42

991 GT3 ON ROAD AND TRACK

At last we've got our mitts on a 991 GT3, so we make the most of it on road and track

50

996: ITS TIME IS NOW

Entry level 911 motoring starts here with the 996, which is a reason to be cheerful we say

66

PRE-74 911 WITH 930 TURBO POWER

Exactly what it says. Hang on for a wild ride

78

NINEMEISTER 993 SPEEDSTER

Porsche never made a production version, but Ninemeister have and it's a masterpiece

88

ARCHIVE: PORSCHE'S 4-CYLINDER FORAYS

Part 4 no less of this fascinating insight

98

SPECIALIST: FINLAY GORHAM

Viewing by appointment only, we drop in to dealer Finlay Gorham's rural Suffolk outpost

106

HOW TO: CARRERA 3.2 STRIPDOWN

Our 3.2 project gets back to a bare shell

113



CONTENTS 12.14



88



24



120



CHRISTMAS

GIFT SUBSCRIPTIONS

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OR TURN TO PAGE

124

REGULARS

PORSCHE NEWS 08

All the latest Porsche news...

PORSCHE PRODUCTS 24

...and all the latest must-have
Porsche bits and bobs

USUAL SUSPECTS 30

Brett Fraser gets the company line from
Porsche on its sports car heritage

PORSCHE LETTERS 34

A packed sack of opinion!

PORSCHE PROJECTS 120

Keith's project is getting
tantalisingly close to completion

CLASSIFIEDS/T&T/BUYERS' GUIDE 135

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PORSCHE

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PORSCHE NEWS



TURBO CAYMAN SPIED

Keeping an orderly power hierarchy throughout its model ranges looks like becoming an even trickier task for Porsche, given reports that a turbocharged Cayman is being worked on, possibly with a correspondingly hardcore badge, "GT4". The powerful flagship version of the mid-engined coupe may be unveiled in the first half of 2015, ahead of a facelift across the Cayman range the following year.

The flat-six engine is likely to be the larger of

the two turbo units that will be seen in the revised 991 (see "Carrera power boost"), a 3.8-litre flat-six that could pump out 450bhp and thus exceed the present Carrera S's output. Pictured undergoing testing at the Nürburgring Nordschleife in Germany, the prototype has a fixed rear spoiler, bigger wheels and brakes, much enlarged air scoops in the front bumper, and modified daytime running lights.

Speculation is also

building over the specification of Porsche's new downsized engines for the next generation Boxster and Cayman. These are expected to be turbocharged flat-four cylinder units in 2.0- and 2.5-litre form, with outputs of around 280bhp/300lb ft torque and 355bhp/350lb ft torque. The word is that a 1.6-litre version also exists, good for 185bhp, but which hasn't yet been signed off by Porsche's top management. The engines' designs may be derived

from the current six-cylinder unit.

The idea of a smaller engined Porsche might not be attractive to some, but from a marketing point of view a four-pot Boxster or Cayman ought to sell well. Porsche will no doubt ensure these models' CO₂ outputs are sufficiently low to avoid heavy company car and road tax penalties – although small engined is unlikely to mean cheap to buy.

While developments on the road-going Cayman will

be significant, the car may also have a new racing career ahead of it, Porsche Motorsport has revealed to *Autosport* magazine. The division's outgoing boss, Hartmut Kristen, was quoted as saying that Porsche wants to add a less expensive customer race car to its line-up, which would be eligible to run in the GT4 series. A concept car has already been built, and 'it has to be more affordable, less sophisticated and probably more fun,' Kristen said.



g11 TO GO TURBO ACROSS THE RANGE?

To combine acceptably low CO₂ emissions with the power that its customers desire, Porsche will extend turbocharging to the g11 Carrera (the current model is pictured), always normally aspirated up until now. It is expected that for the "Gen 2" g11 – the mid term engineering update on the 991-series – both the Carrera and Carrera S will receive new turbo engines. Reports say the present base Carrera engine of 3.4 litres will drop to 2.9, but with forced induction will produce just over 400bhp and around 400lb ft torque – increases of 15 and 40 per cent respectively.

The development on the Carrera S looks especially fascinating, as its engine capacity is expected to remain at 3.8 litres, and once turbocharged will take power from around 400bhp to 530bhp and torque from 325lb ft to over 510lb ft. Neither car will be badged "Turbo", but precisely where this leaves the actual g11 Turbo, which at the moment is under these figures, is an obvious question.

While the "mainstream" g11s become turbocharged (and less CO₂ emitting), a future GT3 is likely to retain a normally aspirated engine. But this too is going to need a power increase from its present 468bhp in order to slot into the range logically.



FEATURED

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JUST IN!

930 Turbo's in "Time Warp" condition such as this car are rarely offered for sale. Everything about this iconic 80's supercar is just right and the overall condition is nothing short of outstanding. A vehicle that JZM are truly delighted to have secured for the showroom.



JUST IN!

IROC Inspired 89 SSE – It's not often something so unique enters the JZM garage. This beautifully restored 1989 Carrera Supersport has been completely rebuilt with no expense spared into a legendary IROC themed reproduction. Quite exceptional, with just about every JZM service customer talking about it since its arrival.



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**Porsche Boxster 3.4 S 2dr
PDK STUNNING, GREAT
SPEC, LOW MLS**

Year/Reg:2011 (11), Mileage:15,890, 3.4L, Petrol, Automatic, Convertible, Metallic Meteor Grey, GREY FULL LEATHER, Upgrades - 19" Turbo II alloy wheels, BOSE sound system, Sport chrono package plus - Boxster, Telephone module for Porsche Communication Management, Automatic climate control. £33,987



Porsche 911 C4S SUPERB EXAMPLE

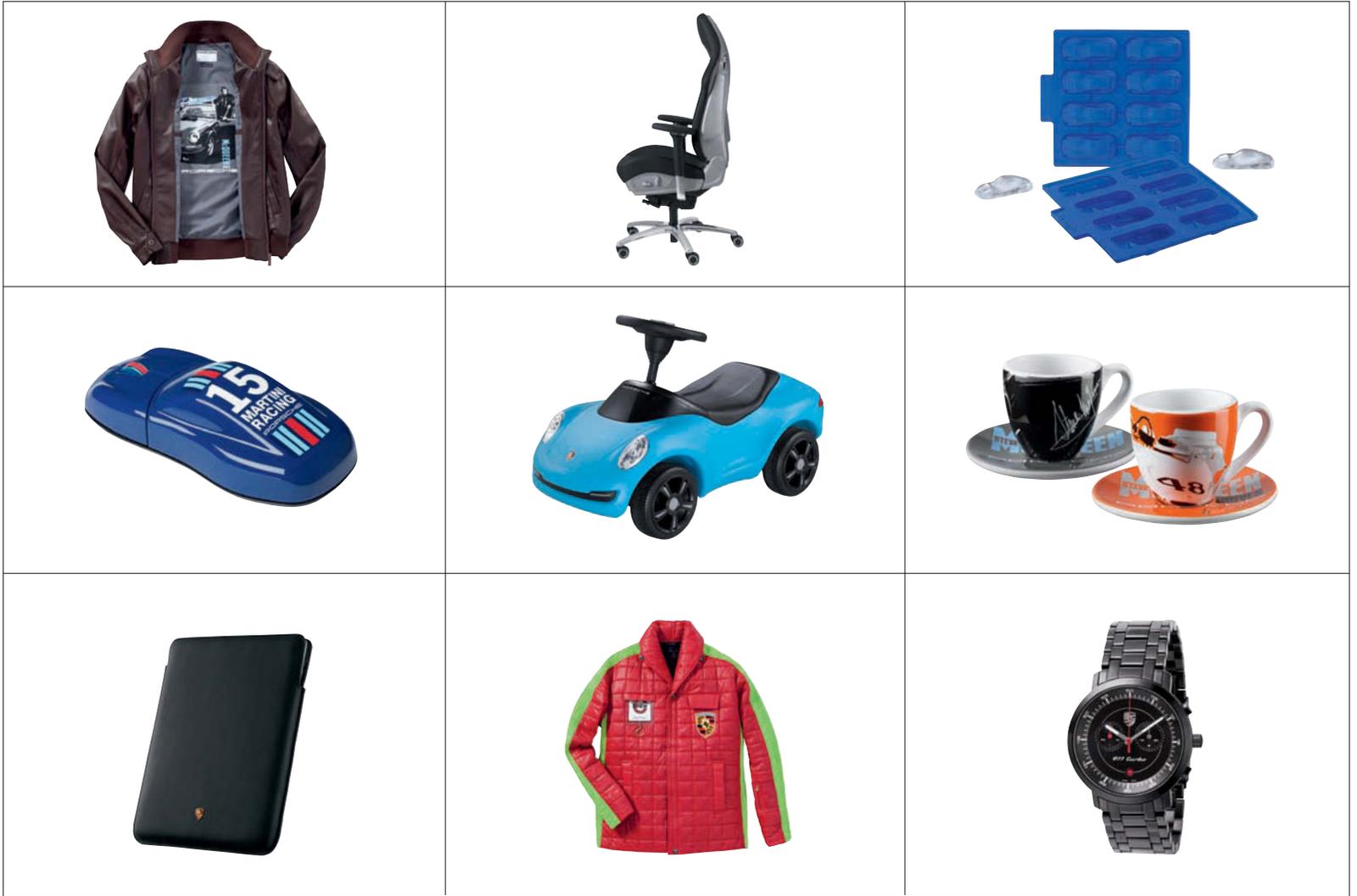
Year/Reg:2005 (05), Mileage:52,497, 3.6L, Manual, Coupe, Metallic Artic Silver, ANOTHER LOW MILEAGE, FULL HISTORY EXAMPLE DUE IN SHORTLY, Upgrades - Porsche communications management, BLUETOOTH PHONE SYSTEM, Telephone module for Porsche Communication Management, Cruise control, ParkAssist, Auto dimming interior/exterior mirrors+rain sensor, Sports exhaust system. £23,911



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A new model variant, the Carrera GTS, has been added to the 911 range, bringing the 991-series spread to 20 cars. Four versions are offered, all wide-bodied: the Carrera GTS, Carrera 4 GTS, Carrera GTS Cabriolet and Carrera 4 GTS Cabriolet, and priced from £91,098 to £104,385, a premium of

between £7325 and £7553 over the Carrera S.

What do you get for the extra money? As in the previous 997 range, the new GTS is an enhanced Carrera S, that car's 3.8-litre engine boosted by 30bhp to 424bhp, although torque remains unchanged at 325lb ft. The 0-62mph sprint for

the GTS is four seconds dead, making it three tenths quicker than the Carrera S, but in PDK double clutch gearbox form fuel consumption remains unchanged, at 32.5mpg on the combined cycle.

The suspension is lowered 10mm, and 20-inch wheels with a centre lock



mechanism and painted in a special matte black finish are fitted. The car's overall appearance is more aggressive than that of the Carrera, the nose featuring different trim detailing and smoked bi-Xenon headlamps, which are the Porsche Dynamic Lighting System (PDLS). The engine lid has black GTS trim strips, and

the black exhaust tailpipes have chromed tips.

Inside, there are Alcantara and leather trimmed seats. The title "GTS" is a nod to the 904 Carrera GTS of the 1960s, and the new 911 GTS model joins Boxster, Cayman and Panamera GTS versions. The standard equipment list is long, including a sports

exhaust, Sport Chrono Pack with dynamic engine mounts, Porsche Active Suspension Management (PASM), Porsche Torque Vectoring (PTV) with rear limited slip differential, seven-inch colour touch-screen Porsche Communication Management with satellite navigation and a digital radio.

CLASSIC EXPANSION

In a move no doubt calculated to exploit the fast rising interest in, and values of, its older models – particularly early 911s – Porsche has expanded the number of "Porsche Classic Partners" in its dealer network to around 100. They will be established in the UK, the US, Japan, South Africa, Australia, Columbia, Italy and the Netherlands, among other countries.

Customers can have full or partial restorations of their cars, benefiting from a supply of more than 52,000 original spare parts, with the list of models Porsche now considers "classic" recently expanded to include the 996-series 911 and the early Boxster. With over 70 per cent of all Porsches ever made still on the road, there should be plenty of custom.

Established, independent restorers of classic Porsches, and indeed other collectable marques, are generally held in high regard by their customers, hence Porsche plans to match their expertise. 'Porsche Classic has developed a special training concept for employees, enabling Porsche to guarantee a uniformly high standard of quality at all classic car support points,' the carmaker said. 'In addition, the Porsche Classic Partners are setting up a separate area with classic exhibition vehicles, up-to-date spare parts as well as technical literature.' It would seem that there is to be much emphasis on staff being able to convincingly communicate with classic car owners, sometimes felt to be a failing at franchised car dealers in general.

The first certified Porsche Classic Partner was Porsche Centre Vélizy in France, followed by those in Munich, Hofheim and Berlin-Potsdam, and then the Bangkok Porsche Centre in Thailand.



SECRET PROTOTYPES REVEALED

The news pages in our September issue gave some details of a collection of previously top secret prototypes from past decades that Porsche had been hiding in a warehouse near to the Zuffenhausen factory. Now a few of these fascinating pre-production vehicles have been formally revealed, at an exhibition at the Porsche Museum in Stuttgart running until 11th January 2015.

The 16 vehicles displayed for Project: Top Secret, actually a small fraction of the total number of prototypes the company possesses, are organised into eras – and surely the most startling of all is the “Type 995



experimental passenger car” from the 1970s (main photo) looking more like the staid Volvo 343 of that time than a Porsche, notwithstanding the then recent introduction of the 924. Imagine the reception from Porsche purists had that gone into production!

A 959 aerodynamic prototype and a 928

Cabriolet hail from the 1980s, and what was clearly the Boxster project, the “Roadster Type 984” is from the next decade, as is the ambitious “965 high performance sports car”, a 964-series 911 with a water-cooled V8 mounted in the rear instead of the flat-six. A 964 Targa also housed a mid-mounted

engine, the Type 986 A4 serving as a test chassis for the Boxster.

The Porsche 989, a four-doored 911 – and perhaps the inspiration for the present Panamera, is one exhibit that has been known about for many years. A more recent prototype is the 918 Spyder “rolling chassis”.



OUR TAKE

SKILLS SET

Porsche wants its dealers to do more work on classics. The carmaker's first job will be to ensure that it can raise enough properly skilled technicians to make that happen, David Sutherland believes

The way classic Porsche values are presently going through the roof, it's little surprise that Porsche is strengthening its classic restoration work at dealers, setting up a network of new “Porsche Classic Partners” within dealerships. The more their cars are worth, the more likely owners are to spend money on restoration. But merely having the Porsche name above the door isn't going to be enough, nor is promising to offer a huge range of either original or faithfully remanufactured parts. There is a feeling among classic car owners that when it comes to rebuilds, cottage industry beats corporate hands down. Experienced technicians, specialising in one marque for decades, and knowing, through countless restorations, every detail of the car are recognised as the go-to people.

The problem with in-house classic departments is that it takes many years for someone to become a truly expert restorer that customers spending big money will trust. And while they probably worked with the carmaker or one of its dealers when younger, most have set up on their own and have as much work as they can cope with – which sometimes includes jobs their past employer can't undertake, for lack of knowledge.

Porsche says that employees working on classics will receive the appropriate training. We're sure that they'll be enthusiastic, and with Porsche's pursuit of perfection, they'll probably know their stuff. But offered an attractive career path in Porsche, are they going to be around long enough to get to know their subject? Customers paying out the cost of a brand new 911 on the ground up restoration of, say, a 365 can be incredibly fussy, the right or wrong type of screw head the difference between a good and a bad job. We're sure Porsche has taken all that into account.

THANK YOU FROM ALL AT 911&PW

A quick word of thanks to everyone who came along to our 911&PW/Classic Porsche Porsche Picnic at Mapledurham, nr Reading at the end of August. Several dozen Porsches of all ages (the oldest being Delwyn Mallett's Speedster) showed up, with every model from

356 to Cayenne 4x4 being represented. The sun shone all day and awards were handed out to the stars of the day. Overall, though, it was a relaxed affair in keeping with the Porsche Picnic ethos. Or perhaps that should be the old Brooklands slogan of: 'The right

crowd and no crowding.'

The general consensus was that Mapledurham is a great venue and we look forward to seeing you all at the next Picnic in the summer of 2015, when the Editor will remember his sat nav and won't get hopelessly lost!





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PORSCHE

PORSCHE TEAM IMPROVING

The massive publicity surrounding Porsche's return to top level Le Mans racing for 2014 no doubt raised expectations that the carmaker's 919 Hybrid would be a winner straight out of the box, particularly as the team included former F1 ace Mark Webber. There was indeed a strong early performance, with a third place at the opening round at Silverstone in April, followed by a pole position at the next race at Spa.

However, the showing since then has been very much that of a promising new team cutting its teeth, with powertrain problems at the Le Mans round of the World Endurance Championship (WEC) in June felling the car driven by Webber, along with Brendon Hartley and Timo Bernhard, a bitter blow given that it had led the 24 hour race with two hours to go. The Romain Dumas/Neel Jani/Marc Leib 919 suffered a gearbox problem and



finished the race unclassified.

After a three month summer break, and Porsche's public lamenting of its race car's reliability, the teams reconvened at the Circuit of the Americas in Austin, Texas, where, despite a time leading the race the Dumas/Jani/Leib 919 suffered a power loss and finished only fourth, with Bernhard/Hartley/Webber fifth. Two weeks later at Fuji in Japan, form improved, with Bernhard/Hartley/Webber making the podium, with a third place, and Dumas/Jani/Leib fourth.

By the end of this race, the most recent before we went to press, Porsche languished at the bottom of the WEC's manufacturers' standings, with 109 points compared to Toyota's 183 and Audi's 175, while Bernhard/Hartley/Webber were 10th and last in the driver's table on 40.5 points, and Dumas/Jani/Leib were sixth with 57 points. A Toyota TS040 Hybrid driven by Anthony Davidson/Sébastien Buemi led the driver's table with 122 points.

'In our fifth race with the 919 we have, for the

first time, been able to get both cars to complete the entire race distance without noteworthy problems,' commented team principal Andreas Seidl. It was only Team Porsche's second podium of the season, but Porsche board member Wolfgang Hatz, put a brave face on things. 'In the beginning we were even strong enough to fight for the lead, and in the end we have secured P3 and P4,' he said of the Japanese race. 'This was a nice step forward, and we should continue this way.' A new car is planned for 2015.



NEWS IN BRIEF

In early 2015 Essex-based Porsche parts supplier Design911 will open its Design911 & Prestige Performance Centre in Brentwood. The firm's boss Karl Chopra says that with 32,000sq ft of space, the centre will house over a million Porsche parts, more than any other independent Porsche specialist in the UK or Europe presently does.

A fire has destroyed one of the two Porsche 918 Spyders delivered to Canada so far. It happened at a filling station in Toronto, reports say, with no one injured but the spectacle captured for YouTube.

Independent Porsche specialist Paul Stephens, which has previously concentrated on early 911s, is expanding into water-cooled 911s. To facilitate this, James Richardson, an expert in these water-cooled cars has joined the Essex firm.

Octane Garage in Crowborough, East Sussex, recently opened its doors to Porsche customers. Owner Lee Colbran has 25-years in the business, 15 of those working as a senior technician for one of the UK's leading independent Porsche specialists. Octane Garage will happily carry out work on all models of Porsche, from servicing to full restoration. Contact them on: 01892 652994.

Porsche is stepping up its hunt for young racing talent by adding a new Rookie Class Programme for drivers aged 17 to 24 to its Porsche Carrera Cup Championship for 2015. The champion will receive £50,000, the runner-up £20,000 and third place £10,000, while race weekend prize money is doubled.

Porsche Financial Services, Inc, based in Atlanta, Georgia, which provides vehicle leasing services, has successfully issued its biggest ever bond in the US, worth \$850m. It is the second such bond of 2014, bringing the total raised to over \$1.3bn.

CATCHING UP WITH

STEVE WOOD



The workshop manager at Oxfordshire Porsche specialist Autofarm drives a VW pickup for work - but is also the owner of half a 997-series 911 Cabriolet

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

I'm 45 and live in Buckingham, not too far from Weston on the Green where Autofarm is located.

What was your big break into the motor industry?

About 20 years ago my friend in motorsport, Stuart Scott, sponsored me into racing. From there I progressed, including racing in British GT.

Summarise your career

There have been ups and downs. I have worked in bodyshops and in accident repair. I then moved to more bespoke paintwork for race teams. I met Mikey Wastie at Autofarm, who suggested I come to help move the company forward.

Are you a petrolhead?

I love driving cars and have raced since I was 14.

What was your first car?

A red Ford Fiesta 1.1.

What was the first Porsche you ever drove?

A 996 GT3 Cup car.

Which Porsche past or present do you like best?

A 911S, it's such an iconic car.

What car do you drive daily?

A VW Amarok - very practical for collecting parts! I also part-own a beautiful 997 Cabriolet.

What gets you out of bed in the morning?

The kids! My family means a lot to me.

What has been the biggest challenge of your working career?

Working as a Production Director for a bespoke engineering company. The high-end cars we serviced went hand in hand with very demanding owners.



1998 PORSCHE 993 TURBO S - RHD

Arctic Silver with only 14,100 miles from new. 1 of only 23 UK RHD cars made. The Turbo S shares its seam welded chassis with its big brother, the GT2. Full carbon pack, yellow calipers, four outlet exhaust, and full extended leather interior.

A very rare car with four wheel drive and 450 horsepower. Absolutely stunning.



1989 PORSCHE 930 FLACHBAU TURBO - LHD
Metallic Silver. Black Full leather interior - Excellent Condition
Upgrades - LE Edition, Factory LE Flatnose. 17,000 miles.



1989 PORSCHE 911 SPEEDSTER - RHD
Only 9000 miles - the car is in as new condition and drives as if it had just left the factory. A true opportunity for the collector.



1995 PORSCHE 993 CARRERA 2 COUPE - RHD
Only 38,700 miles, with full service history, a number of upgrades and is in stunning condition throughout.



1989 PORSCHE 930 TURBO G50 - RHD
Metallic Baltic Blue. Excellent Condition throughout. Many extras and upgrades. Great value. 71,700 miles.



1995 PORSCHE 993 CARRERA 4 COUPE - RHD
Solid Guards. Only 52,300 miles. An ideal blend of technology and classic 911 air-cooled heritage.



1991 PORSCHE 944 TURBO - RHD
Metallic Glacier. Upgrades include: Sunroof, Air Con., Headlamp Wash System, Rear Wiper, ABS, Sport Seats. 22,300 miles.



1994 PORSCHE 993 CARRERA 2 COUPE - RHD
Rare and desirable speed yellow with full black leather interior - absolutely stunning! Low mileage, only 21,000 miles. FSH.



1962 PORSCHE 356B SUPER T6 CABRIOLET - LHD
Desirable 'Twin Grill' model with period chrome luggage rack
Exquisite example in Jet black with Tan Leather interior.



1995 PORSCHE 993 3.6 TURBO - RHD
Totally original and unmolested having covered only 53,200 miles
The car has service history and is in stunning condition.

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PRIVATE PORSCHEs STUN WRC FANS; RAMP-UP NEW R-GT CATEGORY

Works Porsche sportscar driver since 2004, Romain Dumas set up his own private rally team in 2007 to have fun driving Porsches in rallies between official sportscar commitments. Last year he created his own company, RD Limited to develop Porsche cars and parts for rallying. The latest project is a 997 R-GT in which he contested the Rallye de France, World Rally Championship [WRC] round, against UK-based Tuthill Porsche's similar 997 R-GT.

Unlike the Tuthill car, Dumas' R-GT is based on the limited-edition 4-litre

special 997 RS, which was never a Carrera Cup racer; the Tuthill car is based on a 3.8-litre Phase Two Cup racer.

The latter made its WRC debut at Rally Germany in August driven by team boss Richard Tuthill, and appeared on Rally France in October with 56-year-old French rally legend François Delecour behind the wheel.

WRC spectators and officials alike were in awe of the speed, athletic antics and evocative flat-six sound of the two contenders. With massive Cup rear spoilers the

Porsches' stunning looks certainly stood out against the sea of B-segment hatchback-based rally cars.

Marc Duez ran a 996 GT3 RS R-GT car on the Monte-Carlo Rally this year and Jani Ylipahkala entered a 997 GT3 on Neste Oil Rally Finland, but both retired. The Tuthill and Dumas Porsches are the first R-GT cars with Technical Passports to finish world-level rallies so far.

R-GTs must run an engine intake restrictor, diameter established by the FIA for each individual car. The Cup-derived





Tuthill GT3 completed Rally Germany 27th overall with some 300bhp and 1500rpm fewer than the expected maximum. After post-rally FIA/Tuthill discussions the UK 997 R-GT's 3.8-litre flat six was allowed a 39mm diameter restrictor [three more millimetres] for the French event; releasing some 335/340bhp.

RD Limited was allowed a 38mm restrictor for Rally France, giving its long-stroke 4.0-litre engine some 351bhp; and much more torque than the Tuthill car.

In France the Tuthill 997 went through three 'on-

off switch' racing clutches and, uncharacteristically, Delecour clobbered a chicane-marking hay bale on the second day. This pushed the left-flanking radiator into the central unit, which failed. The UK car's 60kg weight penalty over the French 997 was essentially due to it carrying many more spare parts. Despite this and the UK car's torque deficit the Porsches traded stage times admirably; particularly on the third and final day when Delecour's repaired Tuthill R-GT beat the Dumas R-GT on all four stages,

taking 48.1 seconds out of the French Porsche.

Dumas placed his 997 19th overall while, because of the curtailed second day for radiator repairs, Delecour was 37th.

R-GT Porsches are a welcome stunt to watch – and hear – on the stages. If you're quick you'll be able to see and hear Richard Tuthill in his car on Wales Rally GB [13th to 16th November].

Discussions with the FIA on details of the team's R-GT gravel rally specification continue, yet Richard is determined: "I know exactly how I will

be doing it; I shall just turn up!"

Last October Romain Dumas contested the European Rally Championship [ERC] Tour de Corse in his 997 R-GT. And, next year there will be an FIA R-GT Cup covering two WRC events and three ERC rallies. These are Rallye Monte-Carlo, GEKO Ypres Rally, Rallye Deutschland, Rallye International du Valais, Tour de Corse.

Following successful outings on WRC rallies in Germany and France, Tuthill Porsche has now announced a production run of its R-GT Porsche

911. Earliest orders will be built and ready by January's Monte Carlo Rally: first round of the R-GT Cup. Tuthill Porsche has brought in Graham Prew, former WRC sales manager for Prodrive to lead its sales programme.

The opportunity to get involved in the Porsche 911 R-GT concept from the outset is too good to miss," says Prew. "I am absolutely confident that rally drivers around the world will love this car. It has been very well put together and its record to date speaks for itself. I can't wait to see them all out rallying next year!"



**PORSCHE BOSS
BLASTS
PANAMERA**

It seems as though Porsche CEO Matthias Mueller has come close to a Gerald Ratner moment (Ratner a UK jewellery company boss who in

1991 rubbished his own products, causing the near collapse of the firm) when he publicly hinted that he did not like the look of the Porsche Panamera. The admission came at the Paris motor show in October, when he told the Australian



website, *Motoring.com.au*, 'There have been some small mistakes and we will do it better.'

His comments appeared to take even his own colleagues by surprise and triggered a damage limitation exercise. Porsche's design

chief Michael Mauer – the man responsible for the styling of the 2009 launched four-door saloon – responded that the next generation model, said to have an even more accentuated coupe look, will be prettier.

We'll have to wait two

years to find out if that's true. However, the Panamera has been a success, a model contributing significantly to Porsche's recent growth and, looks aside (although we rather like it), it's a very fine way to travel.

US GETS MACAN DIESEL

The American market's traditionally staunch, but recently crumbling, resistance to diesels will further weaken when Porsche launches the oil burning Macan S Diesel there in late 2015 or early 2016, following an unveiling at the Los Angeles Auto Show in November next year. It will join the Cayenne Diesel already on sale in the US, and according to the car industry publication, *Automotive News*, it will be priced below the petrol S model – in European markets, where diesels do not need promoting, the diesel is the same price as the S.

It sounds as though the US diesel Macan might have a different, slightly less powerful spec than that of European models. *Automotive News* quotes Andre Oosthuizen, a senior Porsche marketing executive in the US, as saying that the V6 diesel will have 'about 245hp', which is some 10 less than in Europe.

The delayed introduction is said to be as much due to supply issues as market acceptance. One model Oosthuizen said would definitely not be sold in the US is the petrol four-cylinder base model, the Macan, understood to be offered only in the UK and China at present.



**HIGH CLASS
SCRAPPAGE**

The government supported scrappage scheme that ran in Britain in 2009 and 2010 was considered a life line for struggling UK car dealers, with customers offered a £2000 discount on a new car when trading in one over 10 years old. But it resulted in the destruction of many cars on the edge of classic status, including 101 Porsches, most of them 924s and 944s.

To qualify for the discount, customers had to have owned the car being presented for a year or more, and it had to have an MOT. The scheme, costing the government £400m, attracted some 392,000 takers, most of whom purchased small, budget hatchbacks such as Hyundais. While the programme did give new car sales a much needed lift, motor industry analysts commented that a high proportion of the



£2000 would have been available anyway to anyone with even the most basic negotiating skills.

Compiled by the Department for Business, Innovation and Skills, and made public in response to a freedom of information request, the list – whose model naming is somewhat haphazard – reveals that 52 944s, including an S2 Cabrio, made a one way trip to the breaker, as did 46 924s, one of them a 924 Turbo. Three 928s were also sacrificed to facilitate the registration of a no doubt cheap new car.

While the Porsche stock

seems to have suffered the most, classics of other marques went west too, including a Mercedes-Benz 560SEC, a BMW 635CSi, a Ford Capri 3000 and no less than 11 Fiat X1/9s. The brief nature of the document means it is impossible to assess what condition any of the trade-ins were in, but one cannot help thinking that in the case of Porsches and other collectables, owners might well have netted more than £2000 had they bothered to sell the car privately, outside the scrappage scheme. It's little wonder, then, that the values of front-engined classic Porsches are rising.



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Basalt black with black leather,
Sat Nav, 45,000 miles..... **£43,000**



911 (997) 3.6 PDK (09 - 2009)
Silver with black leather,
Sat Nav, 38,000 miles..... **£39,000**



911 (997) "4S" 3.8 (08 - 2008)
Midnight blue with black leather,
Sat Nav, 45,000 miles..... **£36,000**



911 (997) "2S" 3.8 (08 - 2008)
Basalt black with black leather,
Sat Nav, 35,000 miles..... **£35,000**



911 (997) "4S" 3.8 (07 - 2007)
Basalt black with grey leather,
Sat Nav, 39,000 miles..... **£35,000**



911 (997) "2S" 3.8 (57 - 2007)
Basalt black with black leather,
Sat Nav, 46,000 miles..... **£33,000**



911 (997) "4S" 3.8 (56 - 2006)
Silver with black leather,
42,000 miles..... **£33,000**



911 (997) "2S" 3.8 (06 - 2006)
Midnight blue with ocean blue leather,
Sat Nav, 29,000 miles..... **£33,000**



911 (997) "2S" 3.8 tip (57 - 2007)
Silver with red leather,
Sat Nav, 34,000 miles..... **£33,000**



911 (997) "4S" 3.8 (06 - 2006)
Basalt black with grey leather,
39,000 miles..... **£33,000**



911 (997) "2S" 3.8 (57 - 2008)
Basalt black with black leather,
Sat Nav, 44,000 miles..... **£33,000**



911 (997) "4S" 3.8 cab (56 - 2006)
Silver with ocean blue leather,
Sat Nav, 38,000 miles..... **£30,000**



911 (996) "2S" 3.8 (06 - 2006)
Basalt black with black leather,
Sat Nav, 43,000 miles..... **£30,000**



911 (997) "2S" 3.8 tip (55 - 2005)
Silver with black leather,
Sat Nav, 56,000 miles..... **£26,000**

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BUYING POWER

THIS MONTH'S MUST-HAVES AND PORSCHE ACCESSORIES

Up on the roof

The first thought of 991 owners wishing to transport a bike might be to check out Halfords or dedicated bike shops to see what is on offer. Porsche doesn't really want them to do that, but instead buy the new rack from the Porsche Tequipment range, made specially for the current 911 series.

As might be imagined, this is no ordinary bike rack, it having been tested to ensure the design and engineering match that of the car carrying it. Here we see it (right) being put through its paces on the banked circuit at the ATC test site in Aldenhoven, Germany. The basic roof rack, available through any Porsche Centre worldwide as an after sales item, comprises two lateral bars, and is priced at £334 including VAT, with the bike attachment, which holds up to three cycles, a further £104.

The rack also accommodates six pairs of skis. A Porsche-made luggage box is also available at £800, and while you might not think this the most appropriate thing to put on the top of a sports car, it triples the 911's luggage capacity to 455 litres.



TechArt's air force

Leading Porsche tuning specialist TechArt has introduced a carbon fibre aerodynamic kit for various models, including the 991-series 911 and current Boxster and Cayman. Produced in-house at the firm's premises in Leonberg near Stuttgart, the parts come in a matt or glossy finish and, says TechArt, are distinguished by low weight and a precise finishing, and 'designed for an all around intense motor sport feeling.'

The following parts are available: a grille trim for the 911 and 981-series Boxster and Cayman; "aerowings" (pictured here), and side air intake trims and a rear diffuser for the Porsche 911 Turbo and Turbo S; a roof spoiler for all 991s; and side mirrors for the 991 and Boxster/Cayman. For more product details, go to www.techart.de, and for UK prices, contact the UK importer, Liverpool-based Techg, on 0151 4255 911 or at: www.techg.ms



Turbo top up

Porsche tuner Fabspeed, located in Washington, Pennsylvania, has introduced a tuning kit for the present, 991-series 911 Turbo, which is claimed to boost the standard car's 513bhp and 487lb ft torque by a further 95bhp and 90lb ft torque – without the need to remove or modify the Porsche's ECU. In simple terms, the less than slickly named Porsche 991 Turbo Engine Tuning Power Kit functions as a go-between, intercepting and modifying signals from five key engine sensors, and sending them to what the firm describes as 'the currently non tuneable' ECU unit, the ECU then increasing boost, fuel and air pressure accordingly.

In the form of a module and harness kit, it's claimed to be 'the single best option for coaxing maximum power and efficiency from the Porsche 911 Turbo power plant', and costs \$4995 (about £3050) plus shipping and UK VAT and import duties. For more details, visit: www.fabspeed.com





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The Tyre Bay

The nights are drawing in, which means it's time to think about winter tyres

Your Porsche was designed for everyday use, so there is no reason why it needs to take shelter in your garage through the winter. Why not enjoy driving in the colder months, and even improve it with winter tyres, or a wheel and tyre set?

Commonly used in mainland Europe, and in some countries a legal requirement, winter tyres are primarily adapted for safety in colder conditions, offering improved performance, allowing you to carry on driving through the coldest winter.

Summer tyres begin to harden below 7C, causing braking distances to increase. For a Porsche you will need "N" rated winter tyres, their benefits including shorter braking distances compared to summer tyres used in winter, and increased traction on icy or snowy surfaces and also in cold, wet conditions. These tyres have also been designed to produce less noise and have a lower rolling resistance to reduce fuel consumption and road noise.

Winter tyres are available in a wide range of sizes, from 16- all the way to 20-inch diameter, there being fewer and fewer limitations on sizes; they are, for example available for a 991 GT3 and a Turbo S. The range of tyre makers producing N rated Porsche approved winter tyres includes Nokian, Pirelli, Michelin, Continental, Goodyear and Dunlop. So, don't just consider a European road trip in the summer - plan a winter adventure with a car equipped with winter tyres.



Sound switch

That we have two exhausts on these pages majoring on sound surely says something about where aftermarket systems are going these days - the noise at the tailpipe seems to be as, if not more, important than any performance gains. Back in the September issue's Buying Power we mentioned the Carrera Performance Exhaust from AWE Tuning in Philadelphia, designed for the 991-series 911 and covered by the firm's Tuning Sound Satisfaction Guarantee, promising a full refund to customers who didn't like the new soundtrack.

Now, AWE has released a modified version, the Carrera SwitchPatch specially for Carreras and Carrera 4s with the optional Porsche Sport Exhaust system. Cars so



equipped have a sound button, and the AWE exhaust is wired into this, enabling the driver to select either "Touring", which gives a volume slightly louder than the standard system, or "Track Edition", which directs the gasses away from the side mufflers and gives "Cup Car levels of announcement". An

optional upgrade is the exhaust tips set, gomm, angle cut and bevel-edged, and featuring the AWE Tuning logo.

