

**PORSCHE** 996 C2, 993 C4S, 996 C4S, 997 C4S, 991 C2 964 CABRIOLET, BOXSTER 718

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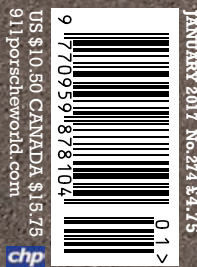
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# UP FRONT

Can we really build a Porsche that looks and drives better than Porsche itself? Well, judging by the contents of this issue there are plenty of folk that reckon they can...

What is it about modifying and Porsches that goes so hand-in-hand? If this issue were to have a theme, then 'modifying' would certainly be it. From TechArt's pro efforts in extracting more visual glamour and more go from the Boxster 718 and 991, to modified 964s from Tech 9 and a supercharged 964 Cabriolet in Gulf colours. And then, of course, there's our own Porsches lurking in the back of the magazine, where most are modified in some way, too.

Why do we do it? Well, it's rather like a drug I suspect. Once started on the slippery slope of modification, perfection is but a tweak away and so we keep on playing.

“like domestic trends, there are things that no one would now countenance”

In some respects a standard Porsche is a blank canvas. That's certainly how I see my own silver 996 C2, a blanker, blander canvas you couldn't wish for. My inclination is for lowered restraint, whereas my esteemed colleague – one J.Tipler – has thrown the visual works at his own silver 996, but that's the beauty of the modifying game. No one is right and no one is wrong, it's individual expression on four wheels.

Of course, rather like domestic trends, there are things that no one would now countenance. 'Updating' a pre-'74 Porsche to full Turbo look now seems like madness, just like ripping out a period fireplace or covering a panelled door, but at the time it was all about modernising.

Sometimes I wish I could just stop messing around. I've undoubtedly spoilt plenty of cars over the years, and quite why I think I can do a better job than Porsche's engineers is frankly beyond me. But then I'm certainly not the only one as is proved in this very issue!

**STEVE BENNETT**  
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**PORSCHE**



911&PW JANUARY 2017

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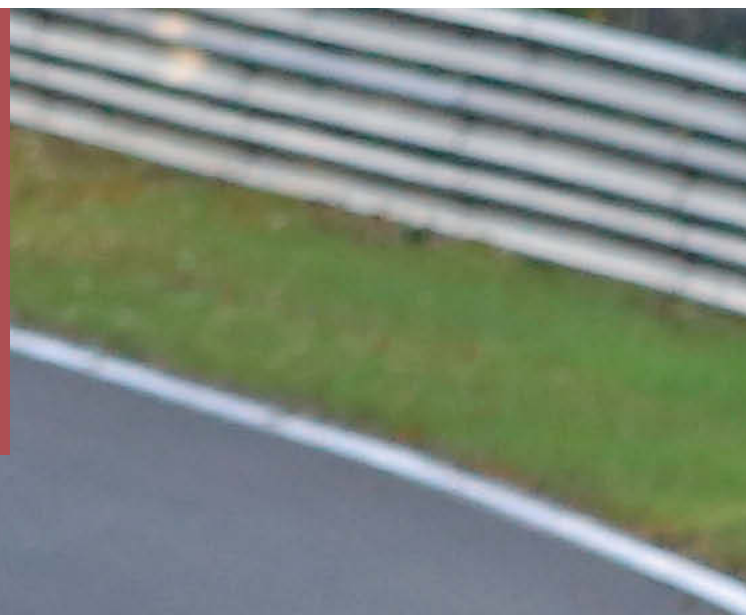
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ALL THE PORSCHE NEWS AND VIEWS

# NEWS

Second generation 991 GT3 spotted testing. Self driving Porsches on the way. New entry-level Panameras. Mid-engined RSR launched. Porsche wraps up WEC for second year. Wild new GTstreet R from TechArt, with 620bhp



## NEW 911 GT3 GOES BACK TO BASICS WITH MANUAL GEARBOX OPTION

Second-gen Type-991 GT3 is nearly ready

**P**orsche's refreshed 911 GT3, likely to be revealed in early 2017, has been captured undergoing high performance testing virtually undisguised. Cosmetically, the changes aren't radical compared to the previous GT3. Instead, it's the re-introduction of a manual gearbox

option that will really set this new model apart from its predecessor.

With Porsche yet to announce the new GT3, nothing is official. However, all the evidence points in the same direction. The second-generation Type-991 GT3 will be offered with a manual gearbox. For starters, Porsche's Motorsport guru, Andreas

Preuninger, has re-affirmed Porsche's commitment to manual gearboxes, hinting that the GT3 will be offered with a manual option while the GT3 RS will remain PDK or paddle-shift only.

Meanwhile, earlier this summer a number of GT3 development cars with none-too-subtle covers over their transmission tunnels

No big surprises for the gen 2 991 GT3. It's widely expected to feature a manual gearbox option





Testing at the Nürburgring virtually undisguised. Expect power from either a 3.8-litre or 4-litre normally aspirated flat-six to be around 500bhp

along with the obvious omission of wheel-mounted paddle shifters or buttons were spotted. Then there's the simple fact of the 911 R's existence. The R saw the high-output GT3 RS 4.0-litre engine mated to a newly-developed six-speed manual gearbox. In other words, the core hardware for a manual 991.2 GT3 is sitting on the shelf.

## WHAT NEXT FOR THE GT3?

With Porsche's zingy, electrifying naturally-aspirated flat six seemingly alive for at least one more generation of GT models, the inevitable question is what comes next? Porsche has been relatively outspoken in voicing its support for natural aspiration with certain specialist models like the GT3. And yet there is no denying the pressure the car industry as a whole is under to reduce emissions.

For proof, observe the fact that both the 718 and 911 Carrera model lines are now offered exclusively with turbocharged engines. One possible solution comes from a car Porsche has already made. Yes, the 918 Spyder. That combined a naturally aspirated engine with hybridised electric power for massively reduced emissions, by the official EU test numbers at least. Porsche has invested heavily in hybrid tech in the all-conquering 919 Hybrid, too.

So some kind of mild hybridisation while retaining natural aspiration could be the perfect combination for future GT3s, both in terms of retaining that razor-sharp power delivery and allowing for a nice little marketing tie-in with the success of the Porsche World Endurance Car campaign.



It could even be argued that Porsche likely wouldn't have gone to the expense of tooling up the new manual 'box purely for the limited-run R, of which only 991 units were made. The manual R may only have been possible thanks to plans to reintroduce a triple-pedal GT3.

Gearbox aside, the remainder of the next GT3's technical specifications are the subject of extensive speculation. The most significant unknown involves the engine. Reports indicate the 9A1-derived unit has been heavily revised, in part as a response to the embarrassing spate of engine failures suffered throughout outgoing model's life cycle and especially early on. Less clear are both the power and capacity of the revised engine.

Test cars have been spotted with rev counters indicating an 8800rpm red line as per the 4.0-litre engine in the GT3 RS and the R. In other words, not the 9000rpm red line of the 3.8-litre first-generation 991 GT3. But either 3.8-litre or 4.0-litre with an output of around 500hp is likely. The glories of Porsche's high-revving naturally aspirated unit seem certain to survive at least one

more generational update, it seems.

As for the cosmetics, there are few surprises. The sheet metal and the signature rear-wing appear to have been carried over untouched. So it's the now-familiar package of second-generation 991 updates that will mark this model out. At the rear, that means the latest '3D' light clusters. Up front, we're talking super-slim LED driving lights and the latest headlight clusters complete with internal halos and four-point LEDs. Perhaps the biggest change, therefore, is the new front bumper cover with revised air intakes that adopt a sharper, more geometric style.

Of course, many of the further refinements Porsche introduced with the second-generation Type-991 are likely to appear in the new GT3. That means features like the revised PCM multimedia including a much higher-resolution touchscreen and a slew of connected features including support for Apple CarPlay. We're expecting the new GT3 to be announced at the Geneva motorshow in March, so keep your scanners peeled for our full report.





## PLANS FOR SELF-DRIVING PORSCHE REVEALED

Autonomous cars are coming. That's something most of the car industry agrees about. All of the big brands are working towards unleashing a fleet of robo-car overlords onto our roads. Even subsystem suppliers like Bosch are developing their own technology so that lesser brands can take self-driving technology off the shelf.

Porsche, of course, cannot resist this. And yet the notion of driving autonomy has never sat comfortably with such a driver-centric brand as Porsche. But in a recent story on its in-house news website, some senior suits have begun to tentatively address the tricky subject of what a self-driving Porsche would mean and look like.

Dr. Frank Weberbauer, Director of Mobility Concepts and Infrastructure at Porsche, reckons that many technical, legal and ethical obstacles remain on the path to production reality. However, "in about ten years, these obstacles will have been overcome," he says.

Thilo Koslowski, MD of Porsche's freshly minted Digital GmbH division agrees. "The self-driving car is coming – even at Porsche. Obviously, I want to drive a Porsche myself, first and foremost. But I also want to be able to press a button and so it does that on its own, for example in a traffic jam.

"And then the car should also talk to your calendar right after, and tell it that you'll be late. Why should you have to do that as the driver? The car has to do that. It should notice if

you're tired and maybe then take responsibility. It should notice what you still have to do and perhaps do some online shopping for you. And when there's no congestion on the road, the Porsche of the future will be able to show the customer how a pro like Walter Röhrl would drive the car," he explains.

In fact, he sees the technology as a possible competitor to the rise of the smartphone as perhaps the most ubiquitous personal device. "My smartphone won't take me from point A to point B in the future either; I'll still need my car for that. But if my car can now do more than ever before, my smartphone might suddenly stop being quite so important. I call it the renaissance of the car," Koslowski reveals.

He also realises that Porsche needs to be at the forefront of autonomous driving tech if it isn't to be left looking flat footed by disruptive new brands. "One shouldn't underestimate Tesla just because they're not posting profits. A lot of carmakers were in the same boat when they started out. In Silicon Valley, Teslas are now as prevalent as Toyota Corollas used to be in the US. It's become a sort of status symbol: If I live in Silicon Valley, I buy the most tech-focused car, and to date that's the Tesla. We have to change that, and we have excellent products that will provide the basis for that," he says. Overall, you could argue that none of this is revolutionary. But it is very significant for Porsche to unambiguously embrace the adoption of driverless technology.

## PORSCHE LAUNCH MID-ENGINE RSR RACER

Rear-engine driving dynamics and the Porsche 911 have been synonymous since 1963. Rumour has it that an increasing lack of competitiveness has forced Porsche to seek dispensation from the FIA and do the unthinkable, namely convert its next 911 RSR for mid-engine installation.

Porsche originally announced the new RSR for the 2017 season back in May. But details were conspicuously scarce as was the lack of images other than full-frontal shots of the new racer. Presumably rear shots would have given the game away. It's been seen testing at various tracks including Sebring in the USA, but now, just as we go to press, Porsche has come clean, with a full 911 RSR launch at the LA Auto Show.

So what's the story? Well it's not been much of a secret really but the new racer will feature a flat-six running ahead of the rear axle. So yes, the 510bhp, 4-litre naturally aspirated motor is effectively mid-mounted. Porsche describe it as 'the most spectacular 911 ever,' and it certainly harks back to previous mid-engine based Porsche racers like the Le Mans winning GT1 of the late '90s.

Porsche took a sabbatical from the WEC LM-GTE class in 2016 in order to regroup and develop the new machine for 2017. While it is still recognisable as a 911 in shape, that is about as far as it goes. There is little or nothing that is interchangeable with the road car. According to Porsche Motorsport boss, Frank Walliser (previously of the 918 Spyder programme), "the new 911 RSR is a completely new development: the suspension, body structure, aerodynamic concept, engine and transmission have all been designed from scratch."

Porsche has been forced into this radical re-think after falling

behind rivals like Ferrari and Ford, whose interpretation of the LM-GTE class rules led to the creation of radical racers, particularly in terms of aerodynamics. While Porsche has successfully made its defining 911 rear-engined configuration work for decades now, the layout doesn't allow for much of a rear diffuser, which is where Porsche has struggled. Obviously mounting the engine ahead of the rear axle frees up space for a properly developed diffuser, which Porsche will be hoping will allow the new 911 RSR to be competitive.

It's unlikely that this new 911 concept will translate to the road, particularly since Porsche is thought to be building a mid-engined sports car to compete with the likes of McLaren and Ferrari.



## OUR TAKE

### RESISTANCE IS FUTILE

There is no if. There is only when. That's the best way to look at the prospect of a self-driving Porsche. Of course, it's easy to imagine all kinds of reasons why autonomous cars won't work. Tabloid newspapers conjure up dystopian futures full of killer robocars, some hacked by terrorists, others being forced to make contrived split-second decisions whether to save their drivers or plough into the proverbial line of children at a bus stop.

But these objections are largely based on ignorance. Much of the technology for a commercially-available driverless car already exists and while the finished article might not be just around the corner, anyone who has observed first hand how much progress has been made in the past decade will conclude that it's not terribly far off.

In that context, the problem for a driver-centric brand like Porsche is how to present and differentiate its own autonomous tech. Switchable access with an emphasis on the driver being able to choose when to use the technology will be one major prong. Arguably more intriguing will be the dynamic capability of self driving modes. It's not hard to imagine group tests a decade or so from now that include both human and autonomous lap times.

One day, of course, it's almost inevitable that human drivers will be banned from public roads altogether. That may be a long way off. But if it does happen, existing squabbles over turbo versus naturally-aspirated engines or manual and PDK gearboxes will seem very petty indeed.







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New Panameras keep on coming. Entry level models are the V6 twin turbo plain Panamera and Panamera 4. Meanwhile at the other end of the Panamera scale is the long-wheelbase limo version



## PORSCHE PREPS NEW PANAMERAS

New entry-level V6 models plus long-wheelbase limos join the range

Porsche has announced no fewer than six new models to flesh out the second-generation Panamera range. The debutantes include entry-level models and long-wheelbase limos.

Kicking things off are the plain Panamera and the Panamera 4. They share a new twin-turbo 3.0-litre V6, but the former is rear-wheel drive to the latter's all-wheel setup. Pegged at 325bhp, it improves fuel efficiency over the old entry-level V6 by 13 per cent. Coupled with an eight-speed PDK transmission, combined MPG is 37.7 and 35.8 respectively.

As for performance, the rear-drive model is good for 62mph in 5.5 seconds with launch control and hits the wall at 164mph. The Panamera 4 is even quicker, clocking 5.3 seconds to 62mph, but runs out of puff at 162mph. Not bad for a near two-tonne pairing.

Next up are the long-wheelbase offerings, known as the Executive model. Porsche has stretched the wheelbase by 150mm for customers who want greater comfort in the rear. The Panamera 4, 4 E-Hybrid, 4S and Turbo are all available in Executive format.

Along with the tweaked body, the Executive models pack particularly luxurious equipment levels. That includes a large panoramic roof, heated seats with multi-way powered adjustment in

the front and rear, plus adaptive air suspension with an electronically-controlled damper system. A roll-up sunblind behind the rear seat headrests is also standard.

The Panamera 4S Executive and Panamera Turbo Executive also sport active rear-axle steering and soft-close doors as standard. As the daddy of the range, the Panamera Turbo Executive ups the standard feature ante, too, courtesy of four-zone climate control, LED main headlights including Porsche Dynamic Light System (PDLS) and ambient lighting.

Porsche Panamera Executive customers can also choose the option of a new large rear centre console, which can be equipped with two integrated folding tables and an inductive antenna connection for an additional smartphone. Finally, the latest generation of Porsche Rear Seat Entertainment is available. The 10.1-inch displays in the backrests of the front seats can be detached for a wide range of uses. The high-quality displays can also be used as tablets outside the vehicle.

Pricing for the latest Panamera models starts at £66,386.00 for the plain Panamera and extends all the way to £122,480 for the epic Panamera Turbo Executive.

The rather handsome looking Panamera Sport Turismo is expected to arrive in early 2017



## THERE'S ONE MORE PANAMERA TO COME...

As impressive as the new Panamera range already is, arguably the one model that hasn't been announced is actually the most anticipated. We speak, of course, of the Sport Turismo, which was previewed by the 2012 concept of the same name.

It was the shooting brake-bodied Sport Turismo concept that signalled the more elegant styling direction of the latest Panamera, along with a number of styling features that

have since rolled out across the Porsche range. The signature four-point driving lights and 3D taillights were first seen on the Sport Turismo.

It won't, however, be too long before the production version of the Sport Turismo appears, most likely in early 2017. It will join a busy launch schedule next year, including a new GT3 and GTS models added to the 718 and 911 Carrera ranges.





TechArt's new GTstreet R is based on the 991 Turbo. Outrageous styling aside, it also features a fairly outrageous power output too at 640bhp, with a 720bhp option coming soon

## TECH'S 991 TURBO-BASED TITAN

Prefer to pass under the radar? Look away now. This acid-green creation from Teutonic tuning outfit TechArt might just be set to join the Great Wall of China as the only other man-made object visible from space. It is, in a word, striking. We give you the GTstreet R.

In typical TechArt style, there's substance both within and beneath the sheet metal, too. Based on the latest 911 Turbo, TechArt reckons the aerokit optimises the road handling of the GTstreet R courtesy of increased downforce. The carbon-fibre front apron with its active spoiler lip improves airflow onto the water and oil coolers with additional air intakes. A central air outlet helps to reduce lift, too. Overall, the active aero provides a total downforce of 321kg at 300km/h (186mph) in Performance Mode.

Then there are the carbon front fenders with lift-reducing front wheel arch air outlets, carbon side skirts, extended wheel arches front and rear, carbon air intakes for the intercoolers and a carbon rear diffuser. As this stage, you're probably sensing that carbon construction is a bit of a running theme.

But what of the minor matter of engine performance? A number of powerkit options are available. Currently they max out at a mighty 640hp along with maximum torque of 650lb ft. If that's not enough, an uprated package good for a frankly preposterous 720hp will be available in early 2017.

Inside, meanwhile, TechArt has cooked up a wide range of options. How about colour-coded trim and roll bar, fine leather, sport-focused Alcantara highlights, door panel inserts and seats with GTstreet R design stitching and of course lashings of carbon-fibre?

Oh, and did we mention that the dashboard, center console, roof liner, sun visors and door pillars can be covered in leather or Alcantara? The mode switch on the steering wheel, the air vents, the air vent adjusters, the PDK gear selector, the gear lever surround and the seat adjustment can be lacquered in a custom colour, to boot. Pricing varies according to spec, but if you need to ask you probably won't like the answer. In the meantime, you can find out more from [techart.de](http://techart.de).

## 997-BASED FLATNOSE BODYKIT REBOOTS 1980S ICON

What goes around comes around when it comes to fashion. So it was perhaps inevitable that someone would eventually take inspiration from the icon of automotive excess that was the 1980s "Flachbau" or flatnose 911, based on the G-Series 930 Turbo of the time and available as a special order model from the factory.

Still, it's certainly saying something that this modern reboot makes the '80s original seem comparatively subdued. Based on a second-generation Type 997 911, the body kit is reportedly the work of Kei Miura, he of (again, reportedly) Rocket Bunny fame. With

huge, bolted-on rear arches to go with the flat nose and its signature anti-lift louvres, not to mention a front air dam to end all front air dams, it makes for something of a road-going statement, that's for sure.

That said, we're a little disappointed to see the period pop-up headlights haven't made the transition, even if they'd probably make mincemeat of the 997's modern aerodynamics. The kit is available from Old & New Japan for ¥1,550,000 or roughly 13,000 of your Brexit pounds. For more info, head for [old-new-jp.com](http://old-new-jp.com).



One man's meat and all that, but you've got to love the return of the flatnose vibe for this heavily modded 997 based machine from Japan





Porsche made it two World Endurance Championships in a row, with victory in the penultimate race of the season at Shanghai to take the 2016 title

## MISSION ACCOMPLISHED: PORSCHE WINS WORLD ENDURANCE CHAMPIONSHIP

The all-conquering Porsche 919 Hybrid has done it again. Victory at the penultimate race of the season in Shanghai, China, along with a fourth-place finish for the second 919 was enough to clinch the overall constructor's championship.

For the futuristic Porsche 919 Hybrid it is another chapter in a story of consistent and impressive success. In 2014 the class one Le Mans prototype (LMP1) debuted with a unique powertrain concept involving a compact V4 turbocharged petrol engine, electric motor assist and advanced energy recuperation technology.

Since the 919 has won the Le Mans 24-hour race twice, taking overall victories number 17 in 2015 and 18 in 2016 for Porsche. In 2015, the 919's second full season, Porsche also won the manufacturers' world championship. Last year's drivers' title also went to 919 trio Bernhard, Hartley and Webber in a nerve-racking finale in Bahrain. With one race to go, the current championship leaders are this year's Le Mans winners Dumas, Jani and Lieb. In total, from 24 races, the Porsche 919 Hybrid has 13 race wins and 15 pole positions to its tally.

Needless to say, Porsche is very proud of the 919's success. Michael Steiner, board member for research and development of Porsche AG, said, "This second manufacturers' world championship

is confirmation of the 919 Hybrid's brave concept. The Weissach developed prototype joins other important Porsche race cars that were also ahead of their time, such as the 718 RS, 904, 917 and 956. They all wrote motorsport history and significantly fired road-car development. This also goes for the 919 Hybrid. I'm proud on the entire team."

After the Shanghai race, Porsche's pilots were also in effusive mood. "What a day! The first corner after the start was interesting. I think the Toyota used a big package of energy from the e-motor and passed me quite easily into turn one. I knew he would suffer later in the lap, because according to the rules you can only use a certain amount of energy. I got him just before the safety car came out. This was a good little battle on the first lap, and after that I just tried to keep it clean. Once again our pit stops were great and on my last double stint everything went smoothly. I am very, very happy," said Brendon Hartley.

The WEC jamboree now moves on to Bahrain for its final six-hour installment of the season, a contest to decide the victorious driving trio for the season and, of course, Mark Webber's final race for Porsche following his recent announcement that he intends to retire from top-flight racing at the end of this year.

## LA CARRERA PANAMERICANA

Porsches aplenty compete in epic Mexican adventure

Porsches made up no fewer than 18 of the 71 entrants for the 29th instalment of La Carrera Panamericana, an epic seven-day odyssey through Mexico.