The system is priced at \$2595 (about £1615 in the UK) before taxes, with the tips adding \$200 (£125). For further information, visit: www.awe-tuning.com



Elephant struts its stuff

Elephant racing in Santa Clara, California has released a new strut brace range for the 964- and 993-series 911s, which will enhance the Porsche's already taut handling. The more basic

of the two braces is a single bar that fits across the top of the front suspension struts, and features quick release pins to allow a tool-less removal for service access, or if you need

the boot's full stowage capacity. Made from aluminium and weighing a super light 1.1kg, it is priced at \$250 (about £160) plus US shipping and customs.

The 935-X system is so named because it was, says company founder Chuck Moreland, inspired by the chassis braces used on Porsche's legendary 935 race cars.

As seen here, it attaches to the suspension struts plus the two other stress points in the front corners of the front boot interior. This weighs 2.9kg, and is priced at \$580 (about £360). If you buy the single brace you can, for \$350 (£220), order the upgrade kit, which easily turns it into a 935-X. Both are in a frosted anodised finish.

For further information, visit: www.elephantracing.com



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New sound for radio

You may not know it, but we are in the midst of a revolution in radio. The existing analogue frequency in the UK is due to go out of service relatively soon – 2015 was the original target for national broadcasters, but that may slip – leaving FM radios largely redundant and DAB (Digital Audio Broadcasting) as the prime medium. Digital signals massively widen the choice of stations and – in theory, at least – give higher quality sound. If your Porsche has the old style 'single DIN' 180x50mm stereo mounting slot, which disappeared when the Boxster

and 996-series arrived in the mid 1990s, the simple way to keep listening to the radio is to buy a DAB head unit, which start from under £100. For cars after that, you'll need a DAB conversion kit, one of the latest on the market being the RLOA DAB kit from DabMotion.

Priced at £150 (and replacing the previous DAB11001 kit) plus an hour's installation, it comprises a "black box" sensor that can be mounted anywhere in the car but is usually placed behind the dash near to the radio, a screen antenna, and a remote control to operate the DAB functions. What the

system does is to receive the DAB broadcast signal, decode it and convert it to FM, and then transmit it back to the radio, which plays it. The DAB station and track information is seen on the original radio.

The radio itself does not have to be modified – if it is recent enough. But if, for example, you wanted to integrate it with a much loved period head unit such as a 1980s Blaupunkt, it would be wise to first investigate if this is going to be possible. Progress – don't you just love it, eh?

More information at: www.dabmotion.co.uk

Light work

The famous German designer Otl Aicher once commented of the 911 that 'it's driving even when it's standing still', and the sports car's legendary silhouette is something Porsche Design, the carmaker's merchandise subsidiary, is exploiting for its latest product, a 911 lamp. It shows the evolutionary process of the car: the first 901 model of 1963, the G-series (1973), 993-series (1993), 996-series (1997), 997-series (2004) and the present 991-series (2011). These silhouettes were taken from the product history wall at the Porsche Museum in Zuffenhausen.

The lamp, made in Germany, has six acrylic glass panels, one behind each other and etched with the silhouettes, which are LED lit by six touch sensitive buttons, with the brightness adjustable. Measuring 60x32cm in width and height, this is one desk accessory that few will fail to notice, which is surely just as well given the £1999 price. Should you be tempted, any Porsche Centre can supply it.



Eight miles high

Porsche doesn't build a V8 engined Macan – but we know a company that can make your V6 sound like one. Cargraphic, based in Landau in Germany, and which has been offering aftermarket exhausts for almost 30 years, has introduced its Performance Active Sound System, which reads the signals coming from the engine, such as rpm, and converts them into a V8 resonance. And the kit is for the Macan S Diesel!

The system consists of a replacement twin tailpipe rear silencer, the Performance Active Sound System control unit, and all the necessary mountings. The round modules you see in the picture contain the speakers that make the sound. Once fitted, you can choose between "V8 Sound" and "V8 Super Sound". There's a video on Cargraphic's website (www.cargraphic.de) which allows you to hear what it sounds like, which is either a deep rumble, or an American style woofle.

Apart from the different noises, the exhaust, which is lighter than the standard item, is claimed to enjoy reduced back pressure, and can therefore release an added 10bhp and 7lb ft torque from the engine, Cargraphic says. The price is £2,400 including VAT, plus a couple of hours' fitting. For more information go to the above website, or contact the UK importer, Crawley-based Porsche specialist Parr, on 01293 537911 or at: www.parr-uk.co.uk



Plastic perfection

Ohio-based classic Porsche specialist Stoddard, which specialises in locating deleted Porsche parts for 365s, 914s and 911/912s, has sourced a batch of the 85-litre plastic fuel tanks that were fitted to the 1973 911 Carrera 2.7RS Sport, or 'Lightweight', as it is more commonly known (the Touring model, which did not have the Sport's stripped back fittings, used a steel tank). Stoddard says these items, a genuine Porsche part, are 'ultra rare.'

The tank, which the firm is supplying for \$2299 (about £1440) plus shipping and relevant import taxes, can be used on any 911 of that period, and its weight saving will appeal to those racing 911s in classic motorsport events. To order, visit: www.stoddard.com





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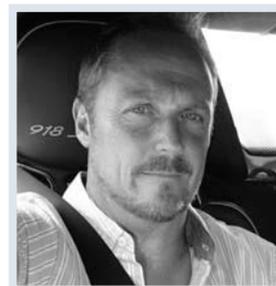


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BRETT FRASER
Deputy Editor

ARE FRIENDS ELECTRIC? (AND ELECTRICS OUR FRIENDS?)

Macan. Cayenne. Panamera. Hybrid. Improved economy. Lower emissions. Soaring sales. Ever-increasing profits. Yep, there's plenty going on at Porsche these days. But you get the impression that the type of cars that got most of us first interested in the marque are being overshadowed by the forces of marketing, legislation and volume sales.

And that's something that appears to be exorcising certain factions within Porsche, too. Which may explain why Porsche recently organised a little outing for selected members of the press to ram home the idea that the company does still make pukka sports cars and bloody good ones, at that. Not that we've forgotten – certainly not on a magazine called *g11 & Porsche World* – but, from Porsche's perspective, just in case we have an iota of doubt that the company remains true to its traditional core values.

So, we were to be immersed in the 'Porsche Experience'. An experience involving cars no more than chest-high. And where four-wheel drive was to be found only in conjunction with a g11 badge or, in a slightly different sort of all-wheel propulsion, one reading g18 Spyder. To ensure we could go

slightly nuts behind the wheel without putting ourselves, the general public, the cars or our licences in jeopardy, Porsche opened the gates to its bijou Aldenhoven Testing Centre on the edge of Düsseldorf.

First, though, a night in the Inside by Meliá Düsseldorf Hafen hotel, a multi-coloured tower of trendy accommodation on the banks of the Rhine, and tucked into the city's lively 'Media Harbour' district: a cool hotel and doubtless chosen to subliminally reinforce the notion that, for all its history, Porsche is a modern car maker.

The vista from the hotel's 16th floor Skybar was breathtaking on a clear summer's night, but even more enthralling was an over-dinner conversation with Eberhard Armbrust, a long-time chassis engineer for Porsche and now Manager of Vehicle Dynamics. When I asked him about the proliferation of electronics these days for controlling every aspect of a car's dynamics, he seemed genuinely excited by the level of precision and degree of flexibility that having computer-controlled components allows. Reading between the lines of his slightly corporate response to an enquiry about the feel of electric power

steering, however, he conceded that it's less than perfect, but worth the compromise for the advantages in weight saving and fuel economy: these are things that today's car engineers have to take into account, he argued.

Electronics, Armbrust reasoned, are inevitable, so what engineers must learn to do is fully exploit them in the context of the type of cars they're working on: as a case in point, he cited the latest g11 GT3 – for all its electronic aids, it's not such a bad car, is it? No Herr Armbrust, it's just fine... But wouldn't you like to work on a properly stripped out, back to bare bum basics sports car with no electronics and purely mechanical suspension? You know, like Porsche used to make. He smiled wryly, looked a little wistful, and then explained that nobody really buys cars like that any more, at least not in the numbers that would make their development costs viable.

You could sense the regret in the tone of his voice at having to make such a statement, but the mournfulness was replaced by bright eyes and a massive grin when I then mentioned the g68 Club Sport that I'd driven a few days earlier. 'Ah, now that was a

fabulous car,' reminisced Armbrust. 'Its handling was superb, great on the track and good on the road, too. And that four-cylinder engine wanted to rev and rev. I think people have forgotten what a marvellous car the Club Sport was, what a marvellous Porsche.' Driving passion is alive and well in Porsche's dynamics department, it seems, even if the engineering lexicon has been forced to change through the decades.

Scorching sunshine and a dazzling array of Porsches greeted us outside the hotel the following morning: the colourful line-up seemed like an emphatic statement of corporate intent and included Boxsters and Caymans of the new GTS persuasion, and g11s ranging from regular Carreras all the way through to the Turbo S and GT3. Porsche makes sports cars, jah? What Porsche is rather patchier on, though, is making good road routes for test drives, and by the time we reached the test track we could only be certain that Porsches are a bit quick on the autobahn and ride just fine on super-smooth German back roads.

The Aldenhoven Testing Centre doesn't occupy much land area, but Porsche has packed a lot in, including a baby handling course, a



Aldenhoven Testing Centre packs a lot into a small area



Banked oval has straights long enough for full bore acceleration



Turbo outside multi-coloured Malia Düsseldorf Hafen hotel



Porsche chassis man Eberhard Armbrust

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



KEITH SEUME



CHRIS HORTON



JOHNNY TIPLER



STEVE BENNETT



PAUL DAVIES

broad apron for setting up slalom exercises where you can spin off without calamity, and a banked, elongated oval with straights long enough for full-bore, launch-control acceleration runs and full force, ABS chattering braking. And during the course of the day we all got to try most of the cars in all of the different disciplines.

A fun day out? You better believe it... Learn much about individual cars? Not really. We were split into groups, two to a car – which meant frequent driver's seat hopping – and for some of the exercises, most notably on the handling track, we travelled follow-the-leader-style in a big pack, which meant concentrating more on the cars in front and behind you than on quirks of vehicle dynamics.

But there was plenty of scope for making general observations about Porsches. Such as, on a tight, wriggly handling track, a Boxster GTS is just as quick as a g11 GT3 or Turbo S. And that during a high-speed emergency lane-change exercise (that all German car makers deem extremely important), you have to be going ever-so quick and make knuckle-head steering inputs before you can defeat the chassis' electronic safety net and get a decent, tyre-smokin', guffaw-inducin' spin up and rotating. We were also reminded how insane a launch control standing start is – foot hard on

the brake, PDK paddled into first, throttle crunched into the carpet, revs ticking the limiter, everything on the threshold of frenzy, and then leap off the brakes... A little chirp from the tyres and then, depending on which model you were in, a torrent of thrust ranging from 'seriously impressive' (Boxster and Cayman GTS) through to 'ha-ha-ha-ha-ha' (g11 GT3 and Turbo S).

Same applied to the braking exercise – up to about 80mph and then absolutely-with-all-your-right-leg-might attention to the brake pedal, only there was no running commentary as your chest was being constricted by pressure from the seat-belt as it restrained you from being jettisoned through the windscreen. The other lesson learnt here was that if you do this little test often enough, you start feeling really sick.

Ultimately, though, the Porsche Experience day at Düsseldorf seemed less of an educational outing and more a way of reassuring the European motoring press that Porsche's designers and engineers and development drivers are not only keeping the faith with sports cars, they're ardent fans of the breed and are passionate about making their sports cars the best in the world. Which in an era when Porsche sports cars are no longer the major contributors to the profit pot, and therefore might be side-lined in favour of SUVs, is very good news indeed.

TRAPPED IN THE SPYDER'S WEB

Until the Porsche Experience day at Düsseldorf I felt lukewarm towards the g18 Spyder. Sure, it's a good-looking thing, if a bit Buck Rogers in some of its detailing, and all the data seems delightful, but I find the whole hybrid hysteria a tad 'bandwagon'. Every supercar maker is going hybrid so Porsche is, too. Which the cynic in me says doesn't necessarily make it a great Porsche.

I was so nonplussed by the Spyder that at Aldenhoven I was the last journo to get a ride – no drives, sadly. And initially my scepticism seemed as though it was a seed that had fallen on fertile ground. The Spyder's fascia and instrumentation were reminiscent of a 1990's arcade game and the stream of data about electrical current flow and torque distribution between the wheels seemed gimmicky. As for moving away from standstill just using electric power and with only the hum and hiss of the tyres for musical accompaniment, well, I simply don't get it with a supercar or hypercar or whatever the currently accepted label is.

To me supercars traditionally and currently should be about drama and rebellion and fantasy and heresy. They should be unjustifiable. Irrelevant. Want to show how green you are? Then don't even consider a 200mph, two-seater supercar that can't be used for anything other than enjoying yourself and showing off: buy a Prius instead, and then you won't have to squander the world's resources buying a second car to do all the practical stuff in your life.

But then my driver did the standing start stunt. Wham-bam! The Spyder became all banshee, shrieking like a race car, accelerating like a dragster, making the GT3 and the Turbo S seem a little sleepy by comparison. And then huge braking force on the entrance to the track's banking, so that we didn't punch our way out through the top railing.

It was an oh-so-brief exposure to the Spyder's potential, yet confirmed its status as a proper Porsche. Yet it did make me wonder how much better still it could be if it weren't weighed down with electric motors and batteries...



Ducks and drakes on the tight, twisty handling course, where a Boxster GTS is just as fast as a Turbo or GT3. Right: The g18 redefines performance. It's a wild ride!



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LETTERS

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



HAPPY DAYS

Dear Editor (or perhaps I should address this for the attention of my fellow readers), I can assure you, and them, that your ownership and interest in Porsches was indeed real, long before you became the editor of *g11&PW*. Indeed I hold you more than partly responsible for persuading me that a Porsche 911SC would be a much more interesting and enjoyable drive in my retirement than the 'hair dresser's' model I considered.

Your very words of some 12 or more years ago spring to mind, when you said the vehicle I was considering would 'give years of enjoyment and wouldn't lose much money, if any.' Well, how prophetic you were on both counts. You drove the SC and told me I hadn't gone far wrong in my choice and the price paid.

Too close to 80-years-old, I'm not going to change this late in life! I still have that 911 having spent a 'few bob' on keeping it up to scratch. The need for two new front wings was reflected in the price paid, and later top end engine attention by Northway Porsche have been the major expenses. Averaged over the years of ownership it

has provided cheap motoring (together with the recent rise in SC values), but above all enjoyable weekend and casual driving on the wide variety of roads here in Wales.

Ironically, as I write this, the article on p128 of the November 2014 issue – How to tackle rusty kidney bowls – corresponds with the final piece of work needed for my SC to bring it back to 'as new.' It wasn't easy to find a restorer able and willing to do this job at a reasonable price.

Fortunately the jungle drums of the Welsh valleys beat forth and I really do want to say how fortunate I was to find one of the real 'old school' people prepared to undertake the task. Eddie, principle of EJ Classics in Treorchy (01443 858586) seemed to have a great empathy for my love of this car and the quality of his work (with some parts from Design 911) has restored it to its former glory. Well done! the 'Rhondda boys'.

To complete the story, the SC is going to remain in the family. My daughter and granddaughter have been persuaded to give it garage space and I have been promised

the use of it on high days and holidays. I think it will still be going when I approach 90, giving me the same thrill to drive and look at.

Mike Crouch, Tonteg, Wales

Steve Bennett replies: *Well, thank you Mike, and long time no hear. I feel I should add a little colour here, in case the readership think I've commissioned such praise! Mike is the father-in-law of a good friend of mine (Bob Maclaren) who is sadly no longer with us. Mike was indeed heading towards the purchase of some sort of soft top, but Bob and I persuaded him that the 911SC for sale on behalf of a customer outside our local village garage would be a better bet. Mike, I recall you didn't take too much persuading, and I recall that the purchase price was about £7000, which makes us all want to cry now! Anyway, I'm delighted it's been such a good car for you and here's a pic (above) of our respective Porsches on my drive all those years ago. From left to right: my own 944 and Carrera 3.2, Mike's 911SC and Bob's 944 Turbo. Happy days, eh?*

WHAT LIES BENEATH

I own a 2002 996 C4S and your recent articles have uncannily directly related to the work on my car. Some time ago I had most brake pipes replaced. Then I set about replacing most of the suspension components. On my birthday I purchased the November issue of *g11&PW* to see an article regarding changing power steering pipes.

The very next day my car was booked in with Chris Sargeant at GCR Direct in Leicester to change them and the front differential unit – scary! I also had to change the front cross-over brake pipe, plus the metal brake pipes on the rack itself (not available from Porsche but Chris has them made). Furthermore the flexible coupling on the prop shaft was falling apart (another part not available separately from Porsche but is from elsewhere).

The result? Well, the car is probably as good as it gets – in fact, it is actually extremely good. These are, after all, high performance cars and this model is particularly well rated, but things wear out or are 'consumed' by time.

My contingency plan for the engine is preventative engineering and the next job is replacing the RMS and IMS, the intermediate bearing itself, water pump and oil separator. Well, they won't fix themselves and will continue to wear!

Regarding engine failure – looking at the air-cooled engine Chris rebuilt, a rebuild of mine would not be much different. It's not my place to say what to spend money on but next time you see that 'sports' exhaust, better wheels or body mods, think what they

bolt on to and what it all does.

So I am rebuilding from the ground up with the help of my local specialist and work I can do myself. Thank you for all your advice and I have been taking the magazine and its advice since issue Number 1! Oh, and in 2015 I am taking the car to 'The Ring' – where else? **Richard Breeze, Leicester**

944 THANKS

I live in Queensland, Australia and have recently discovered your magazine. At last a Porsche magazine that actually recognises that 944 Porsches do exist!

I have a 944s2 Cabriolet and have been absolutely astonished at the lack of editorial in other Porsche mags re-the 944. Yes we all love the 911 but one would think that a front-engined Porsche was never produced, let alone for 10 years.

I love your magazine and all the parts contacts and grass roots info it contains. I have instructed my newsagent to stock it in future. On behalf of the thousands of 944 owners out there, I thank you, so please keep up the good work with more 944 articles. Thanks to you and all your team.

Bob Hilditch, Queensland, Australia

Steve replies: *Hi Bob, glad that you've discovered 911&PW. We believe in covering all Porsches, hence the 'World' aspect to the title. And yes, we do have a soft spot for the 944 and other front-engined, transaxle cars. We firmly believe that the 944's time is coming, and we've got a bunch of 944 features on the way.*



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CALIFORNIA DREAMING

eBay, the economic crash and a bit of good luck saw Guy Heywood pick his 911T up for just under £14k four years ago. However, it's come a long way since then

Words and photography: Brett Fraser

Guy Heywood likes an adventure. A recent family holiday involved trekking up Mount Kilimanjaro in Tanzania, and he undertakes long distance charity cycle rides in some of the world's wilder regions. So when the 1972-vintage, US-spec 911T he bought off eBay turned out to not be quite as solid as he'd hoped, he decided to embark upon the adventure of restoring it to its original glory, a task that was to occupy two years' worth of evenings and weekends.

'As with so many owners, I'd wanted a Porsche since I was a kid,' reports Guy, who is Commercial Director for Michelin truck tyres in the UK, 'and the 911 was my bedroom wall poster car. I was born in 1967 so that era of 911 is special to me – and for some reason I always

auction with a bid of about £18,000. But when he started to squirm over getting his money sorted out, the seller contacted me as the person with the next highest bid. So I arranged to go down to London to meet him, (Guy lives between Stoke-on-Trent and Chester) and borrowed a trailer to bring it back. I offered the guy £13,700, which he accepted. He was happy enough – he'd doubled his money on a car that he'd kept in storage for more than a decade. And I was happy too, as I now had what appeared to be a nice, original 911 for modest money.'

Yeah, read that paragraph above and weep, in today's insane market for 911s... But Guy hadn't bought the car as an investment, he'd bought it to drive. Or at least, that was the original intention. 'My plan for the car was to drive it around for a while and then, when something

“The economy had crashed and people wanted to convert cars they didn't use any more into cash”

fancied the model with the individual metal lettering on the engine cover.'

Yet it wasn't until comparatively recently that Guy was able to fulfil that childhood dream. 'About four years ago I started looking around seriously for a suitable car,' he reveals. 'The economy had collapsed and people wanted to convert cars that they didn't really use any more into ready cash. I found a Californian import – so left-hand drive – that had been brought into the UK 20 years or so ago, being sold on eBay by a chap in London.

'Mine wasn't the winning bid: a Belgian had won the

major needed doing, to rebuild it.

'But I come from an engineering background, and once I'd got the car home I started poking around, looking for any obvious issues that I could quickly sort out. So I was tinkering with it and found a few patches of rust, so I began looking a bit harder and suddenly I discovered that most of the body panels were off and the wiring looms removed... At which stage I started off down the rebuild path.

'With hindsight I'd give this advice to anyone in a similar position – go out and enjoy driving your car first, until it's



It's the look everyone wants: Classic narrow body style and skinny Fuchs. Guy's car originally came to the UK from California, although it has spent sufficiently long in the UK to have felt the effects of our climate



no longer possible to sensibly do so. Then rebuild it. That way you will have had fun in your Porsche at the stage before it's so pristine and valuable that you question whether you should be taking it out at all... Now that my 911T is finished, I don't take it out in the wet and I'm always wary of where I park it – that wasn't the idea when I first bought it. I'm actively considering finding another Porsche, maybe a 911 but perhaps something like a Cayman, so that I can use it as a daily driver.'

Guy's honesty on this subject is to be admired, and given the personal time – not to mention the money – that he's invested in his car, it's easy to see why he could end up being protective about it. 'From start to finish the rebuild took me two years,' he explains. 'I was out there in my garage in mid-winter, freezing cold, and for most of the time had no skin left on my knuckles.'

'Although I'm an engineer I knew nothing about Porsches, but with the advent of the internet and YouTube it's now so easy to find out how to do things,

usually with a step-by-step tutorial. And I joined plenty of forums: I spent a lot of time emailing people in the US for advice. With its oil filler flap just aft of the passenger door, my car is a very rare model – it was only made for a year or so – and parts are very hard to get hold of. Most of the bits I obtained were from US eBay, although I did get useful pointers from companies like Historika in the UK.

'As my car had been so original I wanted to keep it that way, and although I bought some parts that I thought I would need, I sometimes discovered that what I already had was just fine – carpets, for instance. With rocketing parts prices for older 911s in the UK, the stuff I didn't end up using I've kept: maybe selling it in the future can fund other things.'

With that originality in mind Guy opted to fit his car with classic Michelin XWX tyres: despite his connections, Guy still had to buy a set through the UK's official distributor of period Michelin rubberwear, Longstone Tyres. 'They're

Guy Heywood and his 911T. Four years ago he picked it up for a smidge under £14,000, which is a bargain given current values of early 911s. It wasn't perfect, but he was able to do most of the two year rebuild himself

not inexpensive items,' Guy confesses, 'but you have to bear in mind that these are handmade tyres. And nothing else would look right on the car.'

A man not shy of confessing to his limitations, Guy commissioned specialists to tackle the 2.4-litre engine rebuild and the bodywork repairs and respray. 'Tony Greatorex, who's based in Bramhall, a suburb of Stockport, was a recommendation from a Porsche forum for the engine. It's a very small garage but when you get there you find hundreds of thousands of pounds worth of 2.7 RSs and the like in for engine work, which is reassuring. Despite its modest 76,000-mile lifespan, Tony said it was the dirtiest engine he'd ever seen! The work cost almost £4000, but that did include a couple of grand's worth of parts: not only did Tony do a great job, he also passed on lots of advice which proved to be a real asset.

'R & J Services from Stone in Staffordshire, sorted out

couple of grand to the total bill, but at least the kids don't bring their bikes anywhere near the Porsche any more...'

Despite confessing to not driving the 911T anything like as much as it deserves and he originally expected to, Guy has used it for one particularly memorable trip. 'My dream for this car was to drive it down to the Michelin-starred Le Manoir aux Quat'Saisons, Raymond Blanc's famous restaurant and hotel. My wife Helen and I don't go out very often, preferring to save up and enjoy the very best culinary experiences: this restaurant is outstanding. When we turned up in the by now pristine 911, I asked the front of house manager where the car park was – he replied that I must park my car outside the front door, along with the Rolls-Royces. The picture I have of Helen, me and the Porsche outside Le Manoir means a lot to me.'

Time and weather permitting, Guy would also like to take the 911T on a visit to the Porsche Museum in Stuttgart, despite concerns about it surviving the journey.

“Guy continues to research into the 911T's history. It's first owner was from close to San Diego”

the body and paint, including lead loading the repairs, which not many bodyshops still do. The guys there also toned the paint so that it doesn't look like a shiny new modern paint-job, but more like an immaculate version of the original paintwork.

'After the bodywork was completed and the car fully back together again, we had a family barbecue at our house, which was sort of an excuse for me to unveil the Porsche – it was meant to be a special occasion, as everyone in the family knew how much time I'd lavished on the job. The first person I was going to show was my mother-in-law, but when I opened the garage door I saw a huge scratch down one side of the car – one of my kids had walked past it wheeling his bike, and the bare end of the handlebars scraped the Porsche.

'With remarkable calm I simply closed the garage door again, then told everyone I'd be going out on my bicycle for a while – I needed to pedal away my anger! That incident added a couple more months to the project and a

'The car runs OK, it's never broken down, but if something did happen to it on a long continental run... It would almost be an embarrassment for the car to be stopped by the side of the road.'

During the wet and grimy winter months when his Porsche isn't destined to place a wheel outside the garage doors, Guy will continue his research into the 911T's history: he already has a thick file on it. 'Its first owner in 1972 was Kent Sutherland from San Luis Obispo (the "happiest place in America"), near to San Diego in California. He must have been quite young when he bought it and I would love to talk to him about the car. As yet I haven't tracked him down, although I've even gone to the extreme of registering on the American equivalent of Friends Reunited for his college, to find out if anyone's still in touch with him.'

So although Guy hasn't done as many miles behind the wheel of his 911T as he might like, it's pretty clear that his passion for his Porsche runs deep and strong. **PW**

CONTACT

Tony Greatorex

You won't find Tony on the interweb, but he doesn't require such modernity to ensure a full workshop. Rebuilt Guy's engine for him. Unit 1, Longfield Farm, Hall Moss Lane, Bramhall, Stockport, Cheshire SK7 1RB Tel: 0161 4390550

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The 2.4-litre 911T engine has undergone a full rebuild. The interior is typically spartan, all part of the early 911 appeal





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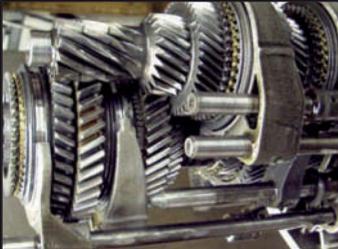
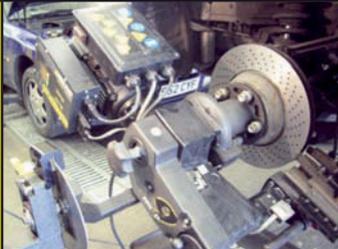
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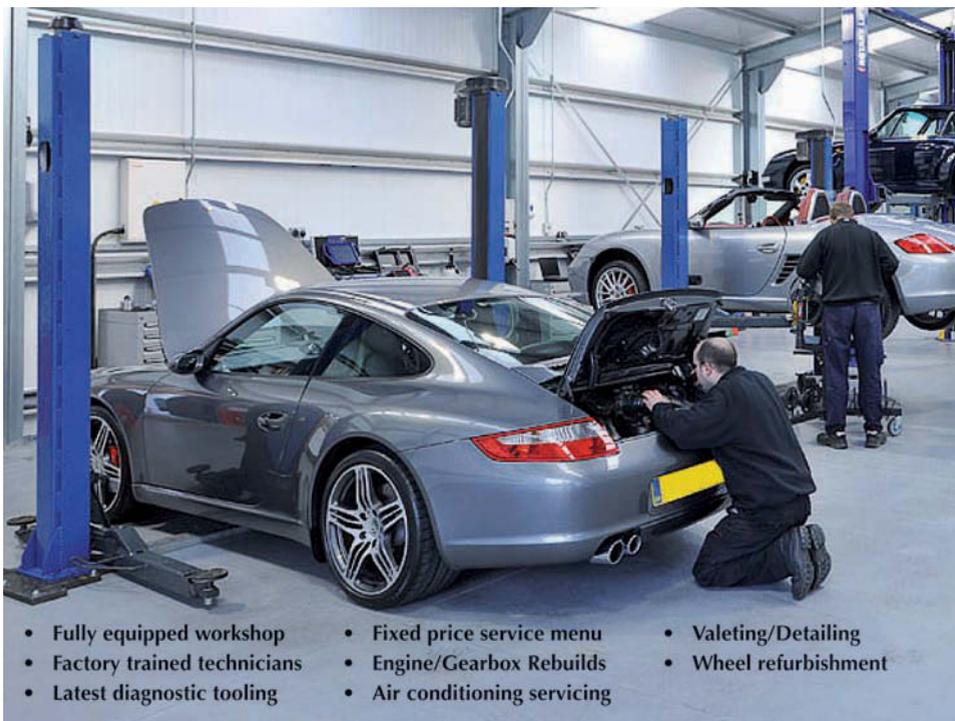


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EVOLUTIONARY ROAD

Porsche's SUV success story gets a midlife makeover, with subtle styling tweaks and more notably new engines including a twin turbo V6

Words: Kyle Fortune Photography: Dean Smith



Those purists out there still wincing at the Cayenne ought to get over it. Upsetting, and wilfully re-defining what an SUV can do since 2002 the Cayenne has been a huge success for Porsche, achieving over 500,000 sales worldwide. If anyone could produce an SUV that drove like a sports car then Porsche is it, after all after years of fiddling to make the 911's engine positioning work, a big, lofty 4x4 really isn't too tricky. That original might have defined the sporting SUV segment, but they've since caught up, Porsche undertaking the usual upgrades to maintain its dominance in the segment, which is why we're in Barcelona.

Look closely, it has changed, Porsche anything if not consistent with its mid-life refresh design idiom. It's subtle. If you can't spot them there's new lights, the Cayenne now featuring the piercing four-dot LED daytime lighting that's become the firm's signature, the Turbo gaining some additional LED highlights to the

top edge of its large front air intakes. Those headlights are housed in re-profiled wings, the bonnet too getting some surfacing revisions.

The rear lights are new, as is the bootlid – it getting a new recessed number plate housing. Both the front and rear bumpers are re-shaped, with bigger intakes on the nose, the back featuring new exhaust tip designs down below, the top of the tailgate featuring a smooth, un-stepped roof spoiler. There's more than a nod to the Macan, which is hardly surprising really, it's a shame Porsche didn't go all the way and give its biggest SUV its smaller relation's most appealing contoured rear lights design signature. Perhaps that's in the pipeline for Cayenne 3, which we can expect for around 2017.

Like the styling, Porsche's changes to what's under the skin are evolutionary. The most significant change in the engine line-up is the loss of the 4.8-litre V8 from the Cayenne S, it gaining the same bi-turbo 3.6-litre V6





that features in the Macan. In every quantifiable way the new, downsized 3.6-litre V6 bi-turbo unit is better, being more powerful, quicker to 62mph, faster overall, more efficient and emitting less. If it matters, that's 420hp, 5.5 secs, 160mph, 29.7mpg and 261g/km of CO₂. All good and well, but if you liked the sound of the Cayenne's old naturally aspirated 4.8-litre V8 you might be a touch disappointed, the blown V6 lacking the drama of it, though the down-sized unit making a good case for itself regarding its mid-range urgency, its greater torque – 550Nm – delivered from just 1,350rpm right around to 4,500rpm.

Alongside the rest of the line-up that new Cayenne S is the most heavily revised, though for UK buyers it's ultimately the least relevant. Not least because the

£60,218 Porsche UK asks for it puts it perilously close to the £61,474 Cayenne Diesel S and some £10,000 more than the significantly greener, cleaner, if not as brisk Cayenne Diesel. Add the as yet to be launched Cayenne S E-Hybrid, which adds plug-in capability to allow tax-avoiding 73g/km CO₂, 83mpg, up to 22 miles electric only running at speeds up to 77mph and dinner-party green respectability from your high-performance SUV and the case for the standard Cayenne S gets shakier still. Particularly when you consider Porsche will sell the S E-Hybrid at the same list price as the S Diesel.

If you're the sort who absolutely cannot comprehend having anything but the fastest, most expensive Cayenne there is then there's always the Turbo. Its

Time to play spot the changes! No? OK, we'll tell you. Entire rear end is revised with new lights, tailgate and exhaust tips

Interior is still one of the most striking features of the Cayenne. If you like buttons, bells and whistles, this is the place to be





Above right: In these times of engine downsizing, it's reassuring to see that Porsche hasn't phased out the mighty twin turbo V8. Above: The twin turbo V6, though, is a sign of the times

£93,763 list price brings a development of the familiar turbocharged 4.8-litre V8 with output growing by 20hp to 520hp, with torque also increasing to 750Nm – up 50Nm. That gains you three-tenths of a second on the 0-62mph sprint for a time of 4.5 seconds, though fuel consumption drops – marginally – to 25.2mpg on the official combined consumption cycle. Good luck with that though.

Not least as with the Turbo the overriding urge is always to pin the accelerator to the floor such is the

PASM or air suspension Porsche's engineers have created more comfort without any drop in control. New optimised suspension points, revised two-part bushes all help play a role in enhanced ride quality, without being detrimental to the Cayenne's agility.

For all the Cayenne's impressive ability to shock and awe with its performance, it's the handling that remains its most remarkable facet. Obviously at greater speeds in the Turbo, but of the models available the S Diesel stands out as the most complete

“Of the models available, the Diesel S stands out as the most complete”

You can't see them, but under the skin Porsche have made all sorts of suspension tweaks, creating more comfort, but with no loss of control

ferocity of its response. No car this size and weight should accelerate so effortlessly, the Turbo's trick is not just its ability to bend convention in regards to its horizon-chasing ability, but its incredible agility in the bends. Like the rest of the Cayenne line up it's undergone something of a suspension overhaul, with the usual considered, evolutionary Porsche approach to it all. Regardless of specification, be it standard steel,

all-rounder – the S Diesel making do without any hikes in power or torque. It doesn't need it either; near Turbo pace, with 62mph trailing by just 1.1 seconds at 5.4 seconds, the S Diesel's feels even more immediate to the accelerator, thanks in no small part to its Turbo humbling 850Nm of torque. This not just making it both ridiculously brisk when you want it to be, but also reasonably – relatively speaking here – parsimonious at





more sedate speeds. It even sounds mighty, the V8's choice of diesel only really revealed by the reluctance to reach high revs.

Turn the still hydraulic steering and the Cayenne's nose faithfully follows, the weighting fine, there even a modicum of feel though the wheel's rim. That wheel represents the biggest change inside, its design, like the Macan, borrowed from the 918 Spyder. In the Cayenne it differs from the Macan in weight, Porsche's engineers adding some bulk to better suit the Cayenne's system. There are paddles as standard now, there no-need to opt for them, Porsche finally binning the hateful push-button operation for the Tiptronic eight-speed automatic.

That automatic shifts with the same usual precision and speed in auto, though can be a bit tardy replying to requests for downshifts via the paddles. That's revealed driving the S Diesel up and down a Spanish

mountainside road that'd be better suited to a Cayman than a Cayenne. The lack of downshifts means you're lacking engine braking at times, meaning the standard brakes take some punishment hauling the heavy Cayenne down from its easily gained high velocities. Even so those brakes deliver good feel, the pedal only going slightly long after sustained abuse.