The Porsche posse was composed of eight 356s, seven 911s, a 912, a 914 and an RSR. The marathon week-long route, meanwhile, spans fully 3700km. The first day alone covered 635km of mountains and jungle and temperatures up to 30 degrees. The visual highlight of the day? The view of the 5426-metre-high

volcano Popocatepetl outside of Puebla.

The remaining six days included running the usual gauntlet of unlisted speed bumps, cattle on the roads and 15-to-18 hour days behind the wheel. Day three summed up the brutal nature of the event. Fewer than 50 of the 70 teams that began the leg completed the full 409km route finishing in Toluca. To find out more about La Carrera Panamericana and to snag some stunning images, head for the History section on [newsroom.porsche.com](http://newsroom.porsche.com).



Having adopted the Carrera name as its own, it's no surprise that 18 of the 71 entrants on the 2016 running of La Carrera Panamericana were Porsches



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Fancy investing in classic cars? Prindiville PLC is launching an asset-backed mini-bond, which will set investors back £50,000 for a guaranteed annual return of 7.5%. If that makes any sense to you, then get in touch...

## UK DEALER ISSUES PRESTIGE-CAR INVESTMENT BOND

With a reality TV star now President-Elect of the most powerful nation on Earth and markets looking jittery, it's hard to say what the future holds for the hitherto buoyant premium and classic car market. But one London car dealer is taking a very bullish view of the future.

Prindiville PLC has become the first car dealer in the UK to launch an asset-backed mini-bond to expand his business. The basic idea is to sell bonds to investors, the proceeds of which are used to buy up various premium and classic cars. Investors will need to stump up at least £50,000 for a guaranteed annual return of 7.5 per cent, paid twice a year. The sales pitch includes the observation that this market segment has risen in value by 467 per cent in the last decade, which will either get you excited about future returns or worried that the big gains have already happened.

Either way, arguably the bond's real USP is access for investors to the investment fleet. Prindiville says investors will be able to test-drive supercars, attend track days and get access to special events. All told, the company hopes to raise £12 million for investment. To find out more, head for [prindiville.co.uk](http://prindiville.co.uk).



## BBS SNAGS BEST WHEEL AWARD

German wheel wizards BBS have bagged an outright win for best wheels at the prestigious SEMA car tuning show in Las Vegas. The rims in question are BBS's Forged Magnesium wheel for the Porsche 911 GT3 RS.

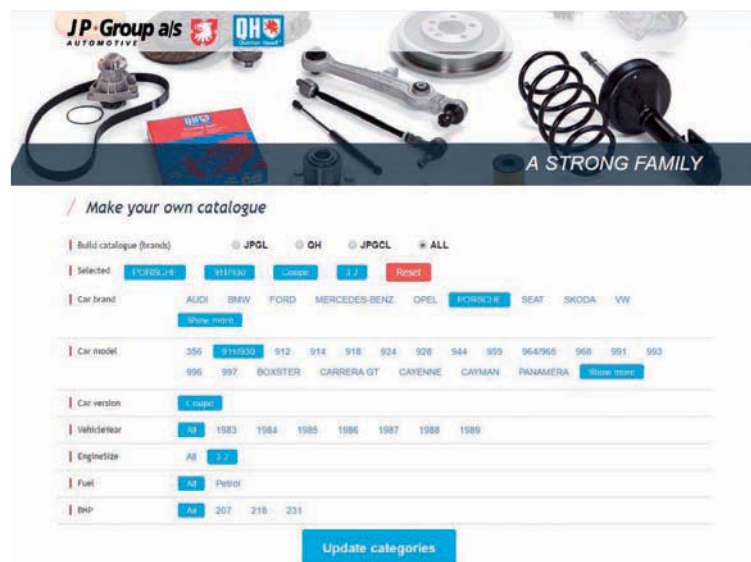
At roughly \$5000, or £4500 per wheel, they ain't exactly cheap. But they are preposterously light given their gargantuan proportions. Even the monstrous 21-inch, 12.5J rears rock the scales at under 10kg. Overall, switching from the GT3 RS's already superlight factory wheels to BBS's magnesium wonders saves nearly 15kg. You can find out more about BBS's full product line at [bbs.com](http://bbs.com).



## DANSK'S NEW PARTS WEBSITE

Classic and modern Porsche parts specialist Dansk has given its website a major overhaul. The big change involves full configurability, allowing you set the site up to show parts specific to your car. The parts aren't limited to just Dansk's offerings. Parts from across parent company JP Group are included.

The really clever bit is that the site will auto-generate a full PDF catalogue based on your selection. So you can save that locally or even print it out. Perfect for planes, trains, bedtimes and baths. Create yours at [catalogue.jpgroup.dk](http://catalogue.jpgroup.dk).



Money makes money. Well, that's certainly the case for Porsche, with profits up again and models shifting at an impressive rate. Expect to read of sales hitting 200,000 cars before the end of 2016

## PORSCHE PILES ON THE PROFITS

Nearly 100,000 Macans to be sold in 2016

Porsche just keeps piling on the profits. For the first nine months of 2016, Porsche generated operating profits of 2.9 billion Euros, a hefty 12 per cent higher than the same period in 2015.

Unit sales were up, too. Overall, Porsche delivered 178,314 cars or around three per cent more than the first nine months of 2015. Porsche will sell more than 200,000 cars by the end of 2016. China is now the brand's single largest market with 49,229 sales, up 11 per cent over 2015.

Of that figure, 71,086 were Macans. That raises the prospect of nigh-on 100,000 Macan deliveries by the end of 2016. However, it's not just Porsche's SUVs that are selling well. 25,993 911 models also found homes in the first nine months of 2016. That should translate into well over 30,000 for the full year and not far off a record for the model.

With the new Panamera now coming on stream and the rather long in the tooth Cayenne likely to be replaced next year, we wouldn't bet against 2017 being even better.







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PRODUCT BRIEFING

# ESSENTIALS

The tempting trinkets that enhance Porsche ownership

## KW SUSPENSION FOR AIR-COOLED CLASSICS

What is the price of progress? Some would argue prohibitive when it comes to driving involvement and modern Porsches. On the other hand, there's no doubt the latest cars are more capable. But what if you could inject some of that modern capability into an air-cooled classic? That's the idea behind KW's new Variant 3 suspension for G-Series 911s, which brings modern damping to old 911s.

At the heart of the V3 damper package is the patented KW-valve technology, a unique feature that allows for separate adjustment of rebound and compression damping settings while on the car. The kit also eliminates the need for costly strut conversions.

Instead, it works with the front and rear torsion bars already in situ and also replicates the G-Series' threaded wheel carrying knuckles. Priced at £2,062.52 plus VAT, you can find out more from [kwsuspensions.co.uk](http://kwsuspensions.co.uk).



## TWEAKS FOR 993 FREAKS

Time waits for no Porsche, even the extraordinarily ageless Type-993 911 model. The first 993 models were delivered to customers back in 1993 and, among other incremental ailments, they're beginning to suffer from worn subframe bushes. The upshot is geometry issues and in turn handling weirdness. Needless to say, replacement with official Porsche parts can be pricey. Handily, Powerflex has a solution in the form of cost-effective replacement bushes complete with aluminium sleeves providing a lightweight, high performance product without the requirement of replacing the complete subframe side panels. Items include the rear subframe bush itself, bushes for both upper rear suspension arms and also the rear wishbone. Prices start at just £28.20 and all bushes are available in both standard and firmer Black Series formulation from [powerflex.co.uk](http://powerflex.co.uk)



## FEED YOUR 924 SOME CARBS

For an illegitimate, back-stairs, VW-sired sprog, the 924 doesn't half look appealing these days. What with its slim-hipped, unpretentious styling and the undeniable substance of its transaxle engineering, it's a proper purist's machine. And as every good purist knows, you can't beat carburettors for clarity of response. Fuel injection? Perish the very thought. With that in mind, please give it up for Webcon's new intake manifold for the Porsche 924. It enables fitment of a pair of Weber 49 or 45 DCOE carburettors to the 4 cylinder 2.0 engine. The relevant part number M19007 and it retails at £303.19 plus VAT. Available directly from Webcon and from appointed Webcon dealers around the world, you can find further by contacting Webcon UK directly on 01932 787100 or by visiting [webcon.co.uk](http://webcon.co.uk)



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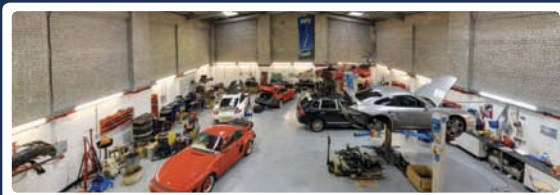
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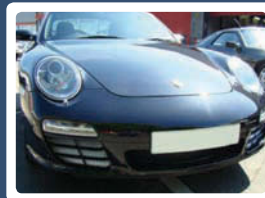


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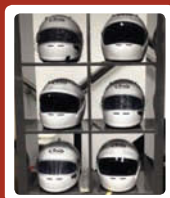
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## DIAL IN YOUR WARDROBE

Being a paid-up petrolhead can be socially precarious. You never quite know who is on the same page. Handily, our chums at Porschaholic, a New Zealand based specialist in Porsche parts and other esoterica, have a solution in the form of a new line of T-shirts emblazoned with Porsche dials from 911s ancient and modern. Simply slip it on in a statement of conversational intent and see whether they come flocking or run a mile. The full collection begins with dials from the short-lived 901, steps deftly to a set of 2.7 RS dials, then onto some 993 Carreras S items before leaping into the water-cooled era courtesy of the 996 Turbo S and finally the mighty 997 GT2. For the record, the medium in question is a SignatureSoft 'T' weighing in at 155 grams and composed of 100 per cent ringspun cotton. Order from [shop.theporschaholic.co.nz](http://shop.theporschaholic.co.nz) for \$19.95 or £16 plus shipping.



## MODEL MASTERPIECE

What is it that makes the original 911 so compelling? The clever rear-engined packaging and proportions? The iconic silhouette? Maybe the friendly round-eyed face. It all feeds into the mix. But surely the beating heart of the 911 is that soulful, life-affirming flat-six. We just can't get enough of it. With that in mind, this fully operational 1:4-scale model of the air-cooled classic, complete with realistic sound effects, is the perfect way to get an extra fix. Packed with delightful details, the transparent crank case, cylinders and heads allow a unique view of everything from the signature boxer firing order, highlighted by internal LED lights to the delicate ballet of the cam, valve and crank movements. The construction kit includes 290 parts and it's yours for €179.95 or around £160 from [selectionrs.com](http://selectionrs.com)

## LIGHT FANTASTIC

File this under reasonably-affordable-but-seriously-functional Christmas gift ideas for the practical Porschephile. It's the Höfftech LED Work Lamp and it's a fully foldable LED beam lamp engineered to last in Germany as only they know how. This specific model is the HTO10598, which folds right down the middle for easy storage or access to confined spaces. It has 40 powerful SMD LEDs and a lithium-ion power source which can be charged from a 240v or 12v supply. Both mains and car chargers are included. The body is made from lightweight ABS and aluminium with foam covered hooks to allow the lamp to be positioned at the most convenient angle without damaging the mounting surfaces. The LED housings rotate to offer optimum illumination. Priced at £80, you can find more information including stockists at [euraxltd.co.uk](http://euraxltd.co.uk)





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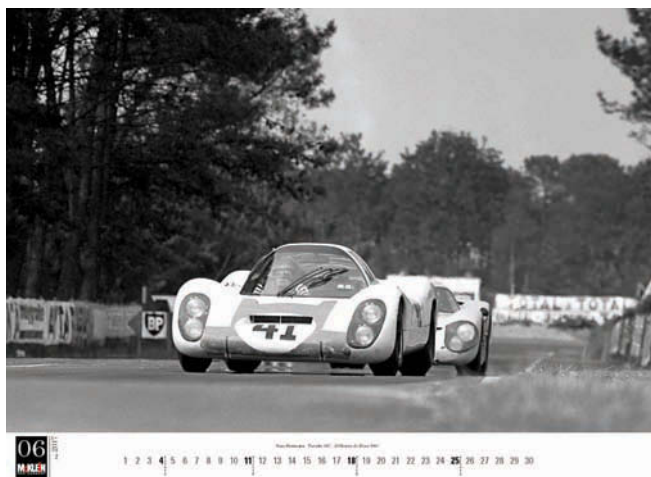
## WINTER WARMER

Air-cooled classics are all the rage. So why not apply that thinking in a sartorial sense with this official jacket from Porsche's Driver Selection? It's part of a new collection commemorating the legends of 1963, though which legends precisely Porsche has in mind isn't entirely clear. "With clear lines, classic cuts and the charm of the 1960s, the Classic Collection brings the flair of the Porsche classics to the here and now," is all that Porsche will reveal. Still, we'll note that it's a classically tailored men's quilted jacket with a zip and placket fashion from 100 per cent gen-u-ine polyester. Oh, and it's dark blue. Sizes from small to triple-XL are available and the price is £300, which if nothing else seems commensurate given the current values of air-cooled 911. Order yours from [shop2.porsche.com](http://shop2.porsche.com)



## CLASSIC CALENDAR

If Porsche's in-house 2017 calendar (right) is all a bit arriviste, how about this black-and-white classic? The Motorsport Classic 2017 calendar by McKlein Publishing is all about the golden era of racing from the 1950s to the 1970s. Suitable for wall mounting and featuring 25 black-and-white photos, highlights include Graham Hill captured hitching a ride on Jim Clark's Formula 2 Lotus, a Ford GT40 and Porsche 910 bearing down on the first corner at the Flugplatzrennen Wien-Aspern (the Vienna-Aspern Airport race to you and we) and rally legend Rauno Aaltonen's Mini Cooper upside down and literally on fire at the Monte Carlo Rally in 1962. Ah, those were the days. Measuring 67cm by 48cm and 26 pages (two designs per month) it's yours for €39.90 or about £36 from [rallyandracing.com](http://rallyandracing.com)



## SPEEDSTER IN YELLOW

There's a simplicity and purity of both purpose and line to the 964 that is perhaps unparalleled in the 911 pantheon. At least, that's true of the basic narrow-bodied, tin-top, two-wheel drive Carrera 2 coupé. In that context, the 964 Speedster could be seen as something of a chintzy lash-up, an afterthought aimed at chestwig charioteers. After all, it pretty much torches the coupé's everyday practicality in return for a useless roof and oddly hunchbacked proportions. And yet there's something impossibly exotic and compelling about the chopped-roof silhouette. Either way, it's all reproduced here in 1:18th-scale precision by GT Spirit, right down to the colour coded Recaro Pole Position buckets and period-perfect Cup wheels. Delicious. Snag yours in time for Christmas from [racingmodels.com](http://racingmodels.com) for £76.



## THAT TIME OF YEAR

As the new year bears down upon us with the relentless inevitability of a 919 Hybrid during the final laps at Le Mans, it's time to consider 2017. Porsche's official calendar for 2017 contains 43 cars from across the classic and modern era. Porsche reckons each one embodies why the brand never ceases to fascinate. And who are we to argue? For, the 2017 calendar creates an intriguing interplay between ancient and modern. How about an image of a 718 Cayman S with a 904 peering out of a garage in the background? The 04's predecessor, of course, was the original 718 of 1957. The calendar also comes with an exclusive collector's coin and postcard set of the calendar motifs, which sounds useful. The calendar's dimensions are 59cm by 55.5cm and it's available now from [shop2.porsche.com](http://shop2.porsche.com) for £40 plus shipping.





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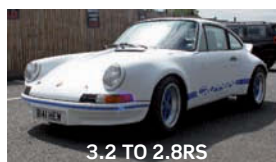


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# THE USUAL SUSPECTS

Is the Editor showing his age? Probably, but you try telling him he's wrong! As Mark Webber retires, Bennett laments motorsport's lack of heroes, then points his ire at sports car racing and finishes up with a general rant at modern motor sport



**STEVE BENNETT**  
Editor, 911 & Porsche  
World

## NO MORE HEROES: MARK WEBBER CALLS IT A DAY

The Strangers at their snarling, sleazy best, even if the '70s Punk/New wave classic – No more heroes – did contain a particularly dodgy line: 'Whatever happened to All of the heroes? All the Shakespeares? And it's a good question (not the Shakespeares bit, though), one that can be applied to all areas of life, but is particularly pertinent to modern sporting heroes.

Sporting heroes are harder to have these days, particularly when you get older. It's hard to idolise someone half your age. The best you might manage is a bit of respect. Team sports are easier, but that's because it's the team and not the individuals that you are supporting. But modern sports stars? They are largely bland are they not? Actions speak louder, which is fine because that's the aim of sport, but there's no denying that we all love a maverick and it's why the most popular sports stars tend to be the flawed genius types.

Is this more true in modern motor sport than other sports? Probably not, but that's how it seems. Drivers are already operating incognito hidden away in overalls, cockpits and full-face helmets. When they do speak it's with a team 'minder' hovering in the background with a digi recorder, and at a preordained time in the proceedings. Of course I'm talking F1 here, but it filters down to most forms of televised motor sport. There are exceptions of course. Lewis Hamilton blazed a path into F1 and turned the natural order of things upside down. He was good value for a few seasons, but now he's gone a bit weird and talks funny and sits in press conferences on his phone, like a sulky teenager. Talking of teenagers, there is Max Verstappen, who is an actual teenager and a pleasingly petulant one too. This will be knocked out of him, so enjoy it now as he pisses off his peers. Sebastian Vettel has reverted back to being a petulant teenager, which is also entertaining but in a rather different way.

A few years ago in 911&PW we ran a series of interviews with famous Porsche owning folk. The criteria being that they must either own a Porsche in the here and now, or have raced a Porsche or have designed and engineered Porsches. Mostly it was race drivers, and mostly they still tended to own Porsches (which tells you a lot) and mostly they were retired and had raced in the '60s, '70s and '80s. As you would expect of folk who risked life and limb in what were more dangerous and less media controlled days, they made for

fascinating subjects. We did them all: Jackie Ickx, Hans Stuck, Derek Bell, Stirling Moss, Jurgen Barth, Mario Andretti, John Watson, Gijs Van Lennep, Richard Attwood, Walter Rohrl, Jochen Mass, Vic Elford, Brian Redman. They all had great stories to tell and dirt to dish. Perfect, and just what's required for an interesting story.

We did very few modern drivers. OK, at the time there was no Porsche factory sports car effort, although there was the Penske run LMP2 RS Spyder, so we managed to grab Timo Bernhard at the Goodwood Festival of Speed one year. To be fair it was early in his career, so there probably wasn't that much to say. Timo recently released his own autobiography, though, and even the specialist motor sport press said much the same, and that's for someone who has been a pro works driver for a good 15-years now and has won just about all the major endurance races and been a WEC Champion. It's not Timo's fault, it's the world in which he operates.

Of the other modern drivers we talked to, touring car stalwart, Jason Plato, was predictably entertaining and Richard Westwood was good value, too. He had just become a Porsche works driver on the back of winning the Porsche Supercup. He almost ordered a half pint of beer to sip with his fish and chips, but then remembered it wouldn't be the done thing if spotted by his employers. He didn't last very long as a Porsche works driver so maybe he gave in.

And then there was Mark Webber. Three years ago, when it was announced that Webber was going to drive for Porsche in the WEC, I rejoiced in these very pages. Webber is a bit of a hero. We've interviewed him a couple of times, largely thanks to his affinity with Porsche. We first caught up with him in 2006, riding hot shoe in a Carrera GT at the San Marino GP, as he drove from the track to his hotel. He could do that, because as a Williams driver at the time, he wasn't tied to any sort of manufacturer deal as Williams were buying their engines from Cosworth. OK, the Carrera GT wasn't his, but it doesn't matter much because he had a 911 GT2 which most certainly was his, paid for with his own money. A proper car. To put that into perspective, Nico Rosberg cruises around Monaco in a Mercedes 280SL (also known as the 'Pagoda' Merc), as does David Coulthard for that matter. Lovely car and all that, but rather more Sophia Loren than off-duty F1. Come to think of it, even Lewis has

got an AC Cobra.

Other reasons for liking Mark Webber? Plenty. There is, of course, the 'tell it as it is' Aussie persona. The fact that he lives in the UK and not as a tax exile in Monaco. He owns a pub, he's not married to, and has never gone out with, a member of the Pussy Cat Dolls or Rhianna or, for that matter, a vacuous underwear model. He drove for most of his first season with Red Bull in much pain after badly breaking his leg, when hit by a car on a mountain bike on his own charity endurance event, and he didn't moan. He so nearly beat Vettel to the F1 World Championship in 2009, and kept him honest for the next three seasons. He was always the one F1 driver that you could imagine getting down and dirty in F1 in any era, unlike the rest of the prima donnas. And finally, when he finished with F1, he became a works Porsche driver, which is when we caught up with him again, for a 'You and yours' feature, with his 997 GT2.

And now Webber is an ex-Porsche works driver after three years at the wheel of the 919 Hybrid. Not only that, but he's an ex WEC Champion, having taken the title last year. It's been a win-win for both Porsche and Webber. Porsche got the big name it required to give the LMP1 Hybrid project some serious kudos and Webber finished off his career in style and is now an ex-GP winning F1 driver and WEC Champion and ex-Porsche works driver. How will that play out in his perceived legacy? Well, I reckon the cache of Porsche will somewhat overshadow that of an energy drink quaffed by teenagers, and Webber will take his place in the pantheon of Porsche legends alongside those that we've interviewed over the years.

Mark Webber sprayed plenty of champagne during his time as a works Porsche driver, but how will he be remembered? As an ex-F1 driver or an ex- Porsche works driver?





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## AUDIOS: AUDI QUITS THE WEC, LEAVING JUST PORSCHE AND TOYOTA

Shock news: Audi is pulling out of the World Endurance Championship after 18-years of near constant domination. But this is a Porsche centric title, so what has that got to do with anything? In fact isn't it a good thing for Porsche to see the back of Audi, and so leave them with just Toyota to compete against in the LMP1 category in 2017?

Yes and no, but first up Audi's withdrawal from sports car racing is part of a wider issue with manufacturers in motor sport. And that is that they largely do it on their terms and cannot be relied upon, which can cause all sorts of problems for organising bodies, such as the FIA or ACO. Eighteen years is a long time in anyone's book to support a series, but Audi was largely competing to further its brand from a marketing point of view. That is the long and the short of manufacturer involvement in motor sport, particularly for a brand that is not regarded as one that manufactures sports cars, or was built from a motor sport base. Audi has always been in sports car racing to enhance its technical credentials – even more so as it started to pioneer new technologies such as its all-conquering turbo diesel programme from 2006, which then morphed into the hybrid era as Audi mixed diesel and electric power. It suited Audi to do this because it was pushing both technologies. A diesel winning at Le Mans did nothing to harm the sales of diesel road cars and some of the technology probably did filter down. Unfortunately the 'Dieselgate' scandal has rather taken the gloss off Audi's association with a fuel that was once seen as being eco friendly. As if to underline this, Audi has cleared off to the squeaky clean Formula E championship.

This leaves the top class of the WEC – LMP1 – with just Porsche and Toyota and, as we've seen in F1, when one manufacturer goes then it can easily create a ripple effect. It is highly unlikely that another manufacturer will come in to fill the gap, certainly not in the short term. The ACO and FIA rewrote the rules for LMP1 to be tech friendly and relevant to encourage manufacturers to develop different solutions, hence you have Porsche with its turbo V4 and electric motor combo, Toyota with its big V8 and electric motors and Audi with diesel and electric. All interesting stuff, that does make for some great racing, but only for the privileged few. The LMP1 class has long been the preserve of manufacturer teams and some plucky privateers but, since tech took over, the privateers have sought solace in the LMP2 class leaving the big boys to duke it out. Which was fine when you had up to nine cars, but looked a bit questionable as Audi and Porsche resorted to two-car teams in 2016 and now there will be only four cars in LMP1 in 2017, with just Porsche and Toyota.

So the issues are kind of two-fold. It is highly likely that Porsche will win the WEC in 2017. If that happens, then it is highly likely that Toyota will call it a day for 2018, which will leave Porsche in an LMP1 class of one, a class that is only of interest to manufacturers that are no longer interested. Would Porsche carry on alone effectively racing itself? Would seem a bit pointless.

And is Porsche actually any better than Audi in its motives for racing? Well, we would like/hope to think so. Of course there's a massive marketing angle, but racing is part of the company's DNA and it



has been racing non-stop since the early '50s, and created some legends along the way. But even so it thrives on competition and so the above scenario remains as LMP1 as we know it implodes under the weight of money and technology.

And this is what happens when you let tech run riot. For the vast majority of folk at Le Mans – and let's face it, that's what sports car racing is – whether the front runners are pedal-powered, battery-powered, solar-powered or fairy-dust powered is of little consequence. We've seen it before with Gp C and now it could be the end of LMP1. Of course sports car racing will continue and it will be left to the privateers to pick up the pieces as always.

And as surely as night follows day, something else will come along to fill the top tier. There are whispers of the hydrogen fuel cell being developed and the ACO/FIA are considering allowing such a power source. And so the cycle starts again...

Audi is pulling out of the WEC, which will leave Porsche and Toyota for 2017 and just four cars in the LMP1 class and with little chance of other manufacturers joining the party

## WHILE WE'RE ON THE SUBJECT...

Since when did modern motor sport become such a turn-off? Oh no, here we go, another 'things were better in my day' ramble and rant. Well sorry, but the evidence is clear to see. Falling attendances at F1 races and diminishing TV viewing figures. The same with sports car racing – Le Mans excepted – and a similar scenario with the World Rally Championship. Rally Wales has been and gone. I watched a few stages on telly including one of the spectator friendly 'Power' stages and there was no one there. But come November the forests will be teaming with speccies for the Roger Albert Clark Rally (RAC Rally – geddit?). Back in the '70s and '80s, the RAC Rally was the biggest spectator event in the whole country. That accolade now belongs to the Tour de Yorkshire bike race – seriously.

We're back where we started, or at least I am. No more heroes. It's not just about the drivers, it's about the cars, too, and they just don't inspire anymore, which is why

historic motor sport is booming and modern motor sport isn't? Nostalgia rules and for folk of a certain age if you're going to watch cars go round in circles or from point-to-point through a forest, then they need to be dramatic to watch and hear.

For Porsche fans it's the howl of a 2.7-litre flat-six or the scream of a 917 flat-12 or even the grunty chug of a 956. For Ford fans it's the noise of a BDA ricocheting through the forest, for Ferrari fans it's a V12. What it isn't is a modern, homogenised, 4-cylinder, 2-litre turbo engine, the scourge of contemporary motor sport and being promoted by the FIA as a 'World Engine' concept.

The big motor sport events – outside of F1 and Le Mans – are the numerous historic events throughout the world, led by the Goodwood Festival of Speed and Revival, the Silverstone Classic and Classic Le Mans. This is where hero cars and hero drivers live and breath, make noise, make authentic oily smells even.

And what's telling is how the modern drivers love driving these cars, too. It puts the danger and glamour back into racing and they can't get enough of it. So we love watching, they love driving and yet modern racing gets ever more dull and regulated. There's something wrong somewhere and it needs addressing before we all turn off.

Crowd pleasers. Historic motor sport events are booming because the cars are charismatic and hark back to a time of racing danger and glamour



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# LETTERS

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## SSSSSHHHH, CAN YOU KEEP A SECRET?

I felt compelled to write to you after reading your 996 C2 GT3 clone article (996 twin test in issue 273). What a great read and it brings to everyone's attention what a great car the 996 C2 really is, especially when it has the GT3 kit fitted.

My reason for writing is that I share this great experience with my own 1998 996 C2 with a GT3 kit (see photos). My car sits on slightly lowered springs and is poly-bushed, has larger anti-roll bars and runs 10J x 18 rear rims and 8J x 18 fronts.

I would like to change to adjustable coil-overs in the next few months to get the car

more to my liking at the back end. On the front I have already fitted new 'coffin arms' and EPS poly-bushed front control arms. It also has the silicon air hose and airbox resonator modification, along with braided brake hoses all round.

The car is finished in the rare Arena Red with stunning Savannah leather interior (including headlining). It's a thrill to drive and always puts a smile on my face, and is a conversation starter in many car parks. These cars really are underrated but please keep it quiet or everyone will want one!

**David Baldwin, via E-mail**



## RUNNING SCARED

I read with great interest Jeremy Laird's feature on his Cayman S (*Health assurance*, December 2016) and can sympathise with him when he expressed his concern about oil consumption. I, too, have been through this recently with my 2006 Cayman S.

I bought the car two years ago from a reputable marque specialist before moving out to Spain for a few months with work. I have to admit that, once the initial honeymoon period was over, I began to look at the car a little more objectively and, on the whole, liked what I saw.

The Cayman is a very practical car – if you can call any sports car truly practical – with its 'hatchback' making it a great shopping car, or golf club transporter. The more I drove it, the more I began to appreciate the design and build quality. But then I noticed the merest whisp of blue smoke on start-up one morning as my wife 'stole' the car to take out for the day. I have no idea if this was something new as it was the first time I'd witnessed a cold start from outside the car, but it concerned me.

By this time the car had covered about 56,000 miles and had been behaving itself perfectly, but then I noticed – like Jeremy – that the oil consumption was increasing little by little. There are not many checks that an owner can do on these modern cars, but keeping an eye on oil level is one of them. Having read of the horror stories associated with these engines, I began to worry – like Jeremy, possibly needlessly, but when you've got your life savings tied up in what at the end of the day is a 'fun' car, you begin to sweat a bit.

I wasn't quite sure what to do at this point – my local Spanish Porsche Centre was of the opinion that there was nothing to worry about and the bore-score problems were blown out of proportion by the media. I disagreed but the bottom line was that they claimed they didn't have the equipment (or, I suspect, the knowledge) to be able to check the state of the bores.

In the end, after much asking around, I was pointed in the direction of an engineering company which carries out NDT (non destructive testing) on all manner of high-end machinery. It seemed an odd lead but I gave it a go. Turns out the owner has a 996 in his garage, so was well aware of the problems, and was more than happy to take a look. However, he was keen to point out that this wasn't something he wished to promote as he had quite enough work on his hands.

The upshot was that the endoscope showed a slight score down one cylinder, but no other obvious damage. This I suspect was the reason for the whisp of smoke and the slowly increasing oil consumption. I am now having to make the decision whether to bring the car back to the UK for a rebuild at Hartech, or run it until matters get worse. It was not a decision I thought I'd be forced to make when I bought the car two years ago...

**Geoff Hawkins, via E-mail**

## OVER-ZEALOUS MOT TESTING...

On the subject of the annual inspection on Keith Seume's car, as an MOT tester for over 30 years might I suggest going to a different testing station, or at least drawing the tester's attention to the MOT manual which only states *excessive play* in an anti-roll bar mounting as a reason for rejection – in other words, hanging off or liable to fail NOT if it has only slight play. Might I also suggest you fix the front anti-roll mountings first before changing the front struts, as even slight play can cause a rattle.

I hope you keep the faith with El Chuchito – I saw you coming the other way while driving my 996TT a few months ago on my way back from Cornwall. It made my day – the car looks great.

On the subject of over-zealous MOT testers I have noticed in the past a mention in the magazine of brake discs failing because of rust on the inner face. Again, this is not a reason to fail a car – it has to be dangerously worn or fluctuating badly on the brake test. I know testing is subjective but there is nothing in the tester's manual

about rusty discs. If it isn't in the manual you can't fail it.

**Andrew Anderson, via E-mail**

**Keith Seume replies:** Thanks for that, Andrew. In fact, after taking

*the struts apart, we discovered that there was no problem with them and that the rattle was purely down to play in the anti-roll bar mountings, a problem which I am now addressing.*







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# RIGHT PLACE, RIGHT TIME

Greg Moore discovered this 356A under a cover in a small garage in a sleepy village in Norfolk in 1984. He paid £800 for it, restored and hot-rodded it and still owns and loves it today

Words and photography: Brett Fraser

**R**emember back when you were a teenager? Almost old enough for a provisional licence. Crazy about cars. Dreaming about what you might get. Trying to ignore the reality of what your meagre budget would actually afford you. Perhaps hoping that your parents might be able to help you along your automotive way... Now just imagine how elated you'd have felt if your dear old dad had agreed to provide that fiscal assistance and the car you ended up with in your pre-licence years was a 1959 Porsche 356A with a 1600cc S-spec engine.

In essence this is Greg Moore's tale, although the Porsche was a chance find and not part of his father's original plan for his son. Oh, and Greg's dad only loaned him the £800 to buy it – yes, you read that correctly, but this was back in 1984.

'I inherited my fascination with cars from my father,' reminisces Greg. 'I was born in America and when he was working for

NASA and we lived in Florida he owned a Mercedes-Benz 220. Because my mother was English we later moved to Britain, and when I was about 19 or 20, Dad decided we should have a car project to work on together. We acquired a 1965 VW Beetle and the plan was that we would do it up and I would then use it as my daily driver.

'We needed some bits for the Beetle and a friend of Dad's suggested that we go to a garage in a sleepy little Norfolk village called Metfield. While Dad was talking to Johnny, the owner, I went for a wander around the garage, nosing about. And there, sitting in a dusty corner and covered with old tyres and tarps, was this forlorn 356A.

'Apparently it had been bought as a parts donor for the restoration of a 356B, but they then discovered that not many of the body parts were interchangeable and the A was stuffed in a corner.'

Seeing that his son was smitten, Greg's

dad then made a grand gesture. 'When Johnny agreed that he would sell the car to me, Dad offered to lend me the £800 – it was his redundancy money. Although Dad has now sadly passed on, he did get to see the car in the final finished form that it's in today.'

Mr Moore Snr wasn't the only person inspired to help out the young Greg with his Porsche quest. 'Johnny who sold the car to me insisted that I should fettle it in his workshops; he taught me a lot of mechanical skills and nurtured my interest in engineering. Sometimes it was a bit of a slog, though, when I was working on the car outdoors with snow going down the back of my neck.'

On Sunday, 11 October 1992, Greg had his first proper drive of the 356A. He can be that specific because he made notes at the time, and typed them up. 'I'm not quite sure why I used to do that,' he smiles, 'but they're interesting to read now.' In his notes about that inaugural outing, Greg

Greg Moore and his hot-rodded 356A. Inspiration came from an article in the July 1992 issue of 911&PW featuring an 'Outlaw' style 356 Carrera lookalike





remarked that the car had 'a crudely tuned engine' and 'very stiff suspension,' but in the end he concluded that the Porsche was 'pure magic.'

A few months prior to getting the 356A out onto the road, Greg read an article in the July 1992 edition of your favourite Porsche magazine that was to fashion his thinking about how to further develop his car. The article was called "Classic Deception" and featured a 356 Carrera lookalike, a sort of precursor to the 'Outlaw' 356s now created by Rod Emory in the States, and Magnus Walker's 911s. 'That story was my inspiration for creating a car that suited me, my tastes, and not just doing a straight restoration. I wanted a car that I could really enjoy using even if that meant sacrificing originality.'

Purists avert your eyes, but included within that sacrifice was the original 1600cc S-spec engine, replaced with a VW Beetle Type 1 unit. 'I do still have the original motor,' says Greg in his own defence, 'and when funds permit it will have a full rebuild. In the meantime, though, the Beetle engine is a more powerful, more useable motor and I'm not worried about revving it hard. And although I call it a Beetle engine, it's really much more than that.'

'My car also sits lower than standard, we've changed the brakes to a disc setup from a 356SC, it rolls on Fuchs alloys, and has 911 seats. But despite the car's age, lots of it remains original. The sound deadening material in the engine bay, for instance, and the floors; the gearbox has never been touched, and neither has the steering box; and it has never had any electrical work beyond a new dynamo and batteries.'

With welcome assistance from his father, Greg worked on the 356A throughout his 20s, during which time he repainted the car. 'Although it was originally supplied in silver, when I bought the 356 it was white,' he reveals. 'I repainted it in Meissen Blue, a genuine 356 colour, and it stayed that way until about 2005. By that stage I was friends with Neil and Paul at Woolley's Service Station in nearby Hingham; Neil stripped the car down, tidied up some rust on the bottom of the doors and on the sills, and returned it to silver.'

Thanks to a letter he'd sent to Porsche Club GB during the early period of his ownership of the 356A, Greg got to learn a little more about the car's history. 'I just wanted the club to confirm that the Porsche was everything it purported to be, and once they had I thought nothing more about it. But when the club moved headquarters my letter resurfaced and was passed on to John Abbott, nephew of Arthur Sheffield, one of the founders of Porsche Club GB.'

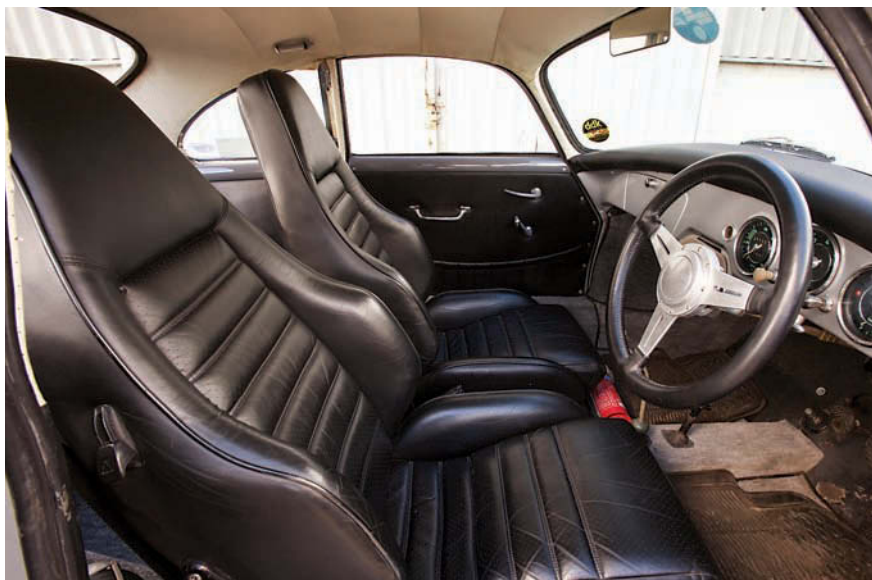
'John recognised my number plate as being from a car his uncle had owned. Arthur had bought the car from its original owner, Mr J Ellman-Brown – hence the EB on the plate – in 1962, but soon afterwards decided to sell it to finance a new model, a 356B, featured in *Porsche Post* in May 2015.'

As a consultant specialising in forestry stewardship – in simple terms, encouraging industry to source its wood from sustainably managed forests – Greg travels all over the UK, but when he's visiting local clients he will often take the 356. 'A lot of the people I

Greg at the wheel. These days such mods probably wouldn't be considered because of the huge value of early 356s, but back when Greg restored his car there wasn't quite the reverence that there is now. Needless to say we love it!



“ There, sitting in a dusty corner under old tyres and tarps, was this forlorn 356A ”



Above middle: Seats come from a 911SC. Right: Greg substituted the original 356 engine for a VW Type 1 unit, which has been much modified and which Greg is far happier about giving a bit of a hard time. He does still have the original engine and plans to rebuild it





## HISTORY

The 356A replaced the original 356 model in 1955, for the 1956 model year. It was available in Coupe, Cabriolet and Speedster variants and the arrival of the 'A' coincided with the 10,000th 356 to be built.

The 356A was offered with five different engine types, from a 44bhp 1300 to a 1500 with 100bhp. This would rise to 115bhp by the time the 356A ended production in 1959.

Greg's car is a late 1959 model, with the 1600 GS engine with 105bhp, although obviously Greg's features a VW unit.

The 356A also saw the first use of the Carrera name in homage to the famous road race.

Production of the 356 would end in 1966 after a full 16-years.

visit are car guys and they love to see the Porsche. I reckon I do about 5000 miles a year in it. Although it's very much motoring from a bygone era it's an absolute pleasure to drive the 356 – if you're feeling a bit down, within just a few miles you'll be grinning like an idiot again!

But Greg doesn't just use the 356 for local commutes. 'We've twice driven it down to the Le Mans 24 Hours race, and this year took it to Classic Le Mans. My wife and I have always planned to take the 356 touring around France, and now that the kids have grown up we should have the chance to do that. And I'd like to drive it over to the Porsche Museum early next year.'

During the last four years Greg has embarked on another Porsche project, too, once again ably assisted by the guys at Woolley's. 'It's based on a Speedster Clinic 356 Speedster kit, but I've decided to incorporate as much Porsche DNA as I can – I like to think I'm creating the 356 Speedster ST, the Porsche they never made! The engine is a 2.7-litre flat-six from

a 911, mated to a 915 gearbox – there's 10 years' difference between the two components and yet they just bolt together.

'Move on another 10 years and the axles and brakes from a 944 Turbo are also compatible. The steering rack is from a 944 Turbo, too, as are the front wishbones; the oil cooler is from a 911 and the pedal box is a 993 item – just don't ask Neil how hard it

specially made for us in Mexico. And the lightweight seats were hand-beaten from aluminium by a craftsman in Italy; they were a cancelled order that I bought off eBay.

'The guys at Wolley's have been wonderfully tolerant in letting this car occupy a space in their workshop for so long, but we're close to finishing the Speedster now and I hope to put it through the IVA

“ It's very much about motoring from a bygone era and a pleasure to drive ”

was to get the hydraulic clutch to work! I'm especially pleased with the dials: they're from a 911 but restyled by Julian at Reep to look in-period.

'Because 944 axles are so much broader than those of a 356 we've had to widen the bodywork – twice at the rear – using panels

(Individual Vehicle Approval) test by the end of the year. Then we can get it painted – a Porsche grey, I think – and fine-tune the dynamics.

'This project has taken a long time to get to the stage it is now, but never once have I lost my passion for it.' **PW**

Greg's latest project is based on a Speedster Clinic kit and features a 2.7-litre flat-six from a 911, attached to a 915 gearbox, plus 944 rear axles, front uprights and brakes



## CONTACT

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# SECRET STASH

Somewhere in Florida, and by invitation only, we gain access to legendary racer, Hurley Haywood's, collection of Porsches and we're shown around by the great man himself

Words and photography: Matt Stone

**I**f you're a Porsche fan and know anything at all about Porsche's success in long distance endurance racing, you'll know Brumos and Hurley Haywood. Jacksonville, Florida based Brumos Racing has won most of the world's significant 12 and 24 hour enduros, some of them multiple times. And for many of those hard fought and won victories, Hurley Haywood has been on the Brumos driving roster, and

stood atop the winner's podium, spraying the champagne. As a sports car racer, Haywood has few equals; he's every bit the measure of equally legendary pilots such as Jacky Ickx and Derek Bell, both of whom have been his teammates. Now retired from professional competition, Haywood is an Executive Vice President at the equally legendary North Florida Brumos Porsche dealership. All of that has taken a major sea change as, of April 2016, what was Brumos

has changed hands into new ownership, and has now become Porsche of Jacksonville. The former Brumos racing team has also shuttered its shop doors, not currently a player in professional motorsport.

As you might guess, the Dan Davis family that has owned Brumos for some years built up an impressive collection of cars, racing and otherwise. As Davis also owned Lexus and Mercedes-Benz dealerships, examples

Quite a collection. The man himself – Hurley Haywood – with his personal 918 and a small corner of his large collection co-owned with Dan Davis



Left: The thriving Florida based Brumos Porsche dealership – although now known as Porsche of Jacksonville





“ It’s row after gleaming row of immaculate, breathtaking machines ”

of those marques can be found in this very private collection, which is decidedly not open to the public. Mr. Davis also has a penchant for Millers and early Indy type cars, so there’s an impressive sprinkling of those on his palette. The sale of several of the new car stores did not include the collection or the Brumos name and brand, in the event Davis decides to otherwise deploy them in the future.

While recently in Florida, we convinced

Haywood to crack open the back door to the Brumos/Davis collection, which he did, under the proviso that we cannot disclose the location of the current building, nor show any photos of it. “Yes, sir, Mr. Haywood; OK, sir, Mr. Haywood,” it was.