The way the Cayenne can be tucked into a bend and powered out with the rear coming into play under power is nothing short of extraordinary, it feeling more rear-wheel drive in its make up than four-wheel drive. It hides its bulk remarkably, riding with utter composure, delivering exemplary control over rough surfaces and testing undulations and resisting roll in the bends. Choose the firmer settings via PASM and that ride suffers, the Cayenne's suspension best sampled on its less extreme settings. Even then it's the defining SUV in the segment. As you'd expect, only better again. **PW**

A re-profiled bonnet, revised front apron, four-spot daylight running lights and an LED lighting strip above the gaping intake signify the front end revisions

The Cayenne's party piece is still to defy the normal laws of physics and inertia to corner and accelerate in a way that never fails to amaze





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19" Sport Design Wheels • Satellite Navigation
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£19,995



911 Carrera 2 (996, 6-Speed)
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WHITERIOT

After a false and fiery start, the 991 GT3 is back, but, loaded with tech, does it stretch the GT3's back to basics ethos to the max?

Words: Steve Bennett Photography: Antony Fraser

The contrast couldn't be greater. I'm *en route* to meet snapper Fraser at the top of what he promises to be an epic piece of Welsh valley Tarmac. It's gloomy but dry, the road is twisting along the side of a hill and I'm having a great time in my trusty old 944, loving the difference that the new Koni dampers have made, and the modest grip of my new, skinny 15in Goodyears. The road starts to climb and there in the distance I spot the 991 GT3 sitting in a layby. Suddenly, crashingly, the world has changed as my '80s vantage point fast-forwards through 30 years of white-hot development. The only electronica in my 944 are a handful of microprocessors to control the ignition and fuelling. The GT3, resplendent in Porsche motorsport white, is a wonder of modern automotive science. It's packed with tech, the sort of stuff that you really need to get your head round so as to appreciate exactly what is going on underneath you.

I feel a sense of responsibility descend. This needs to count, I need to extract as much as I can from the experience, take control, show the GT3 a thing or two. Yeah, of course I do. It doesn't really work like that anymore does it? Cars like the GT3 are built to thrill us, but on their terms, not ours. Or should I say on the terms of the engineers responsible for these auto/cyborg creations of metal and microprocessor. Well that's how it seems at least, and never more so than with the 991 GT3 variant, which appears to have taken a quantum leap way beyond its 997 GT3 predecessor. I mean that had a manual gearbox for gawd's sake. How quaint.

Actually, I'm not that bothered about the missing manual. Early 996 GT3s had a quite tactile shift and gearbox, whereas the later 997 GT3 and GT3 RSs had a gearbox that was just stubborn and notchy. I think it's a shame that there isn't the option of a manual, but I kind of understand where the engineers are coming from, when they patiently explain to Luddites like me, that the shifting skills required to keep the 475bhp – redline at 6000rpm – engine in the sweetspot, are rather beyond the abilities of most drivers, mine included. And besides on track, which is where the GT3 really belongs, PDK is faster, and that's what counts. You don't hear racing drivers complain about the demise of the manual, they just want whatever is faster.

So I'm jumping to conclusions here. The new GT3 – back

on the blackstuff after its fiery recall – is Porsche's repost to any suggestion that the new 911 has lost some of its drivercentric appeal. It is the enthusiast's, the driver's choice. The one that should shut us all up. I guess my only concern is just what can I bring to the party in all this? Or maybe that's not the right approach or question. Maybe it doesn't matter anymore. If the experience is visceral enough, does it matter if it's not me changing gear; does it matter when not on it, it will trundle around happily in auto mode, thereby making it a car that literally anyone who can cope with a bucket seat can drive? Questions, questions.

Strangely I'm in no hurry to get stuck in, so I do a few laps of the GT3 on foot. It's all there. Massive 20in forged and dished centre lock wheels cover the monster brake discs that are seemingly bigger than the wheels on my 944. Predictably they're wearing Michelin Sport Cup tyres, as Mark Hales will testify in the second instalment of this road/track test. The rear wing is suitably OTT and the deep front spoiler and air scoops gape menacingly. Inside there's the Club Sport spec half cage and swathes of Alcantara and leather on the dash top, and door cards that lift the GT3 above its predecessor's austerity look.

My favourite ever 911 is a GT3 by the way. A GT3 RS in fact, but not the trendy gen 2 GT3 RS 3.8, or the run out 4.0-litre. No, the GT3 for me was and is the gen 1 997 GT3 RS. I'm not entirely sure what magic the engineers worked over that particular version, but it was and still is the best handling 911 I've ever driven (although the 997 Sports Classic, with the same bodyshell, runs it close), with a chassis that makes every GT3 since feel like hard work. That car just soaked up the abuse from the road, which is exactly what you want over your average Brit B road. If I have a major bone of contention with the 991, it's that the more sports focussed chassis set ups have so far





been rather dull and heavy handed.

Right, shall I shut up and drive? It being a GT3 I automatically go to depress a phantom clutch pedal. Old habits and that. So, with PDK in park instead I twist the key and the GT3 jumps to it, yowling into life. Gone is the chunter, chatter of the old Mezger engine. In its place a more sophisticated noise that hints at a new-found precision, the sort of mechanical precision required to allow crank, rods, pistons and cams to peak at 9000rpm.

The auto tranny takes the hard work out of low speed manoeuvres, like making a U-turn on to the road, but there's a lot of clutch and diff action going on as the fat rears follow the fronts' trajectory. Not missing manual now though. Not missing it as we trundle through a couple of valley towns either, where the old GT3 would

have been hard work. Snapper Fraser promises driving nirvana beyond them there hills, but I make a wrong turn and end up doing a lap of the Treorchy branch of Aldi's car park, complete with speed bumps. The GT3 takes all this buffoonery in its stride, but you get the feeling that the veneer between civilised kerb crawler and complete mentalist is very thin indeed, particularly when every now and again it seems to randomly drop a gear and pop and bang as if it's got some form of car Tourette's.

I admit it and you've probably gathered it by now: Frankly I'm almost frightened to let this thing off the leash. I don't like the idea of just pointing it and hanging on.

For some reason I think I'm going to be disappointed, I think the GT3 is just going to do its thing, with no

Few cars look this good from the rear! The 991 GT3's steeply raked stance is topped off with outrageous wing and massive rear tyres that produce staggering amounts of grip. It makes an epic noise, too



regard for driver skill or interaction. I'm not disappointed, but that's not disappointed in a good way, rather than the way that all my misgivings and misconceptions have been confirmed. The new GT3 is a riot.

Nirvana hoves into view, the tensions of town trundling melt away, and the way that the GT3 gets on it is truly startling. In auto mode it cracks through the gears like an F1 car, and that's without any of the magic buttons pressed. I leave it in this mode for a while and just point it at the unfolding wiggle of black stuff, trying to process the fast forward imaging rushing through the screen.

The road is less than smooth but new GT3 takes control of it with digital damping that transmits the bits that you need to know about and seemingly filters out the rest. Typical of the longer wheelbase introduced into the 991 gen 911, the GT3 no longer moves around like a 911 or GT3 of old. The swaying motion is gone, instead there is an utterly stable platform on which it performs. And it's quite a performance. What elevates this new GT3 is its sheer agility. Previous GT3s, in fact previous 911s of all descriptions need to be hustled and bullied into a corner. Not now. Active diff, torque vectoring and four-wheel steer combine to get the GT3 in and out of corners at a rate that defies any sort of convention. And that's before the speed and grip factor.

It takes some building up to, and on the public highway, you'll probably never run out of it, but the new GT3 produces brutal, G-force inducing levels of grip. It just doesn't let go to the point that you can feel the lateral grip as

the tyres grind into the road and the tread blocks distort. And then as the corner opens out, and the cornering forces unwind, stamp on the throttle and feel the GT3 take off like an Exocet. There's a smidge of tail action as the weight transfers to the rear, but again nothing like 911s of old. It's that longer wheelbase again and all those systems keeping each corner propped up.

Steering? Well, Porsche claim that the electro rack on the GT3 is its best effort yet at synthesizing steering feel and they're kind of right. It's still not on any sort of par with a manual rack, but it does communicate, albeit in a slightly taciturn way. There is, though, no doubt where the front end is heading and where it is in the midst of a corner, and that is progress in this new era of artificial steering.

Thankfully there's still a direct fluid link to the brakes and stopping and brake feel are both mind-bendingly good. Work the brakes hard and there is a telepathic connection between the pedal and the PDK transmission, which shifts down with a blip and a yowl as another corner comes rushing up. In these 'getting to know you' stages of GT3 interaction, I'm happy to divest the responsibility of cog swapping to the machine.

But for the full experience you do need to go manual, not least because the PDK tranny does have the occasional mad moment and will either drop a gear or hang on to a low gear until the point that your ears start to bleed. Bang the PDK lever over to the left and then get busy on the paddles. No, it's not quite the connected mechanical experience, but Porsche have shortened the pull of the paddles and introduced a level of resistance that makes them quite satisfying to use and, while the GT3 in auto mode hits its shifting targets with unerring

“The new GT3 produces brutal, G-force inducing levels of grip”



accuracy, this way you get the choice. Unlike on a track, which is black and white, the road tends to throw up the unexpected and there will always be times when you instinctively know that a short-shift here, or hanging on to a gear there, is what's required. See, the driver does still count!

For maximum GT3 road thrills adopting manual control adjusts the onboard systems accordingly and speeds up the shifts from rapid to instant. Stick with the dampers in standard mode and your internal organs will stay where they are, except for in cornering situations when they will either shift to the left or the right of your rib cage. Whatever you do leave the track setting for exactly that, the track. On the road it's just too hardcore, but it does have a novelty factor worth exploring out of curiosity.

To an extent, some of my misgivings are borne out, but the trick that the GT3 pulls off here, is to be inclusive. Yes, you know that the technology is doing

the vast majority of the work here, but you can forgive it because it's letting you in on the action. The GT3 says 'you can play too' which is very generous of it. You can forgive it too, because it's such a wild, uncompromising ride and it features a soundtrack that is pure noise and drama and hasn't been generated and piped into the cabin. And you can forgive the engineers too for messing around with all this tech. After all they're not going to uninvent it are they?

The GT3 is a masterpiece. It's the pinnacle of Porsche's engineering art, a clever balance of digital and analogue that, when all is said and done, still connects in a visceral and thrilling way. And we need cars like the GT3 to keep it real. Soon the entire Porsche range will be downsized and turbocharged in the pursuit of progress.

Progress? Time to leave all that behind now. The GT3 is needed at Silverstone for Hales. I shall leave as I arrived in my tidy old 944. The gulf between the old and the new has never felt wider. **PW**

GT3 cabin is more habitable than previous iterations. Bucket seats are swathed in leather and Alcantara, dash top is leather too. Massive six-pot calipers and huge discs ensure stopping is never an issue



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RAIN STOPS PLAY

The new GT3 is track biased so where better to try it than Silverstone. Shame about the weather though, as a soggy Mark Hales reports

Words: Mark Hales Photography: Antony Fraser



Looking back from the relative serenity of my desk, it had been a funny old day. The premise had seemed sensible enough – I had been asked to provide a coaching day for a charity auction winner, and since the sale had taken place at a City shindig, to make it special because it would have cost a few quid. I didn't ask how much, but the suggestion was he'd probably stuck his hand up when his judgement was impaired, which turned out to be about right. Alex later said he'd definitely had a few by the time the auction came round and decided he was going to have the prize whatever, so he just kept sticking his hand in the air... Anyway, it was all for a good cause – the Lawrence Dallaglio teenage cancer trust – and if Alex, for he was the winner – was a City boy, it was quite likely he already had a Porsche and had surely done a few track days, or at least been

engines, couldn't believe it when I did. Surely not in a g11... maybe it's because a flat-six in road trim has a compression ratio of 12.9:1 and spins to 9,000rpm. Probably not though. This one has a seven-speed PDK double clutch gearbox so it can't be driver abuse. It's surely all gone away now, but enlightenment as to the rest was available from the Porsche website. I have to confess I didn't realise that these days the limit is apparently the most exhilarating place to be, or that the final square centimetres have yet to be explored. I wasn't thinking of turning back though, because for me – that would be Alex and myself – it might only just be the beginning, the start of a journey towards new sporty destinations... All sounded good. Maybe Silverstone's square centimetres would be the place to start.

As the day approached, the prospect certainly grew more enticing. I had done several GT3 launches in the days before *The Weekend*

forgive them for that, as long as the next one really was more exciting...

In the days before electric dampers there were a few though – especially the RS extremes – which seemed almost acceptable on the press launch and the billiard table which is a German B-road but were less so when we got the UK press car. Never any doubt about the engine, but the chassis spent almost more time airborne over UK roads than it did glued to them. They were fine on track, and in the day-to-day respect, the later examples with switchable dampers were probably less exciting, but in a good way.

The power unit has always been easier to appreciate. Owing more to the race cars than the road models, the GT3 engines escaped Porsche's Toyota-inspired cost-cutting of the 1990s and kept their dry-sump lubrication while the engineers kept extracting more power without stretching the capacity. One of them

“These days the limit is apparently the most exhilarating place to be”

to Palmer's Autodrome for one of its testosterone-fests, created exclusively to satisfy the breed. So, next job was to ring the Porsche press office and explain the brief. The new GT3 would be no problem said Nick, then with an eye to the main chance as ever, how about I phone Editor Bennett and see if he wants a feature on the back of it... Well, yes, I suppose... why not. An email to Melindi at Gold Track to blag a place on one of their Silverstone Grand Prix circuit track days was the last piece, and the day was on.

Time then, for the first confession. I haven't exactly kept up with Porsche developments of late. I know, I know... Didn't know much about the new car, didn't know about the swivelling rear axles, hadn't heard about the exploding

Telegraph dumbed down but it had been a while. I realised I'd missed the earnest chats with the designers and engineers whose passion for what is still a left-field layout, was completely genuine. You can learn a lot from people like that, even if I always wondered how they were going to trump the last model, especially when that always involved the extraction of yet more power from an engine of 3.6 litres. The relatively modest displacement – in supercar terms – is probably mandated more by the engine's location which is so much a part of the car's folklore, but even if the g11 has been such an individual mixture for half a century now, trumping also means an admission that the previous one wasn't the ultimate that they claimed. You could always

told me that 3.6 litres was the optimum size for the flat-six (air-cooled in those days) yet power output rose from 360 horsepower, to 380, then 415, each time spinning a little faster and with more detail refinement to variable valve timing and inlet tracts and higher compression ratios, plus ever more sophisticated electronic controls for everything. There was an eventual stretch to 3.8 litres in 2010 (435hp) and briefly as a limited edition to four litres (500hp) in 2012 but it's now back at 3.8 with a new engine for the new model (still with dry sump) and just a 25hp penalty which makes 475hp the latest

Opposite page: Too much water for the Michelin Cup tyres and a severe test of the GT3's traction systems, which remained resolutely on



“At first the car felt reasonably composed, even if there wasn't much grip”

high number. Why the reduction in capacity? My guess is that the only way to stretch a flat six layout to four litres and fit in the space had been to lengthen the stroke, and they wanted to spin the new engine faster – in this case to a dizzying 9,000rpm. It's a road car, remember.

There's no manual option for this latest model and that's probably because seven speeds and millisecond gearshifts are the mechanism which keeps the engine turning close to its max where it develops the extra power, and where it sounds utterly other-worldly. Porsche knows that selling cars is about bigger numbers, but also about harnessing the aura that goes with them. If horsepower was the only thing that was important they could have added a turbo, which if the rumours are correct, could well be the case before too long. But, for the moment, if spinning faster is the obvious way to get more power from a small engine, then you need a lot of gears and someone – or something – willing to stir them accurately and quickly enough to catch the accelerative moment, of which more later. In this case, the mechanism is Porsche's PDK take on double-clutch technology, which takes all the violence out of paddle shifting. It can also be programmed to suit different styles of driving, rather than leaving the variables up to the driver.

So far, so good, except for the weather. The day dawned wet and windy and was forecast to get much worse by mid-morning but, in the calm before the deluge, first impressions of the car were good. I remember much wailing and gnashing of teeth when the longer and wider 991 model was introduced, and how some essential Porscheness had been lost. Slung low amongst a set of 20 inch wheels and with big air inlets above and beside a newly chiselled

Desperate Dan chin, plus the splitter at the front and multi-layered wing on the boot, the new GT3 looked fantastically purposeful and crouched ready for action. Alex turned out to be a good sort too, despite working for a venture capital bank, and it was great to discover he was keen to learn rather than grabbing an excuse to rag something round Silverstone. So too was his chum Ryan who was along for a day out of the office where he makes a device which prevents theft of diesel from lorries. Just about to go big in Africa and Russia... Northerners both, it turned out that neither of them had ever been on a track before, and nor were they particularly bothered about smart cars. Stereotypes can be just so unreliable but in this case it was a good thing. The journey towards new sporty destinations might be less eventful because these two certainly weren't out to prove anything.

I took the wheel to show them round the GP track, mainly to see what we had under us, and in the interests of safety before letting a complete track neophyte behind the wheel of the latest and fastest factory Porsche model at a soaking Silverstone. I had already seen that the 20 inch wheels were shod with a set of Michelin Cup track-focused tyres with lesser tread depth, and I remembered one of the launches where it had snowed in Nice and the guys had said they wouldn't recommend taking the car out of the garage at all if the temperature was below three degrees. I made sure absolutely everything was switched on.

At first the car felt reasonably composed even if there definitely wasn't much grip. The front would push wide of the corner and any attempt to roll the car in and reduce that was met with a skip of the tail and a chatter from the stabilising systems. You could gas it hard

as long as you were pointing straight though, so there was at least one thing that hadn't changed since 1964. Then, rolling through the hairpin before the Wellington Straight almost off the power at a pace that felt slower than walking, the car flicked its tail properly wide. Alex shot a glance across the car. "Did you lose the wheels," he asked. Yes, but I wasn't quite sure why. It was definitely loose if you came off the power in the middle of a corner, but it was manageable through the quicker ones like Abbey and Copse. More difficult through the snaky changes of direction through Maggots, Becketts and Chapel because of the inevitable pendulum, but reasonably predictable. Keep a trickle of power on and keep it smooth and it was safe. Not very fast, but safe. Why then was it so loose on the slowest corner of the track at the lowest speed?

I don't have a definitive answer, but the most likely thing is the rear axle steering, which research reveals is quite cunning. Like anything controlled by electronics, there is more variation available and quicker control – as long as you have the programming power – and in this case the rear wheels toe out to make the car turn better through slow corners, and inwards to keep it stable through the fast ones. And they reduce the turning circle for parking. My guess is then, that the level of grip was so low because it was cold and so very wet (and there had been a Superbike meeting there the days before, so there would be a lot of different rubber down), and the electronics had been programmed to expect a certain level of adhesion in order to make the back end agile through a slow corner. It does make me wonder about the wisdom of sending the cars out on these tyres at all though. I couldn't help noticing the fleet of sporty Volkswagens that



were able to drive round the outside of us wherever they wanted and you only have to watch a wet Grand Prix to see how the wrong type of tyre is a challenge even the world's best cannot handle.

All that said, the stability systems seemed well up to the job and I never felt we were likely to hit anything – mainly because we were obliged to travel so slowly through the twisty parts. Some of that is the comfort of Silverstone's vast run off areas which do have their benefits. I might not have felt quite so comfortable at Oulton Park... Alex duly took the wheel and with exemplary restraint steered us safely round for several laps before the rain took on a biblical intensity and brought about the first of several delays to proceedings. There were rivers running along, down and across the track and that many cars off the road and that many red flags that a full stop made little difference. So what did Alex think so far? He had no basis for comparison, he said, because he had never done anything like it before, but

he found the GT3 really easy to drive. Curiously too, he thought it had a lot more grip than anything he was used to. "It feels more like a big car," he said. "I'm six-four and whenever I've sat in one before, it feels cramped. Not this one. And it's got a meatiness about the drive that I wasn't expecting. You just don't realise what a car is capable of until you bring it somewhere like here. Then you look down at the speedo and see you are doing 130mph. Seeing that is more frightening than the act of doing it..." I thought about that afterwards. The idea of driving at 130mph on a public road in the pouring rain on tyres without much tread would be utter madness, but in this environment it goes almost unnoticed.

The rain abated a little and the drainage installed mainly by the US 8th Army in 1943 drained the various lakes in short order, then it was Ryan's turn. Out of the car, he was the quieter one, but in it, he was rather more enthusiastic... We had left the PDK in auto mode because it's one less thing to think about

and because the paddles behind the steering wheel will still override if you tweak one, but, if you roll gently into a corner, the 'box thinks you are cruising and defaults to the highest gear suitable. If, like Ryan, you then decide to accelerate in the middle of the corner, the engine's response is leisurely because it's driving fifth gear and turning at 2,500rpm. Press the pedal harder and you reach the kickdown which unleashes a Tsunami from behind. The transmission drops four gears in a fraction of a second, the engine soars to 7,500rpm with an almighty wail and begins a swift climb further up the scale, the sudden surge of torque fires the tyres and kicks the tail, and the systems come to the rescue... Hardly fair to make any criticism here because there is the option to select "manual" for the track, but it does highlight the rev range of the engine and the

Below: Mark Hales and charity auction winner, Alex, talk all things GT3 and shelter from the elements. Left: It never did stop raining!





Perhaps the miracle of the day was the fact that two track novices happily piloted the GT3 without any drama

scale which the gears have to bridge.

And bloody hell, it's a fearsome amount of noise in the cabin. The flat-six yowl is still uniquely intoxicating, but it's definitely loud as you get closer to the forbidden part of the tacho and it's interesting how the gears feel that much longer when you rev the engine all the way round the dial. The engine is astonishing, as much for its complete lack of temperament as its upper reaches but it is the combination with the transission that makes it formidable. We had better enjoy it while we can

suspension to "on". Not sure whether that affected the rear axles but it didn't actually make that much difference round the lap; provided I didn't react to the twitch of the tail and resisted the instinct to correct – and once I knew it would do much the same thing every time – I could allow the twitch to point the nose round Copse or Abbey and just let the car sort itself out by the mid point so I could gas it up the road. Slower speed corners were less happy; trying to back the car into Luffield for the camera still had the front chattering across the road, then any efforts to bring the power in a touch early just spun up the wheels rather than kicking the tail wide. You do need some front end grip to make a proper skid and the

GT cars driven by professionals at racing speed, which from previous experience is much more frightening than driving on a wet road. The lack of grip slowed everything down too and it was a good workout for the car's stability systems. We didn't spin and a lot of people did. However, it does raise some questions about tyres; anybody who has fitted a set of slicks to anything will know the huge difference it makes – not to mention the huge penalty if the conditions don't suit them. The likes of those on the GT3 have been created specifically to access the greater capability of these cars while remaining road legal. They have a working window though, outside which they don't work.

On the other hand, Antonioni made it safely

“The transmission drops four gears in a fraction of a second”

before the automotive world goes the way of uniform low-revving turbocharged flatulence. My guests either didn't notice, or didn't care, that a VW Golf or Scirocco had driven round the outside of us on numerous occasions, or maybe they just assumed it was their lack of track experience. Whatever it was, the systems had kept us safe and the boys had a great day and were mightily impressed.

I was slightly frustrated though. Not for the first time with a high-performance 911, I didn't feel as if I'd fully grasped the car. Antonioni the snapper was still wanting some lurid images for his lens, so I turned everything relating to restraint to "off" and everything except stiff

more I spun up the rears the more a bit of heat crept into their treads and made the problem worse. By that time there were so many cars falling off, we decided to call it a day.

Not for the first time, the weather had made the biggest difference to the day. Other than the astonishing engine and transmission, I hadn't experienced anything like the full performance of the car, but once the initial concerns had gone away, it was interesting to see how two men fared at an event they would never have thought to do, but for a charity auction. The rain kept a lot of traffic in the garages so two guys with no track experience didn't have to contend with the usual hordes of

home in similar conditions, which only highlights how little of the performance can be used on the public road. That is either a great engineering achievement, or a £100K irrelevance. If it was mine, I'd have another set of wheels and tyres for the winter months, which is probably the law in the car's home country. Or maybe buy the lesser spec and spend the difference on a Clubmans racer, towbar and trailer. But then you wouldn't experience that 9,000rpm engine, which could well be an endangered species. Decisions, decisions... Really we should have another go before we make any more.

Over to you, Nick... **PW**

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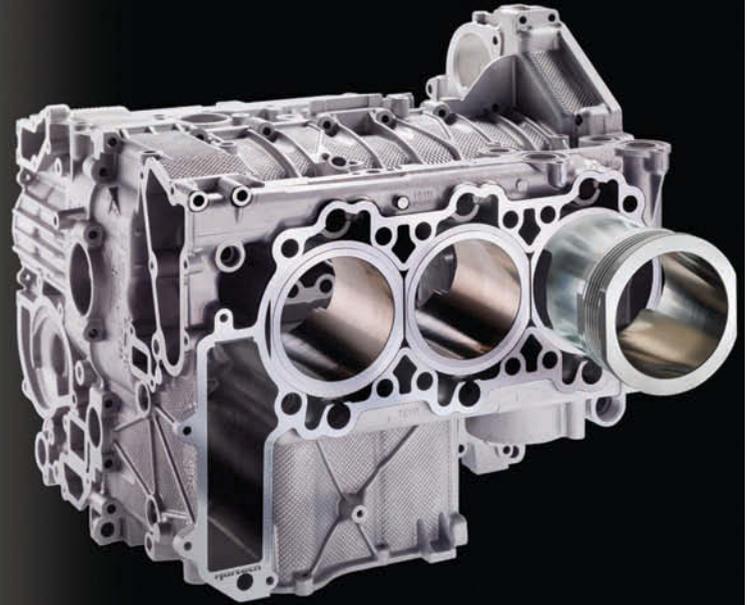
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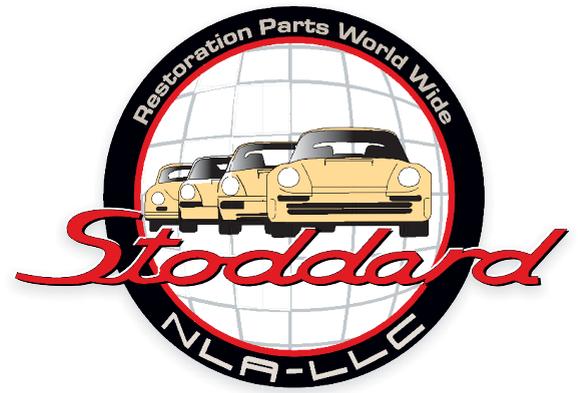
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996

Its time is now

Porsche's revolutionary 996 is now the first rung on the 911 ownership ladder. This is a very good thing and here's why as we celebrate the 996

Words: Steve Bennett Photography: Antony Fraser

There's a rationale for putting these two 996s in a photographic studio for the front cover shoot for this issue. The plan, you see, is to make them look like the junior supercars that they are. To flatter and enhance their lines and transport them back to their prime porkiness, when they were £75,000 plus machines, lauded by the motoring media and taking all those the prestigious 'Car of the Year' awards, before, in other words, the 996 crash.

The 996 crash? It's the perfect storm that's engulfed the 996 market in recent years. A combination of Porsche reaching beyond its enthusiast market, with a car that appealed to a wider audience, a booming global economy (then, not now) leading to big sales, which in turn flood the second-hand market leading to depreciation and cars falling into the hands of those

that can't afford to run them and the inevitable downward spiral as the list of 'Previous keepers' on the V5 gets ever longer and the poor 996 gets ever tattier. Add to that the market jitters that surround the 996 in terms of mechanical issues, and you can see how this has happened.

But now we're at the tipping point and, not wishing to blow the *911&PW* trumpet too hard, we kind of saw this one coming and we've said as much. How come? Well, with the value of air-cooled 911s replacing that of house prices across the country as the dinner party conversation of choice, the 996 was bound to become the equivalent of the slightly down at heel adjacent borough to be dragged along by the price boom. The 996 is, and has been for some time, the first rung on the ladder for first time 911 buyers. To carry this possibly tenuous housing analogy further, the 996 is the modern





new build to the air-cooled 911's period dwelling, albeit one with a potentially dodgy boiler.

And of course everyone wants that period, possibly even 'listed' 911. It's like that dream of moving to a little cottage in the country – the one with the thatch that needs replacing and various degrees of rot. That will be your wings and sills disintegrating then. An overheated market leads to all sorts of stuff being bodged to sell, while good air-cooled cars are snapped up by second car buyers and 'incomers' looking for an investment opportunity, while those that bought while the market was low are now basking in their good fortune or cashing in their 'lucky' investment. Then there are those (like your Editor) who sold too low and have watched the air-cooled boat sail away, destined to drive for ever more the Porsche rental equivalent – also known as a 944.

Enough now. The above slightly meandering ramble is exactly why the 996's time has come and it's time to

celebrate that fact. It's time to big up what was the most radical 911 update ever conceived, and one that Porsche sunk a considerable amount of time and money to get right. This was the 911 reinvented, reimagined, revolutionised and driven straight into the modern world with the confidence of a development job well done, and better in every respect than the car it replaced. The fact that the 996 now holds 'Your first 911' status is an anomaly of a market skewed to the halcyon days of the classic 911, where every model has now been gentrified – even the ones that were a bit rubbish. Happy days, we say.

OK, so maybe we're making a virtue out of a necessity here. Want a 911 that's under £20,000? Well this is it so better focus on the positives. Fair enough, but what positives they are. Why did Porsche go to such lengths to reinvent the 911? Because they couldn't carry on as they were. The air-cooled cars had been developed into



a dead-end. The world had moved on, legislation had moved on and the way that cars were built had moved on. Change or die was Porsche's mantra and so it started with the Boxster and then the 996-generation of 911. Parts sharing, modern production techniques and cars that were in the right place at the right time. At last this really was the people's Porsche, the first Porsche that people actually 'got.'

I was one of them. Save for a brief encounter with a Carrera 3.2 and an SC (a poorly one), the 996 was the first 911 that I ever drove properly, and that despite being 12-years into my career as a motoring journalist. In fairness I had been working on a club motorsport/rallying title for most of that time, and the road cars that came my way were of the Elise, Caterham, hot hatch and Impreza/Evo/M3 variety. The 911 wasn't really on the magazine's radar and so wasn't really on mine either (although an air-cooled Beetle fan

too, I did get the 911 thing from an aesthetic and historic point of view), but something changed with the Boxster and 996. Those cars seemed to skip a generation and so in my final fling as Editor of said club motorsport title I called the nice people at Porsche GB – who didn't know me from Adam – and somewhat tentatively asked if I could perhaps borrow a 996 C2 for a week. While they didn't quite say: "ah, Mr Bennett, we've been expecting you..." there seemed to be no surprise at mine and the magazine's cold call, no questions asked as to my intentions with their test car. Good job too, because I had a full week planned including a 24-hour round trip to the Nürburgring!

This was in 2000, so still some time after the launch of the 996. A silver 3.4 C2 arrived in the office car park, with 9000 hard fought miles on the clock. It was dark when I jumped in it and hurried off round the M25. Such was my 911 novice status, that I didn't even realise that

“This was the people's Porsche, the first Porsche that people actually 'got'”



TECHNICAL SPECIFICATION

PORSCHE 996 C4S

| | |
|---------------|---|
| ENGINE: | 3.6-litre flat-six cylinder |
| POWER: | 320bhp at 6800rpm |
| TORQUE: | 273lb ft at 4250rpm |
| TRANSMISSION: | Six-speed manual/five-speed Tiptronic |
| TOP SPEED: | 174mph |
| 0-60MPH: | 5.1 secs |
| SUSPENSION: | MacPherson strut front, multi-link rear |
| TYRES: | 225/40 ZR18 front, 295/30 ZR18 rear |

Looks good under studio light, every inch the junior supercar that it is. Widebody look has always been popular with 911 buyers and 996 C4S is starting to creep up in value, but you'll still get an excellent example for under £25k



it had a six-speed gearbox until the next morning in daylight – ‘needs a taller fifth,’ I thought to myself. “Duh,” as any teenager would say.

There was no epiphany as such, just a gradual process as I started to grasp the ways of the 911. There was no doubt about it – it felt odd. The constant ‘twisting’ movement from the rear seemed to influence the whole machine and the inclination was to somehow counter it. But then I worked out that it was a bit like an Elise (not quite the mid-engined car it claims to be), albeit with its weight even further to the rear and not so high up. It could be used to change the 911’s angle of attack and assist in getting the power down out of a corner. Soon I was getting the hang of swinging it around and revelling in the characteristic transfer of weight to the rear as the rear tyres dug in and the front end reached up and the steering went slightly light for a moment. I got the fact that you just had to go with it, let it lead and not hang on to the wheel. It was like nothing else I had ever driven; nothing shook its stuff and moved around like this.

And then there was the precision and linearity of the controls. Everything worked together. The clutch and gearshift were coordinated, the brakes powerful and progressive. I loved the central rev counter, and loved whanging the needle towards 8000rpm and the noise from the flat-six. Water-cooled it might have been now, but it still sounded amazing and rather more sophisticated than its air-cooled predecessors.

I wasn’t the only one heaping praise on the 996. Some might have been slightly grudging about it, but the consensus was that the new generation of 911 was better in every way than the 993. Me? I wasn’t encumbered by the baggage of that comparison. I knew no different, I just knew that the 996 – the Porsche 911 of my generation – was the car I really, really wanted. The epiphany may have been gradual, but it still hit home. Did it have an influence on where I am now? Yes, I think it probably did, that and a few stars converging at the same time some years later.

Forgive the above indulgence, this is about the car

On the road is where it’s at. Great visibility and wieldy dimensions make the 996 a formidable cross-country weapon. Back in the day, only a Subaru Impreza or similar could rival it for B road pace

THE 996 THAT JAMES BOUGHT

A real life, first time 911 buyer speaks

This is James Churchward and the 996 C2 that we’ve been waxing lyrical about here is James’s first 911. He is, then, a 911 virgin. There are Porsches in the family. His brother has a 991 Turbo, but James’s pockets were not quite as deep. He’s a true petrolhead and previous dalliances have included a Lancia Delta Integrale and a BMW E30 M3. He has taste, then.

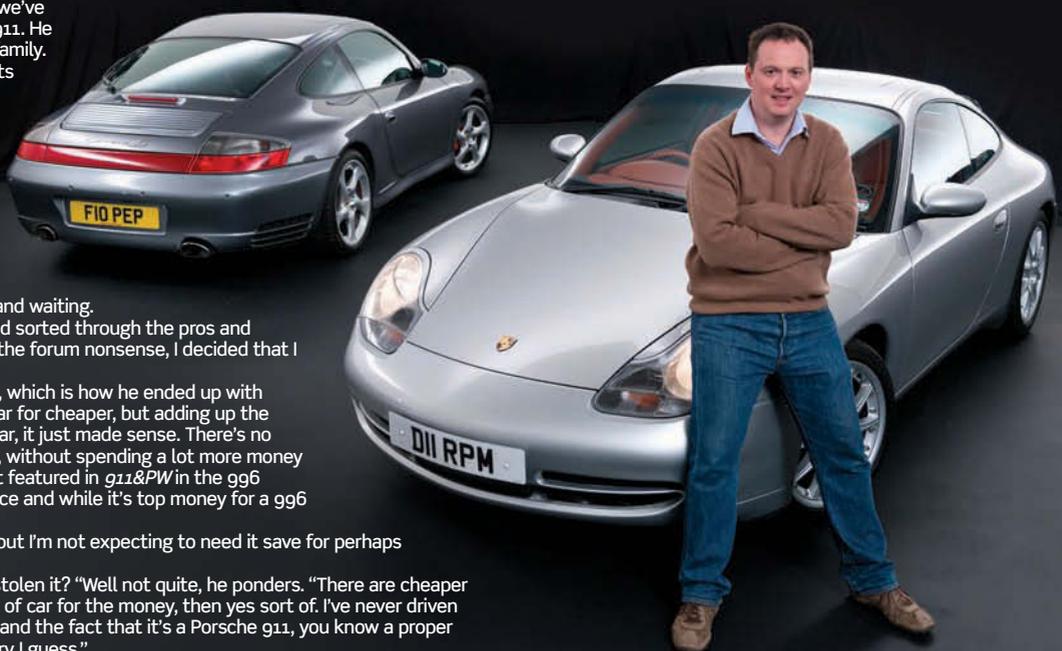
James kindly brought his new toy along to our photoshoot and as intimated in the main copy of this feature, he bought it from Darren Anderson at RPM. “I’d been looking for some time, recalls James. “In fact I’d been stalking the whole idea for about four years or so, buying 911&PW, and just watching and waiting. The whole 996 thing was a bit scary, but once I’d sorted through the pros and cons and filtered out the hysteria and some of the forum nonsense, I decided that I knew enough to take the plunge and the risk.”