It’s our estimation the collection sits in 10–15,000 sq. metres of industrial warehouse space, with no exterior indication of what’s inside. The fencing and very visible alarm systems don’t encourage

uninvited guests an inch closer, either. It’s dark as we step inside, and Haywood flicks on the lights bank by bank, and it’s at this point most of the oxygen leaves your lungs – it’s row after gleaming row of immaculate, breathtaking machines. Plus the whole place is tastefully and artfully decorated with the flags, photos and other ephemera that transform a collection into a museum. Much of Haywood’s career history lives in this room as well, from his first IMSA

Mercedes/Porsche transporter dominates. No serious collection would be complete without the obligatory Porsche tractor



Trophies and silverware are on display at the dealership, which retains its close association with the Brumos racing brand and Haywood





championship winning orange 914-6 to several of his Daytona 24 winners. A giant Porsche team Mercedes transporter/bus. Hurley's personal 918. Dr. Helmuth Bott's silver 959 prototype. A 550 Spyder. The

great taste and immaculate. What you won't see here are any trophies, because they are all housed in a giant glass wall in the main dealership, which is beautiful and well worth the visit alone should you find

customer base, and also as an important connection to the Porsche factory, family and history. Is Mr. Davis likely to reform and re-ignite the Brumos racing team? It's certainly possible, but with the retirement of Haywood, and the 2007 passing of Robert F. Snodgrass Jr., CEO of Brumos Porsche and Brumos Motorcars, who was a bedrock pillar of the effort, it's less than likely Davis will be willing to fund and re-populate a pro level racing effort any time soon. Haywood grows noticeably quiet, bordering on emotional, with the mention of his late friend and team boss, Snodgrass.

Our promised one hour visit has morphed into two, so we take one long last look and step outside. Haywood snaps off the lights, sets the alarm and locks the door. Thanks a million, Hurley, and we won't tell a soul. **PW**

Endurance racing is the theme. 3.0-litre RSR sits alongside 935 and 997, while lurking on right is Dr. Helmuth Bott's 959 prototype

“ Our promised one hour visit has morphed into two, as we step outside ”

final 993 Cup racer built. The requisite Porsche Super diesel tractor. Ad infinitum; hoods, fenders, authentic original racing posters, autographs, helmets. And every square millimetre of all of it displayed with

yourself in the Jacksonville area.

What of Haywood's future? He's been signed on by the new owners to remain an important element of the Porsche store, primarily as a liaison to its considerable

Far left: Concours winning 550 Spyder. Middle: Outside at Porsche of Jacksonville, still carrying the Brumos name. Below: Final 993 Cup racer built





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# BLACK FOREST GATEAUX

We'd all like to have our cake and eat it; Teutonic tuners TechArt tantalise us with a couple of slices in roadster and coupe format and our first helping of a modded 4-cylinder Boxster 718 and new turbo 991, with 400bhp and 480bhp respectively

Words: Johnny Tipler  
Photography: Antony Fraser





**L**et's count em: er, twenty, thirty – we lose track. Porsches whizzing past. Modern ones. Must be company cars; of course they are, because we're beside the L1177 back road between Leonberg and Weissach, and they're almost certainly connected with the factory. Like schoolboys collecting car registration numbers, we spot a few oddballs among the Boxsters, Cayennes, Macans, Caymans and 991s: prototypes disguised with loosely veiled silhouettes. They regard us and our TechArt 718 Boxster S with equal curiosity, probably realising it ain't one of theirs but nevertheless nosy

about the yellow-banded wheel detail and distinctive aftermarket front spoiler that tags it as an outsider. But it is a wonderfully undulating road, plenty of ups and downs, which we like to use for photography when we visit the Leonberg-based firm, and we are perfectly entitled to be here.

TechArt is possibly the most prolific of the cluster of specialist Porsche tuners and decorators orbiting the Stuttgart mecca, and their Leonberg HQ is just a few kilometres from Weissach. Judging by past form, it's no surprise that they've already laid hands on the latest, most radical incarnation of the Boxster and wrought some of their magic on it. The

icing on the proverbial cake is the offer of a second car to feature, the 911 Carrera 2S. My photographic colleague and I show up at the firm's Art Deco-style split-level buildings on the outskirts of medieval timbered Leonberg to rendezvous with in-house PR guy Tobias Sokoll. We revisit the tannery where hides are prepared for upholstering customer cars and TechArt's own products, including the intricately wrought steering wheels. The aroma of leather is deeply soporific, redolent of childhood backseat journeys in the parental limo (if not Dad's eccentric foray into Beetles). We see half-a-dozen TechArt-tweaked vehicles – based on Cayennes and 997s and 991s – up on







Damp conditions didn't dampen our enthusiasm for TechArt's take on the Boxster 718. The conditions didn't much hamper the TechArt modified machine's ability to deploy its 400bhp, either

hoists as mechanicals and peripheral trim panels are attended to. The showroom rotunda displays a further six vehicles, comprising black Cayenne, Macan and 991 cab and coupé. Amongst the line up in the steeply sloping external compound is the 991 C2 S with its subtle air-force grey and black striped livery that we'll be test driving shortly, while on pole position is the gleaming white 718 Boxster S.

First up, the Boxster, whose exterior is distinguished by its permanently raised TechArt rear wing and front spoiler with splitter in body colour. It's fitted with the firm's own 'Racing' exhaust system, culminating in a pair of central titanium tailpipes with matt carbon-fibre tips. Running gear includes in-house branded sport springs and their own Formula IV 21-inch aluminium wheels – 9in x 21in OT 50 and 9.5in x 21in OT 58 – which, in this case are finished in matt black with lemon yellow rim lips. Tyres are Vredestein Ultrac Vorti R, 245/30 ZR 21 on the front and 265/60 ZR 21 on the rear. In the cockpit that

striking acidic hue is picked up in the ornate stitching of the trim in the leather- and Alcantara-clad cockpit upholstery, comprising the monogrammed seats, door-cards, door-pulls and dashboard. Carpets and luggage mat are leather edged and sewn with matching yellow stitching.

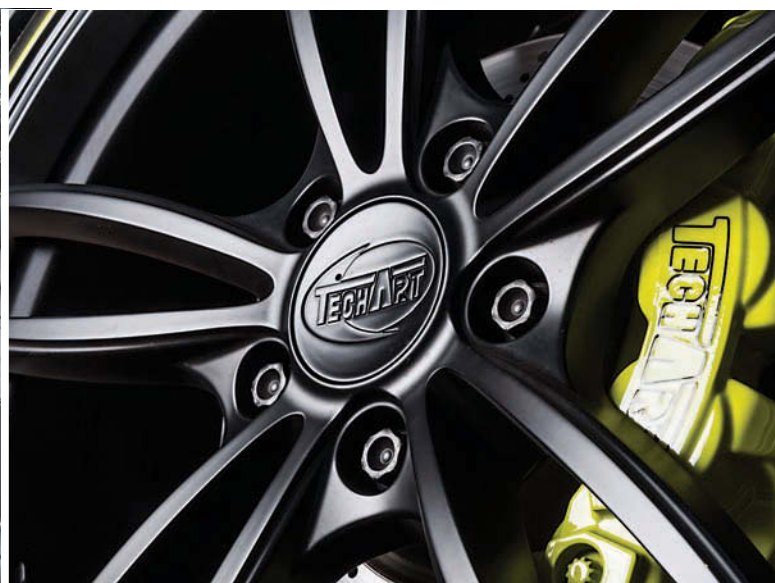
The show-off decorative parts are lacquered or highlighted in carbon-fibre, including the seat backs, centre console inlay, anodised sport pedals and illuminated door entry guards, Sport Chrono clock, steering column casing, glovebox, sun-visors, airbag panels, storage compartment lid and PDK selector. The whole ensemble is set off by the TechArt three-spoke PDK sports steering wheel, featuring the red mode button – Sport, Super-sport and Launch control; the three-segment wheel rim is clad in a combination of Alcantara and perforated leather, with PDK shift paddles lacquered in matt black with Alcantara on the reverse, which is a tactile thing and also warm in winter.

Detailing like this turns a good car into a

real work of art.

The running gear is tweaked, too. The suspension is lowered with sports springs by about 35mm, and with PASM in operation about 25mm, and wheel spacers are fitted on the rear axle. The brake calipers are painted in high-temperature resistant custom colours and feature the brand logo. 'It's fitted with the TechArt sport brake kit,' Tobias reminds me, 'but the dampers are the normal ones that come fitted on the 718 Boxster. The TechArt car has 21in wheels whereas the maximum diameter fitted by the factory is 20in and I think you feel that it rides quite well. People often think, "oh, bigger wheels, handling will be rubbish," but we tried to figure out a good set up with camber and toe-in, and the car handles very well and the cornering is great.' True enough; at the time of writing, both Tobias and I own Boxsters of our own – though coincidentally my 986 S 550 Spyder 50th Anniversary model and his 987 S are up for grabs – so we are connoisseurs of the model, and we both

Cabin detailing extends to glossy lacquered carbon fibre and splashes of fluoro green, which are complemented by the TechArt badged brake calipers





endorse Boxster handling as characterising quintessential Porsche. It's when we hit the high road that the startling performance is unleashed. The company's own Techtronic power kit, branded TA082/S1, is configured for the 2.5-litre turbocharged flat-four 718 Boxster S engine, and delivers 400bhp and 480Nm – a hike of 50bhp and 60Nm. I get Tobias to tell me about the mechanical specification and what has been done to the engine, and what the power kit consist of. 'The Techtronic application is an additional ECU, but it's not one of the inferior ones that only have two places where they kick in, delivering boost before and behind. Our Techtronic kit is integrated in the management system of the car, and it takes into account oil temperature, water temperature, rpm, how the driver floors the pedal, what mode you are in, it monitors all those factors, so it's multi-dimensional. The

Techtronic is also only active in Sport and Sport Plus. In Normal mode we'd have to do serious engine re-mapping.' Extremely subtle and sophisticated, then. And, it seems, safe, too. 'When a new engine comes in from Porsche our guys fit the Techtronic and they go on the dyno and do the mapping for the 718 engine, and then test-drive it, and of course they take care not to compromise the safety parameters of the engine that were originally built in. And anyway, our TechArt warranties cover engine and timing chain up to €75,000 so you can be confident there will be no problems.' In this case the gearing stays the same as the standard 718's, though the company also has other power kits involving bigger turbochargers where the gearing is changed. So, is it any quicker than the standard 718? The official figures give 0–62mph acceleration as 4.4s in PDK

and 4.2s in Launch mode, maxing at 172mph. The TechArt 718 S does the 0–62mph (100kph) sprint in 4.0s and goes up to 183.9mph (296kph), so there you have it.

Bearing in mind that the 718 Boxster was launched in March 2106, it hasn't taken TechArt that long to release its own take on the new model. 'It's been under development for about four months,' Tobias tells us. 'Techtronic development takes time, there's a lot of research behind it that's specific to the new four-cylinder turbo engine, and also our aerodynamic fix for the bumpers and rear wing, made out of carbon-fibre, which has to be evaluated for strength and efficiency before we can release it.' Well, that's the data taken care of, now for the open-air driving bit.

Like all modern Porsches, the TechArt 718 cockpit is a superbly comfortable

TechArt have fitted the Boxster with 21in wheels, but have spent a lot of time optimising the ride and handling quality. It certainly seems to work, although quite how it would translate on UK roads is a different matter

“ People often think, “oh, bigger wheels, handling will be rubbish,” but we have figured out a good set up ”







And now for something completely different. The TechArt 991 looks very stealthy in a sort of air-force blue, with black wheels

Fluoro orange detailing brightens up the rather sombre interior. Retrimmed blue leather seats have a retro look to them. Carbon clad quad pipes double the standard exhaust count

environment, and I snuggle into the driving seat, and it's the work of seconds to shift and tilt it to arrange my ideal driving position. The four-pot motor fires up and thrums a feisty staccato beat. We pop into a nearby petrol station, and I'm side-tracked by the refugee stronghold opposite, a mix of redundant municipal buildings, prefabs and containers: every city, town and village in Germany is obliged to accommodate a number of refugees, perhaps 200 in a place this size, who receive food vouchers but no work permits (as that would compromise the indigenous workforce), and I wonder what the desultory-looking exiles hanging around the garage make of a beautiful car like ours, so far out of their reach as to be from another planet. In fact they hardly give us a second glance, which is perhaps a lesson in bourgeois aspiration and social relativity in itself. Which is not to demean or dismiss the car in any way, just a rather stark reminder of

how fortunate we are as a generation to be able to indulge ourselves as we do.

From urban to rustic, we motor into surroundings where I can open up the dashing white charger and my colleague can take pictures of it. Hopefully he's remembered the film this time. I choose my moment. Acceleration is pretty instantaneous – I floor it at 3600rpm and take it to 5000rpm, and it charges off like a berserk bull and at that point I lose the sensation that it's a four-cylinder engine. Impressively, the PDK pops it into top at 7200rpm; you'll understand that, as I feel my way with its performance potential, I'm allowing the PDK free rein so I can focus on the road ahead, given the velocity I'm now travelling at. I'm surprised by the guttural squawk of the flat-four exhaust; it's not a mellifluous blare, more a craven bellow. Tobias reassures me that TechArt are currently working on a system that will provide a more melodic aural

effect. Whilst I hanker for the superior classiness and aural delight of a flat-six I can't help be astonished at the earthy, full-on zest of the blown flat-four. It even makes me question my snooty reserve for water-cooled in-line fours, too. As more opportunities unfold for exploiting its forcefulness I revel in its dramatic punch and dynamics. Like all Boxsters, cornering is utterly blissful at any velocity, tucking into the chosen line through a series of bends as if on rails as the mid-engined chassis lies flat and roll-free. Then, when bidden, its take-off is violent, and in each ratio I'm now seeing around 7000rpm, while braking is equally neck-strainingly formidable. On a smooth road it is sublime, on any blacktop that's less even it rides perfectly pleasantly. A tourist town looms – Neuenbürg – and suddenly we're immersed in holiday traffic: the Boxster's the centre of attention as folk crane their necks to see just what it is that's crawling by, attracted by the





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TechArt body mods comprise of front and rear aero aprons, plus, of course, distinctive TechArt wheels and carbon mirrors

fancy wheel detail and purposeful white charger styling. We loop around a series of hairpins up to a lofty Schloss and take a break on the gastro-terrace overlooking the town and its deep valley floor. The trek resumes, and we're quickly away from the honeypot and onto clear country roads again. And of course I'm only cannonballing to see what it's made of; as I trawl to-and-fro for Antony's panning shots it's as placid as a lamb (though ready to frolic whenever you say). So far so good. But ominous clouds are gathering over the Black Forest, our luck changes and the rain squalls in. Horizontally. Luckily the Boxster roof is one of the best designed and most reliable canopies in the world, and with a press of the switch it's performing the overarm overhead arc to nuzzle comfortably onto the windscreen header rail, and I sit out the shower, munching a cheese pretzel. We've come 50kms or so from Leonberg by now so we've no alternative but to go for it, rain or not – the issue being that Antony's lenses won't stay dry in the tracking shoots. I wind the Boxster up and dash past him as he crouches beside a soggy corner. Again, handling is perfectly flat and controllable, and the Vredestein rubber deals with the

standing water perfectly adequately. We pause in a forest glade where pines provide a modicum of shelter, and take stock. My lasting impression is of the wonderfully precise Boxster handling and turn-in, and a very lively chassis despite the big wheels and tyres.

The 991 Carrera 2S is a very different matter: the 'blue blazer' is a svelte trans-continental express that looks wonderful and goes as fast as you could possibly wish – in superb comfort and security. Its looks are among the most subtle of any modern Porsche, tasteful too, in a segment often

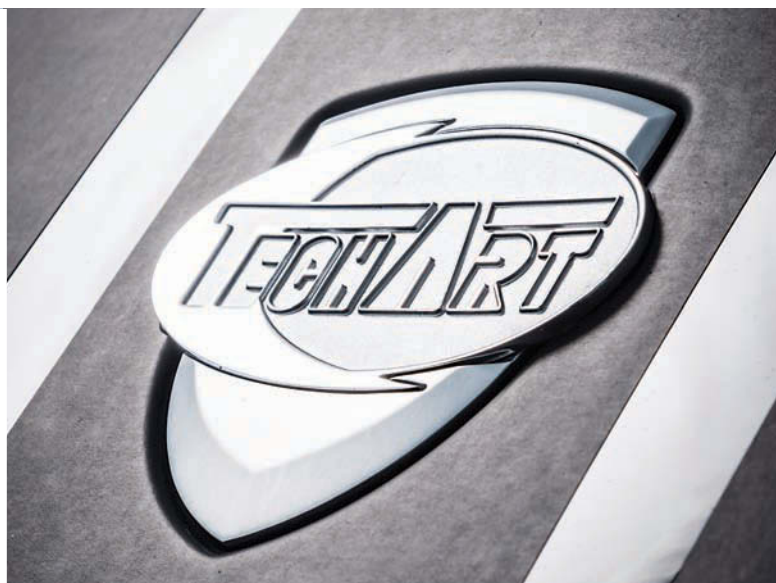
front spoiler that smartens up the aerodynamics of the front apron, while the rear spoiler improves overall airflow, which TechArt claims improves driving dynamics and stability, as well as echoing the curvature of the 991 coupé roofline. Finished in a rather lovely shade of deep air-force blue, the eye-catching external appearance is achieved by applying TechArt's Aerokit I, consisting of a two-piece carbon-fibre front spoiler with front splitter and air outlet, side mirror covers also in carbon-fibre, decorative headlight-bezels, side-skirt panels, and rear diffuser, roof spoiler and rear wing which are

TechArt add a fixed wing to Porsche's flush fitting 'active' wing which is deployed as speed dictates. Right: It seems reasonable to replace the Porsche crest with TechArt's own logo

“ The Techtronic power-kit, ups the output to 480bhp ”

distinguished by tasteless extravagance and baubles. The spec includes technical, aerodynamic and cosmetic evolutions, most obvious of which is the aerodynamic kit, made from lightweight carbon and polyurethane RIM composite, comprising the

in carbon-fibre, too. TechArt's own characteristic décor striping runs over the front panel, front lid, roof, engine-lid and rear wing. The cabin interior is clad in so-called Exclusive upholstery, hand-crafted in-house in black and Graphite Blue leather, sewn





There's a lot going on at the rear, but most of it is very much out of sight, save for the quad, titanium exhaust. Power is boosted to 480bhp, 60bhp up on the standard 991 Carrera 2S. It's a relatively straightforward tweak, now that the 991 is turbocharged

contrasting stitching in Neon Orange – a nice effect. Pedals are anodised aluminium and door entry guards have illuminated TechArt logos, just as the seat headrests are embossed with the company logo, with centres in Graphite Blue and orange stitching with black side panels. Seat adjustment controls are in body colour and seat backs are of carbon-fibre. Interior surfaces are lacquered in glossy body colour with orange accents. Door panel centres, airbag panels, centre console and sun-visors are all swathed in leather, while floor-mats and boot floor-mat have leather edging and more highlighting in orange. Created in-house, the heated three-spoke, three-segment PDK steering wheel is presented in a combination of leather and perforated leather with paintwork in body colour. The straight-ahead marker is,

predictably, in orange, with the airbag unit in logo'd leather, while the shift paddles are lacquered in black. Fittingly, the mode switch that might appear an afterthought is in orange. Instrument dials are also highlighted in black and orange with the company emblem.

The 3.0-litre turbo flat-six is fitted with the company's 'Racing' exhaust system with automatic and individual valve control and culminating in central titanium tailpipes and carbon-fibre tips. More fundamentally, it has also got the Techtronic power-kit on board, designated TA 091/S1 and active in Sport and Sport-Plus modes, upping power output to 480bhp and 500Nm torque, giving an additional 60bhp and 80Nm on the standard Carrera 2S. It's running on TechArt's Formula IV aluminium wheels,

9in x 21in OT 50 and 11in x 21in OT 58, painted black gloss, with wheel spacers on the front hubs for keener turn-in. Brake calipers feature the TechArt logo and are painted to match the car's livery. The Sports suspension is lowered and incorporates the TechArt nose-lift system that provides about 60mm elevation on the front axle, and I use it scrupulously when turning around in lay-by situations while we do the panning and cornering shots. Speed bumps are easily negotiated by raising the front of the car, activated by a button on the centre console that operates the suspension hydraulics, operable with no delay at 50kph, and it lowers itself automatically in around 15 seconds. How I long for such a system on my 996....

There's instant throttle response and a massive surge of power delivered







For once Tipler's colour palette is quite subtle compared with TechArt's Neon Orange, although there is rather less of that, than there is of Tipler's orange strides!

instantaneously. I'm playing with the little orange button and I've got it on Sport so it makes more noise and firms up the suspension. 'Sport Plus shifts a bit faster than Sport, it holds onto the revs a bit longer, too, and it's completely performance orientated. The Sport mode is the fun one,' says Tobias. There's a lovely feel to the wheel and the most engaging thing about it is the wonderful seating position, perfect driving position and

straights reveals that there's a cavernous reservoir of power on tap. Easing the power on and off makes the nose dip in and out, while the steering is direct, the turn-in pinpoint accurate and the handling balance just right, so that the thick, padded wheel incites arm twirling through a broader set of curves. This is bliss. A few clicks of smooth, conifer-lined and largely traffic-free asphalt wind steeply up and down through the Black

victims of temptation and inclined to tune and modify our cars. And if that's you, you'll understand what they've been up to. But instead of messing around yourself, TechArt have done the job for you. That's their forte, a tuning niche for owners craving just a bit more aesthetically and dynamically from their Porsches. The bottom line is that, having the full TechArt number done on the Boxster S it all stacks up to €38K, on top of the €82K price of the regular showroom model – totalling €120K (£107K). Doing the work on the 991 Carrera 2S as specified adds just under €80K to the base car's €138K, adding up to €218K (or £196K).

Which one would we bring back to Blighty – white charger or blue blazer? As ever with back-to-back features concerning cars related only by progeniture, it's horses for courses; the Boxster is a sports car for the short-haul razz with all the poise and dynamic thrills available in the mid-engined chassis, while the 911 Carrera 2S offers the effortless and inspiring power-heft of the six-cylinder engine as well as matching up in cornering prowess and long-haul comfort. That'll do it for me. **PW**

## “The engine has plenty of modifications, but none touch the internals”

it's so responsive on the brakes as well. The tacho needle fairly zings around to 5 to 6000 rpm without really trying and there's a great 'bop, bop, bop' from the exhaust on the overrun. Out in the sticks, it's extremely lively and yet poised in a no-nonsense way. Around these helter-skelter corkscrew turns it's a model of civility, but opening it up on short

Forest fringes hereabouts, and the black-and-blue Carrera 2S plunges like an Olympic diver into the dells and arcs like a pole-vaulter skywards to the crests, absorbing and thrilling in equal measure.

The verdict? TechArt have done a great job on a pair of cars that are already proper goers. Is it all necessary? We are all wilful

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# THE WIDE ONES

Some folk reckon that they haven't got the purity and response of the narrow-bodied 2WD cars, but there's no getting away from the fact that the wide-bodied C4Ss have always been hugely popular with 911 enthusiasts. We put the 993, 996, 997 and 991 cars to the test

Words: Adam Towler Photography: Antony Fraser







“I’ve an idea for an article based on our unusual collection”, said Mark, “would you fancy writing about it?” The idea of a Porsche ‘collection’ these days is almost *de-rigueur* amongst wealthy car collectors or, as is often the case, ‘investors’. Every collection needs to have 964 RS, 993 RS, and cherry-picked GT3 models. But this was something different: “Our idea has been to focus on the four ‘Turbos without the turbos’, explained Mark. “Some might disagree, but we think track cars were for the track and road cars were for the road, and Turbos were neither one thing or the other (until maybe the 997).”

The ‘we’ in this case is another Mark, the two friends having worked together in the

same company years ago, and despite now living at opposite ends of the globe – Mark S mainly in South Africa, Mark L in the UK – they’ve decided to build this collection together. That way they can have more cars while spreading the costs: overall, going down this route compared to something from the Porsche RS back catalogue meant having a whole line up of cars, instead of just one, and who wouldn’t be tempted by the idea of a real 911 toy cupboard at their disposal?

It’s not as though they’re new to the world of Porsche either, with the friends having owned 15 Porsches between them. Mark S currently drives a 996 Turbo S Cab in South Africa (then sold before we went to press but with a 928 S4 acquired!), while Mark L has a 991 Carrera GTS Cabriolet as a daily driver.





## 993 C4S

<b>Model tested:</b>	993 C4S
<b>Engine:</b>	3.6-litre flat six
<b>Transmission:</b>	6-speed manual, 4WD
<b>Body style:</b>	Two-seater sports
<b>Economy:</b>	23mpg (combined)
<b>Top speed:</b>	168mph
<b>0-62mph:</b>	5.3secs
<b>Power:</b>	285bhp at 6100rpm
<b>Torque:</b>	251lb ft at 5250rpm

The 993 C4S was a very different looking 911 to the narrow-bodied C2 and C4, featuring all the bulges and intakes of the Turbo, but then that is very much the wide-body look

It seems like the perfect excuse to chart the development of the wider 911 through from the last of the 993s to, well, the gen 2 991 in fact, because I'm bringing down a nicely-specced 991 Carrera 4S with its turbocharged 3-litre engine to finish our wide-bodied ensemble. Moreover, a further attraction is that all of the cars in this collection are

model car with the G50 gearbox from 1988, and it really is spectacularly good. There were once a sea of venerable 3.2s in this condition, thanks to the model's ubiquity, but I can't remember seeing an example so perfect in recent years. It really does have the feel of a car sat on a Porsche Centre's Approved Used forecourt at about three years old. It's a

Carrera 4S and drink in its voluptuous shape. My mind may be playing tricks on me, but I distinctly recall *Performance Car* magazine – my chosen monthly 'fix' of the time – labelling this car show over go, criticising the way it drove compared to the narrow-bodied car, but whatever the truth in this there's no denying that on looks alone the 'S' model 993s have a pugnacious beauty that is entirely captivating. Those curves...there's so much sheer form to the shape, and without the rear wing of the Turbo model it somehow seems even more buxom.

In fact, the 4S for the 1996 model year was a higher specification car than its 2S brother launched the year after, given that it had the same hollow spoke wheels and 'Big Red' brakes as its turbocharged relation. Porsche claimed the 4S weighed an additional 30kg over the regular C4, while top speed suffered by a few mph due to the increase in aerodynamic drag. Given a regular Carrera 4 weighed 1420kg, some 50kg heavier than a Carrera 2 (although that's half the weight

“ We start with the oldest car – vertical tasting, as in the world of wine ”

exceptional examples, with between 30,000 and 40,000 miles on them. Not often do you get to experience parts of Porsche's back catalogue more or less as they were when they'd just left Stuttgart for the first time.

Firstly, I have to walk past the other car in the guys' collection. It's a 3.2 Carrera, a late-

genuine timewarp and I'm going to have to leave it forlornly sat in the storage unit instead of going out for a play in it. Frankly, that hurts.

Never mind. It makes sense to start with the oldest car – vertical tasting, as in the world of wine, as Mark points out. It's a blisteringly hot day as I walk over to the P-plate 993

The classic 911 cabin in its final form, barely recognisable from the '60s original save for its dimensions and dash layout. With the wide sports seats, it's very cosy for driver and passenger











## 996 C4S

<b>Model tested:</b>	996 C4S
<b>Engine:</b>	3.6-litre flat-six
<b>Transmission:</b>	6-speed manual, 4WD
<b>Body style:</b>	Two-seater sports
<b>Economy:</b>	24.8mpg (combined)
<b>Top speed:</b>	174mph
<b>0-62mph</b>	5.6secs
<b>Power:</b>	320bhp at 6800rpm
<b>Torque:</b>	273lb ft at 4250rpm

The modern 911 world starts here. The wide-body look gives the 996 some extra attitude over the standard 996, which is rather flat-sided and lacking in the 911's historical curves

penalty found with the all-wheel drive 964-series cars), I reckon this car weighs around 1450kg. Hardly a lightweight, then, but one that enjoys 282bhp from its Varioram 3.6-litre flat six that the later years of 993 production enjoyed.

I've been lucky enough to drive plenty of 993s before, but I don't recall driving one that feels this factory fresh. Everything about this car is just so right, from the absence of rattles to the paint finish, the condition of the leather on the sports seats, the way all the major controls and mechanical elements work. This is why people raved about 993s when they were new, demonstrated for me in glorious technicolour today around the Sussex lanes. It's a privilege to drive it.

In fact, for one that looks so hunkered down and business-like, the 993 C4S is actually a rather docile character. It's a subtle, multi-layered experience with real depth, not one that barks and grabs your attention the moment you turn the key in the ignition. The big air-cooled 'six' has a soft, muffled woofle that builds in stages in volume, tone and in the shove it provides. Hang onto a gear and it still feels impressively rapid, but it takes just a little while to really get going, something I fancy is due to the weight. Braking has a more modern feel, as expected from what

were pretty extreme stoppers for the time, while the overriding impression is of security on the road. The steering may have power assistance, but it's still a weighty mechanism to operate, and all the better for it: communication is constant, and clear.

Illustrating just how much air-cooled 911s can diverge in spirit, it's hard to even recall the edgy, flighty neurotic nervousness/agility of an early 911 when you drive this car. The 4S simply feels tightly battened down to the

not a regular model in this generation of 911, rather a specific 'special' introduced towards the end of the 996's life. Nevertheless, it followed a similar recipe to before, even if this time Porsche chose to keep the model all-wheel drive (thereby never offering a two-wheel drive wide-bodied 996 outside of the GT2).

Perhaps because of that 'specialness', the 996 Carrera 4S has been a car with an increasing reputation of late. I suppose it's an

“ The 996 C4S has been a car with an increasing reputation of late ”

road, a degree of body roll describing the forces being put through the chassis and a bob of the nose betraying the original 911's wheelbase and weight distribution. All in, it's a glorious compromise, exciting enough for an early morning blast but also still entirely feasible as everyday transport. Thing is, with this mileage, who'd dare to do that with it?

After the 993, the 996 C4S is a massive contrast. Once again, the C4S badge was

entirely natural phenomenon, seeing as 996 Turbo prices were rising sharply, for a while at least: the C4S has been dragged up by it, and talked of in increasingly reverential tones as a future investment. And while the 996 C4S offers no more power over its regular Carrera cousin, it does share the wider body, wheels and brakes of the Turbo. Given the four-wheel drive system was developed to be used by both the Carrera 4 and Turbo models the

Turbo wheels and brakes add to the C4S's 'special' feel. Interior is modern to the 993's classic, although if you live with a 996 you'll know to spend some time chasing down creaks and rattles!







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## 997 C4S

<b>Model tested:</b>	997 C 4S
<b>Engine:</b>	3.8-litre flat-six
<b>Transmission:</b>	6-speed manual, 4WD
<b>Body style:</b>	Two-seater sports
<b>Economy:</b>	31.8mpg (combined)
<b>Top speed:</b>	179mph
<b>0-62mph:</b>	4.5secs
<b>Power:</b>	385bhp at 6500rpm
<b>Torque:</b>	320lb ft at 4400rpm



Regarded now as quite possibly the sweet-spot of the modern, water-cooled 911 era, the 997 is a fabulous machine to drive

differences between the two cars are minimal, except the C4S runs softer rear springs as the engine is lighter without the turbochargers and their associated plumbing and ancillaries.

Nevertheless, there is a weight penalty as you might expect, a 996 C4S coming in at around 1470kg depending on who you believe. That has never held the car back though, and today I'm getting a clear lesson in why. This is quite simply a fabulous car, from the tip of its gaping front air dam to the broad red reflector that runs across its rump, the 996 C4S is just one of those cars that feels so right to drive. Far from a poor relation, either in this feature or in general when compared to newer models, the 996 C4S is beginning to find its rightful place in the world. It's a more stable, progressive feeling car than a narrow bodied C2, and given this example has the Porsche Sports Exhaust fitted with its solenoid controlled flaps, it also has that terrific gurgling rasp at low engine revs that then builds into a real howl at higher rpm. When you listen to an M96 engine with a voice such as this one, any thoughts of it being an inferior unit in the Porsche family tree are soon dissipated.

As we know, a 996 that has been used and

abused can feel decidedly tired on the inside (although so can a 997, to be fair, or even a 993), but this low mileage example really shows off the 996's cabin in the best possible light. The plastics wouldn't win any praise in a modern car magazine review, but in its simplicity there's something to be said for the 996's design. The more you absorb the details, the more Porsche-like it feels, and only the lack of an oil temperature gauge

the same sense of immediate acceleration when compared to an identical Carrera 2, and that's surely the additional weight of this car. Flat out it's hard to notice any difference, but jump suddenly on the throttle in the mid-range and there's not quite the same elastic sense of acceleration that a good C2 3.6 will give you. Given the C4S's myriad other attributes, this is a compromise that's surely worth making. I enjoyed the 993 C4S, but I think I'd

“ Driving this gen 2 997 C4S reminds me what cracking cars they are ”

grates as usual.

I'm heading further away from the two Marks and snapper Fraser, waiting patiently in a layby with the rest of the cars, but I don't want to stop driving the 996 yet. The Turbo brakes definitely have a much more convincing response to a brush of the pedal than in a regular Carrera, but there's not quite

rather be driving the 996. Hmm.

The final car in the collection is a gen 2 997 Carrera 4S and, of course, by now the '4S' model badge was 'merely' another rung in the regular range. Ever since the launch of the 997 in 2004, the 911 range had been a two-tier one, with the 3.6 Carrera (with effectively a carry over engine from the previous gen 2

The 997 features a useful update on the 996's slightly fussy interior and uses better quality materials. Right: Our man Towler at the wheel





996) sat below the 3.8-litre Carrera S. The S recipe didn't just bring the larger engine with 355hp (versus the 325hp of the 997 3.6), but a load of additional equipment, including larger wheels, quad exhaust pipes and xenon headlamps. That same structure was mirrored onto the four-wheel drive models, so a 997 C4S is 'simply' a 3.8-litre motor slung into a wider body – because all four-wheel drive 997s featured the wider body as standard.

The car belonging to our two friends is something rarer though, in that it's a gen 2 997, and hence features the A91 motor rather than the sometimes troublesome M97/01 'six'. It's said in the motor industry that it isn't wise to introduce both a new car and a new engine at the same time, and Porsche followed that rule by launching their all-new engine in advance of the 991, that followed on in the new decade. There were other minor changes too, of course, not least a slight visual tweak: daytime running lights at the front and the downward sweep of the tail lamp units on their lower, inner edge, always gives the game away for me.

It's good to drive a 997 again. I've only driven it 100 yards and already I feel it's the best car here. Not the most competent, or the fastest, because that will surely fall to the

ballistic Racing Yellow 991 we have along, but in terms of the best mix of characteristics, from performance, to feel, to looks and ergonomics, I have to admit I'm an unashamedly huge fan of the 997. Driving this gen 2 car reminds me again what cracking cars they are, and not only because there's now 385hp on tap, but because theory and reputation states that the fragility of the gen 1 S models is a thing of the past. Perhaps the only problem is finding one, because cars as sweet as this very low miles 4S are thin on the ground, with traders often moaning of the lack of supply.

Launched for the 2009 model year, this was slap bang in the middle of the Credit Crunch era, and sales of the 911 nosedived. That means today stock is scarce, but on the other hand the used prices are holding up very well, with gen 2s starting from the high £30,000 bracket upwards and showing no signs of dropping any lower. With 996 prices on the rise, and gen 1 997 prices stable, there's no reason for them to fall either, so far as can be seen.

We're out near the Goodwood racing circuit now, and there are few more attractive areas to drive through than the hills around here on a sunny day. The 997 feels properly fast, and just one yelp of its naturally

aspirated motor makes you long for its type compared with the latest all-turbo units. I never really found that feeling in a gen 1 991, because somehow the bigger, more GT-like 991 didn't quite seem to go with the frenetic rush of the DFI atmo engines, especially the all-revs-and-no-guts 3.4-litre engine. Here though, the engine is brilliant, as is the driving position – so much better for taller drivers than the 996 – and yet it all still feels like a proper 911. We've said it before, but is this the sweet spot for the genre, at least for the foreseeable?

Everything is thrown into sharp relief when I climb back into our 991 for the journey home. It feels big, it's stuffed with tech, and it is very, very yellow (I really miss that old custard-hue of Speed Yellow).

What it is not lacking in performance. The 2981cc flat six twin turbo engine makes 420hp, but with a massive 369lb ft from low revs. It has a twin clutch 'box' (PDK), four-wheel drive, an electronic rear differential and rear-wheel steering (£1530 to you). There are PCCB ceramic brakes (£5787), a sports exhaust (£1773) and a pair of sports bucket seats that will set you back £2667 alone. You could almost buy a tatty 2.5 Boxster for that.

By the time the options on this car have

The best car in our line-up? We reckon so. Properly fast and still retaining the 911's classic compact dimensions, making it easy to use and place on the road





## 991 C4S

<b>Model tested:</b>	991 C 4S
<b>Engine:</b>	3.8-litre flat-six
<b>Transmission:</b>	7-speed PDK, 4WD
<b>Body style:</b>	Two-seater sports
<b>Economy:</b>	35.8mpg (combined)
<b>Top speed:</b>	189mph
<b>0-62mph</b>	4.0secs
<b>Power:</b>	420bhp at 6500rpm
<b>Torque:</b>	369lb ft at 3000rpm

The 991 C4S is, as we've come to expect, supremely competent. It has, though, become slightly too big for our highways and byways and, to extract its full potential and excitement, requires some serious commitment

been added up, a £90,843 car becomes a £111,984 one, which illustrates just what expensive cars 911s have become these days.

It may have 1585kg to lug around (in this form the 991 is certainly no lightweight), but the sheer force of technology bludgeons any challenges thrown at the car into submission. I've admired the latest 991s, but I wouldn't say I've ever fallen in love with one, yet this car is the closest I've come yet to really

slipping through the ratios seamlessly, and the next it's diving into apexes, covering ground at a pace that's frankly beyond what is realistic or acceptable on the public road. Its weakness is that you really need to be doing the latter to uncover the personality of the car underneath all the gloss and the tech, as is the modern way. In making the car so refined, its performance window – or at least the one where it really thrills – is elevated onto a level that's just several leagues above

character and the 996 is the best all rounder and by far the best bang for your buck."

He does have a point. If there's one car here that's conspicuously good value it has to be the 996 as usual, even in this elevated form. Porsche actually did replace the 'Carrera 4S' position in the line-up, but from the gen 2 997 onwards they would be called 'GTS' models, and available in rear-wheel drive form. In fact, it was this ability to get the wider body on a two-wheel drive 911 that formed a large part of their appeal, but there was of course a 997 Carrera 4 GTS, and a brilliant car it was too, complete with the Power Kit engine for starters. In the 991, the GTS was an appealing last hurrah for normally aspirated engines, and also debuted the improved seven-speed manual 'box.

More recently, and with cars such as the Macan and Panamera, the GTS badge has denoted just another model in the range, perhaps losing its lustre through volume. Does that mean Porsche will have to think up yet another acronym to denote something special? While the marketing people get to grips with that one, I'm still debating with myself on the drive home which one of these wider cars I'd have in my collection. For these friends they don't have to – they have a whole line up of them. **PW**

“ I’ve admired the latest 991s, but I wouldn’t say I’ve fallen for one ”

gelling with the type. It may be an auto, four-wheel drive and wide – often too wide for the narrow Sussex lanes, which is a shame – but the chassis tech imparts an agility to it that is really breathtaking. It has, of course, a duality of purpose to it that is nothing short of miraculous: one minute it's the laid back cruiser, latest gen PASM shockers making a mockery of those massive 20in alloy wheels (with 305/30/20 tyres on the rear axle), PDK

what can be exploited on a narrow English country road.

For me, that's why the 997 is so compelling. Mark S is not quite so convinced. While I drone on about the 997's qualities, I can see for him it's perhaps already too new, too competent. As he says: "I agree the 997 4S is our 'best car', if you take nostalgia/character out of the equation, but for me the 993 4S has the best looks and

Another step forward in cabin architecture. The 991's longer wheelbase allows for more interior space, too. PDK transmission is pretty much the default option for the vast majority of 991 buyers





11

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# PILLOW TALK

This Tech 9-tuned 964 is so communicative you don't need to sleep with it to know it intimately: an exhilarating drive in the Welsh hills reveals its prowess

Words: Johnny Tipler Photography: Antony Fraser



**S**ome cars speak to you, and this one's definitely got my number. Quite simply, it is exactly how I would have my own 964 set up – given the budget for those handsome TechArt wheels. Indeed, my sorely missed heartthrob, Pep Pig, was got up in much the same way, albeit with less hardcore trackday equipment and a more classically cosmetic overview. A product of the Hale, Liverpool, based Tech 9 performance lab, it's a lucky 964, in having had an engine rebuild and running gear overhaul – plus a repaint in gorgeous Marine Blue.

Tech 9 chief Phil Hindley walks me round the car: 'We haven't really given it a name,' he says; 'it's just a Tech 9 modified car. We should probably think of some fancy name

for it, but we haven't.' That may evolve over the course of today, methinks. 'It belongs to a client of mine who's a collector, and this particular car came to us in 2007 when we did an engine rebuild on it.' Back then it was a typical leaky 964 flat-six, so Tech 9 did a full engine rebuild on it, right down to the crankshaft. The job sheet included 3.8-litre pistons and cylinder barrels, a set of high-lift camshafts, 'our sport camshafts, which run a bigger clearance than standard – they run 0.2 millimetre clearance rather than 0.1 so we've reset all the tappets accordingly,' and the normal induction kit and exhaust, including a cat by-pass and Cup pipe. Tech 9 dyno'd it at 300bhp, so even though that was nine years ago, I'm still anticipating a beautifully smooth and torquey power delivery.

It's a busy workshop. Amongst the assorted 911s, 964 racecar, 968 CS and TechArt spec'd Cayennes, there is another comparator in the shape of a race engine awaiting installation. Tech 9 have just built this engine for a client who races a 964 in the CSCC Future Classics series; it's a 3.6 with sport cams, and that has just given 305bhp on the dyno. 'Also of interest to 964 fans,' says Phil, 'we've just built a 964 engine for a rally preparation team; it's going to be an FIA 964 rally car, and the brief is, "you have to keep it 3.6, it has to run the original intake system, so it's on its original plastic manifolds," and the upshot is, with some Tech 9 pistons, rods, camshafts, a bespoke re-map and quite a trick exhaust, we've got 355bhp out of a 3.6, so we're very happy with that. We





worked hard on the compression ratio, the blueprint tolerances of the engine, and it's a very special engine.' I would say so – 355bhp from a 3.6 is surely unheard of this side of a turbocharger!

The owner of our subject 964 was content with his fresh engine for a while; as I say, that was nine years ago. Then he became restless and got back to Phil: 'he contacted me recently to ask if we would give it a few further upgrades, so we've just given it a full re-paint in Marine Blue. It's a Porsche colour, quite rare, and it's one of those colours that, if it gets scratched or a bit chipped, it looks scruffy, but now it looks absolutely stunning as we polished it on Friday.' Affirmative; it's a really deep grey-blue, and looks great in the sunshine. 'We fitted TechArt wheels, finished in Silk

Platinum to contrast with the dark blue, and we've applied the decals on the sides, too, picking up the Silk Platinum of the wheels.' The graphics are subtle and not overly large. 'This Silk Platinum is actually a modern colour, the colour of the GT3 wheel, in a satin finish, and we've done a matt black stripe with the Porsche lettering in Silk Platinum to match.' They've installed a bolt-in roll-cage in the cabin and painted that Silk Platinum, too. 'We put a fire extinguisher in the back footwell, the TechArt brake cooling ducts feed cold air to the front brakes, and we've also deleted the rear wiper; it can be useful and it works on some models, but when you've got a 964 that's going to be used on track it's superfluous really. We've put race belts in it, and it's become a lovely sports-purpose

964, so it's nicely appointed with the upgraded engine, brakes and suspension, and I'm sure you'll have a lot of fun in it.' There's no radio and no on-board computer, which is indicative of the deliberately stripped-out trackable mind-set. It has a Momo Sport steering wheel with a central horn push. The seats are 993 GT2 Comfort models; 'they're very light,' says Phil, 'and we set them up with a hard backrest; there's no electrics at all; they're a very basic seat, a lot lower than a standard one, and there's no tilt at the base.' The upholstery in these very supportive sports seats is a blue-grey leather, slightly ambiguous, so the central portion of the seat is a lighter colour than the outsides. Perversely for an up-spec'd and cosmetically-improved 964, the elephant-





Fashionista Tipler has managed to colour co-ordinate the rim and band of his head gear with the rare Marine Blue of the 964's exterior, but what's going on with the Gulf blue slacks and Paisley shirt? Clearly items from JT's summer collection!

ear door mirrors have been retained instead of fitting streamlined Cup mirrors. And where's the Ducktail, that's what I want to know! Phil shrugs; 'yeah, aesthetically from the outside, this is how he wanted it to look. Maybe he figured you get a better view in those flag mirrors, I don't know.'