James sensibly took the ‘buy the best’ route, which is how he ended up with Darren’s project 996. “I could have bought similar for cheaper, but adding up the work and the bits that Darren had done to his car, it just made sense. There’s no way that I could have achieved the same result, without spending a lot more money and I kind of knew the car, because I had seen it featured in 911&PW in the 996 health check feature. All that gave me confidence and while it’s top money for a 996 3.4, I reckon it’s cheaper in the long run.

I do have a contingency budget just in case, but I’m not expecting to need it save for perhaps the odd cosmetic touch up here and there.”

We wonder if James perhaps feels like he’s stolen it? “Well not quite, he ponders. “There are cheaper 996s out there, but regardless of that, in terms of car for the money, then yes sort of. I’ve never driven anything quite like it and for that reason alone, and the fact that it’s a Porsche 911, you know a proper Porsche 911, then under £20k seems like robbery I guess.”

We couldn’t agree more, James.



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after all, but I'm just trying to get across the impact that the 996 had, not just on me, but on the sports car world in general. It really was that good and it's hard to believe that this is the same car that's been so maligned in recent years. But that's success for you. We build 'em up and we shoot 'em down. And then we rediscover them.

And so back to the studio. Basking under the tungsten we have the beginning and end of 996 evolution – a 3.4-litre C2 and a 3.6-litre C4S – resplendent in silver and grey, the colours of the time and still hugely popular (and safe) now, and so giving both a still contemporary look. There's plenty of time to absorb the details, such is the duration of a studio shoot. The 996 was criticised for being rather bland at the time of its launch, but now it just looks simple and unfussy, particularly in base C2 form. The 997 and the 991 have become more and more sculpted and you wonder whether the narrow-bodied 996 C2 will become

the pre-impact bumper 911 of the water-cooled generation?

The C2 has recently been bought (see sidebar) from Porsche specialists RPM Technik, where it had been the personal project of RPM Sales Director, Darren Anderson. We bumped into Darren at the PCGB Brands Hatch extravaganza and got chatting about this very car (the RPM plate, by the way, will be heading back to Darren). Darren was, and is, on a mission to restore the 996's reputation and in doing so has restored this car to its former – as new – glory. True it looks like any other silver 996 C2, but this car was well spec'd by its original owner with an LSD and Mo30 sports suspension. The GT3 wheels were fitted by Darren, but certainly don't look out of place. In fact this is classic 911 car journo spec: Base model, manual and no gizmos, thank you very much.

We used this very car as the subject of a 996 'healthcare' feature at RPM earlier this year, where it



underwent a thorough examination that extended to launching a probe into its nether regions to check for signs of impending cylinder prolapse. It was given a clear bill of health and then subjected to the full gamut of 996 engine upgrades and filled with Evans Waterless Coolant. More significantly, though, from a driving point of view, Darren gave the suspension a full rebuild with new dampers, bushes, drop links and coffin arms. In short he wanted this car to be absolutely spot on from a dynamic point of view.

And isn't it just. Driven from the studio and out onto some of my favourite roads, some of which I first drove fourteen years ago on my 911 initiation, Darren's ex-996 feels every bit as good as I remember that test car. In the words of the mighty ELO, it's a 'Livin' thing', resolutely old school in the way that it passively connects with the road, and uncorrupted by the layers of electronica that dominate every connection between driver and the road

that current 911s are encumbered with in a driving equivalent of safe sex. And whereas the wayward movements of the 991 have virtually been engineered out, this 996 still twists and turns like a 911 should. A light grip of the wheel and then let it do its thing. It is simply wonderful. And just fast enough, too. Its 300bhp might sound a bit feeble in today's powerscape but it's enough to really use and feel like you're getting the most from it.

Bad bits? Well no deal breakers. The 996's interior wasn't exactly praised at the time for the quality of its construction and the materials used. It is a bit creaky, and the digital readouts are prone to fading and look rather old fashioned compared to the analogue simplicity of the earlier air-cooled cars. However, you'll revel in the comfort and the effectiveness of the air-con, which works properly, and with a bit of dedication and a can of WD-40 those creaks and rattles can be located

“The 996 is old school in the way it passively connects with the road”



TECHNICAL SPECIFICATION

PORSCHE 996 C2

| | |
|---------------|---|
| ENGINE: | 3.4-litre flat-six cylinder |
| POWER: | 300bhp at 6800rpm |
| TORQUE: | 258lb ft at 4600rpm |
| TRANSMISSION: | Six-speed manual/five-speed Tiptronic |
| TOP SPEED: | 174mph |
| 0-60MPH: | 5.2 secs |
| SUSPENSION: | MacPherson strut front, multi-link rear |
| TYRES: | 225/40 ZR18 front, 265/35 ZR18 rear |

Reinventing, reengineering and reimagining the 911 for the modern world, was a big ask for Porsche in the '90s. They carried it off with aplomb, creating a car that was still a '911' in every respect



and calmed. I will concede, though, that slamming the lightweight door on a 996 will always be a source of disappointment in comparison to the chunky clunk of any air-cooled 911.

And so to the bigger, butcher 996 C4S. This 996 derivative is already on the move price wise and these later 3.6-litre cars don't seem to have fallen in to disrepute and disrepair like the earlier 3.4-litre cars. There is a strong following for them, and so good cars are not that hard to come by. Then as now, the Turbo look wins buyers over. This particular example has been donated to the cause by dealer, Paul Stephens and it's

This one is fully loaded too, with climate, memory seats and factory sat nav, which still works and is rather quaint in its operation and graphics, which kind of looks like someone has just cut out a section of a map and stuck it on the screen, such is the pace of this sort of technology these days.

It's a lot of car for £21,000, just as the C2 is a lot of car for £18,000, which is actually top money for a 3.4-litre. Shop around and you'd get either for less, particularly privately. That's two cars for the price of a single air-cooled 911. Doesn't make sense does it?

And so we come full circle. We say here and now, and

THANKS TO:

Darren Anderson at RPM Technik for fettling and developing the 996 C2 used here, and to new owner James Churchward for bringing it along.

www.rpmtechnik.co.uk
Thanks also to Paul Stephens for supplying the immaculate 996 C4S. This car is currently for sale with Paul.

As a sign of the times, PS have recently set up a water-cooled arm to the business.

www.paulstephens.com

“We say here and now, and with some confidence, the 996's time is now”

as good as it gets, save for the Tiptronic transmission, which wouldn't be our first choice. But get this. Last time we pitched a 996 C4 S into the mix, during last year's 911@50 celebrations, and in the exalted company of other millennium 911s – namely a 997 C2, 997 Turbo and 997 GT3 RS – it was the underdog 996 that came out on top. True it was a manual, but its winning hand was that of its day-to-day driveability and compliance compared to the others.

The C4S doesn't quite have the poise and balance of the C2, but it's a close call and for many the looks of the thing will swing the balance and we'd understand that.

with a certain amount of confidence, that the 996's time is now. The drossy, neglected cars are disappearing, the cars that are going to blow up have largely done so and have been repaired, rebuilt and future-proofed and values are starting to increase, dragged along by the rise in air-cooled values. Early 996s are rapidly approaching 20-years old. Soon they'll be modern classics in their own right and deservedly so. 911 ownership used to start with an SC or a strange narrow-bodied impact bumper 2.7 from 1975. Now it starts here and that's progress. In the words of some fusty someone or another: “We've never had it so good.” **PW**

Bennett reunites with his 'first 911 experience.' How was it for him? Pretty good apparently! Interior could be described as 'challenging' but then we used to say that about Pasha. A black steering wheel would further offset the expanse of red



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PORSCHE 997 – GT3/TURBO / C4S / C2S / C2

2010 - 997 GEN II TURBO COUPE MANUAL (CARRERA WHITE) 19,000 Miles
Metropole Blue Lther Intr, PSM/PASM/PCM-Touchscreen Sat Nav, BOSE Surround Sound system, CD Changer, Telephone, Heated & Memory Seats, Rear wiper, White Dials, Rear Park Assist, Xenon Headlights, 19" Turbo Alloys (Gen II), Full Porsche Service History

2009 - 997 TURBO COUPE TIPTRONIC S (CARRERA WHITE) 36,000 Miles
Black Lther Intr, PSM/PASM/PCM-Sat Nav, Telephone, BOSE, CD Changer, IPOD Connection, MFS Wheels, Sports/Heated/Memory/Electric Seats, White Dials, Sunroof, Alcantara Headlining, Chrono Package Plus, Cruise Control, Rear Park Assist, Climate Control, Xenon Headlights, 19" Turbo Alloys, Full Porsche Service History

2008 - 997 TURBO COUPE TIPTRONIC S (BASALT BLACK) 19,000 Miles
Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone, BOSE, CD Changer, Chrono Pack, Cruise Control, White Dial, M/F/S-Wheel, Memory/Heated/Sports Seats, Sunroof, Porsche Crest Headrest, Xenons, Rear wiper, Rear Park Assist, Full Porsche Service History

2008 - 997 TURBO CABRIOLET TIPTRONIC S (BASALT BLACK) 54,000 Miles
Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone, BOSE, CD Changer, sports/ Heated /Memory/Electric Seats, White Dials, Chrono Package Plus, Rear Park Assist, 19" FUCH alloys, Full Porsche Service History

2007/56 - 997 TURBO COUPE MANUAL (GT SILVER) 26,000 Miles
Full Black Leather Intr, PSM/PASM/PCM –Sat Nav, Telephone, BOSE, CD Changer, Sunroof, Chrono Package Plus, White Dial, Heated Seats, Memory/Electric Seats, Rear Wiper, Rear Park Assist, Xenons, 19" Turbo Alloy Wheels, Full Porsche Service History

2007 - 997 TURBO COUPE TIPTRONIC (BASALT BLACK) 47,000 Miles
Black Leather int, Sports Chrono, PASM/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 GEN II C2 COUPE PDK (GT SILVER) 33,000 Miles
Black Leather Intr, PSM/PCM 3-Touchscreen Sat Nav, Telephone, BOSE, IPOD Connector, Chrono Pack, Cruise Control, Heated & Semi Electric Seats, Alcantara Headlining, Rear Parking Assists, 19" Gen II Carrera Alloy wheels, Full Main Dealer Service History

2009 - 997 GEN II C2 PDK COUPE (SEAL GREY) 28,000 Miles
Black Lther Intr, PDK Gearbox, PSM/PCM 3/Touchscreen Sat Nav/White Dials, Cruise Control, Telephone, Heated Seats, CD Changer, Alcantara Headlining, IPOD Connection, Rear Wiper, Porsche Crested Headrest, M/F/S Wheel, Xenons, Rear park Assist, Full Porsche Service History

2008 - 997 C4S COUPE MANUAL (BASALT BLACK) 46,000 Miles
Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone/BOSE & CD Changer, White Dials, Sports Exhausts, Heated Seats, Alcantara Headlining, Part Electric Seats, Rear Park Assist, Climate Control, 19" Turbo Alloys, Full Porsche Service History

2007 - 997 C2 COUPE MANUAL (METEOR GREY) – 41,000 Miles
Black Grey Lther Intr, PSM/PCM-Sat Nav/Telephone, BOSE, CD Changer, Heated Seats Cruise Control, Alcantara Headlining, Rear park Assist, 19" Carrera S Alloy wheels, Full Service History.

2006 - 997 C4S COUPE MANUAL (BASALT BLACK) 39,000 Miles
Black Lther Intr, PSM/PCM/PCM-Sat Nav, Telephone, Heated/Memory/Sports & Fully Electric Seats, Sunroof, White Dials, M/F/Steering wheel, Alcantara Headlining, Rear Wiper, Rear Park Assist, Sports Exhausts, Climate Control, Full Main Dealer Service History

2006 - 997 C2S COUPE TIPTRONIC (BASALT BLACK) - 55,000 Miles
Full Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone, M/F/S wheel, BOSE, Heated/Sports Seats, White Dials, Switchable Sports Exhaust, Alcantara Headlining, Rear Wiper, Rear Park Assist, Climate Control, 19" Spiltrim Alloy wheels, Full Main Dealer Service History. (Just been carried out major service)

2006 - 997 C2 COUPE MANUAL (BASALT BLACK) - 56,000 Miles
Sand Beige Lther Intr, PSM/PCM-Sat Nav, Telephone, Alcantara Headlining, BOSE, CD Changer, Climate Control, Sports Exhausts, 18" Carrera Alloys, Full main dealer Porsche Service History.

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

2003 - 996 TURBO COUPE MANUAL (POLAR SILVER) – 70,000 Miles
Dark Metropole Blue Lther Intr, PSM/PCM-Sat Nav, Telephone, BOSE, CD Changer, Fully Electric Seats, Sunroof, Rear wiper, Rear Park Assist, Alcantara Headlining, 18" Turbo Alloys, Full Service History.

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.

1996 - 993 TURBO COUPE MANUAL (MIDNIGHT BLUE) 21,000 Miles
Grey Leather Interior, Sunroof, Part Electric Seats, Electric Windows & Mirrors, Rear Wiper, Air Conditioning, Becker Radio Player, 18" Turbo Alloy wheels, Full Main Dealer Service History

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)

1997 - 993 C2S COUPE MANUAL (ARCTIC SILVER) 71,000 Miles
Varioram, Metropole Blue Lther Intr, Sunroof, White Dials, SONY Single CD player & Radio, Electric Window & Mirror, Air Bag, Air Conditioning, Factory Fitted Alarm System, 18" Turbo Alloys, Turbo Spoiler, Fully Documented Service History

1997 - 993 C4 CABRIOLET MANUAL (MIDNIGHT BLUE) – 92,000 Miles
Marble Grey Lther Intr, Air Conditioning, Radio & CD Player, Electric Window & Electric Mirror, 17" Carrera 4 Alloys, Full Service History

1995 - 993 C2 COUPE MANUAL (MIDNIGHT BLUE) 99,000 Miles
Sunroof, Black leather electric seats, Porsche immobiliser and spare keys, Recent cosmetic paintwork carried out to remove stone chips, Porsche document wallet and manuals, Rear wiper, Electric spoiler risers and falls as it should Porsche inscribed mats, The car is always garaged and is a C16 UK car, A very nice example in excellent condition.

1994 - 993 C2 COUPE TIPTRONIC (BLACK) 92000 Miles
Black Leather Interior, Tiptronic, Sunroof, Becker Radio, Electric Seats, Electric Windows/ Mirrors, Rear Wiper, 17" Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

1994 – 993 C2 COUPE TIPTRONIC (BLACK METALLIC) – 73,000 Miles
Black Lther Intr, Kenwood CD Player & radio, Sunroof, Rear Wiper, Electric Window/ Mirror, 17" Alloy wheel, Factory Fitted Alarm System, Full Main Dealer & Porsche Specialist Service History

1994 - 993 C2 COUPE TIPTRONIC (BLACK) 99,000 MILES
Marble Grey Lther Intr, Sunroof, Becker Radio, Electric Seats, Electric Windows, & Mirrors, Rear Wiper, 17" Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

1400 PORSCHE 930 TURBO COUPE MANUAL (BLACK METALLIC) 140,000 Miles
DEEP Plum Lthr Intr, 3.3L engine, KKK27 Turbo, Manual Gearbox (915), Porsche Sports Steering Wheel, Fully Electric Seats, Heated Seats, Alcantara Headliner, Full Climate Control (AC) converted to modern AC gas, Upgraded Bi-Xenon Lights, Front Suspension Strut Brace, Rear Wiper, Original 16" FUCHS Alloys with new Continental N1 tyres fitted, Upgraded High End Sound system, Full Service History with invoices and photographs documenting the full restoration. Subject to a full and extensive restoration, just recently completed. Concours condition throughout

1987 PORSCHE 911 CARRERA 3.2 CABRIOLET 1989 (G50 GEARBOX) 126,000 Miles, Manual Gearbox (G50), Matching Numbers Example, Immaculate Blue Metallic Exterior, Full Marble Grey Interior, Matching Dark Blue Hood, Fully Electric Softtop, Electric Windows and Mirrors, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, Very Original Condition, 10 Years With The Same Owner, Kept with the same specialist for a number of years

1984 PORSCHE 911 3.2 COUPE SPORT (BALTIC BLUE) 74,000 Miles
Manual, Baltic Blue Metallic Coach work, Black Leather Interior, Sunroof, Electric Mirror, Electric Window, Factory Fitted Air Condition, Factory Fitted Alarm system, Fully documented service history.

1991 - PORSCHE 964 C2 COUPE TIPTRONIC 64,000 Miles
Midnight Blue Coachwork, Full Grey Lther Interior, Air Conditioning, Becker Radio Player, Sunroof, Electric Mirror & Window, 17" Alloy wheels, Fully documented Service History.

1991 - PORSCHE 964 C2 COUPE MANUAL 94,000 Miles
Black Coachwork, Full Black Leather Interior, Sports Seats, Air Conditioning, Grundig Radio Player, Sunroof, Rear Wiper, Electric Mirror, Electric Window, 17" Alloy wheels, Full Service History (just been serviced at official Porsche Centre-Bournemouth)

FERRARI - MODELS FROM 1967 +

2010 - FERRARI CALIFORNIA (1) 2 PLUS 2 SPIDER 12,000 Miles
Grigio Silverstone with Sabbia, Crema Daytona Seats with Grigio Scuro Stitching and Piping, Nero Carpets, Yellow Rev counter, Central Tunnel and Armrest in Crema Leather, iPod Connectivity, Satellite Navigation, Telephone Module, Electro chromic Interior Mirrors, Front and Rear Parking Sensors, Reversing Camera, Adaptive Headlights, Stability & Traction Control, Magnether Dual Mode Suspension, Tyre Pressure Monitor, Full Climate control, Ceramic Brake Calipers, 19" Forged Diamond Wheel Rims, Scuderia Shields. Full Ferrari main Dealer Service History

2008 - FERRARI F430 SPIDER F1 (Fully protected and wrapped in white) 20,000 Miles
Coachwork as New condition, Grigio Silverstone Coachwork, Nero Black Leather Interior with Red Carpet, Carbon Fibre Trim, Ferrari Stereo with a telephone module, Manettino with Sports and track settings, Climate Control, Ceramic Ferrari shields, Front & Rear Parking Sensors, Ferrari Crested Headrests, Full Ferrari Service History, Very Well Kept Example

2003 - FERRARI 360 SPIDER F1 (GRIGIO SILVER) 28,000 miles
F1 Gear box, Grigio Silver Coachwork, Black Leather Interior, ASR, Challenge Grill, Climate control, CD changer, 19" Ferrari Alloy wheels, Full Ferrari Service History, Two previous Keepers

1998 – FERRARI 550 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 Black Int. Optional Sports Mode, Electric Seats, Electric Hood, Tonnau Cover, AC, R/Parking Sensors, Electric Windows & Mirrors, 18" Ferrari 355 Alloys, Original Toolkit, FSH, Recently Serviced, This car has been known to us for a period of 5 years.

1973 – FERRARI 365 GTB/4 DAYTONA RHD (ROSSO RED) 38,000 Miles.
Black/Red Leather Interior Red Carpets Climate Control "Ferrari Classiche" Full Continuous History Superb Provenance 3 Owners From New.

1967 – FERRARI 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles.
Full Black Leather Interior Detailed Restoration History Full History Original Build Sheets/Sales Invoice/Tool Kit/Wallet/Hand Books Numerous Concourse & Awards Winner Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago Comprehensive photos showing The Repaint & Work Done By Ferrari Exceptional Condition Throughout.

LAMBORGHINI

2011 LAMBORGHINI GALLARDO (YELLOW) 9,700 Miles
Paddle shift Gearbox (Automatic), Interior in Nero Leather, 19 inch Lamborghini Crested Alloys with Yellow Callipers, Satellite Navigation, Fully Electric Seats with Lamborghini Crests, Aluminium Crested Flat Bottom Steering Wheel, Aluminium Dash Dials and Fascia Trims, Fully Electric Heated Seats with Lumbar Support and Lamborghini Logos, Tracker Fitted, Bi-Xenon Lights, Rear View Camera, Rear Parking Sensors, Full Official Lamborghini Service History, recently Serviced, New Lamborghini Pirelli Tyres Fitted

CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356

1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles.
1 of 26 RHD Lightweight Black Leather Black Metallic Coachwork with White Stripes Full Black Leather Interior Full Weather Equipment Absolutely Stunning Condition Very Rare With Approximately ONLY 26 Vehicles Manufactured.

1964 - PORSCHE 356 SUPER 90 COUPE LHD (SIGNAL RED)
Manual 2600km since a full restoration, Soft Beige Leather Interior, 1600 cc, Left Hand Drive, Eligible For Many European Events, Supplied with Porsche Certificate of Authenticity 1 owner for the last 15 years

1964 - PORSCHE 356C COUPE (SIGNAL RED)
Signal Red Coachwork, Black Leather Interior, 1600cc, Recent Major Service, Excellent condition and fully documented service history. Originally supplied to US

1958 PORSCHE 356 A COUPE 1600cc (SILVER) LHD
73,000 Miles, Silver Coachwork, Green Leather Seats, Sunroof, 15" Wheels Superbly restored, concours condition.

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

1962 JAGUAR 'E' TYPE ROADSTER 3.8 SERIES I (OPALESCENT SILVER BLUE)
Refreshed by one of the UK's most renowned E-Type specialists restored to Concours level. Manual, Series I, opalescent Silver Blue Coachwork, Black Leather seats with Navy Blue Carpets, Aluminium Centre Console, Dark Blue Soft top, Restoration work Fully documented. Chromed wire wheels.

1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)
Grey Leathr 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

1998 FIAT BARCHETTA CONVERTIBL MANUAL LHD
Blue with a new black mohair hood. It has done just over 51,000 miles. We imported it from Germany at 6 months old in 1998. It had previously been owned by Hertz Germany. The car is clean, but not concours. This is a well loved Italian thoroughbred, which provides an excellent entry into sports car ownership.



NARROW BODIED 911 TURBO

VANILLA SHAKE

Don't let the innocuous looks of this delectable cream classic fool you! This pretty Porker has a dark side too in the shape of a 930 Turbo engine in the back

Words: Johnny Tipler Photography: Antony Fraser



Buy Pirelli shares now! Johan is on track, lighting up the Cinturatos on the back of his '72 911T around Abbeville circuit's twelve twists and turns! Sideways action is his forte, but it's easier with this car because, unbeknown to the casual observer, there's a surprise lurking in the engine bay. This innocent-looking cream cracker with its mellow green stripes just happens to be packing... a '77 European-spec 3.0-litre 930 engine, complete with K27 turbo and 964 camshafts!

It's a pretty special prospect even before we open the engine lid. Created in San Diego by veteran Porsche specialist Tom Amon, it has an exemplary paint finish: Chrysler 'Cool Vanilla', overlaid with Ford 'Kiwi Green' stripes – painted, not decals. In Abbeville and the surrounding villages it's a real head turner.

The 930 engine and 915 transmission were rebuilt by Tom Amon and fitted around 15 years ago. Other modifications carried out at the same time included a B&B dual outlet exhaust, new Bilsteins, anti-roll bars, rear torsion bars, ball joints, steering rack, TT rods, plus 964 front brake calipers with a 22mm master cylinder. The Fuchs wheels are special items as well, being Harvey Weidman refinished 'Deep Sixes', with 7R on the back.

Once I've finished admiring the tantalising exterior I

open the door. Another amazing aesthetic feast! Green leather upholstered GTS Sport S seats, and similarly clad dash top and door furniture, with carpeting consisting of German Squareweave matting by Autobahn Interiors. There's a 380mm RS steering wheel, and a North Hollywood Speedometer turbo boost gauge instead of the 911 clock. The 1972 F-programme 2.4-litre 911T was good for 140bhp, and now with the 3.0-litre 930 engine it sports a rampant 300bhp. The first direct evidence I get of its enhanced performance capability is on Abbeville's twiddly circuit. Among the tracksters doing their hurlaround thing is a red Ruf CTR, a Yellowbird in all but plumage, and having warmed up the 2.4T, Johan locks on. Like a cruise missile, gradually we reel in the Pfaffenhausen twin-turbo CTR, and it's a well-driven car too. With 500bhp it pulls away from us along the half-mile start-finish straight, but not by much and, a couple of turns into the mid-field section, Johan's caught up again. We are holding onto a Yellowbird, and we are not in a lowered chassis, just a narrow one. It's incredible to be able to do that with a 1972 car, to have that kind of power available, and it's enormous fun riding the kerbs. Talk about doing a Ruf, this is exactly the sort of concept that Alois Ruf embraced when he began tuning Porsches.

Of course, Porsche was one of the first car





Now that's a bit of a surprise! Where once a normally aspirated flat-six sat, now resides a full on 930 Turbo engine giving a wholesome 300bhp

manufacturers to embrace turbocharging, beginning with the 917/10 Can-Am cars in 1972 when this 911T started life. The first 911 race car to run with a turbo was the 500bhp 2.14-litre RSR that came 2nd in the 1974 Le Mans 24-Hours and Watkins Glen 1,000kms, and then another year on, in Spring '75, the 930 Turbo road car was unveiled.

There's another angle to this. Forced induction is one thing, but a dramatic capacity hike is another, and the impact on performance is inevitably startling. Shoehorning a bigger motor into an unsuspecting minnow has long been an efficacious way of gaining more horses: in the '60s Carroll Shelby did it with the AC Cobra, and TVR did it with the Griffith. In the early '70s, Autofarm's Josh Sadler was an early Porsche panderer, transplanting a 911's flat-six into a 912 to go hillclimbing with. A decade later I worked over an innocent Alfa Romeo 1300Ti tin-top, installing a 2000 Berlina engine and LSD so it went like shit off a shovel. The 911 was a special case though: its flat-six had the advantage of having individual cylinder barrels so you could increase capacity by changing bore and stroke without resorting to a larger engine: no need to switch a 2.0 for a 2.7. But the temptation to transplant little for large remains attractive because it's swifter to achieve and probably less fiddly. And that's what Tom Amon did with Johan's car in the USA in 2005, out with the 2.4, in with the 3.0 turbo.

Back in the paddock apron, Johan lets the turbo cool off. 'We'll just let it spin out for a minute or two,' he says, 'because the oil line for the turbo comes from the engine, so when you turn off the engine the bearings on the turbo are still spinning without oil so that's why you need

to have it come down from about 100,000rpm to zero, just as a cool down, and that's why you have to let it run on idle so that when the turbo is on zero rpm the bearings don't need oiling. And that prolongs the life of the turbo.' It's a recent addition to Johan's collection. He first saw it in the States in 2007, but it changed hands and came to Holland in the meantime. 'The car wasn't sorted, and I'm almost certain that he was daunted by the car, so he decided to sell it. It wasn't cheap, and of course if you make a conversion like this it's an expensive task, and then you take into account the lavish interior, but even so, the price I paid was a fraction of the build cost of the car. The only thing I don't like is the coconut floor mats, but that's typically American; they absolutely love those things, but on the other hand they protect the other mats underneath. When we first got the car we ice blasted the chassis to clean it, and we could see that the original colour of the car was probably Gemini Blue. But I think it does look period in vanilla and green. Whoever painted the stripes on did a good job, and that was done in the States. It's got the mph speedometer so it's still to US spec. Otherwise, the only thing I would have liked is a sliding roof, but then it's better not to have one for optimum torsional rigidity.'

Johan still wants to make some minor adjustments. 'I like everything about it, except that I need a steering wheel that comes closer to my body because my knees are hitting the wheel. And I would like to change the gauges, so probably I'm going to have a design made to match the beige and the green stripes of the exterior. Something like they had in the Sport Classic. And I'm



going to get a 300kph speedo like the RS's, and a rev counter that goes to 10,000rpm without a red line, just for fun. I'll have the turbo boost gauge incorporated in the speedo, and a proper clock re-fitted, because it bothers me that I don't have a clock. I couldn't care less if I have 1 bar or 1.2 bar or 1.8 bar boost; it's nice to see the needle going up and up, but if you're driving really fast you don't have the time to look at it! Basically I don't have time to look at my speedometer either, the only thing I'm concentrating on is changing gears.'

It's a fine looker from any angle. But the posture of the car is slightly out of kilter with a normal F-programme g11,

tyres to be fitted on the back than this narrow-bodied car would normally have and it does give it a slightly curious tail-up attitude.

Those extra millimetres do make a difference on track, according to Johan. 'Though they kept the original body they widened the back wheels on the inside, so from the outside they look like the standard wheels, but they are half-a-centimetre wider on the inside, and although my rear tyres are a little wider than the front ones it is still not enough to handle the potential power and provide traction. You sense that, when you come out of a corner and floor it so you're in turbo boost mode, the wheels are

Widened rear wheels give this narrow-bodied turbo a slightly raked stance and lose in the battle for grip against 300bhp. Twin exit exhaust is a bit of a giveaway if you know what to look for

“Early 930 Turbos were even more dangerous than this one”

because the rear wheels have been made wider on the inside so that there is no offset projecting into the wheelarch; common practice in the '60s before specialist aftermarket wheel manufacturers got going, a set of wheels was taken to the local blacksmith where the wheel rim was cut off, a hoop spliced in and the rim welded back on again, and a suitably wider tyre fitted. That's what's happened to the rears on this vanilla fudge car, though the offset has been implanted on the inside of the wheel so it's not obvious externally. It allows bigger

spinning and you don't get the power to the tarmac, but at the same time you have to be very tender on the accelerator.'

How does the g11T turbo compare with the 930? Johan provides a very interesting take on the two installations: 'Well, the early 930s were even more dangerous than this one, because they had huge turbo lag, which this one doesn't have. To counter that, they changed the turbo and the response time, so you still had a little bit of turbo lag but you didn't have the residual power coming through

Interior is testimony to an impeccable custom job. Seats are green leather clad, as is door furniture and dash top. Steering wheel is an RS item. Coco mats protect the German Squareweave carpets. Right: Getting a wheel off the ground!





when you lifted off and the turbo was still blowing. And because this one has a smaller turbo the response is better all round, with no lag or hangover.' The 930 benefited from much broader tyres, brakes and suspension, which Johan acknowledges: 'Chassis-wise, this one is not as good as a Turbo because it's smaller, so I guess the 930 would be the better bet as a turbo road car, but they still remain dangerous cars. What you've got here is the classic body and in this body size they never had more than 210bhp in an RS, and even that was a little wider at the back. So, basically, the most brake horsepower we had in this chassis was 190bhp in the 2.4S, so this car has another 110bhp on top of that, and in fact it's a bit too much for the chassis.' Therefore, upping the boost pressure is of no interest to Johan. 'There was still a way to get more out of the 930's 260bhp 3.0-litre engines; basically you'd just turn up the turbo boost, and I'm sure that you can boost it with this one, but I don't want to go any higher because we could have some problems with reliability. It's fun on the road and the way it passes cars like the BMW 6-series on the track is simply

awesome.' Seems to me it passes everything – except, frustratingly, that CTR!

Surprisingly, the chassis has not been upgraded in any way, apart from slight wheel widening, and that smacks of a novelty exercise. Surely you would augment the damping and brakes while you're nigh-on doubling the power? 'I don't think anything has been done to improve it torsionally,' says Johan, 'so what I'm doing here on track you can do once in a while, but you are not supposed to do it on a regular basis. You have to put in a roll cage and lower the centre of gravity to start with. So it's a nice car on the road. When you are on the highway it's very fluent in traffic, with the power capability to match any modern car, and that's the main aim of the car.'

The '3.0' T has also provided Johan with an inspiration. 'It's a fun little car, and I've been thinking of building something like it just for pleasure, and I'm going to sell my r-gruppe car because I've bought this one, so now I'm thinking I'll build something like it myself, but have it torsionally stiffened, have a rollcage in the cabin, clad in leather just like a real CTR. And I absolutely like the idea of



having a Targa with 300 brake horsepower, but then you really do need to stiffen up the chassis.' Watch this space!

I search for parallels with other on-track experiences: to make it work around the circuit like he just demonstrated, is Johan's technique particularly different to the lightweight 911R? 'The R is easier because it's lighter, and this car has a bigger engine which is heavier in the back end, so in order to make this a really good track car we would have to upgrade the suspension and probably put on low profile tyres.' But to be able to stay with a Yellowbird like we just did, there's not that much wrong with the way the suspension is set up as it is. 'No, but I could make it better, with less body roll, and I could probably make it so it would get ahead of the Yellowbird! But then you'd have to work on the suspension, and I don't want to do that to this car because I don't think you have to change everything on a car. Once in a while you have to give the car a shakedown on track as it is, and it would be possible to make it better in that context, and if we did that, despite the disparity in the power, I'm sure it would be faster than the CTR.'

There are no two ways about it, of course, it's a much quicker car than a regular 2.4, a direct result of its lightness and the available power, and in terms of on-road performance it feels more like a 2.7RS, and that's without bothering to trouble the turbocharger. The narrow-bodied Turbo T's steering is very light, and the ride is admirably dainty for such a veiled beast with a latent sting in its tail. It's firm but light over these bumpy French country roads that switchback over the arable hills. The tall tyres that no doubt contribute to the easy ride are Pirelli

Cinturato P1s, 205/60/R15 on the front and 215/65/15 on the back.

When the turbo starts to kick in at 3,500rpm it's a very smooth power delivery – though I don't hoof it lest it plays the bucking bronco. In fact, on these back roads I'm resisting the temptation to explore it to the full but one excuse is that the brakes require very firm pressure on the pedal and I've used up half the travel without anything very much happening. That means I'm having to pre-judge acceleration as well as braking points, what with the turbo thrust and the 'period' anchors.

Like the brakes, some other aspects are also authentic '73. For instance, there is only a single Durant door mirror, and the rear three-quarter windows open but the front ones don't. On a hot, sultry day in Picardy the cabin needs as much ventilation as I can muster, and those back side windows levered open certainly help cool it down.

Fundamentally this is a great open road machine, where you can be fairly relaxed about driving it. Gun it on a back lane and you'd better be pretty sure where it's going to go. First gear is hardly necessary because it's so torquey, pulling strongly from 2nd through 5th. Five gears: one more than the 3.0-litre Turbo ever had. It's a smoothie when simply cruising around and off-boost. Ultimately it's a wolf in sheep's clothing, though. A bit like Johan himself: there's a little of the Jekyll and Hyde going on, the easy-going charmer becomes the sideways king who takes no prisoners on the race track. So it's a paradox of a car. You're not supposed to have that many horsepower in a small body, but it's huge fun! Cool, too, just like a vanilla shake. **PW**

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Left: It's a 911T but the 'T' takes on a rather different meaning when there's a turbo in the back! Subtle metallic green stripes are painted on. Those opening rear windows are essential on a hot day in an early 911



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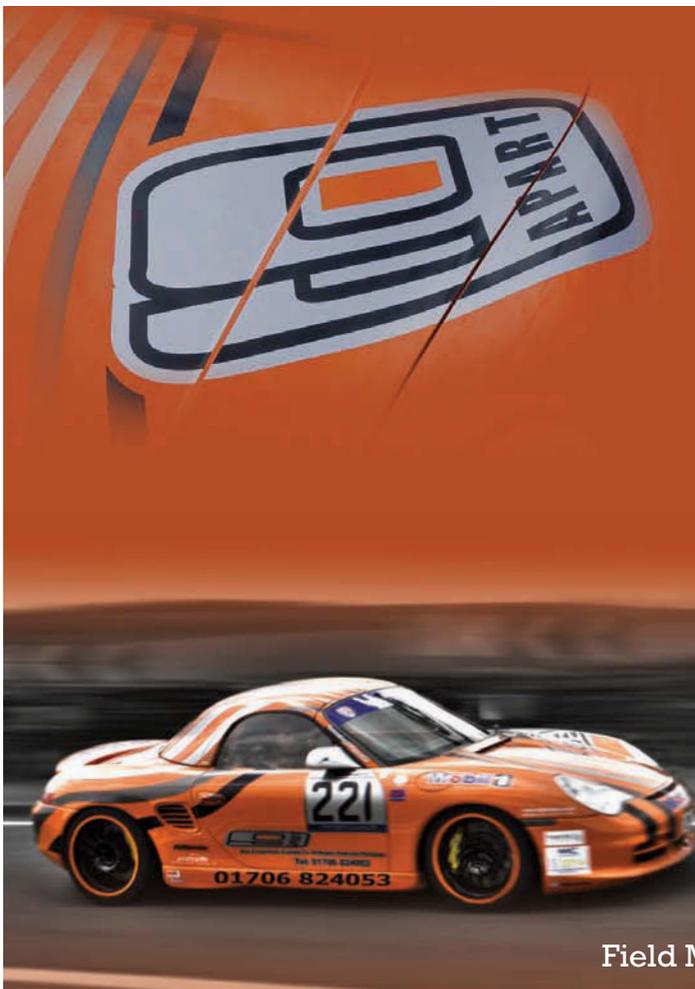
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CLOCKWORK ORANGE SPEEDSTER

Create a version of a model that the factory never produced. Then paint it a far-out colour, just to grab your attention. Welcome aboard Ninemeister's clockwork orange 993 Speedster

Words: Johnny Tipler Photography: Antony Fraser

They never made one. There never was a production 993 Speedster. Ok, yes, so there was just one, and they made it especially for Butzi Porsche in 1995. And American celebrity Jerry Seinfeld had his 993 Cabriolet converted into one at the factory. Now, though, Warrington-based 911 specialists Ninemeister are redressing the balance. They've picked up the ball that Porsche never put in play, and run with it. Four tries on the scoreboard, and counting.