The suspension work and brakes were done at the same time as the engine. This included lowering the ride height by 30mm, resetting the geometry and fitting Bilstein B16 PSS9/10 dampers, plus Big Red calipers, rounded off with a set of Michelin Pilot Sport Cups, 225/45 ZR17 on the front and 255/40 ZR17 on the back. These boots, as trackday aficionados know, are great on a dry surface. The weather forecast for the Evo Triangle in the heart of Snowdonia, where I am bound, is not promising. But I am not afraid. Much. Phil is reassuring; well, he would be – he is a highly talented race and rally driver. 'Pilot Sport Cups are OK if it's damp, but if it's standing water, just go steady!' As in, find a

café and wait for it to stop!

In fact I'm privileged to be the first person to drive this 964 in its reconstructed state. 'You are our road tester, because we've literally only just finished the car; I haven't even driven it myself yet, so if there's any faults you can report back. I'm sure there

to full, and we want to be sure it's indicating properly. One or two points I need to take note of before heading off to Snowdonia, a good hour's drive away, where I can razz the lanes in relative isolation in the knowledge that fellow journos from Evo do much the same thing, and the roads are

“ I'm privileged to be the first person to drive this reconstructed 964 ”

won't be, because, to be fair, we did the main mechanical work in 2007, so it's only cosmetic stuff we've done now. And we've just given it a service, so I don't expect there to be any problems mechanically.' Before I set off, Tech 9 techie Rick fits a fresh oil gauge, because as soon as the car starts moving the needle creeps all the way

also smooth enough for my colleague Snapperoni to get some decent tracking shots. So, pay attention: the red ignition cut-off switch is under the front lid, which is neater than an external setting. I also get Phil to remind me how the fire extinguisher works, if that's not tempting providence, but on balance it's best to know what to do if



Schroth harnesses double up with standard belts for track days. Seats are from a 993 GT2





the worst comes to the worst. 'It's straightforward: you have to break the green seal, pull out the pin, and point and squirt and that's it!' I recall that my 964's cat caught fire when the second distributor belt broke and the timing went awry, snapping the crank and dumping neat fuel into the exhaust system. Phil agrees: 'it's not uncommon for 964s to catch fire. If you spill a bit of oil – because they're awkward to fill up – and it goes on the heat exchangers, it's not unusual to have little fires on them.'

Anyone who owns a 911 of a certain age will have been obliged to augment the factory alarm and immobiliser with an aftermarket version and, without exception, when we compose features on such cars there's trouble – they're so finicky and each one is different. My own 964 behaved itself reasonably well on that score, but I must have been lucky. So I seek Phil's guidance on the one I'm presented with here. 'Just turn the ignition

on, just wave the fob in that general area under the light switch, and this little red light on the centre console will turn green, and then you can start it.'

While Rick fixes the oil gauge, talk turns to the market. Phil has noticed a disappointing trend in 964 ownership, and RSs in particular. It seems that they're either being mothballed or sold to collectors and hedge-funders. 'I can think of up to twenty 964 RSs that we used to look after regularly, and currently we look after just one car; all the others have gone, customers have sold them on, because they've cashed in, and a lot of them have gone abroad. The cars have been tucked away in collections, which is quite sad really because we're of the "cars are to be driven" persuasion. On the other hand, this is one of those cars that is now at a level where it's not too valuable to go out on track and enjoy it. The customer has spent a few quid on it, but he's now sharpened up what was essentially quite

an old car.' Prior to the repaint there was the expected prep to carry out on the bodyshell. 'We had quite a few rust issues to deal with, all the normal corrosion points around the screens, and the front wings were quite badly corroded in the usual areas. We managed to save them though, and they've been re-plated where the rust had eaten all the way through. The sills were quite rusty, but you have to acknowledge that they're quite old cars now: this is a 1990, and we always think of 964s as being quite modern, but actually they're getting on now and they are susceptible to rust just like the older cars. Now that it's had all that work done it's a lovely car, something you'd sit in your garage under the cover, and take it on track as much as you want. We've done loads of 964s to this sort of spec, and when the client bought this it was probably £12k; but even the base cars now are fetching £30 grand; it's hard to find a decent one under that, isn't it?'

On Bilstein suspension, plus Michelin Pilot Sport Cup tyres, this 964 knows how to move on the road







Stealthy does it. The subtle Marine Blue paint is complemented by satin black TechArt wheels and matching Porsche script on the doors

Phil has a homily to deliver. He points out that the cars' value is significant, because owners who can scrape together the cost of a cheap 911 probably cannot afford to keep it maintained properly, especially regarding the bodywork. The difference is that now, there is no such thing as a cheap 964, but the legacy of cheap ones is still at large. 'People avoided spending money on them because previously, when they were £12-£15-grand cars, they were getting in quite a bad state of repair, because to maintain them properly is an expensive job,' affirms Phil. 'For instance, you've got to take all the exhaust off and the engine side covers, so just a typical tappet service is £700, and then add all the odds and ends onto it and a service could typically cost £1000 to £1500 on a car that was perhaps only worth £12 grand. So they were getting into quite a bad state of repair, and a lot of the stuff we do now is simply trying to catch up on years of neglect. Going back a generation, it was the same with the SC and the 3.2 Carrera. And they are quite a simple car compared with 964s. These are more complex cars,

with double ignition and all that that implies, plus a more sophisticated heating and ventilation system, probably with air-con, and also the wishbone suspension and the brake calipers; you've got to keep them in good order, along with the discs, and the springs corrode quite badly, whereas on the older cars you just had torsion bars which were greased up and were never really a

maintained. And now we've seen the values going up, owners are facing up to £5- or £6-grand for a top-end rebuild, so it's not such a problem as it was before. They feel they can justify spending the money or maybe they get permission from their spouses because they can justify the expense because of the value – "look what it's worth, dear!"

“ The difference is that now, there is no such thing as a cheap 964 ”

problem. So these have so many more maintenance issues than the earlier cars did, and also we find that, as the engines got bigger, the heat generated in a 3.6 is significantly more than a 3.0-litre SC or a 3.2, so therefore they are quite hard on the valve guides, and again, to keep them on the road they need to be properly

And Phil's take on modern 911s? 'The 991 gen 2 is a fantastically capable car, but they all feel the same! Whether you're driving a Panamera or a 991, you jump in them and they've all got the same sort of steering, shift, brakes and dynamic feel. They're cracking pieces of kit and very capable, but they're all very much the



'Big Red' calipers from a 993 lurk behind the TechArt wheels. Engine has been rebuilt to 3.8-litre spec and produces 300bhp





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PORSCHE 993 C2 TARGA-TIPTRONIC - 1996



PORSCHE 991 C2S CABRIOLET - 15K MILES



PORSCHE 997 GEN II GT3 RS 4.0 - 2011



PORSCHE 964 CARRERA 4 COUPE - 1989

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There is very much a formula to modded 964s these days: RS bodykit, aero mirrors and RS wheels or BBS rims. This machine bucks that trend, with a different take on modifications and retaining the 'Flag' mirrors

same; the character is slipping away, and they're in danger of losing their individuality. The combination of that turbo engine and the PDK gearbox means it's a very capable piece of kit, but it's a huge car, the 991, and I'm sure you could fit a 964 inside it and still shut the doors! Even a 996 feels smaller. Usually we have one in and you stick it next to a little 911S and it dwarfs it.' That said, a significant slice of Tech 9's business is enhancing Porsche's Cayenne and Macan SUVs and Panameras with TechArt baubles, mostly fashioned from exotic tinted or coloured carbon-fibre trim pieces, and they do make a very good job of personalising these vehicles if you like that sort of thing.

I set off from Tech 9, and it's so nice to be in the familiar surroundings of a 964, especially one with a certain amount of attitude, not just the way it looks, but in the way that it responds and the feel of the steering and the sound it makes, too.

Acceleration is brisk and unobtrusive as I wheedle my way out of suburban Merseyside and over the Runcorn–Widnes suspension bridge into Cheshire. The car is communicating back to me all the sensations of the road surface that it's going over, and some of them have been a little bit iffy due to a lot of road works, but I just wonder whether these tyres are so track orientated that maybe they just hate temporary surfaces, and in fact there's a better compromise for a road tyre. Soon we're away, and there's a lovely, sprightly undulating ride, soft-ish, certainly on the smooth A55 arterial road. I've never made it a secret that my preference is for a left-hand drive car, as both my previous 911s were, but now I'm in a right-hooker and the clutch pedal is my involuntary left foot-rest.

I turn off at St Asaph onto the glorious B-roads. There are few things more glorious than the sound of a flat-six on full song,

with no exhaust to speak of, at, let's say, 4000rpm in 5th. Pulling away from a bend or a junction you really feel the torque. Steering and turn-in are spot on as I'm easing it through the turns, where it's superbly poised. It's as if the car intuitively knows the road. And then here comes the rain. We are in Wales, after all. So, thanks Michelin Pilot Sport Cups, we are aquaplaning because there's been so much rain up here, and the only sensible thing to do is back right off, as I think fondly of the ContiSports on my old 964.

I reach the postcode where Ant and I had arranged to meet. He's not here; no phone signal either. So I drive to the spots we've used as locations on previous missions. The heavens open again, and I motor gingerly over the hill-roads, obliged to overtake an enormous tractor and trailer – on standing water. Pilot Sport Cups do not belong here. Woos or not, this isn't my car... Soon enough I find him. It's about



Right: a busy and eclectic workshop at Tech 9. Far right: Phil Hindley, Tech 9's main man, successful racer and more recently historic rally winner





## TORQUE OF THE DEVIL: HERE'S ANOTHER TECH 9 964 WE DROVE EARLIER

This grizzly growler is a tuned '91 964 C2 and as soon as I hit the Snowdonia National Park B-roads I know that it is one very well-sorted 964.

Here's why. It belongs to one of Tech 9's clients, and he's given us permission to take the car out for the day. It's been in to have some typical 964 issues sorted, including a few oil leaks, plus the brakes needed sorting. Tech 9 have rebuilt the engine to standard spec but to blueprint tolerances, fitting one of their proprietary sports exhausts, including a sport cat. 'I also convinced the client to have the exhaust ceramic coated so it looks appealing,' says Phil; 'it's a nice grey – because with a lot of 964s you look underneath and you see this rusty mass of exhaust, which you don't anymore here.' I notice the cat is still in situ. 'Yes, it's got an HJS Motorsport high-quality racing cat,' he says, 'so it's much freer flowing than a standard cat.' Exotic, too: 'it's a special tri-metal matrix of platinum, palladium and rhodium. You lose a bit of torque if you dispense with the cat,' says Phil. 'I think they drive nicely with the cat myself, and I found this out when I was racing.' On our blue boy here there's more to the mechanical inventory. 'It's also got a lightweight flywheel, and we've re-mapped the ECUs, so it's just had a live rolling road dyno re-map run, registering just over 300bhp, so hopefully you'll like the map of the power delivery.' It's neatly lowered by 10mm, and there's a strut-brace between the front shock turrets. 'Yes, we've also fitted a set of 17in Cup wheels. The dampers are adjustable for bounce and rebound with a single adjuster, with a helper spring that aids low speed compliance.' Having raced a 964, Phil is an expert on the model. 'I've spent quite a bit of time setting it up, and it's how I think a 964 should be. There's nothing too fancy; we haven't changed the pistons or cams, it's just a blueprinted engine, and it's got its original air flow meter, so we haven't changed it to a hot wire mass flow sensor, but obviously the improvements are in the exhaust, in the cat and then obviously the re-map. I think it's a lovely driver's car with a nice balance and torquey engine,' he concludes. He'll have me

weeping in a minute.

It's quite a rare colour combination too, Dark blue exterior and Burgundy upholstery, and I bask in the cockpit's palatial leathery hue. It's got an ordinary non-RS rear bumper with no curvaceous projections to house the numberplate lights and a normal 964 engine lid as opposed to a Ducktail. Up front it does have the brake cooling ducts, which take up half the space of the driving lamps, but interestingly it's got the stylish TechArt driving lights installed as well. It has a sunroof, and the steering wheel is a Prototipo-style 911ST sports wheel sourced from TwinSpark Racing in Holland, but otherwise it's standard issue 964. It also seems to me that the gear stick is shorter than normal, and maybe it's a short-shift gear linkage as well, all clad in this burgundy coloured leather with burgundy carpeting to match; the headlining is black, however. I'm relishing the body-hugging sports seat, feeling my waist is being hugged, and the steering wheel gives a very different driving impression from standard, because of its smaller, flatter rim.

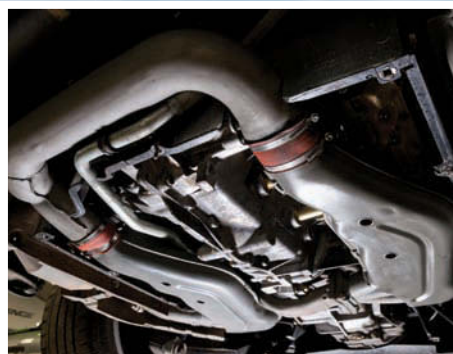
The ignition is spot on, and it fires up with a zinging flat-six screech. It's obviously very nicely tuned and set up. The power delivery is very smooth; easing on the accelerator there's no suddenness about the release, it's just impressively even. I'm getting a bit of a popping and banging from the over-run between shifts and slowing down. The ride is nicely set up; it's firm and low, but it's consistent, not jittery, though it is quite noisy on the cats' eyes. It steers very nicely and it's chuckable like a well set-up 964 should be. Torquey, too, and I sense a surge of energy just over 3000rpm in top. If there is a downside to this anachronistic classic sports steering wheel it's that you don't get the fingertip control on the wiper and indicator stalks anymore.

I head south through Snowdonia National Park with its majestic mountain backdrop on the empty A470 to Llanrwst. Small fields, moorland on the tops, countless sheep, a few farms, lots of trees, greenery and yellow gorse. On these hilly Welsh back roads the 964 really comes into its own, and I'm revelling in being able to

toss it through the bends, flick it from one line to another, mostly in 3rd and 4th, dipping from one camber to another, and it doesn't bottom out on the dips, delivering extraordinary acceleration and fluid progress, hauled down by very powerful brakes. In fact there's so much torque I can leave it in 4th mostly, though the lightweight flywheel means that I'm hearing that as a kind of graunching sound in the background at low revs, in villages and the brief episodes where I'm crawling along behind a motor caravan. But generally I'm blasting ever faster as I suss out the car's potential. Reckless? No, because I can see far enough ahead so at least there's no risk to anyone else. This is a staggeringly quick car on these roads, which, by and large, have a good smooth surface too.

We make an excursion into Betws-y-Coed, driving through the little greystone town in 2nd gear, windows down, revelling in the popping and banging and backfiring that's going on. Back on the twisting B-roads my rapid progress is accompanied by the soundtrack of the glorious air-cooled 3.6 flat-six rasp echoing off the dry-stone walls. After Carrera Cup cars, it's one of the best set up 964s I've driven for a long time. It's a very handy C2, probably faster, and certainly more civilised than an RS. This one was dyno'd at 300bhp, and it does seem like it's got more torque, and that could be as Phil Hindley suggests, because it's still got the Sports catalytic converter on it and also the lightweight flywheel, which would make a significant difference.

The steering is a delight. I turn the wheel and it's perfectly weighted, the car goes around the corners straightforwardly with no armfuls of fight, and it works so harmoniously, smoothly, almost instinctively. I'm running wide across the corners where I can see the long view across swathes of bare, rolling moorland, clipping the apexes on the corners, running out to the outermost extremities of the bends under power. It's so fun; this car was built for these roads, it's so in its element here. I feel right at home in it. It's alive, taut and devilish, just as a great 964 should be.





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now that the aftermarket immobiliser shows its true colours. I'd turned off the ignition at our remote rendezvous beside Llyn Brenig while we waited for a break in the rain. Sporting green Croc wellies, he traipses off into the marsh to do panning shots among the sheep, but can I make the immobiliser deactivate? No amount of waving the fob near the light switch makes it go off. Fraser ambles back. By good luck rather than good judgement he

up again. I have no luck disarming it, but a couple of guys from the visitor centre, Head Ranger Rob Wix (an ex-Bosch techie) and Ranger Michael Martindale, have the knack and we are in business once more. Thanks, guys!

On the drying switchback road beside Llyn Brenig the Tech 9 964's a real thrill machine, alive round the corners, scampering down the dips as I drop a cog and storm up the other side. Being in the

seductress in this motoring paradise. I'll mention that to Phil... In fact we've finished late on account of the immobiliser issue, and I call him to let him know I'm on my way back and what a great car I think it is. His response? 'Johnny, you can leave your 996 here and carry on driving the 964 home, and we'll do a deal in the morning!' If only...

There's a flipside to most good stories, and this one's no exception, though no big deal. Shorn of the freedom of the Welsh backroads, I'm queuing in three lanes of holiday traffic on the A55 Trunk Road approaching the Runcorn suspension bridge over the Mersey, and it's getting harder and harder to engage the gears. Plus the clutch travel has almost exhausted itself, indicating the need for a new master cylinder. Luckily the traffic situation goes in my favour and I'm soon back in leafy Hale at Tech 9 just after close of play. And sure enough, Phil calls me after the weekend to say they've fitted a new clutch master cylinder and it's absolutely fine again. Not that there was ever any doubt. It was simply telling me of its stress. It's communicative like that. Great car. (Wipes away tears!). **PW**

## “ This is truly a 964 after my own heart ”

makes it work – or rather, not work – and the flat-six roars with relief. We don't normally stop for lunch on these photoshoots; lunch inevitably consists of a garage sandwich eaten *en route* (sorry about the croissant detritus everyone) or gobbled while he's snapping the details. This time we've got on well enough to allow ourselves to be seduced by the café at Llyn Brenig visitor centre. Big mistake. After lunch the immobiliser plays

right gear – that's generally 3rd and 4th here – means I can just swish and sway through these turns really beautifully. Certainly one of the most laudable things about this particular 964 is its agility. This is truly a 964 after my own heart: a car that thrives on push-on, positive driving.

As I leave the so-called Evo Triangle, it occurs to me that "Eve" would be an apt name for my current charge: a cool





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# BLOWING IN THE WIND

There's nothing to beat the feeling of wind in your hair motoring unless, of course, you're given the keys to a soft-top 964 with a sting in its tail. We head across Dartmoor in a supercharged Carrera 4 cabrio, a car which will be guaranteed to leave you with a devilish grin on your face...

Words: Keith Seume

Photography: Antony Fraser





Sounds define our lives. Shut your eyes and just listen for a moment. What do you hear? The ticking of a clock, the number 36 bus rumbling past the front door, the cat meowing for more food, a baby crying, maybe... Some sounds are reminders of our past: perhaps it was the hiss and pop as you dropped the tone arm onto your favourite album, dust and scratches only adding to the aural appeal.

Of course, the sound produced by a car plays a major part in defining its character. Porsches are a great case in point. You don't have to turn around to know that you're in the company of an air-cooled 911 of some kind: the characteristic whirr of the cooling fan, aided and abetted by a deep sonorous exhaust note and a slight mechanical rattle of the valve train. All add up to a mellifluous audio mix that is as distinctive as the car's styling.

Of course, some make even more of an impact, for instance a 917 on open pipes hurtling sonorously along the Mulsanne straight at Le Mans. Or this Gulf Blue 964 cabriolet screaming along – and I mean that quite literally – the switchback roads of Dartmoor.

Now before anyone tries to admonish me for speeding in the national park, I should point out that by 'screaming along' I am making reference solely to the aural delights generated by the car. This is no ordinary 964 – far from it. In fact, it positively bristles with modifications, some of which will be obvious to most, while others will only stand out to the *cognoscenti* of what is fast becoming 'the Porsche to own'.

This cabriolet, you see, is supercharged – and superchargers make noise. Lots of noise. A beautiful noise, redolent of the glorious days of the blower Bentleys and,

most significantly, the mighty Auto-Unions from Porsche's formative years. So by 'screaming' across Dartmoor, all I was doing was treating myself and snapper Fraser to an aural reminder that while turbocharging may be the accepted norm these days, there is definitely a place in modern Porsche society for mechanically-driven blowers...

We found the subject of this feature at Cornwall-based Williams-Crawford, watching it come together over a period of months during its transformation from 'just another' 964 cabriolet to one of the most 'together' Porsches we've driven. It began its life as a 1990 C4 cab – to be honest, not the most sought after of models on account of a) it having no roof and b) its all-wheel-drive specification. But while everybody else seemingly lusts over rear-driven coupés, Adrian Crawford could see the potential to create something special.







Installing a 993 top was not an easy move but was well worth the effort. The 18in Fuchs-design wheels and Gulf-inspired blue and orange paintwork add a touch of classic style

'It was bought new by the owner of a Porsche dealership,' he tells us, 'and when he retired, he kept the car and we eventually purchased it from his son. It was a good, genuine car that had the most superb history.' At this point in time, Adrian had no plans for it, but then along came 'the customer'.

'He owned many Porsches, both modern and classic, but decided he wanted something that was like new but not modern, was a convertible yet one that could be used at any

theme: four-wheel-drive and roofless motoring. The die was cast...

'Having experienced catastrophic depreciation on the 997,' says our Swiss-based owner, 'I decided that I wouldn't spend so much on a new Porsche again. I originally thought of getting another 993 Turbo for use in the UK, but these proved to be pretty rare and expensive, essentially an investment car rather than a driver. So I figured it would be better to locate an older model and perhaps

suspension etc, and having been used to Turbos since 2004, I wanted a little more than the 252bhp of a standard 964. I also wanted the car to be a "tourer", not a track day car, so we decided on using a supercharger with an intercooler. The idea was to give me power without having to overwork the engine and drivetrain (or driver) too much.'