With four gm93 Speedster Ss to their credit already (gm to signify a Ninemeister product, S for Turbo-look), Ninemeister's latest offering is their flagship, the Tangerine Dream, showcasing their creative abilities in bodywork, paint booth and trim. 'We decided the future's orange,' says principal Colin Belton. 'We're already working on another car now, a wide-bodied gm93RS-R, which will be the demonstrator for the new gm-F technology developments that are on the way. The RS-R will be an ultimate performance, normally-aspirated air-cooled car that completely redefines everyone's expectations of what is possible from a 1990s 911. We're going to paint that orange, too.'

The Speedster's Tango'd tint is reminiscent of those early '70s psychedelic hues like Signal Orange and Blood Orange. 'This isn't a Porsche colour, fairly obviously,' counsels Colin; 'it's one that we custom mixed from the Panelcraft paint scheme, and it's like a translucent pearl, which is why in the sunlight you get the light and shade effect from different angles as the depth of the paint changes the colour, exaggerated by the flowing curves of the body. It's actually a translucent candy orange finish on top of a silver pearl base coat, loosely based on a motorcycle colour. We were going to use McLaren's Volcano orange from the MP12, but of course they won't release the formula so instead we mixed our own and in the end we were glad as everyone prefers our version.'

We've come to Ninemeister's brand new premises just off the M6 at Woolston, near Warrington, Cheshire. The crack-of-dawn butty wagon welcomes early arrivals. The Chesford facility will be the firm's customer service centre when all the ramps, wheel alignment, tyre bay and vehicle build equipment has been installed in the new workshops. The gm93 Speedster S is resplendent in the

showroom/reception area. If you normally associate Ninemeister with hot flat-six engines and racing set-ups, you'll be surprised to learn that, nowadays, bodywork and luxury interiors are also their stock in trade. That's why they sought an iconic 911 to promote their talents. Colin's view is that a brochure or website is not sufficient to grab the customer's attention; to demonstrate what's possible there's no substitute for an actual car. 'We needed to be able to put gm cars in the showroom and say "Come and take a look for yourself, this is what we do, and we can make something along these lines for you." A car like the gm93 Speedster S is inspirational, so that's why we built one. The actual car-in-the-metal is not only a rolling piece of automotive art, it is also physical proof of the quality of every car we construct.'

It takes some bottle to deconstruct any air-cooled 911 in these times of extraordinary prices and soaring values, even more so when the donor car is a low mileage 993 Cabriolet. You have to be pretty confident that your end result will be worth the sacrifice. Colin is assuredly upbeat. After all, this is the fourth gm93 Speedster S they've done at Ninemeister. 'We can start with either a Cabriolet or a Targa, but in this case it was a Cabriolet, an ultra-low mileage non-Varioram 993 that we found after being hidden away in a basement storage facility in London for 15 years. With 8,000 miles on the trip, that's as good as you'll get as a donor.' A silver car, too, ironically. They stripped it to a bare shell, removing every nut and bolt along the way, and then the 1000 hour production process began. The objective was to create a Turbo-bodied Speedster, which involves the complete re-fabrication of the shell. The back end of the cockpit receives new interior inner quarter panels, hood mounts, a new rear bulkhead and Turbo coupe quarter panels grafted below the Cabrio sections. In the centre new outer turbo sills cover the additional gm stiffeners



NINEMEISTER 993 SPEEDSTER



beneath. At the front a new scuttle panel is needed to take the Speedster windscreen, with new A-posts incorporating screen supports to enhance the windscreen rigidity.

And how do they come by the componentry wherewithal to create the 993 Speedster? Look no further than its predecessor, the 964, the last Speedster that Porsche made. Not that Speedsters were exactly prolific; historically there were only ever 1,234 examples of the 356 Speedster made, then a 20-year jump till 2,274 units of the 3.2 Carrera version came out, followed by 945

standard narrow-bodied car's bumper.

That prominent glassfibre double bubble clamshell is a 964 Speedster component, too. It's suggestive of sports racers from the 1950s – like the Mercedes-Benz 300SLR, and Zagato coupé roofs too – and its function on the 3.2, 964 and 993 Speedsters is to provide a cover over the folded down soft-top in each case. Although it does endow the cars with a slightly awkward hump-backed profile, it is lessened by the colossal width of the 993 Turbo body. The laid-back windscreen also contrives to accentuate the length of the front portion of the car

“How do they come by the parts to create the 993 Speedster?”

units of the 964 Speedster, with late-comer 997 getting in on the '50s James Dean act with a calculated 356 cars released. The Ninemeister 993's doors are 964 Speedster items, a unique frameless design to accept the curved one-piece side windows. It's not all bolt-on though, there is subtlety in that a 993 has central windscreen wiper mounting positions, so only parts of the 964 scuttle is used, seamlessly grafted onto the ends of the 993 scuttle. These little details combine to consume 200 hours to execute the whole re-fabrication operation. Ninemeister call it the 993 Speedster S, which uses the Turbo body, so the quarter panels, sills, kidney bowls, front wings, wing extensions and rear bumper are all Turbo parts. In this case the front bumper is also a Turbo component but in theory customers could specify the

from scuttle to headlights.

It's not a straightforward process. 'Although the panels are in theory universal they don't actually fit that well out of the box, so the body shop team spend an awful lot of time making sure the panel gaps are correct. We also have to re-work the edges of the clamshell to get it absolutely spot-on at the edge of the quarter panel so that the shut-lines are perfect all the way round the car, in fact the boys work hard to get the door gaps and wing gaps accurate. I can't claim any credit for this process, I run the business, I do a lot of the concept work, I design engines and tune them on the dyno; it's my business partner Marc who is the key body man with years of experience perfecting his OCD techniques, bodywork and assembly is his forté.'





It is surprising how many parts on this car are unique to the Speedster build programme. Not only are the doors different, so are the window panes, inner and outer seals and even the window winding mechanisms. The unique glass slides in a standard runner at the rear with a special runner at the front, the short lift mechanism is located in a different position within the door frame. To mount the reclining windscreen the inner dash panel is unique, fabricated with screen mounting holes at either end with a captive nut behind the holes. On either side of the dash frame a stiffener passes downwards to the inner bulkhead to share the loading with the extended A-posts. Building one of these cars is not just a matter of cutting off the g64 screen pillars and applying them to the g93. Porsche made some very important changes to the area surrounding the g64 Speedster cockpit and all of these subtle modifications have to be tweaked to fit the g93 shell. The inner dash and scuttle panel has to be modified, a stiffener has to be welded onto the inner bulkhead and the area on top of the 'A' post has to be reworked.

There's even more at the back to contend with. The Speedster hood mechanism mounting points at the top of the B-post might look similar to the Cabriolet version but they are not the same so have to be changed. The Speedster rear bulkhead also needs more clearance for the hood to fold back into, but as the g64 bulkhead will not fit the g93 shell this clearance pocket (and the underlying g93 bulkhead stiffener) has to be custom

fabricated by Ninemeister. On the g64 the inner quarter panels are unique to the Speedster and must be used for the conversion, however they do not fit the g93 shell correctly so again custom stiffeners and sections must be fabricated to accommodate the inner wheel arch differences. The upshot of all this detail re-fabrication and stiffening is that there's no scuttle shake of the kind that might be detectable in a g11 or g64 Targa or Cabriolet; the chassis feels absolutely solid. There's a good reason for that. 'Did you know that there are huge design and structure differences between a 3.2 Carrera Speedster and the g64 Speedster?' asks Colin. 'You can't use 3.2 Speedster parts on the g93 because they simply wouldn't fit. Just as Porsche did with Butzi's car, we use all g64 Speedster parts because between the 3.2 and g64 models Porsche re-engineered the Speedster to such an extent that I think the only part that's similar to both those models is the double-bubble hump. The windscreens are different, the drop glasses are different, the doors are different, even the mechanisms are different. Porsche really have done a number on this, they've built two very low volume cars with two sets of very expensive components. It's amazing they ever sold what they did.'

Arriving at such a lustrous finish was also time-consuming. On top of the structural engineering challenge of transforming the g93 shell into a torsionally rigid Speedster, the paint process was even more

As with any custom job, it's all about quality, execution and materials. The orange paint and colour is bespoke and it took weeks to achieve the flawless finish. The interior is a mix of grey and brown leather and was trimmed by an ex-trimmer at Bentley in Crewe



involved. Painting the car took an astonishing 400 hours. 'To achieve a perfect finish there is no easy way, the work just has to go into it,' Colin explains. 'The colour we chose meant we had to spray it many times and each coat has to be perfect. The starting point is perfect primer and for this we triple prime it. The first coat is flatted off, filled, shaved and blended by hand before priming it again; a week later the second coat is flatted off with fine paper before the last coat is applied; after baking this is left for at least three weeks for the paint to harden, then flatted off with fine paper again. Once cleaned the water based silver base coat is applied to an even thickness and left to air dry. Finally it's colour time, requiring the highly skilled spraying of the translucent candy orange top coat which has to be applied evenly over all the panels to ensure an even colour balance. This is show condition paintwork, and it doesn't really get any better than that.'

Carte blanche means anything goes, providing it's logical and enhances the result. 'This is a concept car, so

colour of the car, and the minimalist door liners have sunglasses pockets and lightweight RS door pulls. When you're making a showpiece, anything goes as all balls are in play. 'In retrospect we could have picked red for the interior highlights because of the callipers, so you'd have had red lights, red calipers, red stitching and red seat belts. Any of these concepts will work, so we played around with this one to see what we liked and what we didn't. The trim is all done by a friend – Andy – a vastly experienced and time served trimmer from Crewe who has worked with us for quite a few years.'

The gmg3 Speedster S #4 is Ninemeister's flagship. The first three were bespoke customer cars, and the initial impetus came from local client Graham Marginson who commissioned the first one, having seen a red car in the States. He found a 993 Cabriolet, sourced a job lot of 964 Speedster parts and handed the project over to Ninemeister. They learned a great deal doing it. 'One of the key benefits of a Speedster is its very low centre of

“This is a concept car, so we decided to throw ideas at it to see what works”

me and Marc decided to throw ideas at it to just see what worked. On the outside the Turbo S brake scoops (where the driving lights would be) are in silver to match the clear indicators, although they could also be body-colour orange to match standard orange indicators. The door handles and mirrors are regular 993, but the idea of the black was to pick up on the wheel centre colour and reflect the Carrera S identity to complement the split engine lid grille. On the interior we could not agree, I wanted a brown interior and Mark wanted grey, so we've compromised with a really subtle blend of the two.' The stitching is in orange and the Porsche hardback seats are clad in brown leather. The door panels are brown and the tops are grey; the dash top is grey and the dash bottom is brown. The carbon trim across the dash is a genuine Porsche upgrade, reputedly costing £8,000 when offered on the 1996 Turbo S. Seat belts have been remanufactured in orange webbing that matches the

gravity, and in race car terms the lower you can get the centre of gravity the better handling car you'll have – in other words it will grip more. Add to this the additional width of the Turbo chassis and the 100kg weight saving over the Cabriolet and quickly I realised that I had to put my engineering hat on to work out how to add stiffness to the shell to cope with the additional dynamic loads. That's how we built Graham's car.' Two more 993 Speedsters followed, constructed along the same lines, with the Ninemeister team learning valuable production lessons and refining their techniques along the way. It's become a desirable high-end Porsche in the process; displayed at the recent PCGB Festival at Brands Hatch, Colin and Marc received an offer of £250K no less for the Tangerine Dream. With JP's n02 car in California and RP's n03 car now in Hungary, they are also about to start building a fifth car for another Californian client. 'There's a lot of California going on here; these cars

Engine is a standard 272bhp Varioram unit, and does just fine. But then it's not about power. Wheels are 19in factory Fuchs reps from the 997 Sport Classic Right: The rear hood covering clamshell is a 964 Speedster panel, as are many of the other parts, which have been adapted for the 993 base car



NINEMEISTER 993 SPEEDSTER

belong out in the sunshine!

Apart from the raked-back windscreen, the cockpit and controls are familiar 993 – with a number of sophistications the like of which you'd expect to find in an offering from the doyen of customised, nay, remanufactured Porsches, Alois Ruf. The neat new gm badge decorates the bonnet just like a Ruf logo, and that has now replaced the firm's original branding that was based on the colours of the 964 RS like a great piece of abstract art: Maritime blue, Mint green, Speed yellow, and Rubystone red. 'We loved our old colourful design, but the nature of the business moved on and we found it was a very difficult logo to render, you couldn't easily make a badge out of it and it didn't suit all car colours, so basically we've just been through a re-branding exercise. Ninemeister is the company and gm as the product, both with their own new logos that can be displayed in any colour and it all works.' The gm logo is embossed on the seat headrests and the steering wheel boss, the Ninemeister logo on the sill step trims.

Choice of wheels is crucial to any custom car project. The ones on the 993 Speedster resemble modern Fuchs but they are actually 19in 997 Sport Classic items, 11in on the rear and 8.5in on the front, sourced from local PC Porsche Chester. They are shod with Michelin Pilot Sport tyres, 305/30/ZR19 rear and 235/35/ZR19 on the front. The gm93 suspension was custom designed for the application by KW, incorporating an electric hydraulic lift system. Colin presses a button in the front of the door shut panel. An electric motor whirrs and the car body slowly elevates from the wheels. 'It has a cartridge unit underneath each spring which inflates backwards and forwards and raises the car by 25mm for negotiating speed humps; it automatically drops down again when the car goes over 30mph.' We move on to retracting the soft-top, a job that's easier with two people. Like the 964 Speedster, the process begins with the lever at the bottom left of the rear cockpit. Pull the lever up to

release the clamshell, which lifts up at the back. Release the two clamps on the windscreen header rail, then unhook the canopy from the rearmost clamshell rim. Ease the rear screen section back on top of the hood and lift up the clamshell over the engine lid. Fold the hood in half, compressing the canopy frame behind the seats and hook the rear screen around the hood; bring the clamshell back over the top of it and clamp back in place with the lever. Two elasticated pull loops help re-hook the hood onto the clamshell when putting it up again, before clipping the front onto the screen top rail and re-tensioning the hood with the clamshell lever. It's not as complicated as the Boxster Spyder but it is important to get the sequence right or you can damage the clamshell.'

Predictably it's an expensive build process. 'The last time I priced all the Speedster parts up from Porsche, including the doors, it came to £30,000, just for parts,' says Colin. 'However, I believe a lot of the parts are either unobtainable now, or going up, so I wouldn't expect to get any change out of £50,000 just for the new parts to build this car.' As for the value of the refit, Colin makes some rough calculations. The seats and trimming represent about £10 grand, plus another £4 grand for wheels and tyres, suspension includes £5 grand's worth of high/low suspension, and the donor car is worth £70- or £80,000, so once you add VAT to everything you've got to take a pretty deep breath before you actually start the job when your donor car is that valuable. Our attitude was, "right, we're doing it." What it is, and whether it's worthwhile was never a consideration because we're building something unique.'

But if they want to carry on offering such comprehensive conversions, a viable means of sourcing components will need to be put in place. 'Looking long term, if we are going to build more gm93 Speedsters we have to either go and talk to Porsche really nicely and ask them to re-manufacture the parts that are missing, or we start making the parts ourselves which is not too difficult





when you are a degree trained Design & Production Engineer. So we'd just find little jobbing shops and have the castings made. Whether it's cost-effective depends on volumes. 3D printing must make it easier to create moulds for components like the windscreen frame and maybe door pressings, but to earn that investment back we'd have to be selling at least ten cars a year.' Not an impossible target, judging by the reception it's getting.

Now it's our turn for an outing with the car. We concoct a lap of local attractions – Oulton Park, Jodrell Bank and Arley Hall pass in a blur, and we end up at the National Trust's Tatton Park for our photoshoot. So many cyclists! Give 'em their due, they mostly pause pedalling to admire the Tangerine Dream. Despite its broad-in-the-beam stance, alacrity is all there. Acceleration from the 272bhp 3.6 flat-six is at its fiercest in 2nd and 3rd gears (0-62mph = 6.6s), and those two ratios seem quite close together. Grip levels are phenomenal, thanks to the squat, stiff chassis, gm/KW damping and broad tyres. It's a firm ride, and I'm feeling all the pitter-patter from the bumpy road surface, and the Michelin Pilots are confidence inspiring – what you'd expect from a wide-body 993 in any case, and it feels good and planted. Crossing Runcorn-Widnes suspension bridge I'm crouched down behind the steering wheel, feeling like Dustin

Hoffman in his Duetto on Golden Gate Bridge in The Graduate, and if they ever re-make The Graduate this is the car! Berkeley, California it is not, this being Footballers' Wives territory, and there is a bit of a draught coming in behind me, so I'm glad I've got my collar up. Later on, heading back to Ninemeister, I'm at the legal limit on the motorway, this Cheshire cat purring around 3,000rpm, but there's a heck of a wind noise and that is the main sensation: buffeting from the breeze and the attendant roar. With the windows up it's marginally less intrusive, though I'm always expecting my fedora to blow off. All right, the Speedster does have a soft-top, but that rather defeats the point: it's not Cal-cool. Maybe a flat cap would be sartorially acceptable?

This car is all about the concept and the look. It's also sexier than a Cabriolet. A Cabriolet is much more sedate, civilised touring, while this Speedster is for serious promenade posing. It's an exquisite piece of work, but it's an image car rather than one that you would drive a very long way, especially on the motorway due to the buffeting and the wind noise (Colin later tells me that they have an optional wind break for high speed cruising). So it's boulevardier rather than gran turismo. 'Come tango with me,' it says. Forbidden fruit? On the contrary! Here is one tangerine that's definitely ripe for picking. **PW**

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Above: Porsche may never have made a 993 Speedster for production, but it's hard to conclude that, had they, it would have looked much like this. Certainly the effect is of a factory finished car



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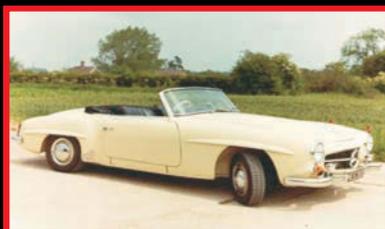


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FOR ALL THINGS PORSCHE

ALL IN THE FAMILY



The histories of Porsche and Volkswagen are inexorably linked, with the first 356s relying heavily on mechanical components borrowed from the VW parts bin. But those ties extended far beyond the late 1940s and early 1950s, as Keith Seume recounts in his tale of little-known prototypes, mid-engined sports cars and what is arguably the most impressive VW of all time...

Words: Keith Seume Photos: Porsche Archiv; Volkswagen AG; Shin Watanabe; Keith Seume

Most readers will be familiar with the story of Porsche and how the company grew out of Ferdinand and Ferry Porsche's plans to build their own sports car in the post-war era. The tale is one of determination to create an affordable product based on the readily available drivetrain from the VW Beetle, the car which had been the embodiment of Porsche's dream since the 1930s.

What is less well-known is how Porsche continued to work with Volkswagen throughout the 1950s in the role of consultant. Later still, the two companies would become involved in a number of joint projects but, for the purposes of this article, we'll be concentrating on showing how Porsche's involvement with prototype work for its Wolfsburg cousins ultimately led to the creation of the g14 and short-lived g12E.

In 1949, while Ferdinand

and Ferry were busying themselves with their first eponymous sports car – Porsche No1 – they became involved with studies for Volkswagen which called for a modern unitary body design to replace the Beetle's platform chassis and separate bodyshell. The first project was given the working title of Type 402, but sadly there appears to be no surviving illustrative record of this.

However we do know what Type 534 looked like. This was a project commissioned by Volkswagen in March 1952

which called for the creation of a running, driving prototype of a small – again, unitary-bodied – passenger car. The end result was fascinating in many ways, for the overall design was very reminiscent of a shortened Porsche 356, complete with curvaceous sloping back. It was referred to as the 'Volkswagen Klein-Sportwagen Selbsttragend' – literally Volkswagen small sports car 'Self-supporting', a clear reference to the unitary-body construction. It was powered by a

26.5bhp 1.0-litre flat-four air-cooled engine and weighed just 650kg. With a wheelbase identical to that of the Porsche 356 at 2100mm, compared to that of the Beetle at 2400mm, it was just 3720mm in length, or roughly 200mm shorter than a 356 and 300mm shorter than a Beetle. Like the Type 402 before it, the Type 534's sole *raison d'être* was to investigate the potential of a unibody design with regards to mass production.

The completed prototype was presented to Volkswagen's head

Above: Type 534 was commissioned by Volkswagen early in 1952 to investigate unitary body construction. The similarity to Porsche's own 356 is obvious

Below left: VW was desperate to find a Beetle replacement but in-house designs, including the Bug-like EA 97 shown here, were doomed to failure





Above: The EA 48 was Volkswagen's first attempt at designing a small car off its own bat. Front-engined and with front-wheel drive, it was very advanced for the time, but such projects proved time-consuming and were considered detrimental to the company profits

Below left: Another suggestion from Ghia for the EA 53

Below right: Sole surviving example of the EA 53 project can be seen on display in the Stiftung Automuseum in Wolfsburg

man, Heinrich Nordhoff, in the autumn of 1953, after which it underwent a period of extensive evaluation back at Stuttgart before meeting the fate of the majority of such cars: it was unceremoniously crushed.

The relationship between VW and Porsche continued unabated throughout the 1950s, with three new projects, Types 672, 675 and 728, taking to the drawing board between May 1955 and July 1957. They were all designated 'VW-Kleinwagen - Selbsttragend' (unitary-bodied small cars) each powered by small-capacity three- or four-cylinder air-cooled engines.

The last of these, the Type 728, became known as the VW EA 53, seven examples of which were built at Wolfsburg for evaluation over a period of about four years. The first cars of this series were bodied by Porsche (and were, to be frank, rather ugly!), with later cars featuring a more attractive body designed by Ghia. These cars were actually the forerunners of what became known as the Volkswagen Type 3 range (better known as Fastbacks, Squarebacks - or Variants - and Notchbacks).

One of the key features of this design exercise was the development of what was known as the

'Unterflurmotoren', or 'underfloor engine'. The upright cooling system featured on the VW Beetle motor (which was essentially the same as that used on the contemporary Porsche 356) was redesigned to allow the engine to sit under a rear luggage area by placing the cooling fan on the end of the crankshaft and slimming down the cooling shroud.

As the EA 53 project progressed, it began to take on a new direction. It was becoming too big and heavy to play the role of the lightweight small car it was intended to be. Further development ground to a halt and VW's attentions turned elsewhere. First came the EA 97, which was the closest yet in terms of appearance to the imminent Type 3 range but, as Volkswagen said of the new prototype, 'After a pilot run of 200 cars, the project was abandoned: the EA 97 was positioned too close to the Beetle and the Type 3. In 1969 it provided the basis for the 'Brasil' - the Brazilian VW subsidiary VW do Brasil produced the compact car until 1982.'

Despite accusations to

the contrary, Volkswagen was a very forward-thinking company. Heinrich Nordhoff even went so far as to put on display around 20 previously unseen (by the public) prototypes to show that while the product line appeared to be stagnant, a lot of work was going on.

Indeed, even as the Type 3 went into full production, thought was already being given to its successor. This new project was given the working title of EA 142, work on which commenced in October 1962, alongside another amazing new project, EA 128, which we will come to in a moment.

The first running models featured the same Ghia-designed and built bodies as the last of the EA 53s, but they were soon redesigned thanks to a new 'face' coming on board: Carozzeria Pininfarina. This well-established company had already worked with VW in the past, memorably being asked how the Beetle's styling could be improved. The reply was to simply enlarge the rear window, which is what Volkswagen did in August 1957.

Pininfarina's influence





Above: Heinrich Nordhoff was anxious to push Volkswagen forward, and his enthusiasm lay behind the decision to approach Porsche to help develop new models for VW



Above right and below: the mighty EA 128 was to be VW's heavyweight sedan, powered by a 2.0-litre g11 engine, coupled to a g01 transmission. The project was terminated largely because it was thought the North American market would have a problem accepting a big rear-engined car in the wake of the Chevrolet Corvair debacle

on the EA 142 was dramatic. The body was given a total make-over, with overtones of the 1964 design produced for the British Motor Corporation's AD017 – the prototype which begat the Austin/Morris 1800 and, later, the 2200 models. Up until February 1968, some 45 different EA 142 prototypes were built in a variety of body configurations: two-door, four-door, saloon, estate car and even a cabriolet.

Once the model range had been finalised, the VW 411 was born, launched onto the market to mixed

press reviews in the summer of 1968.

But what has all this to do with Porsche? Well, it's true, Stuttgart had played no immediate part in the development of what was to become the VW 411, but the drivetrain would soon prove to be of particular interest. And the other prototype, the EA 128, could (with one eye closed) be viewed as the long-lost forerunner of the current Panamera. Read on...

The EA 128 was an unlikely beast for Volkswagen to consider

building. It was designed to be a large sedan aimed squarely at the American market, going head to head with Chevrolet's Corvair (which, conversely was launched as a rival to the Beetle) and Ford's Comet and Fairlane models. The rather ungainly styling was the handiwork of VW's own stylists and their lack of experience with cars of this size manifested itself in the slab-sided appearance of the working prototypes.

The EA 128 was conceived as both a sedan and a variant (that is, estate car or wagon, depending on which side of the Atlantic you reside!) but, at almost two feet (60cms) longer than a Beetle and substantially heavier, it was in dire need of a more powerful engine than anything Volkswagen had to offer. The answer? You've probably already guessed: Porsche!

As Porsche developed the new air-cooled flat-six engine for its latest sports car, the g01, it didn't take a rocket scientist to suggest using this for the EA 128, along with the matching transmission. There was certainly

enough room in the engine bay, which had been designed to accept a new four-cylinder boxer engine as well as a 'six'.

There was talk of VW building a six-cylinder engine of its own, based on a 'stretched' version of a new four-cylinder engine developed for the EA142, but that made little sense when Porsche had already covered similar ground. The six-cylinder engine was detuned to a modest gobhp for use in the big sedan, which wouldn't have made it an exciting car to drive, but there was obvious potential to make upgrades at a later date.

Sadly that opportunity never arose, for the EA 128 was killed off for a variety of reasons. One was almost certainly down to budgets, for the production costs of a Porsche drivetrain were considerably higher than anything Volkswagen had had to contend with previously. Then we need to look at the intended market. In the USA, Chevrolet's Corvair was already in decline, largely thanks to the pressure brought to bear by Ralph Nader in his book 'Unsafe at any speed', which





Several versions of the EA 128 were built, in both sedan and estate car format. Note the VW-logo'd Porsche steering wheel and the Porsche 911 heater vents in the sills. Also check the 'American' full-width front seat

stated the Corvair for its wayward handling. Nader's criticism of the Corvair was, arguably, largely unfounded. Yes, there had been a number of accidents involving GM's rear-engined, swing-axle compact, but that was largely down to a lack of familiarity with the handling characteristics of a rear-engined car on the part of the average US buyer, more used to understeering, front-engined 'tanks'.

Too many owners went barrelling into corners, panicked and backed off the throttle, resulting in terminal oversteer and a visit into the undergrowth. Tripping over kerbs led to a number of roll-over accidents, too.

The consequences of letting similarly inexperienced customers loose in a Porsche-engined VW sedan didn't bear thinking about.

But the biggest negative was the projected price, which would have made the EA128 far more expensive than any rival domestic product from Ford or Chevrolet. Sadly, what promised to be an autobahn-eater *extraordinaire* was destined to become nothing more than a

footnote in VW and Porsche history. Two examples survive, though, and you can examine a sedan in the VW Stiftung Automuseum and a station wagon in the Zeithaus at VW's Autostadt, both of which are to be found in Wolfsburg and which should be high on any list of museums to visit.

But what of the EA 142? How did that help Porsche? The answer is simple: the engine. The original flat-four, air-cooled engine from the Beetle was a sound, reliable unit, its roots set deep in VW (and hence, Porsche) history. Over the years since its origins in the late 1930s, the Type 1 engine, as it is known, underwent progressive development, notably increasing in size from 985cc to 1131cc and then, in December 1953, to 1172cc. Power output had risen to the heady heights of 30bhp by this time, too.

In 1962, the original engine, which had been used by Porsche as the basis for the first 356 motors, was abandoned and a new unit introduced with a redesigned crankcase. Although still displacing 1172cc, it now pumped out 34bhp.

Over the next few years,

this same basic engine increased in capacity, first to 1500cc and ultimately to 13- and 1600cc. These larger-capacity engines were first put to use in Volkswagen's Type 2 (Transporter) and Type 3 (Fastback, Squareback, etc) ranges before finally being adopted by the Beetle. But, as good as the Type 1 engine was, it was clearly being stretched to its limits for use in such a wide variety of applications.

Still firmly set on using an air-cooled engine, Volkswagen's engineers took a fresh look at the flat-four motor. The current engine had several

weaknesses, such as a propensity for dropping exhaust valves, and the crankcase was costly to produce. Being cast from an exotic magnesium alloy, it was light and dissipated heat well, but it was expensive and had reached its limits in terms

the engines to be run at a constant high speed for hours on end. Indeed, Volkswagen used to boast that the Beetle's maximum speed was its cruising speed.

As cars (and vans) became heavier, the need for a larger capacity

“But what of the EA 142? How did that help Porsche? The answer is the engine”

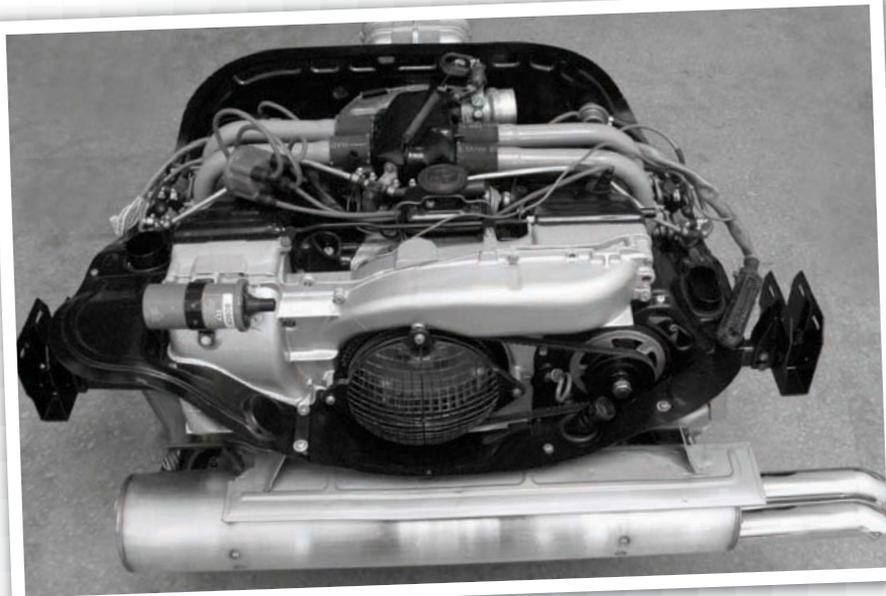
of a capacity increase.

The cylinder heads, too, were a limiting factor. Porsche had deliberately designed them to restrict airflow into the engine, acting as a limiter to allow

engine became obvious. The Type 1 engine had reached the limits of its development, so VW took a blank sheet of paper and started afresh. Well, almost afresh, for the new

The EA 142 was the first successful prototype for some years. It would eventually grow to become the Volkswagen 411 (and thus the 412) range but, more importantly, it featured a new engine that would be snapped up by Porsche for use in two of its models...





engine was still an air-cooled flat-four – that was, after all, one of the cornerstones on which the

spacing was increased to allow the use of larger-bore cylinders, too. The downside was that it was

the skirts sat deeper into the crankcase, adding to the rigidity of both the case and the cylinders themselves. The crankshaft was new, too, with larger main bearings (60mm in diameter as opposed to 55mm), although the rod (big-end) journals remained the same as those of the Type 1 engine at 55mm.

The new crankshaft had a relatively short stroke of just 66mm, compared to the last of the Beetle engines' 69mm stroke. The cylinder bore was increased to 90mm (the largest Type 1 cylinder had a bore of 85.5mm), resulting in a capacity of 1679cc. Now here's an interesting fact: this combination of bore and

substantially heavier than the old casting – in fact, when complete, the new engine (referred to generally as the Type 4, after the model range in which it was introduced) weighed almost 15kg more than its predecessor.

The cast-iron cylinders were redesigned so that

“The bore and stroke is identical to that of the four-cam Carrera engine...”

company's reputation had been built.

The first major departure was the use of an all-aluminium crankcase. This was far stronger than the earlier type, cheaper to produce and lent itself to further capacity increases at a later date. The cylinder

Left: The all-new Volkswagen Type 4 engine shared few components with the original Beetle unit. With a cast-aluminium crankcase, it was stronger but almost 15kg heavier than its predecessor

Below: The new VW 411 created quite a stir when it was launched, but its styling left people cold. Most interest centred around the engine, as suggested by this press launch photo!

stroke is identical to that of the classic Fuhrmann-designed four-cam Carrera engine, Type 547, first seen in 1957. Coincidence? We think probably not...

The cylinder heads were new, too, with inlet ports that were spaced more widely apart than those of the older engine, while the exhaust ports now exited straight down, rather than at each end of the heads, rather like those on Porsche's 911 engine. There were two main reasons for this, one being to improve gas-flow, the other was to reduce the length of the port to aid heat dissipation.

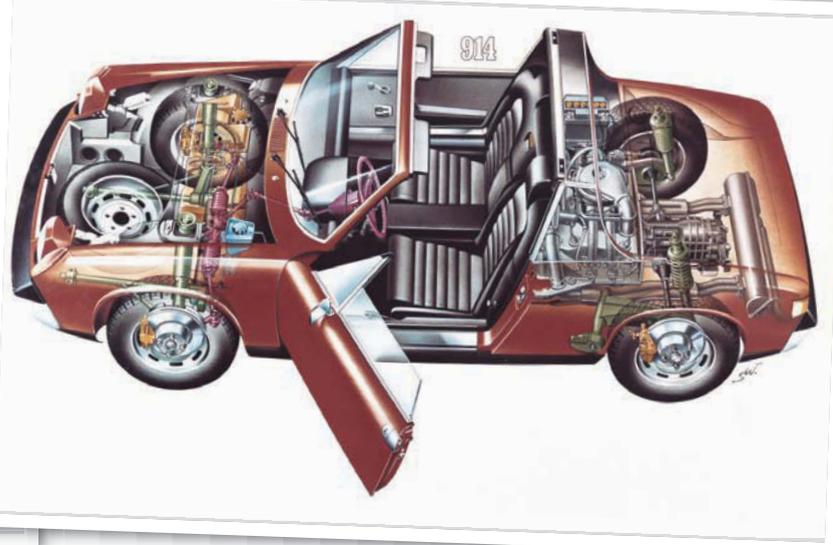
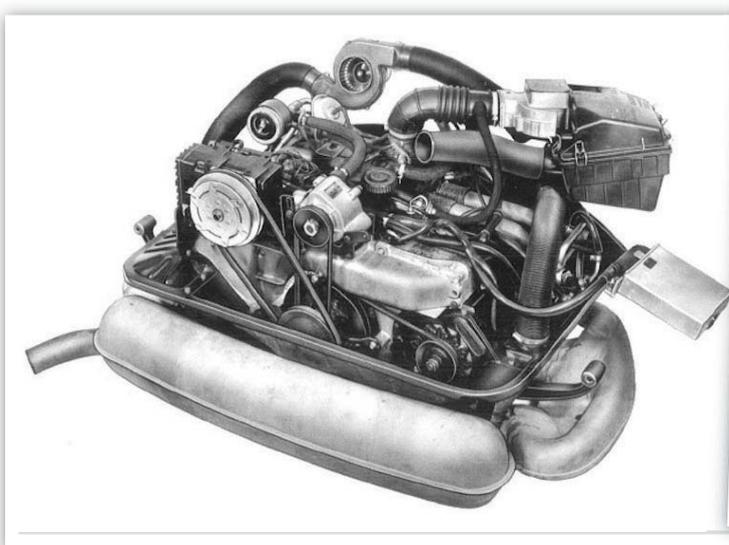
Much of the rest of the design echoed that of the Beetle engine, save for the improved oiling system which now included a spin-on oil filter. The original engine relied on nothing more than a simple gauze filter over the end of the oil pick-up in the sump. The obvious shortcomings of this design hadn't been lost on Porsche, who incorporated

an external oil filter on its 356 engines.

The new engine was available with either dual carburettors or equipped with the latest Bosch electronic fuel-injection. This system had been first seen on the VW Type 3 models, and was a simple design based on technology developed by the Bendix company in the USA. It used a single throttle body with individual injectors controlled by a small ECU that, while crude by today's standards, made this a true state of the art installation in its day.

Bosch called its system the 'D-Jetronic', with the letter D referring to 'Druck', German for pressure. First seen on the VW 1600TL and 1600E Type 3 models in 1968, it relied on the measurement of engine speed and air density in the inlet manifold to calculate mass air flow and hence the fuel requirements. So-equipped, the 1.7-litre engine produced 79bhp.





The new engine was a natural to use in the latest collaboration between Wolfsburg and Stuttgart: the VW-Porsche 914. Without going into detail (that's a story for another time), the 914 had grown out of a desire on Volkswagen's part to broaden its product base by offering a sportscar to replace the Beetle-based Karmann Ghia and on Porsche's part to create an entry-level model to entice new customers into the dealerships. But like so many such partnerships, it was destined to become a victim of inter-company politics.

The Type 4 engine underwent progressive development over the next few years, increasing in capacity first to 1.8-litres (with 85bhp) and then finally to 2.0-litres (100bhp). It proved to be a strong reliable unit let down in just a couple of areas, one being that, when allowed to run hot, the cylinder heads could

suffer dropped exhaust valve seats. The 2.0-litre four-cylinder engine was a strong runner, very torquey and only 10bhp down on the much heavier 911-sourced 2.0-litre 'six' used in the more costly 914/6. But the Type 4 engine's days were numbered. Due to a change of management, Volkswagen had lost interest in this particular joint venture, preferring instead to concentrate on the new water-cooled Scirocco and Golf models. The formal agreement between the two companies was torn up in May 1974, effectively hammering the final nail into the 914's coffin.

That could easily have been the end of

the new engine as far as Porsche was concerned, for there was already talk of a new range of water-cooled cars on the horizon. But in 1976 Porsche resurrected the Type 4 engine for use in the one-year-only 912E. Built and sold solely in the US market, the 912E was essentially a 911 with a four-cylinder motor, very much in the mould of the original 356-engined 912 of the mid-1960s.

The reasoning behind this was to protect its market share at a time when the company was beginning to feel the pinch. The 914 was effectively dead, and the new 924 wasn't going to be ready for another

year. So, what was the obvious answer? Build a 'modern' 912. The engine was essentially the same 2.0-litre unit from the outgoing 914 but this time it featured the latest Bosch L-Jetronic fuel-injection, which differed from the D-Jetronic by its use of an air-flap to more accurately measure the volume of incoming air.

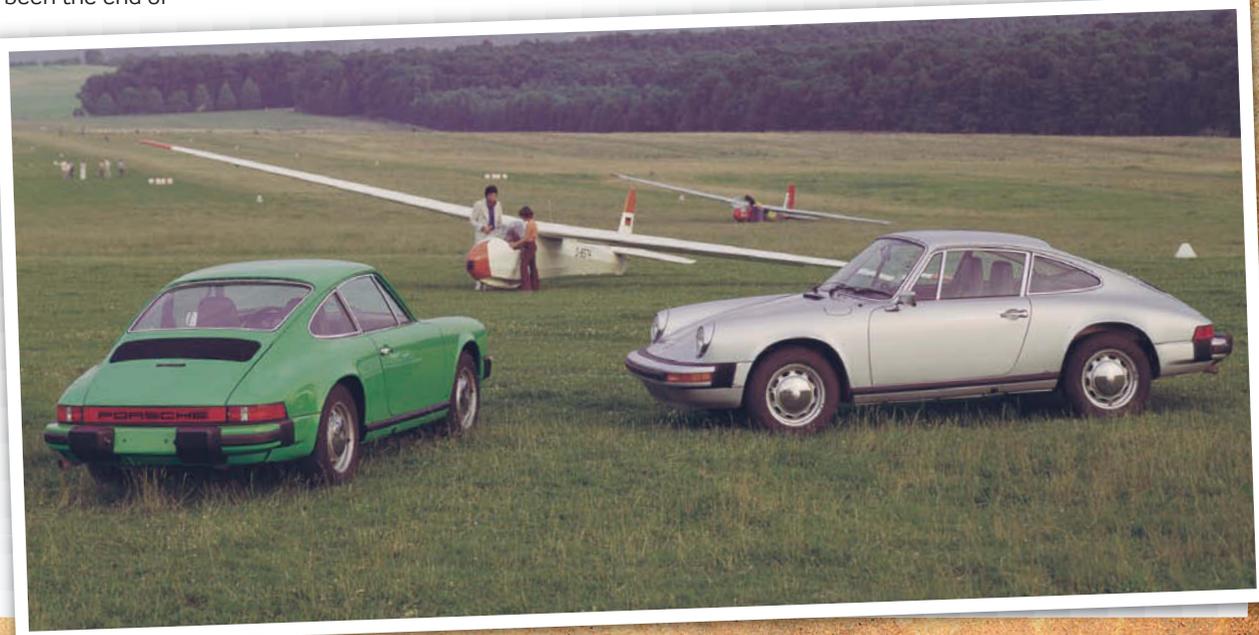
Thanks to restrictions imposed by Federal emissions regulations in the USA, the 912E engine was saddled with thermal reactors and an air-pump. This, along with reduced compression (now just 7.6:1) saw the overall power output reduced to just 86bhp, resulting in

less than exciting performance. In fact, according to *Road & Track* magazine, the 0-60mph time was a leisurely 11.3 seconds, with a top speed of 115mph (*Car & Driver* recorded a top speed of only 111mph).

After just one year and 2099 examples built, the 912E made way for the water-cooled 924. Its demise also marked the swansong of the VW-designed air-cooled Type 4 engine as far as Porsche was concerned.

However, as history has proved, this was by no means the last time VW and Porsche would be bedfellows – for better or worse. **PW**

Although the VW 411 never won many friends, its engine lived on in both the mid-engined 914 (above right) and the short-lived 912E (right), the engine of which is shown above



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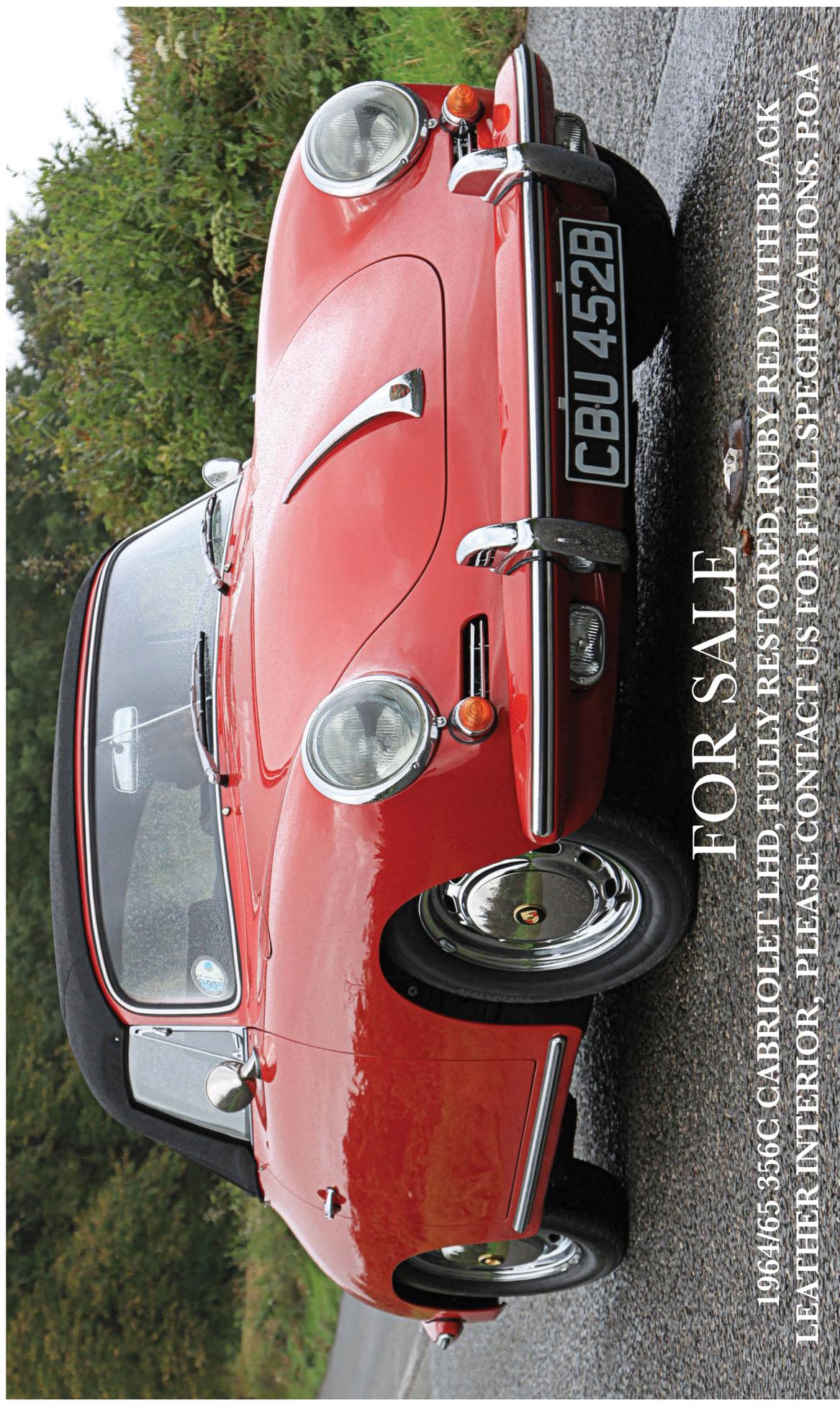
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THE SPECIALISTS: FINLAY GORHAM



Opposite page: Finlay Gorham specialises in the water-cooled end of the Porsche market. Stock usually consists of good 996s and 997s. Left: 996 C4S on the ramp for an engine rebuild. Space in workshop a bit tight, but we're liking the alfresco lift!

deters "tyre kickers"; if you've made it as far as the farmyard, then chances are that you're a serious buyer.

Finlay Gorham may nestle in a genteel rural location, but its proprietor, Joff Ward, crackles with the bustle and energy of a West End musical performer – and with his bushy tache and long, golden hair, he looks like a 1970s rock star. But while it would be easy to attribute Joff's effervescence to an excess of showmanship, what's really driving him is a long-standing devotion to the products of Stuttgart.

'I bought my first Porsche, a 911 Targa, from Michael Ticehurst in 1974. Mike was responsible for putting James Hunt on the grid in F3 in a Merlin; I got to know him partly because I'd been at school with James.

I soon joined forces with Mike and the Finlay Gorham name emerged as a combination of our middle names – mine's Finlay. We traded in many different sorts of cars, but liked to major in Porsches because once you'd sold one, you seldom ever saw it back again outside of servicing.

'As well as buying and selling cars, in the mid 1970s we bought three double-decker buses and turned them into mobile restaurants for the motorsport world – they were sort of the pre-cursors of corporate hospitality, and in 1977 Ken Tyrell signed us up to look after the catering for his Elf-Tyrell Formula One team.'

Although Porsches made solid sales sense, throughout the 1980s Finlay Gorham dabbled in all

Joff Ward has a lifetime of supercar sales behind him and all the anecdotes that come with it. He was at school with James Hunt and mates with Innes Ireland – two of F1's biggest hellrasiers – which makes him pretty cool in our book!



manner of four-wheeled exotica, pandering to the wants of flashy City traders and an investment market that viewed rare cars as the new super-currency. Listening to Joff's anecdotes from that time is like a What's What from a Top Trumps pack of "Supercars" – they involve the Lamborghini Countach and Urraco; AC 3000ME; BMW 2002 Turbo and CSL; Ferrari Daytona and Berlinetta Boxer; Maserati Merak; Alfa Montreal and GTV; even a Crayford-converted Porsche 914.

'Back then,' recalls Joff, 'I was friends with Innes Ireland, the motor racer and F1 driver, and he would sometimes come with me to collect cars. He was an extremely lovely man and very fast behind the wheel, and he could really make a 911 hustle.'

Over the course of 40 years in the business (20 years now on his own) Joff reckons to have sold as many as 10,000 cars, and that experience is helping him not become hysterical about the present boom in classic Porsche prices. 'In August 1989, during the height of the madness, I sold a 911 Turbo Cabriolet, a Lamborghini Countach, an Aston Martin V8 Vantage Volante, a Ferrari Berlinetta Boxer, and an Aston DB5, almost all for in excess of £100,000, and in the case of the DB5, well in excess of it. But by January 1991, I could have bought back any of those cars for £30,000...

'So this time around I'm not prepared to get involved. When the rewards seem so high it's tempting to buy in cars for stock, but if you've still got them when the market crashes – well, last time around I saw a friend get very seriously burnt.'

Which explains why the Finlay Gorham yard is filled with 996s and 997s. 'It's not that I don't like the air-cooled cars,' Joff feels compelled to explain, 'not at all.

They're comparatively simple to work on and over the years I have accumulated what some might consider an unhealthy knowledge of the minutia of the spec of individual models. It's simply that the escalating values are now out of control, and some unscrupulous folk are punting out cars that are, frankly, utter rubbish. Meanwhile the internet has turned some private buyers into Porsche "experts", and because they don't actually have any real knowledge, they are pushing up the prices of even the dogs.

'But as a side-effect of the general rise in Porsche values, the 996 is beginning to pick up. I've always said that the 996 was too cheap – how could it be worth so much less than the 964? The 964 was probably the worst 911 ever made, and now look at what people are paying for them. So much nonsense is talked about the 996 on the internet, but if you look over there,' Joff says, pointing to a neat-looking 996 Carrera, 'we've sold that same car five times during the past 15 years. And it still drives beautifully.'

Joff also directs our attention towards a 57,000-mile Arena Red 996 C2 that's on the forecourt for £13K; more than it would have been a year and a half ago, but still only mid-range Ford Fiesta money. On the other hand, reckons Joff, 996 Turbos are beginning to realise their true potential: 'This year we've sold six Turbos, and whereas at the start of the year they were about £18,000, the last one we sold made £32,000. Even at that price point, though, it's an astonishing amount of performance for the money.'

'The same's true of the 997 Turbo,' Joff insists. 'The one we have in at the moment is only 40-grand, ridiculously cheap for such a sensationally rapid and

Finally Gorham's rural location may be off the beaten track, but it's well worth the (by appointment only) visit and makes a nice change from industrial estates



THE SPECIALISTS: FINLAY GORHAM



Workshop is consistently busy with servicing and more major mechanical stuff. 996 C4S engine is in for a rebuild
Below: Patrick O'Brien is a busy chap being Finlay Gorham's sole technician

capable car. Of course, you do have to be careful buying 997s with the 3.8-litre engine, as Porsche seems not to have been very clever with its design and engineering, but we know what we're looking for and only buy in cars we have utter confidence in.'

Boxsters, meanwhile, have largely fallen off Finlay Gorham's radar. 'Their values have dropped so acutely,' explains Joff, 'that there isn't a sensible margin in them. And because it's a Porsche, customers still think that a £3500 Boxster should be perfect –

'And I do lots of straightforward servicing, too, for Boxsters and Caymans as well as 911s, and we have all the appropriate diagnostic equipment. Another aspect of the business that I'm proud of is our large stock of secondhand, genuine Porsche alloy wheels – for our customers it's a much more cost-effective way of replacing damaged alloys than buying new through the official dealer network.'

As remote as Finlay Gorham is, it's clearly evident that location is no barrier to success – every

“We've sold that same car five times in fifteen years and it still drives beautifully”

unfortunately they aren't worth the hassle.'

Finlay Gorham isn't all about sales, however, its workshop is currently small and there is only one technician – Patrick O'Brien – but on the day of our visit the worksheets showed that there's a constant stream of servicing and repair work. 'We get a lot of repeat custom,' beams Patrick (or Pad as he's affectionately known), 'which means I must be doing something right! Today I'm replacing the starter motor on a 997 C2, and over there on a pallet is a 996 C4S engine that's here for a rebuild. Outside on the ramp is another C4S waiting for me to refit its rebuilt engine.'

conversation with either Pad or Joff is punctuated by the trilling of telephones; it's an interview on a tag-team basis as each of them deals with customer requests, while the other continues to answer our questions.

In brief interludes between calls Joff regales us with juicy anecdotes about four decades in the Porsche trade, all of them entertaining, most of them unprintable... 'Buying a Porsche isn't one of life's great necessities,' he reasons. 'It's an emotional thing, a purchase of passion. So why not just sit back, relax, smile, and enjoy the process!' **PW**



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NO TURNING BACK

Our catastrophically dilapidated 911 Carrera 3.2 (below) still looks depressingly complete – despite at least eight days’ previous work to strip it for full restoration – but at last we are nearing what Sir Winston Churchill might have called the end of the beginning



There can be few tasks more labour-intensive – or ultimately more rewarding – than a full-scale, bare-metal, nut-and-bolt, classic-car restoration. And few vehicles more complex or demanding in that respect than an air-cooled

Porsche 911 dating from the mid-1980s. Except, perhaps, an air-cooled Porsche 911 dating from the 1970s or the 1960s.

Already we are nine months and four instalments into our big Carrera 3.2 project, and the car doesn't look so very different from when we started. The

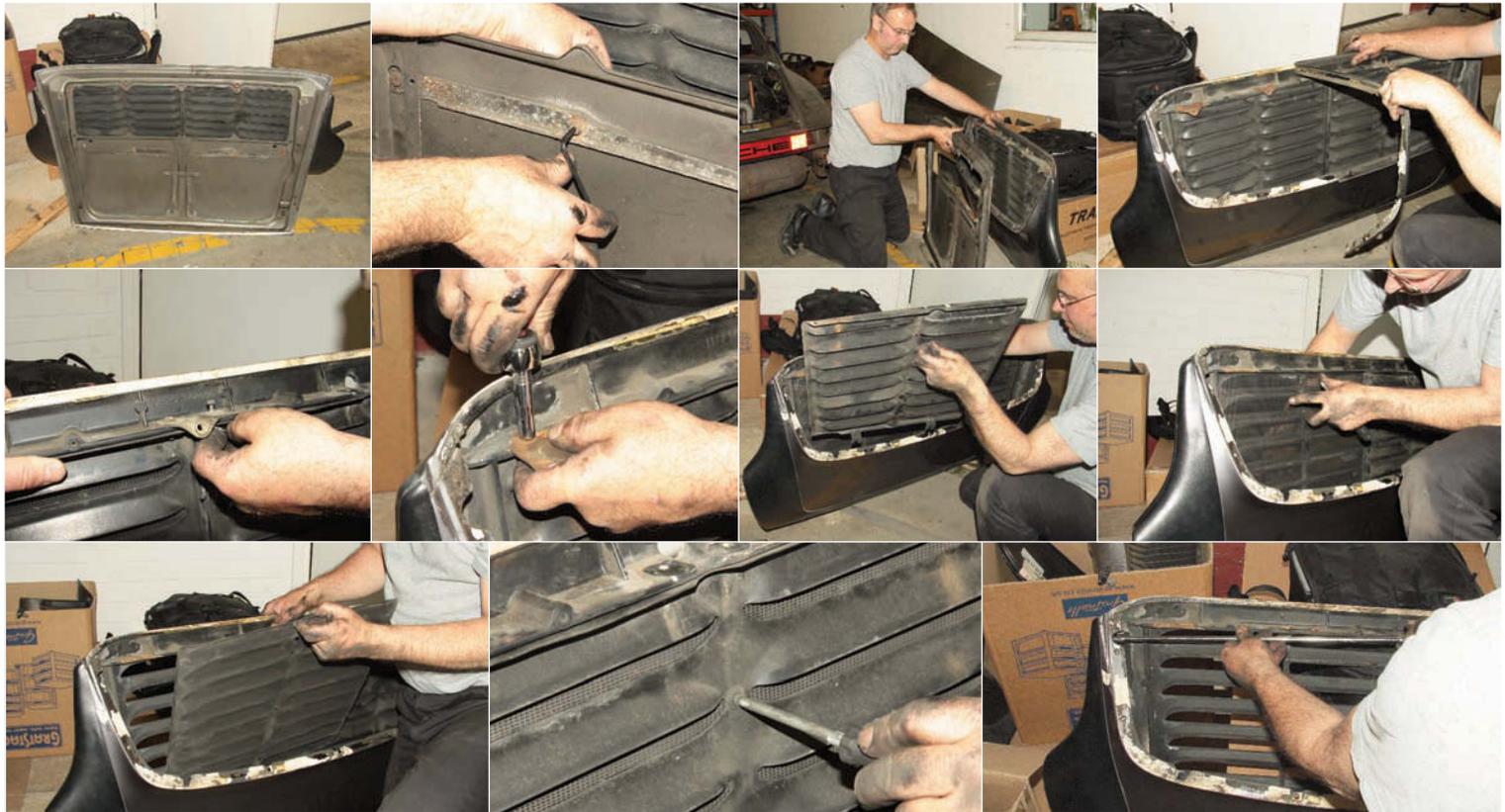
bumpers, the doors and the sunroof are off, and the glass and most of the interior trim are out. But it is still on its wheels, the engine and gearbox remain in

situ, and with the previously painstakingly removed front wings back on again and secured with tape – to store them efficiently and safely until they

A journey of 1000 miles begins, we are told, with a single step. Here that step was to detach and strip the whale-tail engine cover by first removing the rear windscreen wiper. Key to success – and reclaiming as many expensive components as possible – is always carefully to dismantle rather than simply tear apart; it is by no means obvious, for instance, that the wiper spindle has to be unwound from the panel with a spanner. Mark all wires so they (much later) go back on the correct terminals



HOW-TO: 911 CARRERA 3.2 RESTORATION UPDATE



It's difficult to guess how long it might have taken an assembly-line worker to build up a complete engine cover, but even under the best conditions, and with all new parts, it can't have been a quick, five-minute job. First stage in dismantling it, 30 years on, is to separate the cover from the wing – but then the latter needs all the securing brackets to be removed from its central moulding. After that, the louvred inner section and mesh panels come out, and you have the joyous task of reaching in to the small and invariably corroded fixings securing the flexible polyurethane perimeter section. Be patient, and accept that anything that doesn't break is a time- and money-saving bonus

can themselves be restored – it continues to look, well, as though we haven't done very much at all. There is a long way to go yet, even before we start overhauling and repairing, and then finally the most pleasurable aspect of all: the big rebuild.

There are several good reasons for this seemingly shameful state of affairs. The project, which is being undertaken by independent specialist Auto

Umbau in Bedfordshire, was always going to have to be fitted in around other work, if only to pay the bills. (Proprietor Robin McKenzie – who, let it be noted, is doing all of the hard graft himself – naturally hopes that this job might eventually pay its way, too, if only by showcasing his skills, which are considerable, to g11 & Porsche World readers. Even so, he is hardly likely to be able to retire to the Bahamas on

the proceeds any time soon.)

Then there is the sheer scale and scope of the work that has been – and doubtless will continue to be – required. The 996- and 997-model Carreras famously have their faults, certainly, and in many respects no more inherent 'quality' than, say, a late-model Ford or Volkswagen (which is not to suggest that those, like any other current marque, are in any way shoddy). But they were

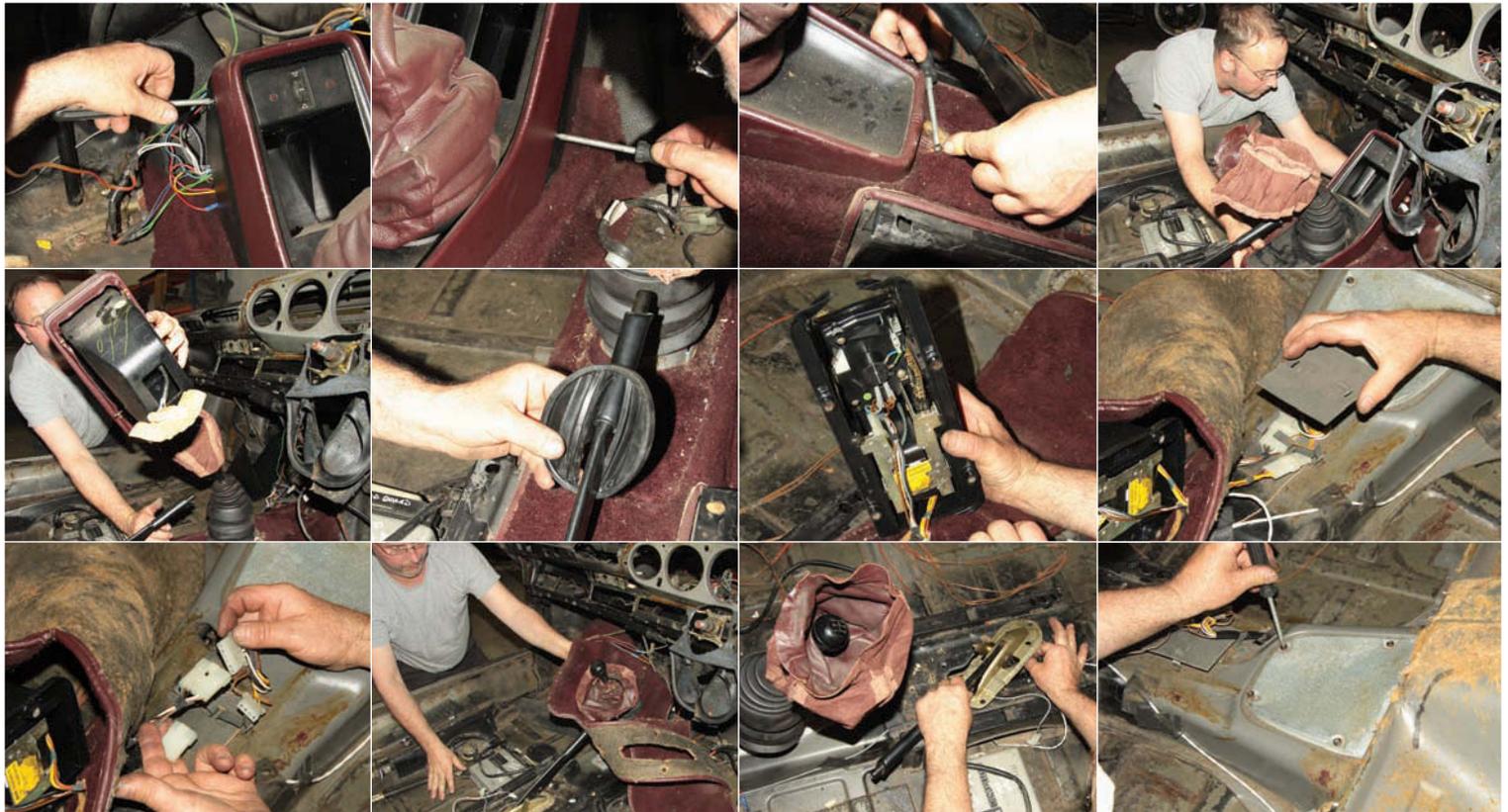
necessarily designed from the outset to be both quick and easy – ie cheap – to build up from a number of sub-assemblies, using a relatively unskilled labour force, and that does make them, broadly speaking, surprisingly easy to take apart again.

The 3.2, by comparison, dates from a vastly different and now long-gone era, and consists of an almost infinite number of component parts, down to the tiniest screw, clip or bracket.

Most of the fixings securing our car's whale tail came undone surprisingly easily, but in one or two instances the M6 studs 'trapped' inside the moulding during manufacture were so badly corroded – evidenced by the blistering of the material (bottom row, second from left) – that they snapped as soon as Robin McKenzie applied even moderate torque to the nuts. That speeded up the separation, of course, but meant that some rather vicious surgery was necessary to extract the remnants of the studs; it looks a bit of a mess now, but Robin assures us that given some TLC the whale tail will be fit to be used again. Exploded view of all the parts (below) shows the cover's inherent complexity



HOW-TO: 911 CARRERA 3.2 RESTORATION UPDATE



Next task – as a bit of light relief – was to finish removing the interior trim. All easy enough with pretty basic tools, but various hidden fixings require either prior knowledge and/or some lateral thinking. Screw under carpet at rear end of gear-shift console, for instance, is often overlooked. Heater control merits careful handling and – like any such essentially irreplaceable mechanism – no less careful storage during what will probably be a long rebuild. Good news, though, is that with very few exceptions all of the various systems can be separated into their component parts

It must have taken a veritable army of assembly-line workers to build the things. (Just look at this month's photos showing the many stages involved not just in dismantling the engine cover, but even removing it from the car.) In theory that also makes them eminently 'dismantlable', but without that same army – tooled up with the necessary cutting gear, grinders and drills to deal with all those irreversibly rusted

fixings – the process rapidly degenerates from a short, sharp *Blitzkrieg* into a war of attrition. Factor in this car's considerable years and starship mileage (30 and no fewer than 313,000, respectively), and not least some of the truly appalling 'repairs' to which it has been subjected – more on those in due course – and to be honest it's a wonder that we have come this far.

Don't think for a moment,

Front lid – already removed for access to heater valves at rear end of the luggage compartment – is raised and held open (or not) by two struts acting on the hinge mechanisms. Retrieve and save rubber spacer, ideally reassembling it with clevis pin and clip. Parts like this look unimportant, but lose them and you could add hugely to the cost of the project. Engine cover has similar lifting mechanism (far right), but one strut was secured with an M6 screw instead of clevis pin. Nice...



THE KNOWLEDGE

Our first visit to Auto Umbau for this series was back in the March 2014 edition of *911 & Porsche World*, when we showed what was involved in removing the 3.2's front and rear windshields and fixed side glasses (pages 92–95). In the May 2014 issue we looked at stripping and ultimately removing one of the two doors (pages 96–98), and then in the July edition the struggle to take off the front and rear bumpers and their associated components (pages 94–97). The September issue (pages 121–124) brought with it a slight change of direction – when it became apparent that without taking a broader view each time we might well be on the job for a very long time to come – and in that episode we tackled the removal of the sunroof and headlining, the main elements of the interior, and the jigsaw puzzle that can be the dashboard. For back issues – or PDFs of the relevant features if you would prefer – go to www.chpltd.com, or call us on 01883 731150. Auto Umbau – and which, despite the massive scale of this on-going project, is more than happy to take on just about any classic-Porsche repair or restoration, and perfectly equipped to do so – is at Wrest Park in Silsoe, Bedfordshire. Call 01525 861182, or go to www.classicporscherepairs.co.uk.

though, that the task has been a chore. I am not the one who goes home after our often day-long sessions in the workshop with lacerated fingers, aching shoulders, or a liberal sprinkling of rust and dried mud in my remaining hair – although the

contortions required to shoot some of the pictures are doing my back and knees no favours at all. But it is both fascinating and instructive to watch Robin McKenzie methodically working; to see how he puts himself in the mindset of the people who built

HOW-TO: 911 CARRERA 3.2 RESTORATION UPDATE



Driver's footboard looks remarkably low-tech - and it's actually nothing more than a piece of shaped plywood - but even that warrants careful extraction to preserve its integrity. Again, refit special (adjustable) securing bracket to prevent it and its screws becoming lost. Floor-hinged accelerator pedal may prove tricky if screws are as rusted as this, in which case you may have to cut your losses and simply grind their heads off. At this sort of mileage that plastic hinge won't last for very much longer anyway. Gear shift is where - at last - you start getting into the interesting greasy bits

the car precisely three decades ago. And the fact is that almost every step in the process turns up some compellingly useful tip or other - never mind those offered by all the other disparate Porsches passing through Auto Umbau's increasingly busy workshop. (For a little more general restoration wisdom, by the way, see also the main text in the previous instalment of the

story, on pages 121-124 of the September 2014 issue.)

Anyway, that's a reminder of the overall ethos and rationale of this and what will no doubt be the many other instalments in this saga, so let's crack on. Lots to get through, as usual - in this instance removing and stripping the engine cover and the front lid, the remaining interior trim, and not least making a start on

the surprisingly complicated wiring harness. As ever, what follows is not intended as an exhaustive, step-by-step guide - you might have to wait for the resulting 500-page book for that! - but primarily as useful encouragement, and perhaps even a timely warning. Because, however enjoyable and satisfying a full restoration can be, the harsh reality of the situation is

that unless you've a great deal of time, determination, and not least skill and cash to put into a project like this, you will be better advised to buy either a car that someone else has already restored, or a very sound original one - almost regardless of cost. Once you start - and certainly by the time you get to this stage - there really is no turning back. **PW**

Extracting the Carrera's wiring loom could merit a full four-page feature in its own right, but take it carefully and slowly, logically reversing what would have been the likely installation process, and it should all come good. As before, the crucial trick is to separate, disconnect and dismantle rather than simply to cut and/or wrench the cables and components free from the shell and each other. Wiring is one of Robin McKenzie's many skills - indeed, Auto Umbau can manufacture complete harnesses in-house - so he hasn't bothered labelling anything, but you may choose to; even in a vehicle of this relative simplicity there is an awful lot of cable once you have it all out on the floor



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THE TEAM

KEITH SEUME

912/6 EL CHUCHO

The engine and gearbox are finally fitted and most of the wiring is now complete. The lights work, the horn works and we're getting close to the big day when we can fire up the beast. It's been three years since I bought the car and I have to admit it's been a real roller-coaster of a ride, but now I'm close to driving *El Chucho*, I can't wait!



PETER SIMPSON

CARRERA 3.4 TARGA

Taking a few small steps every month but nothing major. The project backdate is in so many pieces it's like a jigsaw putting it back together, but the freshly powder coated rear trailing arms, carried out by JR Finishright Ltd in Horsham, have now been attached to the new brakes and the rear end coil over conversion kit. More soon.



CHRIS HORTON

924S, 944

Amazingly (because of how long it stood idle), the 924S is on top form. Now the headlights work all the time (useful!), and as a precaution I've 'borrowed' the coolant tank from the 944 - the one on the 'S' was cracked. The 944 itself might soon be making progress, too. My friend Eugene has promised to have a go at the broken water-pump stud



STEVE BENNETT

944 LUX

Since collecting the 944 from Augment Automotive in late August, I've racked up about 3000-miles, mostly on long business trips. It's running like a dream, but the need to get rolling road figures, cure an oil leak and fix the world's most annoying vibration through the gearlever, means it's back at Augment for final tweaking.



BRETT FRASER

BOXSTER 3.2S

Sometimes it's the niggly things that annoy the most... The Boxster's exterior passenger door handle has become so stiff that it doesn't ping back into place after you've used it. And it triggers the solenoid that raises the window back into position when the door shuts; so now, of course, it doesn't. Grrr.



ON THE HOMEWARD STRETCH

Finally, three years after buying a ratty, engineless Porsche 912, Keith Seume is getting ever-closer to the day when he can enjoy the mix-and-match project that is *El Chucho*!

I still find it hard to believe that three full years have passed since I ventured out to sunny California to collect my 'six month project'. I can still remember the first time I set eyes on what would become the source of such pleasure and pain. Boy was I naïve to believe I could get it on the road so quickly...

There's nothing like a deadline to spur me into action. Past deadlines (Le Mans Classic in both 2012 and 2014, for example) came and went. My 60th birthday came and went, too (and before you say anything, yes I really am that old despite what my enduring good looks might suggest), but still no chance of a drive, so that left Classics at the Castle to aim for. And I made it – sort of.

Back in the October 2014 issue, I recounted how I'd pretty much completed the interior and that 'all I had to do' was install the engine, sort out the wiring and plumb the fuel system. Naturally, there were several other jobs to take care of, too, but

they were the main ones to consider.