Adrian steps in at this point: 'We deliberated about the merits of a 3.8-litre engine or going down the route of installing an intercooled supercharger, as I'd had experience of both. The way a supercharger delivers its power matched the intended usage and the C4's character really well.'

'It's subtle, produces real urge from very low rpm and makes the car very easy to drive on the road. The 4WD is a big benefit, allowing you to put the torque down on a greasy road. We also fitted a lightweight clutch and flywheel, giving the 964 a responsiveness that is a delight.'

The system which Adrian suggested is made by TPC Racing in the USA, and is based around an Eaton supercharger unit, backed up by an intercooler located in the top of the engine bay. TPC reckon that the conversion – which is entirely bolt-on and, they suggest, within the realms of any competent mechanic – results in a claimed 355bhp at the wheels and 333lb ft of torque. That's 120bhp RWHP and 118lbft more than a

“ It would be better to locate an older model and have this rebuilt... ”

time of year,' recalls Crawford. In the past, the customer – who prefers to remain nameless – had owned a variety of Porsches, stretching back to a 1981 911SC, which was replaced by a 964 C4 coupé. That made way for a 993 C4S and a Boxster S.

After a few years, the Boxster was swapped for a 996 Turbo cabrio, while the 993 C4S was replaced by a 993 Turbo with a GT2 wide-body kit. Three years ago, the 996 made way for a 997 Turbo cabriolet, which he still has. Now, already you can see a recurring

have this rebuilt to my specification.'

Having been introduced to Williams-Crawford by a friend, he turned to the Saltash-based specialists to hatch a plan. 'I discussed my ideas with Adrian and his team, and we soon settled on a 964. Being used to four-wheel-drive vehicles I stipulated it had to be C4. Adrian knew of this lovely cabrio – in some ways it was a shame to tear such a great car apart, but...

'It was great fun planning this with Adrian. I wanted to upgrade the mechanicals, brakes,

Dark blue leather, with orange stitching, along with the refinished gauges, conspire to give the 964 a cohesive look. 'Supercharged' badging borrowed from Polo G40







“ It was a good, genuine car that had the most superb history... ”





Retaining the factory air-conditioning and heating system added to the complexity of the intercooled supercharger conversion, but the end result is a real torque-monster!

stock 964. Installation was complicated in this instance by the desire to keep the heating and air-con systems working as well as stock, requiring a bit of head-scratching on the part of the Williams-Crawford team.

'Both my Turbos had Tiptronic gearboxes which made me a somewhat lazy driver,' quips the lucky owner. 'The supercharger is brilliant – use the manual gearbox to the full and it is astounding! The pick-up in fourth and fifth is little short of amazing...'

It's all very good piling on the power, but you need to make sure you get it to the ground, keep it there and then be able to bring everything back to rest again without drama. 'We went for Bilstein PS9 suspension all round,' says Crawford, 'and installed a set of Big Red brakes, which proved to be more trouble than we'd imagined. We also fitted polybushes all round, and a set of 18in Fuchs with Pirelli PZeros as a classic touch.'

The choice of wheels and tyres brings us onto the bodywork modifications – and, yes,

there are plenty even though you might not spot them all immediately (if at all!). The rear arches have, for example, been widened. Bet you didn't notice that straight away. The side repeater indicators have been removed, while the original door handles have been swapped for 993 parts. Oh, and then there's that hood.

Take a close look at the lines of the

When it came to the visuals, unsurprisingly the customer had some ideas of his own:

'Regarding the bodywork,' he tells us, 'I had a couple of requests. Firstly, to make the wheel arches slightly wider and secondly to have a kind of duck-tail spoiler incorporating the third brake light. That aside, Adrian suggested replacing the 964 hood with one from a 993,

“ The pick-up in fourth and fifth is little short of amazing... ”

TPC Racing supercharger conversion adds 120bhp, or more, to the output. It's a bolt-on kit that's claimed to be within the capabilities of any competent mechanic

convertible top. Notice anything? OK, first off did you note the lack of poppers around the back edge? But look again at the convertible top in detail. Yes, it's the hood off a 993, adapted to fit the earlier bodyshell. It's attention to detail like that which makes this car special – makes it look 'factory'.

which I think worked brilliantly.

'The door handles and mirrors were Adrian's suggestion, as was the refurbishment of the interior. The custom-made roll bar, too, which I think works very well and adds a lot of extra rigidity to the 'shell. The Fuchs wheels were a joint decision.'











Seume looked right at home, wind blowing through what's left of his hair, banshee-like wail from the blown six-pot filling his ears. Life on Dartmoor felt good...

A cabriolet by its very nature means that the interior is on full display whenever the top is down, so you can't cut any corners if you decide to go the custom route. The interior was completely redone with all new leather trim in a very dark blue with orange trim – the same hue appearing elsewhere on the exterior of the car as a tip of the hat to the

from the aftermarket exhaust. Pull out into traffic and you'll wonder what the fuss is about. Yes, it's very nice. Yes, it feels wonderfully 'tight'. Yes it...holy sh...!

Floor the throttle once you've given the oil a chance to get warm and the expected push in the back becomes a very firm shove, accompanied by a rather banshee-

fast (but not furious...) grand tourer that is set to cross continents – preferably via a few Alpine passes along the way.

'I love driving this car,' says Adrian Crawford. 'I spent an afternoon on Dartmoor and would put this in the top five of all Porsches I have driven. I know that seems strange, but it's true.' But what of the customer? How does he feel about it?

'You asked if I would I do anything differently. In short, the answer has to be no – Adrian supplied me with exactly the car I wanted. It may have been cheaper to have played with a 996, and I know the result would also have been spectacular, but the combination of the 964's iconic shape coupled with more modern mechanicals and creature comforts is, I think, unbeatable.' Sounds like a happy customer to me...

Looking back at the time spent blasting across the moors, top-down, listening to the wail of the blower, I can see where both Adrian Crawford and the customer are coming from. All too often modified cars of any make feel 'loose', and have the odd rattle or other foible which we tend to forgive because, well, because it's modified. This car is somehow different. It feels 'factory' – and that's a big compliment as far as modified Porsches are concerned. **PW**

“ The distinctive scream from the Eaton blower defines this car... ”

JWR-run Gulf-sponsored 917s of legend.

The gauges have all been refaced to match, while the carpets were remade, the roll-bar trimmed and a hidden audio system installed, with everything tucked away out of sight under a custom-made cover in the rear. There's also a reversing camera and full sat-nav system installed. This truly is a modern, fully-spec'd car with a touch (a very large one) of classic panache.

So, how does the car actually drive? Twist the key and it fires up like any other 964, except for the deep rumbling exhaust note

like wail from the rear. This is clearly the devil's work – and if that is the case, Satan must be a true enthusiast. The distinctive scream from the Eaton blower defines this car – it turns heads, it puts a huge smile on your face and, above all, it transforms what on paper is the least 'sporting' 964 (soft-top and four-wheel-drive...) into a rocketship with seemingly endless torque on tap.

But that's only the half of it. The suspension and brake upgrades, aided and abetted by that wholesome roll-bar tying the structure together, means that you have a

OK, guess who couldn't remember where the adjuster was for the seat back? Top down, the 964 cuts quite a dash out on the moors

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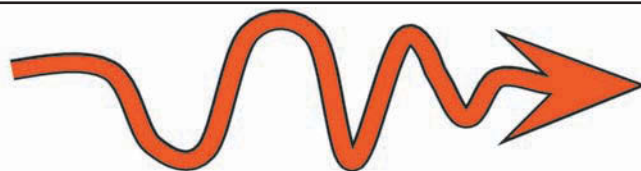
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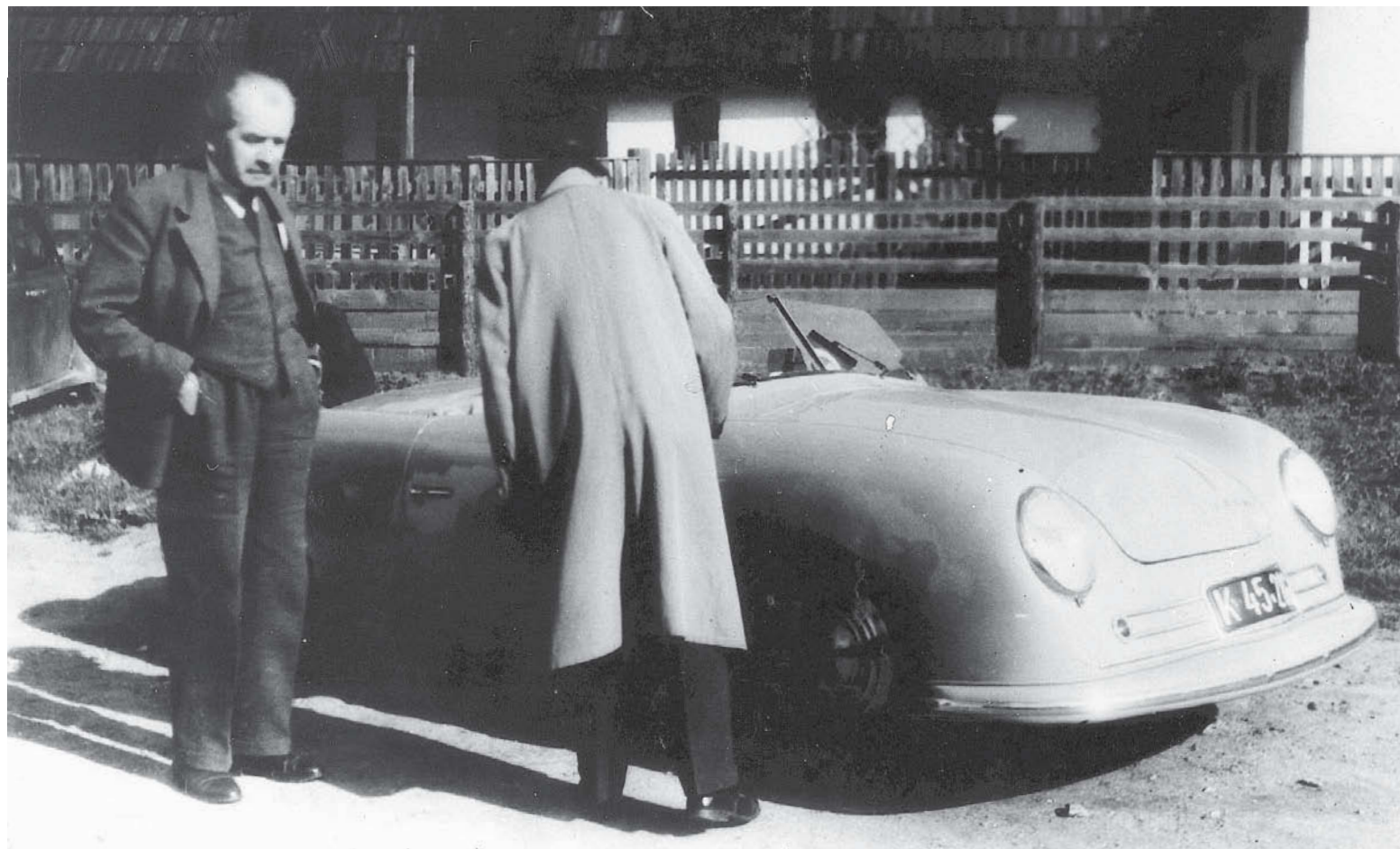
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## PORSCHE, BEFORE PORSCHE

In our final look back at the early days of Porsche, we discover the story behind the amazing amphibious *Schwimmwagen* – Porsche's first 4x4 – and trace the lives of Ferdinand and Ferry Porsche in the latter days of the war, and at its end...

Words: Keith Seume Photos: Volkswagen Archive

**T**he *Kübelwagen* was, without doubt, a masterpiece of design and arguably superior in almost every way to the American-made 'Jeep' that is held in such high esteem. It was light, robust, extremely capable and easy to fix out in the field.

But the *Kübel* was not the only military variant of the VW38 ('Beetle' prototype), as Porsche also designed an amphibious military vehicle, which went into production as the Type 166 *Schwimmwagen*.

The *Schwimmwagen*'s roots can be traced back to the mid-1930s and a talented designer by the name of Hannes Trippel who drew up a design for an amphibious military vehicle featuring buoyancy tanks to help keep it afloat.

Porsche also saw the potential for such a vehicle and, late in 1939, came up with plans for an amphibious version of the *Kübelwagen*. The motivation behind the project came from the *Waffen SS*, which had asked Porsche if it would be possible to fit one of his four-cylinder air-cooled engines into a motorcycle frame to produce a

lightweight all-terrain vehicle.

Porsche dismissed the idea but turned his thoughts towards a more sophisticated machine. The prototype was known as the Type 128, the first example of which appeared in 1940. Work also commenced on a four-wheel-drive system (project Types 86 and 87), the technology of which would ultimately be central to success of the *Schwimmwagen* project.

The Type 128 first took to the water in the fire-pond at the KdF factory (at what is known today as Wolfsburg, home of modern-day Volkswagen), where it showed great potential, even if it did become marooned on the lake on more than one occasion. The main problem lay with the shape of the body, which was little different to that of the *Kübelwagen* from which it was derived, as it was far from an ideal form for what was essentially intended to be a boat on wheels.

The second version was much improved in this respect, with a more curvaceous body which resulted in better stability and manoeuvrability in the water. By the end of September 1940, several examples of the

revised Type 128 had been built and extensively tested in the Max-Eyth-See, a few miles from Stuttgart.

Mechanically, the amphibious Type 128 was almost identical to the Type 82, with the exception of a four-wheel-drive system, which saw drive to the front wheels being taken from the front of the gearbox forward to a differential located between the upper and lower torsion bar tubes of the front axle. A rear-mounted propeller used a chain-drive from the end of the crankshaft and a hinged coupling which allowed it to be pivoted up and out of the way when the vehicle was out of the water.

The Type 128 proved to be a success from almost every aspect and, consequently, an order was placed for some 30 improved prototypes. Three of these were retained by Porsche, while the remainder were turned over to the *HWA* for field testing. The outcome of this was that Porsche was given the go-ahead to develop the concept still further, resulting in the development of the Type 166, the *Schwimmwagen*, late in 1942.

Above: Wearing by years of war, wrongful arrest and incarceration, a tired Ferdinand Porsche finally stands alongside a car bearing his own family name...





The Type 166 was very similar to the Type 128 but had a shorter wheelbase (2000mm as opposed to 2400mm) and the body was narrower, too. To cope with the loads imposed by the all-wheel-drive system, the engine size was increased to 1131cc, raising the power output from 23.5bhp to a heady 25bhp. It may have been a modest improvement but it made all the difference. This same improved engine was installed in the *Kübelwagen* in 1943, and would remain in production largely unchanged until 1953.

The Type 166 *Schwimmwagen* was another of Porsche's many success stories, for it earned itself tremendous respect from soldiers on both sides of the conflict. Captured *Schwimmwagen* soon became prized trophies among Allied troops.

But the story doesn't end there, for Porsche also developed a four-wheel-drive version of the *KdF-Wagen*, known as the Type 877. Commonly, but incorrectly, referred to as the Type 87 (that designation really refers to a prototype four-wheel-drive version of the *Kübelwagen*), this versatile

vehicle became known as the *Kommandeurwagen*. Intended for use by officers in the field, relatively few were built between 1942 and 1944. The Type 877 was also joined by the Type 82E, a *KdF-Wagen* body mounted on the high-riding, two-wheel-drive *Kübelwagen* chassis.

But what about the *KdF-Wagen* itself? Sadly, not one German civilian ever received his promised People's Car, for all production efforts were channelled in the direction of military production. A total of 336,638 people had paid a sum of RM 5 each week to buy a savings stamp towards the purchase of a *KdF-Wagen*. Fifty stamps were needed to fill each savings book, five of which were needed to 'buy' a car. Unfortunately, the scheme was conveniently forgotten with the outbreak of war.

It has often been said that the money gathered through this scheme went to the war effort, but that is not true. In fact, after the war, the RM 268 million in savings funds was discovered to have been left tucked away, untouched, in a special account.

This isn't to say, however, that the *KdF-*

*Wagen* wasn't produced in wartime, for some 630 saloons and 13 cabriolets were constructed between 11th July 1941 and 7th August 1944. Compare those figures, though, with *Kübelwagen* production of 50,000 units and in excess of 14,000 *Schwimmwagen* and it's easy to see where the German government's priorities lay.

By this time, the tide of the war was turning, and Stuttgart was the target for allied bombing raids on a previously unseen scale throughout 1944. Conditions in the city were becoming intolerable, and the decision was made to move the Porsche design bureau to Gmünd in Austria, out of harm's reach.

Gmünd was in the heart of an agricultural belt, food was in plentiful supply and the Porsche family home at Zell-am-See comprised a huge farmhouse, capable of accommodating up to 25 people. All things considered, life was actually pretty good.

The drawing offices and workshops were located in a former sawmill, which was promptly nicknamed *Vereinigte Hüttenwerke* (Associated Iron and Steel Foundry) by the workers. The wooden buildings would have

Above left: Testing the first Type 128 prototypes took place in the fire pond (a reservoir for water to be used for fire-fighting) at the KdF factory. It seems everyone had great fun doing this, even if the occupants did get stranded on more than one occasion!

Above: A clear example of the versatility of the Type 166 *Schwimmwagen* as it climbs the steep bank out of the Mittelland Canal



Left: Herbert Kaes demonstrates the off-road capabilities of the Type 166. This was the first all-wheel-drive design from Porsche and proved incredibly successful in the field





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von der Kreis-Dienststelle: Siegburg

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# Volkswagenwerk

The forces of liberation eventually arrived

It wasn't long before the Porsche family received a visit from senior officers, one American and one British. The former was Major Franzen, whom Porsche had met before the war while visiting the American Chrysler works in 1937. The latter, Lieutenant Colonel Reeves, also happened

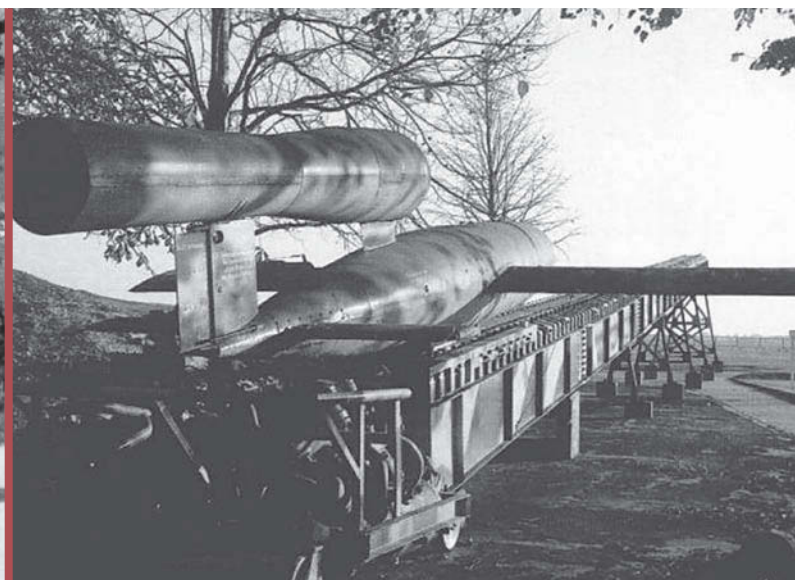
The latter judgement was arrived at partly through the intervention of Albert Speer, Hitler's leading civil engineer and architect, who despite never having seen eye to eye with Porsche was quick to confirm that the Professor had never been involved with the party's workings. It's more than likely that the real reason Speer played down Porsche's involvement was that his ego didn't allow him to admit how influential the Professor had been in matters of engineering.

Above: Every German citizen could save for his own *KdF-Wagen* by completing five savings books (*Sparkarte*) – none were ever owned by private individuals...



Left: The Type 877 was a four-wheel-drive version of the *KdF-Wagen* built in small numbers and intended for use by officers in the field. Its on-road handling has been described as 'lethal' due to the lack of intermediate differential between front and rear axles





Ferry Porsche and the other family members were routinely interrogated, more to discover if they had been actively involved with Nazi matters than whether they had been involved in a murder or not. In truth, the latter was probably of little concern at the time, because there were bigger fish to fry.

by the Minister of Industrial Production, Marcel Paul, and was accompanied by a former Porsche worker from Stuttgart by the name of Jung.

It soon became clear that the sole purpose of the visit was to bully the Americans into releasing the Volkswagen

a 'people's car' for the French. Porsche – perhaps somewhat naively – didn't hesitate to agree and sent his son Ferry to Baden-Baden to open negotiations with the French.

Ferdinand Porsche soon joined him and by doing so unwittingly set in motion of a train of events which would ultimately lead to his death. Porsche was told in no uncertain terms that the French were to get half of everything at Wolfsburg, including much of the machinery. The French tried to persuade Porsche, father and son, to sign a contract, binding them to an agreement that would have seen them move to France and shoulder the responsibility of running the new factory.

They were naturally hesitant about signing their lives away in such a fashion, and chose to return to Zell-am-See to consider the details. On their return to Baden-Baden they discovered that the officers in charge had been replaced, and the negotiations appeared to be getting nowhere. To add insult to injury the two Porsches were arrested on the eve of their return to Austria. They were detained in relative comfort, but it was a portent of what was to come.

It turned out that, behind Marcel Paul's back, the French automobile industry was starting to rebel against his proposal to build a French 'Volkswagen'. It isn't hard to see why, because any vehicle designed by Porsche was almost certainly going to be superior to anything dreamed up by the remnants of the French manufacturers! And with state funding, the new company was going to begin life on a far better financial standing than its rivals.

In his fascinating book, *We at Porsche*, Ferry Porsche tells a chilling story. 'Our situation grew worse. We were all now subjected to intensive interrogation about our dealings with France during the war. This only served to aggravate my father, for he had nothing to hide and could see plainly what the French were up to.'

It was fast becoming an ugly case of trying to pin collaborationist activities with the Germans on the firm of Peugeot and, of course, getting in Marcel Paul's way. A sort of plot within a plot.'