The engine, by now gathering dust on the floor, having been assembled by Bob Watson a few months ago, was looking slightly sad, as if to say 'aren't you ever going to fit me?'. First of all, though, I needed to install the 'translucent' glassfibre cooling shroud kit sourced via R-to-RSR. Like all lightweight glass mouldings, it needed a fair amount of work to make it fit and, being fairly thin, easily cracks if you're not careful.

I spent roughly two days trimming here, trimming there until I was reasonably happy, and then used stainless-steel button-head set screws to secure it in place. Next up was the drilled RSR-style rear engine hanger, followed by the Jenvey throttle bodies. Oh boy, did the engine look good! The combination of the 911R-like cooling and the tall ram pipes on the throttle bodies gave it the period look I was after.

Next up was to bolt on the lightweight (7lb)

KEITH SEUME

1966 912

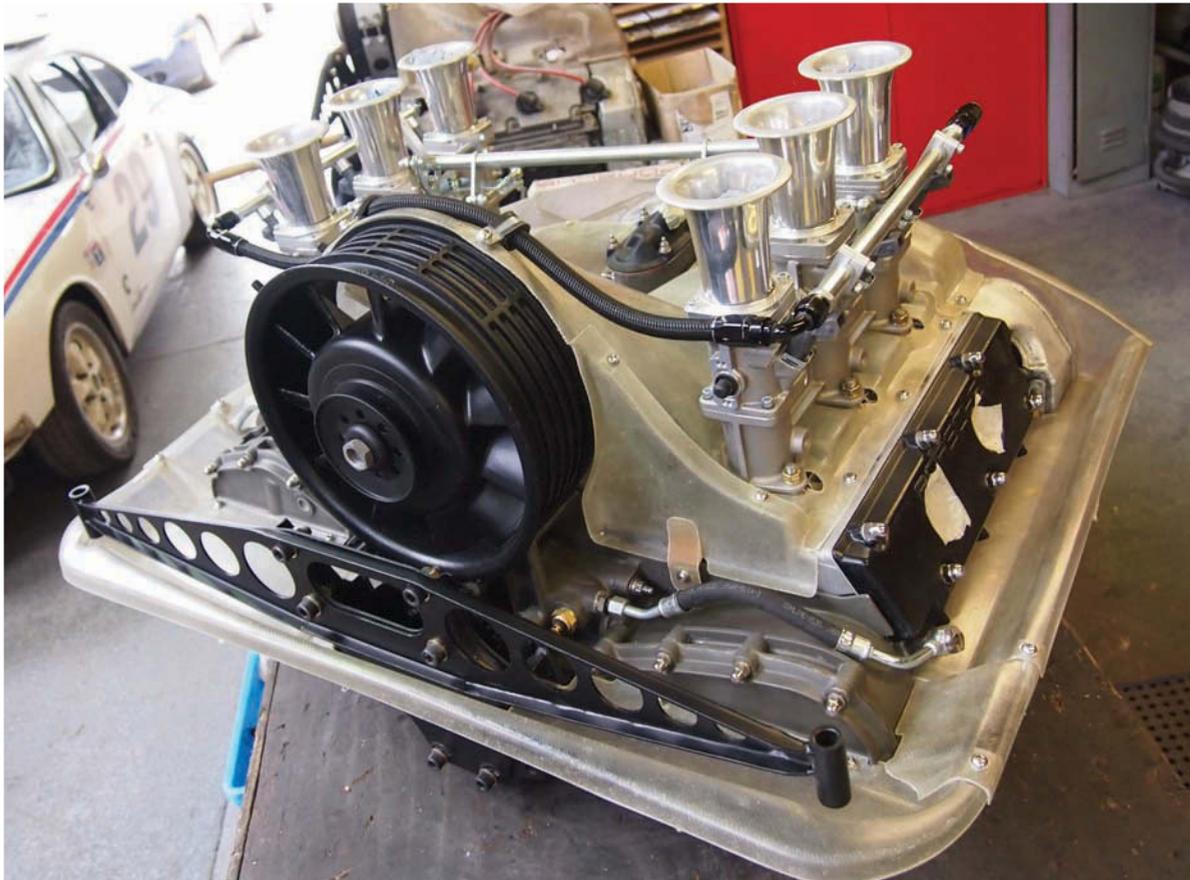
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THIS MONTH IN BRIEF: Engine, wiring, etc...

flywheel, which I bought from Patrick Motorsports in Phoenix, Arizona, followed by a stock Sachs clutch assembly from Pelican Parts. Now we could bolt the engine and transmission together, but not before I'd changed the nylon bush in the throwout arm pivot.

The gearbox was rebuilt for me by Mike Bainbridge some while back and looks like new. Then came the Hi-Torque starter motor, which had already been fitted to the car when I bought it.

Installing the engine and trans as one unit (the only way to do it on a 911) was made easier by the use of R-to-RSR's two-post workshop lift. We lifted the engine and trans onto a tool cabinet and then wheeled it under the back of the car,





It took a while to fit the lightweight cooling shrouding supplied by R-to-RSR but the end result looks fantastic. We love the Jenvey ITB system with the tall injection stacks - they help give the Bob Watson-built engine a period look. We can't wait to hear it running!

which was then carefully lowered and the drivetrain wiggled into place. My only concern here was that the fuel lines and relocated fuel pump (attached to the torsion tube on the left side) might get in the way, but it worked out fine.

The first problem we ran into ('we' being myself and R-to-RSR's Andy Hornby and Paul Halliwell) was when we came to install the Turbo Thomas exhaust system. There

was nothing wrong at all with the system itself, but the contours of the glassfibre rear bumper/valance moulding was such that the silencer and tailpipes sat tight against it in a couple of places. This led to a few hours of trimming, shaping, trial fitting and more shaping until it all fitted. The stainless-steel system looks superb and has attracted a lot of favourable comment.

I decided that, as time

was against us, I wouldn't worry about wiring the engine bay, but did make up the fuel lines for the injection system. I also mounted the Megasquirt ECU (supplied by www.extraefi.co.uk) on the rear bulkhead but have since moved it inside the car. I also mounted the coil pack - a Motorcraft unit from a Ford Mondeo V6 sourced on eBay - but left it at that for the time being.

The other area I wanted

to sort out ahead of the show was the front braking system. There was a slight delay on machining the mountings for the six-pot calipers which would allow them to bolt straight onto the struts - the pre-'69 SWB cars have calipers with a 3in bolt spacing that frequently excludes them from simple bolt-on brake upgrades. I needed to change the front discs, too, these being swapped for grooved/vented units

Lightweight flywheel came from Patrick Motorsports in the USA - weighing just 7lb, it should help the engine 'zing'! The AP Racing front discs fit the stock front hubs with this adaptor ring. The R-to-RSR billet six-pot front calipers fit the SWB (3in) struts without any machining



OUR CARS



How the heck are we going to make this fit? R-to-RSR's Andy Hornby considers the task of installing the engine and transmission in *El Chucho*

Paul Halliwell (below) is never happier than when he's working on *El Chucho*. Paul's been responsible for some of the great work on our project. Fuel tank and battery - two steps closer to being a running, driving car!

from AP Racing, which mounted to the stock hubs via purpose-made adaptor rings.

The finished installation looks amazing and best of all the big calipers fit within all Porsche 15in-diameter wheels. I can't wait to find out what they feel like.

Finally, on the Thursday

afternoon before the show, we rolled the car out into the sunshine for the first time in almost two years. The paintwork really came alive out in daylight and I couldn't help but just sit on a nearby fence staring at it with a stupid grin on my face. It looked exactly how I wanted it to look:

simple, lean and purposeful. I was happy.

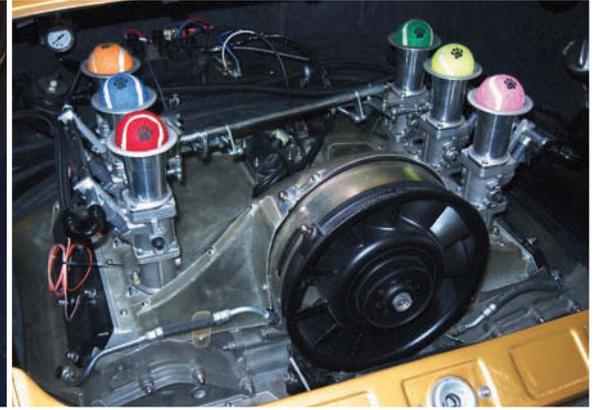
The show was a success and I was bowled over by the response to the car. In fact, for several hours I was unable to get away from the stand.

Even Porsche designer Tony Hatter seemed to like it, but I don't expect to see any new 911s in

Gold Metallic with 944 Turbo space-saver wheels anytime soon.

Since the show, it's been a case of working on the car when I can but largely leaving it in the hands of Paul at R-to-RSR. He's the ideal person to sort out the electrics, working in a very methodical manner while





The gauges are all wired, as are the lights. El Chucho came alive when we switched on the headlights for the very first time! Engine wiring is almost complete

I just stood scratching my head at the jumble of wires that made up the new loom. As I write this, the car now has working headlights, turn signals, wipers, washer, brake lights, instrument lights and horn. The gauges are almost all wired up, too.

There's oil in the tank, the starter works and we think the fuel-injection and ignition systems are wired correctly! I'm just waiting on an oil pressure sender and then, in theory at least, we could

try starting the engine for the first time. The trouble is, I'm going away for a couple of weeks soon and I don't think I'll be able to hear it running before I go. Do I let others go through the process of getting a new engine started for the first time, or can it wait until my return?

I'm not sure – I guess it would be exciting to get a text to say 'It lives!', but equally I'd like to be there to see my baby come alive. Decisions, decisions... **PW**

CONTACTS

- R-to-RSR:** www.r-to-rsr.com
- Turbo Thomas exhausts:** www.turbothomas.com
- Web Cam camshafts:** www.webcamshafts.com
- ARP fasteners:** www.arp-bolts.com
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We made it to Classics at the Castle, albeit on a trailer. The response to the car was amazing, with plenty of people dropping by to take a look



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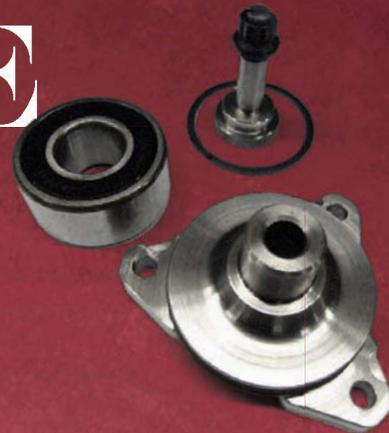
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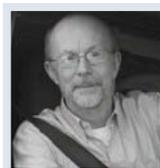
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Welcome to *g11 & Porsche World's* Q&A pages, edited and assembled by the magazine's technical man and do-it-yourselfer, Chris Horton (right). The format is much as you would expect - you ask, and our experts answer - but we also try to pass on the knowledge that we gain during the course of our own work in the form of special boxed-out sections. Either way, we routinely add as much detail as possible - including part numbers and costs, contact and website details, and not least relevant illustrations. All prices quoted were to the best of our knowledge correct - for the UK market - at the time of writing, and generally exclude VAT, unless otherwise stated. We naturally do our very best to make sure that the information given is both accurate and useful, but unfortunately we can accept no responsibility for any effects arising from it.



CHRIS HORTON
g11 & Porsche World



PAUL STACEY
Northway Porsche



PETER TOGNOLA
Tognola Engineering



PER SCHROEDER
Stoddard Imported Cars



OLLIE PRESTON
RPM Technik

MEET THE TEAM

964 STEERING-RACK LEAK MAY HAVE A CHEAP AND SIMPLE SOLUTION - BUT USE THE RIGHT FLUID

I need to top up the power steering fluid in my 964-model g11 Carrera 4. It is currently at the 'minimum' level in the reservoir. The car's handbook states that a product called Dexron II or III is required, but so far I have found this difficult to source.

A quick web trawl revealed lots of opinions. Some were useful, but by and large they tended to contradict each other. Most informative was what seemed to be a Porsche Technical Service bulletin, dating from 1996, stating that all cars manufactured after that point were factory-filled with Pentosin CHF 11S, and that not only could this be used in older vehicles but also mixed with Dexron. But Adrian Streather's book on the 964 cautions against using fully synthetic fluid - such as CHF 11S - because it will destroy the seals in the system.

In short, then, although I tend to believe the Porsche Technical bulletin, I remain wary about precisely which fluid to use. Can your experts help? And, while we are on the subject, what is your - or their - view on simply topping up the system, versus pumping out the old fluid and replacing it with new? Again, there seem to be conflicting views on this on the web.

Your help will be much appreciated - and I expect that other 964 and early 993 owners would feel the same, too. Oh, and I am, of course, keeping an eye out for leaks, given the minimum level.

Stewart Reeves

Chris Horton, g11 & Porsche World: This is, indeed, a potentially confusing issue. In order to keep things as simple as possible in this necessarily limited space, though, let me confirm that, yes, Pentosin CHF 11S is backwards-compatible with your 964. (Which does not mean, however, that you can use Dexron-type fluids in those 993s that very specifically require Pentosin.)

I am surprised, though, that you are having trouble finding a suitable Dexron fluid (and there are several grades; there is quite a good Wikipedia page on the subject if you wanted to do some background reading). It is still in widespread use right across the motor industry, primarily for automatic transmissions, and here in the UK should be available from most good motor factors - my local place certainly stocks it. Failing that, see the *Millers Oils website* (millersoils.co.uk), and if necessary have a chat with their technical people (01484 475060), who will be happy to advise. You can easily

buy either type of fluid - Dexron or Pentosin - on-line from *Millers*, too.

Perhaps I can also offer some helpful suggestions about why you may be losing fluid in the first place. Your email implies that there is no obvious sign of seepage from the concertina-style rubber gaiters over the inner ends of the track rods - which is where steering racks traditionally leak - but if you need as much as you say then plainly the stuff has to be going somewhere.

In fact, there is a nylon plug in a threaded hole in the underside of the normally fluid-filled transverse rack housing. The hole was designed to allow a special rack-centring screw to be fitted while the vehicle was being assembled. These plugs don't last indefinitely, though, and I am willing to bet that the one in your car has either disintegrated or is just about to. And you won't have been aware of the

gradually worsening leak because most, if not all, of the fluid could have been caught by the undertray, on which it will mix with the dust and other grime inevitably present, and eventually partially solidify.

New nylon plugs are available from Porsche (part number 477 419 115; interestingly, that is the same as the item from a 924 rack), and cost just a few pounds each. Alternatively, source a suitable screw and aluminium washer from a specialist supplier of hydraulic fittings, and fit and (hopefully) forget.

The corollary to all this is that many 'leaking' 964 and 993 steering racks - and maybe those from other Porsches with the same plug - have perhaps been needlessly condemned over the years, and for that reason expensively replaced - with the added problem that new ones are no longer available from Porsche. (And even with a used unit you could be facing a bill of up to

£1000.) So it is certainly worth checking that nylon plug first, unless fluid is visibly filling the rubber gaiters. As for topping up versus pumping out and replacing, it probably won't make a great deal of difference. Top up first - after replacing that plug, of course - and just see what happens.

Paul Stacey, Northway Porsche: Dexron is also known as ATF 320, and we still use it in all 964, 944, 968 and 928 models. Pentosin is now widely used in 993s, but we do see a few of those that still have the older-style ATF fluid. The two fluids can be mixed, but we will do this only when the system has been opened - has had components replaced, in other words - and then we will refill with Pentosin. I have never filled a 964 with Pentosin. As I say, we still use the ATF 320. It's a proven product, and has never given us any problems, so why change it?



Many Porsches - including the 944/968 range, and both the 964 and 993 - have a threaded hole in the steering-rack housing that was designed to take a special centring screw while the car was being assembled. Fluid leaks from this area, as a result of the plug deteriorating, or even breaking up, are often mistaken for a sign that the rack needs either overhaul or expensive replacement. New plugs are available from Porsche - or maybe you could just reseal and tighten the old one?

996 ALARM ISSUES CURED WITH AN HOUR'S SIMPLE DIY - BUT POSSIBLY A NEW SIREN, AS WELL

A few issues ago I explained how I upgraded the loudspeakers in my GT3-look 996, writes *Graham Lancaster*, and then more recently I asked about a problem I was experiencing with the alarm system – and, more specifically, its secondary siren. You very kindly pointed me in the right direction, so now perhaps I can repay the favour by explaining how I subsequently tackled that job.

There are two part numbers for this siren. The original fitment in early cars was 996 618 237 01, but this was later superseded by 996 618 237 04. In theory, the second number is a direct replacement for the first, but for reasons best known to itself Porsche also changed the plastic wiring connector. It is worth knowing which part number you have before ordering a new replacement, because then you will know whether or not you need to hunt for a connector, as well, and to warm up your soldering iron.

When my siren began to give trouble (random chirps, and full-on activations for no apparent reason, when the car was unlocked and with the keys in the ignition, or even with the engine running), I soon realised that it was the siren that was faulty, rather than any of the micro-switches or sensors. Your 996 should briefly sound its main alarm horn if, when you try to lock the car, a door is not closed, or a micro-switch is not working. This is normal behaviour, and serves as a warning to double-check that everything is closed correctly. I should add that my problem was with the UK- and Europe-specification secondary siren, not the car's basic main alarm horn.

UK- and European-specification 996s had an upgraded (Thatcham 1) alarm system (mounted on the right-hand side of the battery compartment, when viewed from the front of the car) to comply with insurance requirements here. The rest of the world got the basic alarm with a horn-type sounder (as seen on the left-hand side of the battery compartment, again viewed from the front). Early 996s had a tilt sensor below this siren on the same bracket, but due to water ingress problems (and the resultant false alarms), this was later moved to the same location as the alarm control module, beneath the passenger seat. The layout in the 986 Boxster is the same.

My thanks to Paul Stacey of Northway Porsche (via *g11 & Porsche World's* Chris Horton), for his advice. Internet forums were useful, too, and are always worth a look, I think. It's amazing how many owners have similar issues – often easily remedied. I also spoke to the staff in the parts department at Porsche Centre Leeds, who were extremely helpful, and clarified the issue about the connector plugs. Luckily, I was able to find a brand-new, boxed replacement siren on the Internet, and paid just £50 including delivery. As luck would have it, this had the 996 618 237 01 part number, exactly the same as my own 996's original-equipment unit.

To access the siren easily, ideally you need to remove the car's battery. Before disconnecting the leads, however, I put the key in the ignition, turned the ignition on and then off again, and left the key in situ. I then removed the negative lead (10mm spanner), followed by the positive. Why that procedure? Well, I have heard that the alarm can trigger when the battery is disconnected, because it thinks that the car is being tampered with. Putting the key in the ignition tells the car (or so one hopes) that all is OK.

Once the battery leads are off, the securing screw and plate to the left of the battery need to be removed (13mm socket), and then the battery itself can be lifted out. I have a Ford-branded battery in my 996, but it is the correct size and specification, so for now it can stay. A replacement will cost around £100. (Check out www.eurocarparts.co.uk for service items for these Porsches. The company often has on-line promotion codes of 10–25 per cent running, so it's well worth looking for those before you order.)

Next, the plastic cover over the left-hand end of the bulkhead area (otherwise known as the plenum chamber) must be removed. This is usually very easy: just one screw – although it is not unknown for it to seize into the threaded insert, in which case you will have to pull it out with brute force and fit a new insert. The pollen filter lives under here, too, so you could clean or replace that at the same time.

The red-and-black siren is easy to spot, fitted to a galvanised bracket which is in turn attached to the bulkhead with a single 13mm nut. Once removed,

the bracket, the siren and – as in my case – the tilt sensor can be eased out. Carefully remove the two plug connectors (orange for the tilt sensor, black for the siren) and the unit is free. The siren is held to the bracket with two 10mm nuts: one at the top, one at the bottom. Loosen these a touch, and then ease the siren off the bracket, taking care to unclip the black connector plug from the bracket.

The terminals on the tilt sensor looked a little corroded, so I took the opportunity to clean these with a small nail, a screwdriver and some sandpaper to ensure good conductivity when the connection was refitted. Might these have been the cause of my problems? I guess I shall never know. Refitting, as you would expect, is a reversal of the removal procedure. Make sure that all the connections are clipped fully home, and if you have some water-repellent spray, a small squirt might help to keep any dampness out.

Once the siren has been refitted, and the plastic cover clipped back and screwed down, there is just the battery to reconnect. Fix the battery in place with the retaining plate and its screw, and then attach the positive lead, followed by the negative. Don't forget to add a smear of grease on each of the battery's terminal posts to help prevent corrosion.

At this point I turned the ignition on and checked the operation of the electric windows to ensure that they were lowering and rising correctly as the doors were opened and closed. You will notice that both the trip odometer and the time clock will have reset themselves to zero (hardly big issues), and in my case the radio presets and sound settings had returned to their factory defaults. Again this is easily rectified, though, and five minutes later I was all set. Battery cover replaced, and tools tidied away, the job was complete. Just the test-drive to follow after that, which in my opinion is always the best part!

Only time will tell whether it was actually the siren that was faulty. I have my doubts, especially having seen the condition of the electrical connections. But for the sake of £50, and an hour's work, it had to be worth a try. The next step would be to replace the tilt sensor, but to date there have been no chirps from the replacement unit. My fingers are firmly crossed!



This cover is secured by a single screw into a special rubber insert. If the screw seizes, carefully pull it out, complete with insert. New parts are readily available



With the battery lifted out of the way you can quite easily gain access to the single M8 nut (13mm spanner) securing the siren bracket to the adjacent bulkhead



Lift out the siren, complete with tilt sensor attached to the lower part of the bracket. Gently ease yellow connector plug out of the sensor's plastic casing



Was this corrosion the root cause of the problem, rather than a faulty siren? Either way, it needs to be cleaned off to ensure system's optimum reliability



Low-tech but effective: an ordinary household nail, pushed in to the 'female' part of the terminal and then rotated, provided a highly efficient cleaning device



Ready to go back on the car: new siren, plus tilt sensor with cleaned-up connecting pins. No further problems, we're told, so well worth £50 and an hour's easy DIY

993 CABIN-AIR FILTERS REPLACED: SIMPLICITY ITSELF WHEN YOU KNOW HOW

Where is the particle filter in my pre-Varioram 993 Carrera 2, and can I replace it without dismantling much of the trim? The only information that I can find in the car's handbook says – and I quote – 'the particle filter ensures that cleaner and virtually pollen-free air enters the passenger compartment'. I would never have guessed. 'If air throughput is reduced,' it continues helpfully, 'the reason for this may be that the filter is soiled.' No way! But there's absolutely no mention about how to do that. **David Ackroyd**

Chris Horton, 911 & Porsche World: There are, in fact, two particle filters in your 993-model 911: one at each rear corner of the front luggage compartment, next to the bonnet hinge and its adjacent support strut.

To access them, carefully prise up the spring clip securing the two halves of each filter casing (perhaps place a cloth over it as you do so, to stop the clip flying off and

getting lost), then undo the special knurled wheel, and gently lift the forward part of the moulding up and away, followed by the circular filter element itself. Quite why Porsche provided so much 'spare' electrical cable tucked under each of those clips is a mystery, but no doubt there will be some sound technical reason.

Refitting the filters requires just a little more dexterity. Ease each new element into position in its housing, at the same time making sure that the small tab on the rear-most part of its rubbery backing material is at the 12 o'clock position. No less gently offer up the removable part of the casing, ensuring not only that the tab locates inside the matching cut-out (arrowed), but also that the peripheral flanges and grooves fit together neatly and firmly – they shouldn't need any force to do so. Don't forget the small spring-clip (also arrowed) on the outboard face of the cover: that needs to fit tidily over the fixed lower section. Cabin filters cost around £62 plus VAT per pair from Porsche, perhaps a bit less on the after-market.



The 993 has two cabin-air (or 'pollen') filters: one next to each bonnet hinge, beneath a plastic cover. To access each one, undo the knurled wheel and carefully prise off the cable clip (both arrowed). When fitting the new element, make sure that the small tab is to the rear, and vertical, so that it fits into slot in housing (arrowed above)

AFTER-MARKET 964 EXHAUST SYSTEM OFFERS COST-EFFECTIVE VERSATILITY

There are countless after-market exhausts for air-cooled 911s of all ages and types, and such is the general layout of this area of the car that it also lends itself to the construction of bespoke one-offs. Those can vary widely in the quality of their design and manufacture, of course, but I was very taken by this ingenious and versatile set-up, spotted under the business end of a 964-model 911 Carrera 2 on the lift at Surrey-based specialist eporsch.

The car's owner is a trackday enthusiast, and during a trip to Spa in Belgium had inconveniently discovered that you don't have to be driving too hard not only to split open the standard Porsche secondary silencer, over on the right-hand side of the vehicle (especially if it is more than a few years old), but also then to fry the adjacent heat-shield. End of session, a wearing journey home to the UK, and soon after that a similarly noisy trip to eporsch to see what could be done.

Roly Baldwin, working with a local fabricator, came up with this (right): not what you could call unique, but seemingly simple and efficient (the owner reckons that the car now feels usefully quicker), smart and durable (it's made from top-grade stainless steel), and

definitely affordable. Roly is quoting a guide price of £2000 plus fitting and VAT, and while that sounds like quite a lot of money, it's a snip compared to the cost of some 911 exhausts. From Porsche a new secondary silencer and heat-shield alone would cost around £1000 plus fitting and VAT.

What you get for your money begins, essentially, with a decat pipe bolted to the standard left-hand heat-exchanger – although this is permissible only for earlier 964s; broadly speaking, any car first registered after 1st January 1992 needs a catalytic converter in order to remain road-legal.

The pipe has a threaded boss for the lambda sensor (it would be a good idea to fit a new sensor, too), and midway along it a flexible joint to allow for the necessary movement between the engine and the transverse primary silencer, which is also made from stainless steel. So far, so simple.

It's over on the right-hand side of the car that the system demonstrates its real versatility. As shown installed here the primary silencer is, in fact, the only silencer, exiting to the atmosphere via a short, curved tailpipe. That makes the car satisfyingly 'woofy', suggests Roly, but at the same time keeps it quiet enough for

both the road (and annual MOT tests) and 'loud' trackdays.

Suppose, though, that you are doing a strictly noise-limited trackday; or that you want to make the car as refined as possible for that long holiday trip. Easy: remove the tailpipe (it's secured by a stainless-steel, quick-release clamp) and instead fit the again specially fabricated stainless-steel secondary silencer, complete with its own tailpipe. 'It picks up on all the standard 964 mounts,' says Roly, 'and although it's easier with the car on the lift, you can do the job with just a jack and an axle-stand. You don't even need to take the wheel off – although it's easier if you do.'

Sounds good to me – in both senses of the phrase. More information from Roly Baldwin at eporsch on 01483 799245, or at www.eporsch.co.uk. The company – which now offers servicing and repairs, as well as car sales – is at Bisley in Surrey, just a few miles from Junction 3 of the M3.

Standard 964 has a transverse primary silencer, and a secondary silencer – the latter prone to splitting if the car is driven hard – next to right-hand cylinder bank. Well-made eporsch system is essentially a decat pipe and primary silencer/tailpipe, with a secondary silencer that can relatively quickly and easily be fitted for 'quiet' trackdays



911SC FUEL-PRESSURE PROBLEMS?

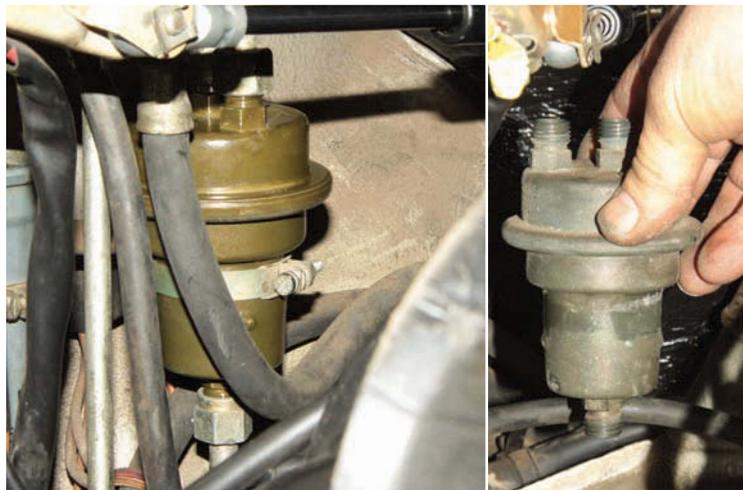
My 1980-model 911SC is becoming increasingly reluctant to start. If anything, the situation is worse when the engine is hot. I have changed the spark plugs, but that has made no discernible difference. I suppose I ought to think about fitting new HT leads, distributor cap and so on, but they were brand-new only about two years ago, and so I don't want to go down that route if I can possibly avoid it. Do you have any suggestions as to what may be the cause?

Brian Peel

Chris Horton, 911 & Porsche World: *Even in a fuel-injection system as old and relatively low-tech as the 911SC's there are, as you will appreciate, many factors that could – individually, and certainly between them – be the underlying cause of your starting problems.*

Personally, though, I would be inclined to start with the fuel-pressure accumulator. This is basically a small canister, rather awkwardly mounted on the left-hand side of the engine compartment, immediately ahead of the fuel filter. Its purpose is to maintain the required head of pressure within the fuel system after the engine has been switched off, such that when you attempt to restart it the injectors will immediately pump fuel into the combustion chambers. (Your poor hot starting suggests that the fuel is quickly draining away because of a faulty accumulator. When the engine is cold the fuel injected by the cold-start valve will tend to mask the problem.)

The accumulator is not the easiest of items to replace, so I wouldn't recommend attempting the job unless you are already a fairly committed and competent DIY mechanic – and fuel systems should always be treated with due respect – but a good independent ought to charge for only about an hour's labour. (And maybe you should think about having the fuel filter changed at the same time, unless you know that has been done fairly recently.) As for prices, the accumulator alone costs £81.33 for early 911SCs, but a whopping £256.82 for 1981 and later models – both figures from Porsche, and not including VAT.



Poor hot starting in a 911SC can have several causes, but at this stage in the car's life, and if the problem develops quite quickly, the most likely culprit – and the best place to start – is the fuel-pressure accumulator. It's designed to maintain a 'head' of pressure immediately upstream of the injectors after switch-off: 1.3 bar after 10 minutes, 1.1 bar after 30 minutes. Not the easiest of items to access, though



We haven't forgotten our recent promise to run a how-to feature on replacing a leaking gasket in the later 997-style Tiptronic transmission – as a (relatively) low-cost alternative to buying and installing a complete new gearbox. Unfortunately the car we originally had lined up for the job became unavailable, and typically Cavendish Porsche in Long Eaton, Nottinghamshire – which has pioneered the process – hasn't seen another since. It can be only a matter of time, though, so stick with us.

924 TRANSMISSION FILLER REVEALED

Some time ago – back in the November 2012 issue, actually – we ran a question from a reader asking about checking the fluid level in his 924's automatic transmission. Sadly, the best we could come up with by way of an illustration at the time was an original Porsche publicity picture of a very early 924 in action, but during a recent visit to Auto Umbau, for another photo session in our long-running 911 Carrera 3.2 stripdown (see also pages 113–116), I realised that this red car (below), in for repairs to its right-hand sill, is an automatic. What's more, it was slightly raised at the rear for improved access to said sill, allowing me – and my camera – an unobstructed view of the combined 'sight glass' (which is actually a translucent plastic container) and filler.

So there you have it. Proof not only that there are still at least two 924 automatics out there (and the owner of this one loves his enough to be having the sills repaired properly, and not just cheaply plated over, as they had been several years ago), but also that even the added complexity of an automatic gearbox should hold no fears – although he might want to have that leak, and the rather rusty sump pan, investigated in due course...



Rare 924 automatic offered the perfect opportunity to show its transmission's combined fluid filler and level indicator – not unlike an under-bonnet brake-fluid reservoir, but here situated beneath the rear of the car. Right-hand sill had previously been rather shoddily patched, but Auto Umbau is doing a proper job – which is why they will in due course be doing the same work on Horton's 944

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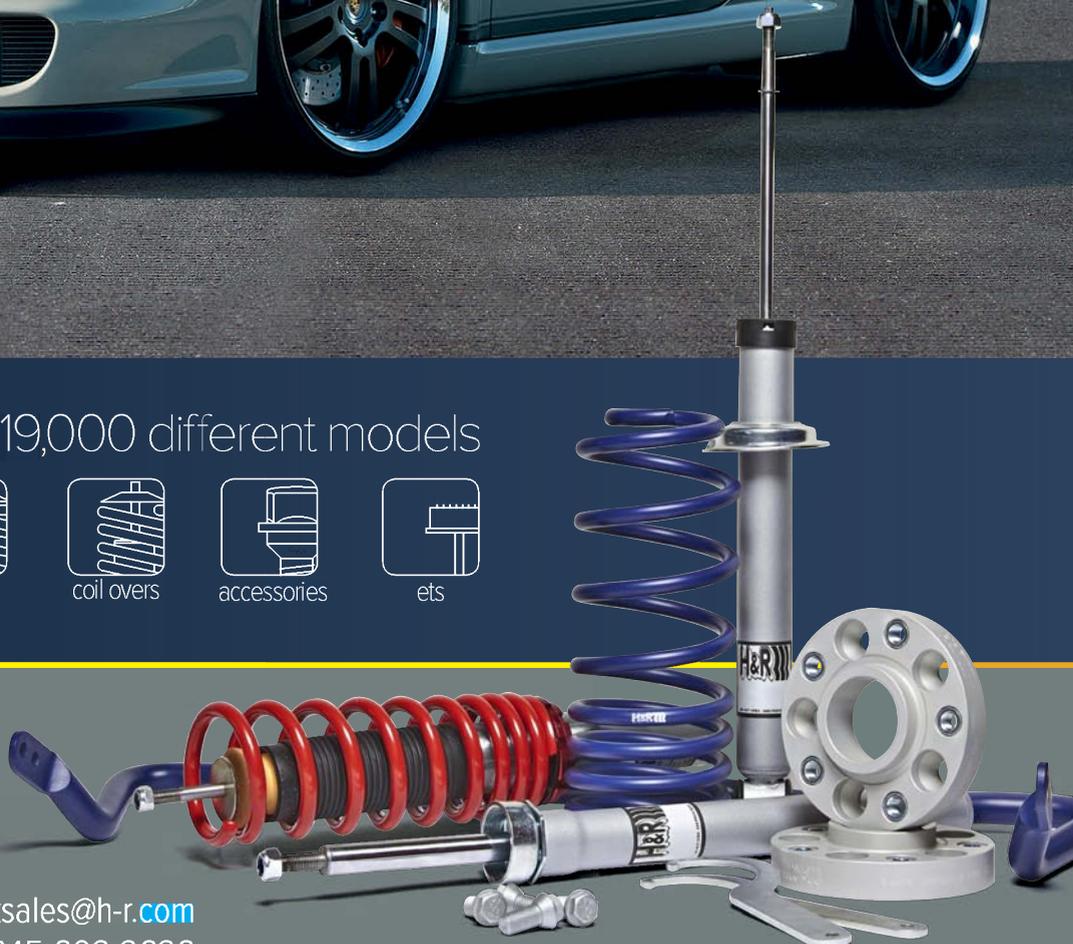


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DETAILING SCIENCE

PART THREE: PAINT CORRECTION

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For more info on detailing and car care techniques check out www.pro-valets.co.uk

In our two earlier articles we covered how to safely wash and decontaminate your Porsche, with Rich March of Classic Details in Gloucestershire. This month we have shipped the GT3 down to Horsham in Sussex in order to have the paint corrected by Dave Whitehouse of Ideal Valeting (www.idealvaleting.com) – approved detailer with both Dodo Juice and Professional Valeters & Detailers.

We often get asked to define 'detailing' and we explain it on a spectrum, starting at car 'washing,' moving through 'valeting' and ultimately the most advanced procedures being labelled 'detailing'. Arguably the point at which valeting becomes detailing is when a

polishing machine is used; though this is slightly academic as the etymological origin of the term is American, where it is entirely synonymous with valeting. Regardless of the semantics, when it comes to correcting a car's paintwork, experience and training really count, and with fifteen years in the trade, Dave ticks that box.

The aim of a correction detail is to remove as many paint defects as possible. This ranges from a mild 'enhancement detail' involving a single pass with a machine polisher to remove the fine swirl marks and hologram marks, right up to a full correction. The former would normally take one to two days, while the latter can take five days in extreme cases. There are two



ways one can improve the appearance of swirls and scratches: the first is using a wax or a glaze, and the second is polishing. The schematic opposite shows a simplified cross-section of

what the paint surface would look like under a microscope and the difference between waxing and polishing. A wax or glaze fills the pits to create a smooth surface, thus giving the

appearance of gloss, but it is a short term fix. In contrast, polishing uses abrasives to smooth the peaks down, which takes longer but corrects the paint rather than just masking its defects.



The GT3 had many swirls all over the paintwork, with the odd 'random deep scratch' (RDS) that went through the clearcoat. Swirl marks are often invisible to the layman, but once you've been shown how to spot them with proper lighting, it becomes impossible not to see them everywhere. Detailers use special full-spectrum lights that emit every visible frequency of light, resulting in a perfect white colour. Used after any wax or glaze has been removed with specialist products such as Envy Filler Killer,

these 'sun gun' lights are the only way to ensure every last mark is seen and treated. Top left shows the swirl marks in the beam of a detailer's light, bottom left shows a 50/50 of the bonnet, the top area has not been corrected, the lower part has.

Dave started using a Festool Wrap 150 rotary polishing machine (see opposite for a guide to the different genres of polishing machines). Initially an aggressive polish or 'compound' – Scholl S17+ – was used along with a hard green pad allowing the majority of the swirls to be

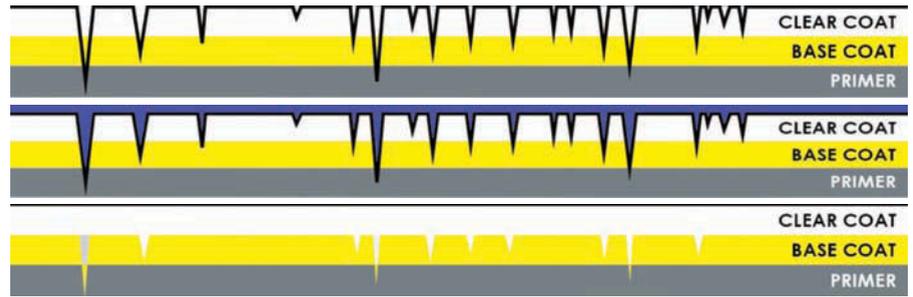
removed. He then switched to a Festool WRAP 150 DA with Sonax Perfect Finish compound and a softer pad to work on the finer marks. Depending on the condition and paint hardness, each panel received between three and five passes with a range of pad, machine, and compound combinations.

Part of the skill of paintwork correction is knowing which combinations will work best, constantly monitoring the paint in terms of paint thickness and heat to ensure a safe, effective correction.

Untreated paint has shallow and deep scratches which reflect the light in different directions thereby decreasing gloss.

A wax or glaze (illustrated in blue) introduces fillers into the defects which last between two and six weeks.

Paint correction will remove all the defects in the clear coat, though some may remain in the base coat.



QUICK GUIDE TO MACHINE POLISHER TYPES

- Random Orbital** Random orbital polishers usually have large polishing heads that rotate and oscillate; these are the entry level tool normally used domestically rather than professionally. As they lack torque and spread the load over a large surface they are relatively safe in terms of not burning paint, but are inefficient at correction work and are essentially a blunt tool for detailing.
- Dual Action (DA)** The DA (1) is similar to an orbital in that the polishing head rotates on two axes, and they have a clutch that stalls the head if too much pressure is applied. In contrast, they take smaller polishing heads, and as they oscillate consistently they are more controllable. These are ideal for light work and the final stages of a correction.
- Rotary** The rotary polisher (2) is a direct drive machine with no clutch and a rotating, not oscillating, head - these are favoured by detailers for their torque and raw power. They are inappropriate for the inexperienced user however, as they can burn paint in seconds if used incorrectly. There is a wide variety of pads available for both rotary and DA polishers; Dave has used a combination of Chemical Guys Hex (3) and Lake Country Constant Pressure pads (4) in combination with Sonax and Scholl compounds.

The two photos on the right show the rear nearside wing before and after correction. With lots of compound curves featuring on the broad hips of the GT3 it required considerable skill to get a clean, consistent finish with all the marks removed. Unlike black, silver cars are good at hiding their paint imperfections, so Dave had to repeatedly wipe down and check every square inch during the polishing process.

As shown below, plastic trim and lights can also be compounded. Though there is no clearcoat on these items, the principle remains the same, removing scratches and swirls with fine abrasion.

The correction stage of the detailing process took about twelve hours in this case, though on a larger car in worse condition such as a farm-bashing Cayenne, it would take considerably longer. In our next article we will examine the different options for protecting the paint, explaining waxes, polymer sealants, and ceramic coatings in more detail. The latter will be applied to this GT3 to stop new swirls appearing in the now factory-fresh paint.



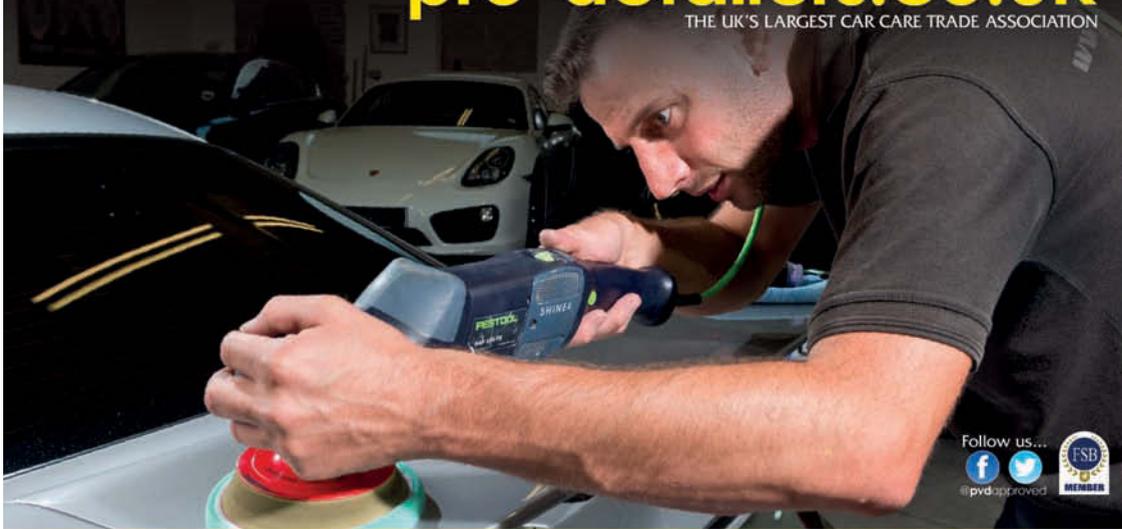
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THE PORSCHE OFF ROADER

Porsche enthusiasts howled with anguish, but the launch of the Cayenne proved to be a prescient move. Here's how to buy one

SPECIFICATION

PORSCHE CAYENNE S

Engine4500cc V8
 TransmissionSix-speed Tiptronic
 Max power340bhp at 6000rpm
 Max torque310lb ft at 2500-5500rpm
 BrakesVented discs, 350mm/330mm front and rear
 Wheels & Tyres...8Jx18 front/rear, 275/45 R18 front/rear
 Weight2245kg
 0-60mph6.8secs
 Top speed.....150mph



Let's be clear from the start: a Cayenne may cost the same as a Boxster, 996 or compact 4x4 from a forecourt, but this is a 300+ horsepower, 2.2-tonne, four-wheel drive people mover that tops 150mph. Running costs are appropriate to its abilities. Do not expect to run one on a shoestring.

DIYers should also note that the Cayenne is no lightweight. Affordable DIY and occasional professional maintenance on a classic 911, 928 or 944 bears no relationship to Cayenne running costs. Regardless of how reliable a Cayenne may be, things will wear out, some problems require Porsche diagnostics and any work underneath needs a strong, safe lift.

PRODUCTION AND MODELS

By the late 1990s, having regularly teetered on the brink of collapse in recession, Porsche needed to broaden its range with a new product line. The 4x4 choice came from a customer survey revealing just how many Porsche sports cars shared garage space with competitor SUVs.

In 1998, Porsche and Volkswagen agreed joint development of the pair's first-ever SUV. Shared components included the bodysheet, ventilation systems and body control modules, but engines, suspension tuning, styling and interior fit and finish were down to brand-specific development teams.

When Volkswagen took Touareg assembly to Eastern Europe for

cost effectiveness, Porsche opened its chequebook, constructing an all-new manufacturing and development facility in Leipzig. The Cayenne would be built only in Germany.

The Cayenne was launched in 2002 with V8 and V8 turbo engines. A 3.2-litre Volkswagen V6 came later, which struggles to excite the Cayenne's weight (more than 9 seconds 0-60). Forced induction adds excitement, but turbo fuel consumption can shrink to single figures when really pressing on. Most Cayenne 955 buyers quickly hone in on the V8 as the optimal solution.

STYLING AND BODYWORK

Styled by British designer, Steve Murkett, the Cayenne may have a

face only a mother could love, but those rounded front and rear ends help it slip quietly through the air at autobahn speeds. The high front undertray gives the Cayenne excellent off-road approach angles, while the deep rear bumper easily hides a detachable towball frame and associated electrics.

Wipers hunker down behind the bonnet, sculpted to give a 911-like view across the front wings. Wide rear shoulders allow a spacious tailgate opening, good for bigger items. The sporty rake on the rear screen appears to hinder loadspace, but the rear glass opens separately. Accessory rails sunk in the roof are the mounting points for the 'load transport system' (roof rack).

Front and rear park detect are



essential options. Headlamp wash is handy, as the lights do get dirty. Non-xenon lamps like a bulb upgrade, and Philips X-Treme H7 bulbs come recommended: the Philips store on Amazon has good prices.

INTERIOR

The Cayenne's unfussy interior offers a comfortable environment. Materials are durable, though rubberised soft-touch switch coatings can deteriorate. The leather-trimmed dash is a luxurious option worth having. All switches are signals to control ECUs, hence the turn-on delays. Short horn beeps are impossible!

Heated memory seats, electric swing-away steering column and the multifunction steering wheel are good options: steering wheel light switch is cool. Despite the PCM's telephone pad, Bluetooth and iPod integration is not standard: aftermarket options offer both, along with postcode navigation. Many PCM units have now been replaced. Bose hi-fi is not super essential.

The standard sunroof is small and drains can leak into the cabin, causing electrical damage to components in the thickly insulated floor. The panoramic sunroof is a nice option but adds quite a bit of weight and complexity. Only non-sunroof is risk free, but see "what to watch" on washer pipes.

ENGINE

Developed for the Cayenne and built in Zuffenhausen, the all-Porsche V8 engine is compact – less than 600mm long – and powerful, with a mega-flat torque curve offering 420Nm all the way from 2,200rpm to 5,500rpm.

A three-pump oil system is designed to work on inclines of 100 per cent. Sit the car on the tailgate and the engine will keep running: try that in your Range

Rover. The closed-deck engine block features additional cast iron bottom-end bearing seats developed for the g28, which also make the engine smoother and quieter.

The cylinder heads follow classic g11 design. The lower section houses the water-cooled combustion chamber and intake/exhaust ports, while the top houses the camshaft and tappet guides. The camshafts run with variable timing: hydraulic controllers shift the inlet cams by up to 50 degrees versus crankshaft rotation. The complex timing chain system is reliable: 250,000-mile Cayennes with silent V8 engines are not unheard of.

TRANSMISSION

Both manual and automatic transmissions are available. While the manual may seem attractive to enjoy the V8, the third pedal crowds the footwell, clutch action is heavy and the shift is laboured. Clutch replacement is pricey and manual transmission saves little overall weight.

The g55's Aisin Warner auto gearbox is also found on the Touareg and Audi Q7, but Porsche's Tiptronic system brings it fully to life. With manual shift available from the lever or steering wheel buttons, Tiptronic is the perfect transmission for the Cayenne.

Drivetrain is where the Cayenne sits apart from the crowd. Unlike its 50/50-split competitors, two-thirds of engine power goes to the rear: a positive contribution to overall feel. Switch off nannying PSM for harder revs and maximum smiles per mile.

SUSPENSION AND BRAKES

The first-gen Cayenne comes with a choice of steel springs or air suspension. Air suspension gives a comfortable ride, and variable ride

WHAT TO PAY

Big luxury cars, whether they be saloons, SUVs/4x4s, depreciate big time. It's a fact of life. And don't feel sorry for the poor schmuck who paid out originally, because no one buys these sorts of cars outright from new. They're all leased and probably to a company.

The Cayenne is no exception to the above, and prices for early cars reflect that. Put simply you can get a lot of Cayenne for not a lot of money. Rather frighteningly prices for the rougher cars are hovering around the £5k mark. This is 'he who dares could win' territory, but you'd need to be brave. Better to look towards the £10k mark, where good V8 Ss can be picked up from dealers with a reassuring warranty. That's a lot of car for not a lot of money, and one that has every base covered for day-to-day motoring and more.

heights to help high speed or off-road use, the coil-sprung option is less complicated and comfortable enough when twinned with 18" wheels. Cayennes running big wheels with low profile tyres have a harsher ride, not to mention bigger tyre bills.

Most V8s and all Turbos feature the '18" brakes' option: brakes needing a minimum 18" wheel to clear. Cayenne's brake-hungry reputation may surprise considerate drivers, as quality brake discs and pads deliver reasonable lifespan. A wide range of replacement discs and pads are available.

Air suspension comes with multiple warning lights and air cars need to be put into service mode before jacking up, or the system

could keep pressurising the affected corner to the point that the airbag explodes. Pressure relief under the bonnet needs doing quickly. The air compressor in the boot makes it harder to squeeze an LPG tank in: steel sprung cars may be better suited to conversion.

WHAT TO LOOK OUT FOR

Cayennes have a service indicator to stretch out maintenance intervals, but engines and transmissions live longer with regular oil and filter changes.

A low proportion of V8s suffer problems with scored cylinder bores: listen for a ticking noise or misfire. While misfires can be coil-related and ticking noises can

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WHAT THE PRESS SAID

"It corners flat, flat, flat even at considerable speeds, with a poise that reminded me a lot of the 928S4. What am I saying? Could I compare this tall SUV with a 928?"

911 & Porsche World, December 2002

"Perhaps it should be called the Porsche controversy. In bloodline terms the Cayenne has no heritage beyond the engineering knowledge it shares with other Porsche road cars. From the moment it was announced, marque devotees were shell-shocked

Autocar, March 2003

point to water pump or a cam timing issue, any ticking noise is a no-no. Once one ignition coil fails, the rest may not be far behind, so many owners change coils and plugs as a job lot. There are lots of Cayennes out there, so walk away from ticks.

V8s originally came with plastic coolant pipes under the intake manifold. These eventually fail and drown the starter in coolant. Aluminium pipes are the solution and perhaps a starter rebuild: check yours has been done.

O2 sensors can wear out and cause jolting at low revs. Gearshifts should be silky smooth: harsh changes are a sign that the transmission valve body may be wearing out.

Reconditioned units are available. Find a big hill and floor the throttle – any vibration under load points towards a failing propshaft centre bearing: replacement propshaft is £350 plus fitting.

Door mirror casings and replacement glass are expensive: bargain hard for cracked glass and damaged plastics. Later 957 mirror covers are cheaper and fit – albeit not perfectly. They also need different glass. Flat mirror glass on a Cayenne leaves gaping blind spots: eBay wide-angle versions offer best visibility.

Play in the steering or wandering on uneven roads could signal balljoint wear, requiring complete replacement of the front lower arms. Any suspension work needs alignment afterwards to keep tyre wear in check.

A noisy or slow fan means replacement is imminent. Flick the fan speed to max on the heater controls and leave it running for a minute: there should be no change in power or tone. Change fan motor resistors with new fan motors. Change the pollen filter as they often get ignored.

Windscreens are expensive:

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avoid any cracks. Check that the expensive-to-replace PCM works with a nice bright screen, and that pricey sat nav discs are present.

Not all Cayennes come with a spare wheel, which are expensive to add later. Cayenne tyres are not cheap, with a set of 20-inch rubber costing over £1000. Winter tyres are another must-have, so a second set of wheels is useful.

Weak tailgate springs will need changing (£60 a side). A non-operating rear washer jet means the water is pouring in from a split connection and pouring into the floor, en route to drowning the electrics. Blocked front scuttle drains can do the same thing. **PW**



'I BOUGHT ONE'

John Glynn

After seven years of 4wd Landcruisers and Subaru Legacy daily drivers, I fancied a 4x4 Porsche to use every day. Dominic Delaney at SVP Porsche in Droitwich had happily run two Cayenne V8s for a few years and was upgrading one to a Turbo S. We did a deal on his black 2004 V8 S; I sold my beloved Subaru Outback and hoped for the best.

My Subarus all ran on LPG, so I had the Cayenne converted within a few weeks. The Porsche V8 needs a valve seat lubricant adding to the fuel/air mix: I use JLM fluid at £55 for 5 litres on eBay, which lasts for up to ten months. The biggest LPG tank we could squeeze in the spare wheel well offers a range of 150 miles with my mix of school run and A-road work driving. When the numbers shake out, I get 35mpg petrol equivalent using all the V8's performance, which I'm quite happy with. There's no loss of power on gas.

Fixing has been mostly replacing consumable parts. A misfire coming away from college one damp night was a coil failing. I changed all eight spark plugs and coils, easily sorted for many more miles. SVP changed the front lower arms for genuine Porsche items from MBS Car Parts and aligned it, transforming the drive on my favoured Continental CrossContact summer tyres.

I've fitted Mintex discs and pads: slightly less initial bite than original Brembos but lasting well, and just £200 a car set. I have also replaced the heater blower with resistor (VW Touareg), fitted a reconditioned propshaft (Touareg) and had a modified towbar fabricated by Racing Restorations in Pershore. I updated the PCM to a Kenwood DAB & Bluetooth unit with iPod hook up. The only real issue was a transmission failure due to worn out clutches, which was sorted at reasonable money for a full rebuild. It has been flawless since then: a beautiful drive in all weathers.

In fifteen months of ownership, I have covered almost 20,000 miles in this Porsche, driving it every day. It looks as good as it did when I first bought it and I love it more than ever. I have no plans to change it!

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CAYENNE



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REGISTRATIONS

PAZ 930

'PAZ 930' registration for sale, private plate on retention, £2500. Tel: 07590 079291. Email: info@migfa.com. P1214/012

ARH 911S

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TRIED & TESTED

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

911 CARRERA 2 (964) ■ 1990/'G' ■ 106,648 MILES ■ £29,995

If the most critical point you can make about a nearly 25-year-old car is the fitment of the (not unattractive; just slightly 'wrong') wheels from a later variant, then I think you could fairly be said to be splitting hairs; clutching at straws, even. In a perfect world this one could be priced a little lower, too, I suppose, but then such has become the huge demand for even rough-to-average 964 coupés – fuelled by the inexorable rise of just about every other air-cooled 911 known to man, and not least the relative ease with which one such as this can be turned into an RS lookalike – that a fiver short of £30K for this real beauty might soon seem to be implausibly inexpensive.

Registered in April 1990 – the same month that the first issue of *911 & Porsche World* was published – it has, as you can see, classic Guards Red paint. Inside, there is the equally desirable black leather, with off-white piping round the edges of the part-electric seats. The engine is the standard 250bhp, 310Nm 3.6-litre flat-six, transmission the five-speed manual. There is the commonly specified sunroof, and the door mirrors are the later teardrop items in place of the original and rather clumsy 'elephant's ears'. A previous owner, capitalising on the car's likeness to the RS, has also fitted that model's front-bumper air ducts – or possibly copies. Wheels are the 17-inch split-rims fitted as standard to the 993-model 911 Targa, with Bridgestone Potenza S-02A rubber all round. The date indicators on the tyres' sidewalls show all of those to be only about a year old, and they certainly have plenty of tread remaining.

Inside, the most obvious features are the steering wheel (genuine 964 RS, we're told), the silver bezels (somewhat less appealing) around the dashboard gauges, light-alloy pedal covers, and an Alpine DVA-9861R head unit. There are additional speakers in the door cards, and, up front, a Genesis Compact Four amplifier. Also in the front compartment is a strut brace – how effective is impossible to say – and a spare air-filter casing that has had cut in it the holes that (allegedly) improve the aural qualities of the intake system. Again, no comment... Other equipment runs to headlamp washers and a rear windscreen wiper, and what would appear to be an Autowatch alarm/immobiliser system linked to the central-locking – and considerably more convenient to use than many of the period. The only other addition is what appears to be the inside section of one of those stick-on mobile-phone aerials at the top of

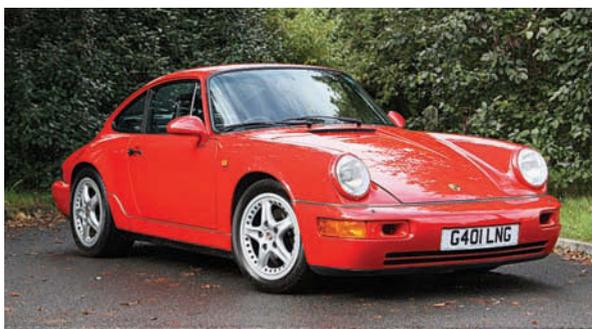
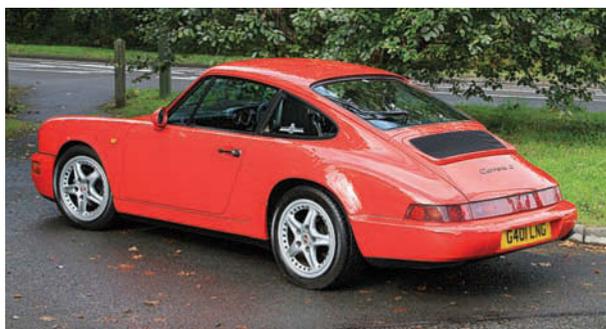
the rear window, but that ought to be easy enough to remove without leaving any unsightly marks.

No complaints on the car's condition. The front portion of the bonnet is dotted with the inevitable stone-chips, and there are a couple of touched-in larger marks near the left-hand rear corner of the roof, but other than that the paint is excellent, with a rich, deep shine. There are a few marks on the front apron, too, but overall that's in great shape, as well, and there are no signs of under-body damage. The rear reflector strip has faded a little – as they do – but it's nice (and unusual) to see a 964 with such well-fitting body-side mouldings. Wheels are all good, with just a couple of minor marks, and no obvious corrosion.

The windows operate smoothly and efficiently – although the waist seals could do with replacement; they've shrunk a bit – and likewise the noisy rear spoiler motor might need some attention. Or maybe they all sound like that these days. The engine bay is nice – a reassuring, hot-oil smell, but no leaks; I note, too, that the distributor breather mod has been carried out – and my only significant gripe about the cabin would be the slightly saggy headlining beneath the sunroof. Door bins are good, the black carpets clean and tidy, and the rear seats seemingly unused.

If that all sounds very encouraging – and I think it does – then the car is an absolute peach to drive. Both clutch and throttle are smooth and progressive, making traffic a breeze, and the chassis is similarly smooth, controlled, refined – and above all comfortable. Find a good stretch of open road, though – and this is one of the relatively few recent *Tried & Tested* candidates that have inspired me to do just that – and you soon unleash the iron fist inside the velvet glove. Both steering and brakes are – predictably – well up to the task, and the gear shift, if not quite in the GT3 league, is not so far from it. Nice? Well nigh perfect, actually, and with over 100K on the clock a testimony to both the 964 as a breed and this car's four previous owners, who between them have obviously enjoyed it every bit as much as I did, while at the same time appreciating the focused, on-going maintenance and improvement programme required of such a machine.

Speaking of which, there's a good collection of stamps in the service book (the last at Carrera Performance in Horsham, West Sussex, in April 2014 at 105,635 miles), a sheaf of corroborating bills, and not least an MOT to May 2015. I loved the car – and I reckon you might, too. **PW**



CHECKLIST

Background: A mechanically largely standard 964 C2 – one of the first such cars, registered in spring 1990 – but visually pays homage to the classic (and now significantly more expensive) RS variant. Wheels are from a 993-model 911 Targa. Four previous owners, MOT'd to next spring – but no tax, of course

Where is it?

Having moved to much larger premises during 2013 – enabling it now to offer both servicing and repairs, as well as car sales – eporsch is at Unit 1, Oldhouse Lane, Bisley, Surrey GU24 9DB; tel: 01483 799245; www.eporsch.co.uk

For: It's an air-cooled 911, in classic Guards Red, for less than £30K. (And that figure is not going to go down any time soon.) What more could you possibly want? Other than near-pristine paint and trim, a good range of useful extras – both factory and after-market – and not least a truly sublime driving experience

Against: Not a lot. Personally I'm not wild about those Targa wheels, but they would be easy enough to ditch in favour of period Design 90s or, better still, RS-style Cups. Headlining's a bit saggy in places, too – but how hard could that be to fix?

Verdict: I hate to repeat here what I've said in my intro to the main text, but that's about the size of it. Try hard enough and you could find all manner of reasons not to buy this car, but ultimately there's no getting away from the fact that, even after 25 years and 100,000 miles, it is practically perfect. Look after it and it will be a joy for the next quarter-century

Value at a glance

| | |
|------------------------------|-------|
| Condition | ✓✓✓✓✓ |
| Price | ✓✓✓ |
| Performance | ✓✓✓✓✓ |
| Overall | ✓✓✓✓✓ |
| ✓ Poor ✓ OK ✓ Fair | |
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PORSCHE 914 PARTS, very good dash and lower dash, \$150; valance, \$125; brain, \$25; doors right, \$35, left, \$35; brakes, shocks with spring, rear light misc, all cheap. Tel: 802-349-7375. Email: greenamyre@myfairpoint.net (USA). P1214/014

EXCELLENT 16-INCH PORSCHE space saver spare wheel from 911 Carrera, giveaway £45. Tel: 07872 490760. Email: jimmydawson20032001@yahoo.com (Scotland). P1214/029

EXCELLENT STEREO from my 911 Carrera, uprated front door speakers, uprated rear parcel shelf speakers (£300), 6 disc changer, radio, tape cassette, remote control, £200. Tel: 07872 490760. Email: jimmydawson20032001@yahoo.com (Scotland). P1214/030

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WANTED

WANT TO BUY 993 TT engine or front damaged car without papers. Tel: +45 2280 8529. Email: lars.knudsen@privat.tele.dk (Denmark). P1214/004
WANTED CLASSIC PORSCHE issue no.1 Summer 2010, and 911 & Porsche World no.220 July 2012 and no.236 November 2013. Email: johnsamsonnz@yahoo.co.nz. P1214/009

911 CARRERA COUPE WANTED 1986-1989, original with service history, all colours considered, private buyer. Email details including photos please to: carl.1962@hotmail.co.uk (Cheshire). P1214/031

PYJ 993

'PYJ 993' FOR SALE, currently on retention certificate, £1100. Tel: 07500 600499. Email: gordon@ashtonmotors.co.uk. P1214/027

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TRIED & TESTED

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

356C CABRIOLET ■ 1964/'B' ■ 69,337 MILES (INDICATED) ■ £150,000

This is one of the oldest Porsches we have showcased here in *Tried & Tested*, and also one of the highest-priced. You might say 'one of the most expensive', but that inherently pejorative term implies an absence of value.

Roger Bray knows the market for these sought-after vehicles as intimately as he does the cars themselves, and so it must surely be on the money, as the saying goes. Besides, it is in effect brand-new, and completely and utterly beautiful in every respect. To look at, to touch, to sit in – and most definitely to drive. Exquisite.

The car – one of the very last 356s, and in fact built after the introduction of the 911 – was sold new on the west coast of America. It was brought to the UK some time during the mid-1990s, and after that is believed to have stood, unused and possibly rather unloved, until Roger Bray bought it three years ago. Since then it has passed through his no-holds-barred restoration process – literally every aspect of which is carried out in-house, in large and superbly equipped premises on what used to be the A30 trunk road from London to Exeter – to become, I believe, one of the very finest of its kind in the world.

Crucially, the car has also been subtly updated. (Purists, look away now. If you do, though, you are missing a trick.) Any good 356 – and especially the later models – is surprisingly sprightly, but this car's now 1720cc barrels and pistons (they were originally 1600cc) and a camshaft upgrade have given it a real spring in its step. And it will most likely be quicker still when the engine is fully run-in. The brakes – discs all round by this stage in the 356's long production life – have benefited from a dual-circuit master cylinder, and the originally six-volt electrical system has been upgraded to 12. Starting – which in older classics such as this may be a relatively infrequent activity – is further assisted by a clever electric 'pre-pump'. It's activated by a spring-loaded switch hidden beneath the fascia which, when pressed briefly, delivers sufficient fuel to fill the carburettors' float chambers, and thereby minimises the cranking required. Inside, there is a fully refurbished period Blaupunkt radio, with speakers again subtly mounted under the dashboard, and even an iPod connection (hidden in the glovebox). Proper, period-style, inertia-reel seat-belts have been added, too – from well-known UK specialist Quickfit Safety Belt Service in Stanmore, Middlesex.

Central to the assessment of any car's appeal and value

is the condition of the body and interior, and this one delights at every turn. The Ruby Red paint is genuinely flawless, with all edges lead-loaded – just as they were at the Porsche factory all those years ago – to provide exactly right shut-line radii and panel gaps. The doors – with complex hinge geometry that pulls their leading edges inside the front wings when you open them – fit perfectly, and the ingenious ratchet mechanisms that hold open the front lid and engine cover have been carefully overhauled to ensure that they do just that. It takes only the slightest pressure with the palm of your hand to close the front lid – and the door glasses can be rolled up and down with just a thumb and forefinger. Just about every piece of chrome trim, inside and out, has been replated to a mirror finish, every fixing screw replaced (and fitted so that all the slotted heads align), and every square inch of soft trim renewed – in-house, remember – as a matter of course. The black-leather seats feel like welcoming armchairs, and the combined armrests and door pulls have just the right depth of padding to give them that essential mix of authenticity, comfort and usability. Truly sublime.

The same meticulous attention to the running gear has made the car similarly delightful to drive. A 911 it is not, but the engine starts easily and revs willingly, giving a turn of speed that surprises other road users. There is not a rattle or a squeak from the suspension, and the ride is an object lesson to those who believe that good handling – and certainly an involving driving experience – demands rock-hard springs and dampers. The steering is a little vague around the straight-ahead position – as usual for 356s, even when new – and the brakes need a decisive right foot, but you'll get used to both. Best of all, though, is the gear shift. Roger warned me that it is by design a little slow (the synchromesh is to the same design as that in the earlier 911's type 915 gearbox), but if that is his idea of slow then I would have him overhaul any 915 that I was unlucky enough to own any day of the week.

I am, as you see, running out of space to describe this remarkable car. Suffice it to say that if you are seriously looking for a Porsche that in many ways eclipses even the Carrera 2.7 RS – for perhaps a third the price – then you will be hard-pressed to resist this one. It is not 'original' – whatever that really means – and, however you phrase it, will cost a not inconsiderable amount of money. But I seriously doubt that you will ever find one better. **PW**

CHECKLIST

Background: One of the very last 356s ever built – post-dates even the launch of the 911.

First sold brand-new in the US, brought to the UK 20 years ago, and recently fully restored – with no expense spared – by one of this country's best-known 356 experts. Subtly and usefully updated in the process – but not irreversibly so – and as a result a joy to drive. Will come – naturally – with a full MOT

Where is it?

Roger Bray Restoration is at Milestones Business Park, London Road, Whimble, Exeter, Devon EX5 2QB; tel: 01404 822005; www.rogerbrayrestoration.com

For: Condition, condition, condition. Rarity, too, of course – makes early 911s seem ten a penny – together with its colour and specification, and not least those very sympathetically executed updates. Great performance – and a truly superb gearbox. But ultimately, well, it just has to be condition!

Against: Not exactly inexpensive (but see main text). Left-hand steering may deter some UK buyers (although that's an occupational hazard with Porsches of this period and nature). Perhaps even *too* good to drive – although such is the level of rustproofing applied that you need have no real fears about racking up the miles

Verdict: I am no 356 expert, but I can spot a car that has genuinely been restored to as-new condition (that word again). The only way you will find better is either to wait for one that has been dry-stored for the last half-century (good luck with that...), or else to invent a time machine (ditto)

Value at a glance

| | |
|-------------|------------------------------|
| Condition | ✓✓✓✓ |
| Price | ✓✓✓✓ |
| Performance | ✓✓✓✓ |
| Overall | ✓✓✓✓ |
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| | | | | | | | |
|---------------------------|---------|-------------------------------|---------------|--|-----|--------------------------------|--------------------|
| CLIENT | Page | Hayward & Scott | 110 | Performance Direct Insurance | 144 | Specialist Components | 6 |
| gApart | 86 | Hendon Way Motors | 77 | PMO | 119 | Sportwagen Eckert | 29 |
| Addspeed | 48 | Hexagon Modern Classics | 17 | Porsche Cars GB Aftersales | 7 | Stoddard Parts | 65 |
| Akrapovic / Design 911 | 63 | Hillcrest Specialist Cars | 125 | Porsche Cars GB (Driver's Selection) | 11 | Strasse | 25, 125 |
| Auto Umbau Porsche | 112 | HP motorsport | 32 | Porsche Cars GB Aftersales (Winter Wheels) | 15 | Subscription Offer | 124 |
| Bilstein UK | 33 | Jasmine Porschalink | 56 | Porsche Club GB | 118 | Tech Art / Techg | 148 |
| Braunton Garage | 32 | Jaz Siat Porsche | 22 | Porsche Torque | 104 | Tipec | 125 |
| Brey-Krause Manufacturing | 6 | JF Stanley & Co. | 119, 125, 126 | Porscheshop | 23 | TuneRS Motorsport | 75 |
| Cargraphic | 147 | JMG Porsche | 110 | Porscheshop (Euro Cup GT) | 112 | Twinspark Racing & Engineering | 118 |
| Cavendish Porsche | 76 | JZM | 10 | Portiacraft | 118 | The Wheel Restorer | 119 |
| Classic Porsche Offer | 126 | Kenny Dunn | 10 | Professional Valeters & Detailers | 134 | Yorkshire Classic Porsche | 96 |
| Classicline Insurance | 144 | LA Dismantler | 56 | Promax Motorsport | 111 | | |
| Clewett Engineering | 118 | LN Engineering/Fast Forward | 48 | Quickfit Safety Belt Service | 144 | Classifieds | 135, 139, 140, 142 |
| Design 911 | 49, 126 | Longstone Tyres | 39 | R-to-RSR | 125 | Brian Miller Motors | |
| Douglas Valley Breakers | 110 | Machine Mart | 126 | Ramus Porscha | 40 | Car Cover Shop | |
| Dove House Motor Company | 41 | Marque 21 Racing | 125 | Reap Automotive | 119 | Car Inspections | |
| Eibach UK | 35 | Mayfair Performance Insurance | 145 | Rennline | 55 | CMS Porsche | |
| Elephant Racing | 85 | Nine Excellence | 86 | Restoration Design | 117 | DSD Motorworks | |
| Elite Garages | 27 | Ninemeister | 95 | RGA | 40 | Finlay Gorham | |
| Elite Motor Tune | 111 | Northway | 48 | Roger Bray Restoration | 105 | Karmann Konnektion | |
| Engine Builders Supply | 71 | Norton Insurance | 134 | RPM Specialist Cars | 76 | Octane Garage | |
| Fabspeed | 57 | Numeric Racing | 32 | RS 911 | 125 | Porsche 911 hire.co.uk | |
| Finlay Gorham | 111 | Ohlins (Design 911) | 21 | RSJ Sportscars | 22 | Prestige & Performance Cars | |
| FVD | 2 | Paragon GB | 47 | Silver Tune Cars | 119 | Roger Bray Restoration | |
| Gantspeed | 97 | Parts Heaven | 64 | South Coast Classic Car Storage | 118 | TJS Sportscars | |
| GT Racing | 104 | Patrick Motorsports | 86 | Specialised Covers | 96 | Williams Crawford | |
| H&R (Euro Car Parts) | 131 | Paul Stephens | 104 | Specialist Cars of Malton | 96 | | |
| Hartech Automotive | 64 | Pelican Parts | 87 | | | | |



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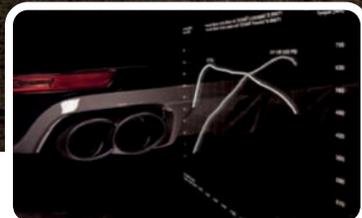
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