Above left: Three examples of the Type 64 Berlin-Rome car were built for a race that never took place. They were a clear precursor to the 356

Above: Not all work carried out by Porsche was related to cars – the infamous V1 'flying bomb' also benefited from his input

“ To add insult to injury, the two Porsches were arrested on the eve of their return to Austria...”

On their release Porsche and his team returned to Zell-am-See to continue their work on various unfinished projects, which the Americans were keen to see through. Everything looked good until the arrival in November 1945 of a French officer, Lieutenant LeComte. He had been sent

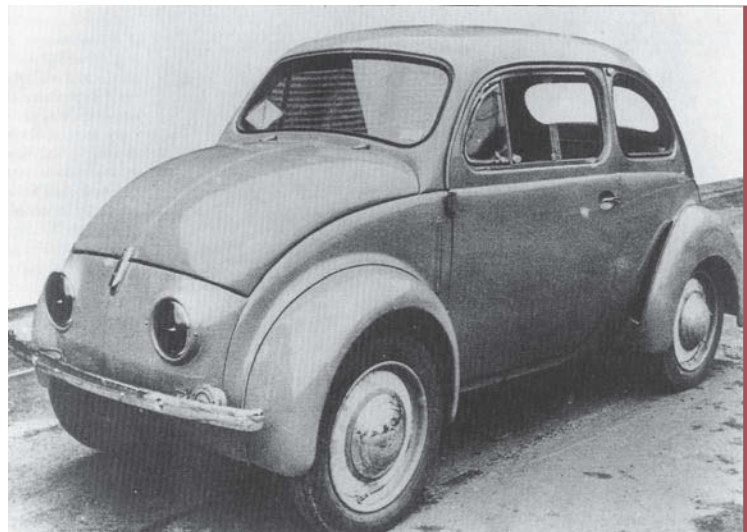
factory to the French as war reparations. Despite great pressure the answer was an emphatic no, but that wasn't the end of their quest.

They suggested that Ferdinand Porsche might like to return with them to France to assist with the setting up of a factory to build



Left: The Associated Iron & Steel Foundry was the tongue-in-cheek name given to the Gmünd workshops where Porsche carried out much of his work in wartime. Its existence remained unknown until the area was over-run by allied troops at the end of the war

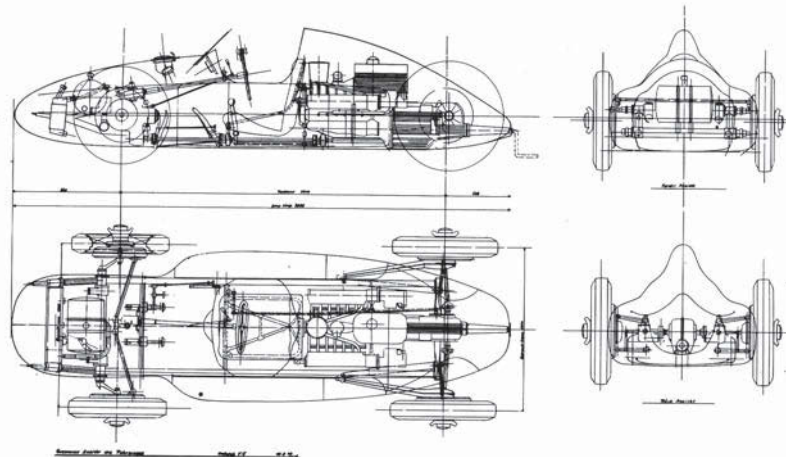




This was a clear reference to the fact that during the war the Peugeot factory at Dijon had manufactured a number of components for use on the *KdF-Wagen*. Peugeot, of course, didn't want any part of this, and added fuel to the fire by accusing Porsche of employing forced French labour at his factory. Pierre Peugeot even drew up a document comparing his own small family

accusation was totally untrue. On the contrary, Porsche had on more than one occasion pointed out to the Nazi regime that if all the managers were imprisoned, there was no way the factory could continue to function. Unfortunately, during their imprisonment, though, one of the Peugeot officials died.

Ferry Porsche was eventually absolved of



a new car in France.

Although the plans for a French people's car gradually faded into the background, Porsche soon found himself transported to Paris. Here he was expected to help Renault with developing the 4CV – a small family car, not entirely unlike a VW in concept, with a rear-mounted engine and swing-axle suspension.

Although still held in detention, Porsche received several visits from Renault management, who showed him drawings of the 4CV in the hope that he might be able to offer advice. Indeed, he found a number of faults and suggested ways to improve the suspension and weight distribution, among other things.

It was this involvement which has led many Volkswagen enthusiasts erroneously to believe that Porsche designed the Renault 4CV; he did not. He only improved the design; the basic concept was all down to Renault. On the other hand, it can't be denied that the little Renault did bear a strong resemblance to Porsche's pre-war

Above left: Porsche was asked to give his opinion of the Renault 4CV design but, contrary to popular legend, he did not design it...

Above: Piero Dusio commissioned Porsche to design a new Grand Prix car – the Cisitalia – the proceeds from which paid for Ferdinand Porsche's release from French prison

“ Ferdinand Porsche continued to be blamed for all manner of crimes... ”

car with Porsche's Volkswagen – a comparison which, naturally, proved his to be a superior design.

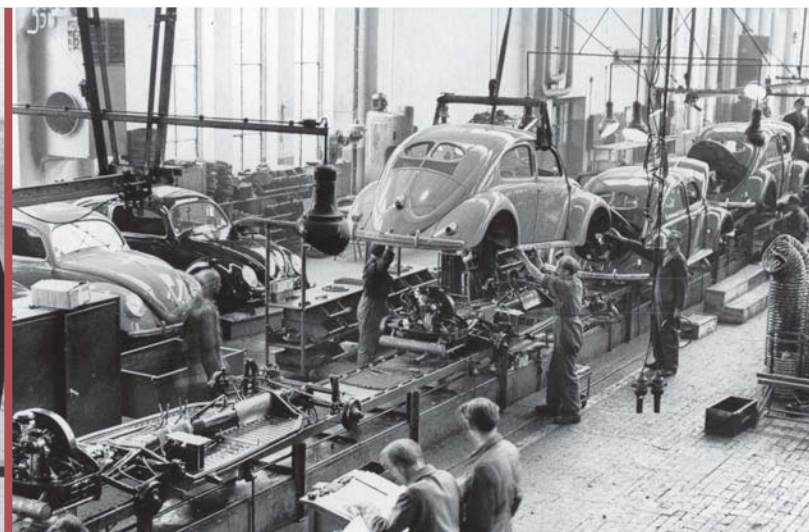
The French car manufacturers then came up with 'proof' that Porsche was really a war criminal, responsible for the imprisonment of Peugeot management during the war. This

blame for playing any part in alleged war crimes, but his father continued to be used as a pawn in a game being played out between Marcel Paul and the French motor industry. Ferdinand Porsche continued to be blamed for all manner of crimes in an obvious effort to prevent him from developing



Left: There are few photos of Ferdinand Porsche actually in a *KdF-Wagen*, and this is the only one in the author's collection. It shows Porsche in the back seat of a prototype cabriolet being driven by Hermann Goering at Goering's country house, *Carinhall*





NSU Type 32 prototype. Imitation can, indeed, be the sincerest form of flattery.

Despite his cooperation Porsche was kept in prison, first in Paris and then in Dijon. There he was forced to live in freezing conditions, and inevitably fell ill. Eventually the Professor was brought to face charges of war crimes, but in court he received support from an unlikely quarter: Peugeot.

Two senior representatives of the firm confirmed that Porsche had played no part in any 'criminal' activities, and should be exonerated of any blame. But Ferdinand Porsche remained in detention, although Ferry had by this time been allowed to return to his family in Austria.

In hindsight, the probable main reason for Ferdinand Porsche's continued detention was a belief on the part of the French industry that 'if we can't have him, then nobody will...'. The longer Porsche stayed out of action, the better the chances of the French manufacturers building a car to usurp the Volkswagen.

In August 1947 Porsche was eventually released from detention and immediately returned to Gmünd. There he discovered

that Ferry and the design team had been commissioned by Piero Dusio, a wealthy Italian businessman, to design a grand-prix car, the Cisitalia. In fact, it was the first payments for this project that allowed Ferry Porsche to pay the one million Franc sum necessary to secure the release of his father from prison.

Ferdinand Porsche was by now a sick man, having never fully recovered from his period of imprisonment at the hands of the French. But he still had enough strength – and spirit – to work alongside his son as he developed the first Porsche sports car: the Type 356. For him it was the realisation of a long-held dream – to build a car bearing his own family name.

In November 1950 Ferry and Ferdinand Porsche visited Wolfsburg and the Professor was able, for the first time in his life, to see for himself the incredible success story that his beloved People's Car had become. Under the control of first the British Army and then Heinz Nordhoff, the *KdF-Wagen* had been transformed into what we know today as the Volkswagen Beetle.

As he stood and gazed in awe at the

hundreds of Volkswagens working their way down the production line, he turned to the head of Volkswagen and said, 'You know, Herr Nordhoff, this is the way I always imagined it. But I didn't know I was right until you proved it.'

On the 19th of that month, Ferdinand Porsche suffered a stroke which, according to those close to him, was almost certainly a consequence of his having been held in captivity. Ferry Porsche wrote: 'He continued to deteriorate all too rapidly and I am convinced to this day that the stroke was a delayed reaction to his long imprisonment in France and the indignities he had suffered. For some time he had managed to contain the shock and anguish caused by this traumatic experience, but finally it expressed itself in this way'.

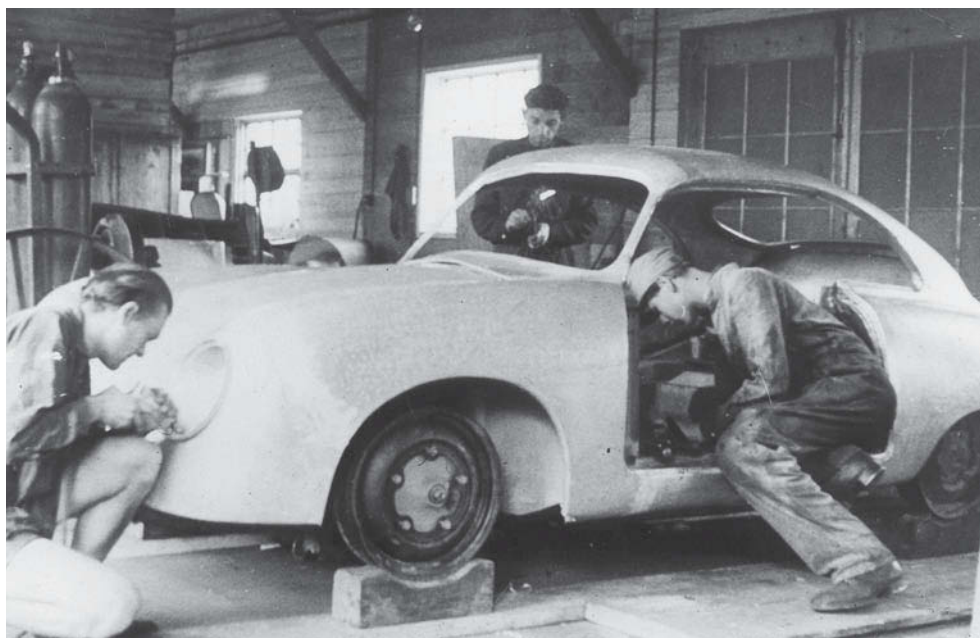
Ferdinand Porsche passed away on 30th January 1951, leaving, said Ferry Porsche, 'a great and painful void among us all'. It was the end of an era – but, with production of the new Porsche 356 sports car in full swing, also the opening of a brand-new chapter in Porsche history, a chapter that is still being written today. **PW**

Above left: Ferry Porsche was the driving force behind the development of the sports cars, while Heinz Nordhoff (centre) was the man who truly got the Beetle off the ground and into mass production

Above: Ferdinand Porsche said of the production line at Wolfsburg, 'This is how I always imagined it...'

Below left: The first Porsches built at Gmünd were truly handmade

Below: Ferry and Ferdinand Porsche with coupé at Gmünd





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## IN FOR A PENNY, IN FOR A POUND

Or, for the task shown here, the best part of £2000. But had the owner of this 996 Carrera delayed for just a few hours or even minutes taking his car to independent specialist CavendishPorsche for diagnosis, then he could well have been facing a bill for a full engine rebuild, at perhaps four or five times that figure. Story and photographs by Chris Horton



3.6-litre M96 was running tolerably well when removed from the car (top), but a misfire at idle clearly suggested that something was wrong – although probably not the bore-scoring that afflicts so many of these larger flat-sixes. Indeed, Simon Petty's money was on a faulty VarioCam Plus tappet, which can fail such that at low speed the valve is opened by the more aggressive of the two cam profiles: that could certainly have been the cause of the very low compression (30psi). Tappets – and valve springs – all seemed good, though, so the only solution was to take off the cylinder head. And this – above – is what we found. One of the two inlet-valve seats in cylinder six had cracked, and a small chunk of it was on the point of falling out. Still not what you could call a cheap repair, then, but it could easily have been so much worse

**T**here can be little doubt that the owner of this 2003-model 3.6-litre 911 is an extremely lucky man. He might not see it in quite that way when he gets the bill for the work shown here – and more besides, including in the end a replacement IMS bearing and perhaps a gearbox mount – but the fact is that it could have been so

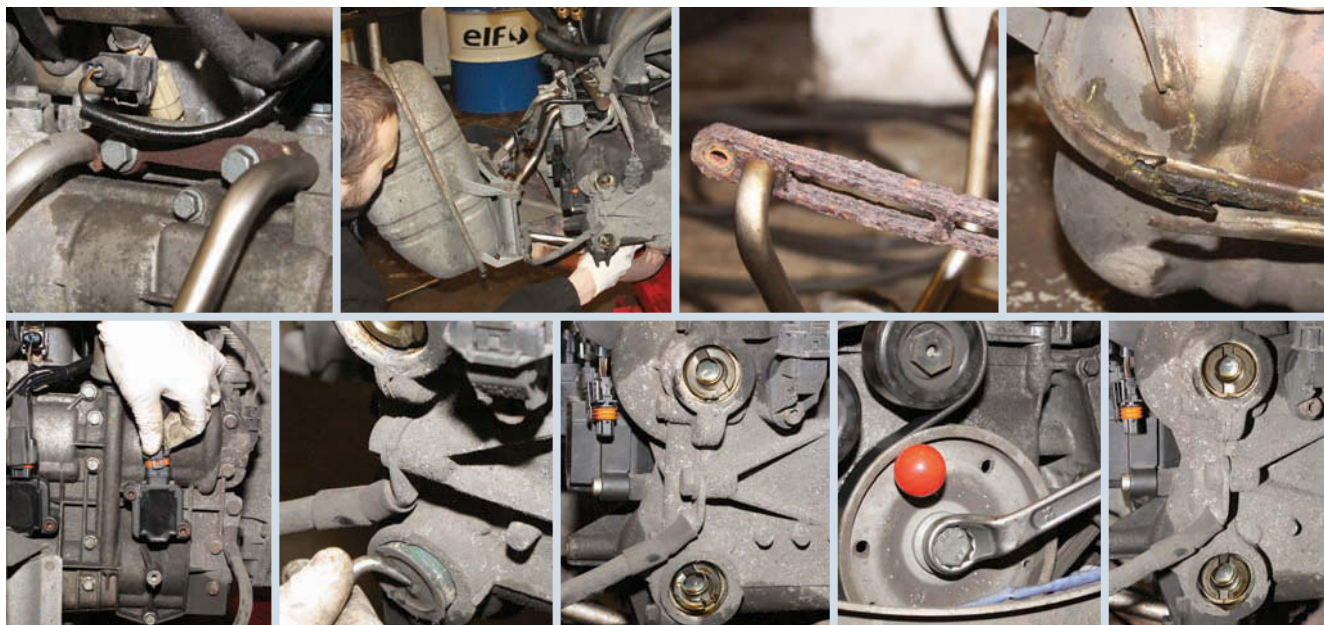
very much worse. Catastrophic, even. He probably ought to buy a ticket or two for this weekend's National Lottery.

The problem, in very simple terms, was a misfire at idle. (Although our man had, in truth, taken the car to Nottingham-based CavendishPorsche for nothing more unusual or sinister than a leaking IMS and/or crankshaft oil seal.) Broadly

speaking the engine still pulled well enough – and sounded healthy enough, too – but Cavendish co-proprietor Simon Petty's experienced ear immediately detected an unmistakable 'fluffiness' to the exhaust note at lower revs. A compression check showed that five cylinders were within limits, at around 210psi, but one – number six, at the right-hand front corner of the power unit –



The first task was to remove the right-hand side of the exhaust for access to the camshaft cover. The tubular support bracket was just about serviceable, despite obvious corrosion, but the main silencer box (far right) was in poor condition. This would have been the ideal time to replace the entire system, of course, together with a number of other items to which there is now good access (see sidebar on next spread), but Cavendish was under orders to fix only what was necessary – and the customer is always right. Even the original coil packs (right) would have to be used again, despite their well-known propensity to fail at this age and mileage. Crankshaft has to be set at timing position, and then locked with a special red-handled pin. When correct the ends of the camshafts – visible by removing two throwaway plastic plugs – will be aligned as in the photo on the far right



was down to a frankly very worrying 30psi.

Understandably that pointed almost conclusively towards the classic M96/M97 cylinder-bore issues, which more often than not begin to manifest themselves in that same cylinder. But Simon wasn't convinced, not least because – remarkably, if not utterly astonishingly, in light of what we subsequently discovered – there was no sign of the not overly loud but none the less distinctive mechanical clattering noise usually associated with such maladies.

'We have seen a number of these later VarioCam Plus engines in which the two-stage inlet-camshaft followers seize up,' he suggested, when we rang to see if there were any feature-worthy jobs passing through the busy workshop. 'That causes the valves to be held partially open when they should be shut, with an obvious effect on compression. Either way, we'll have to take the engine out and get inside to see what's going on, so you are more than welcome to come and follow the process.'

The result, we sincerely hope, is both an absorbing and instructive record of a partial stripdown of an M96 engine (always good to watch, we reckon; you never really stop learning invaluable tricks of the trade), and a fascinating example of the kind of diagnosis-on-the-hoof that sometimes – or quite often, actually – becomes the only way of getting to the bottom of and then rectifying a particular problem.

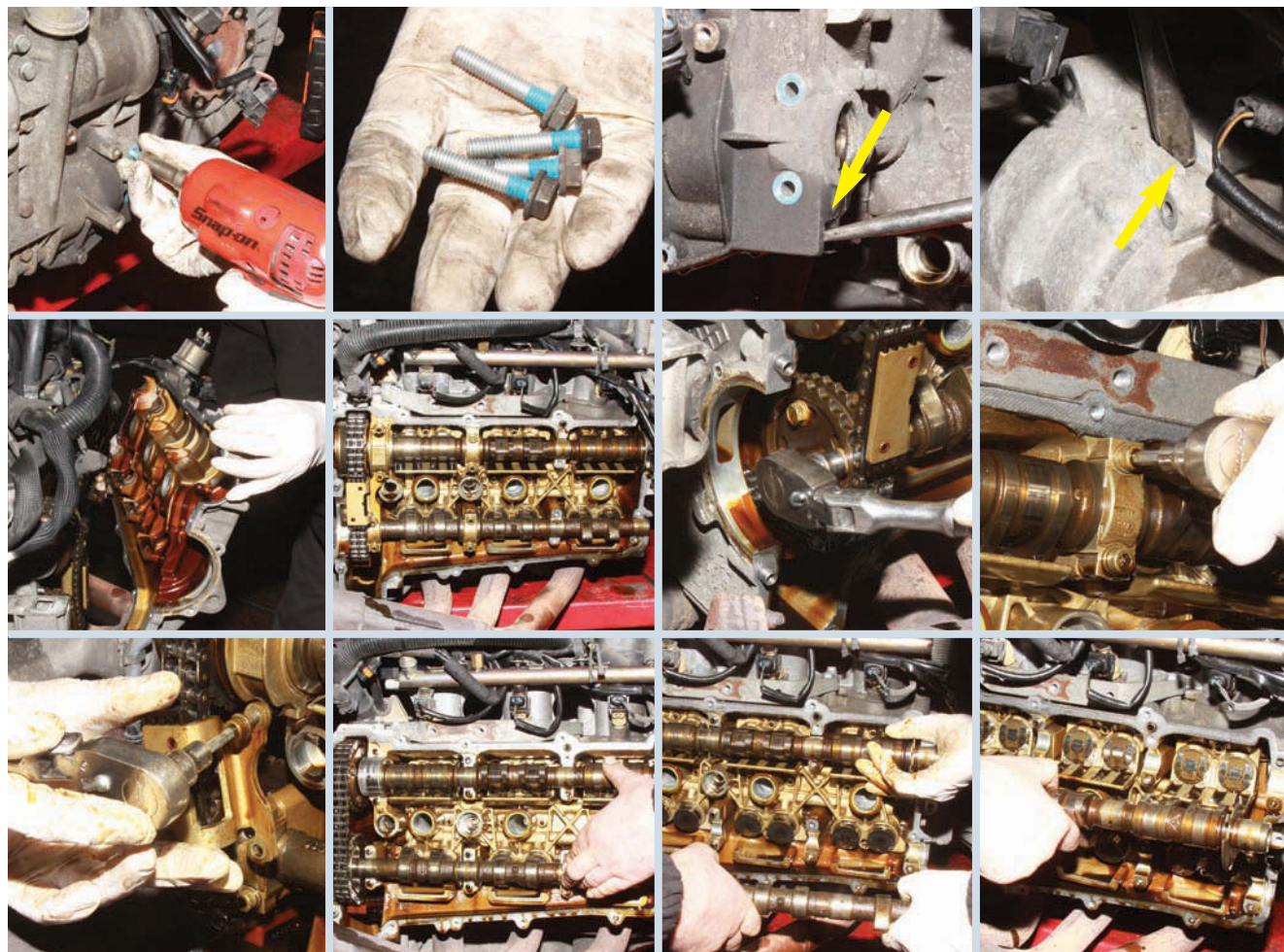
It wasn't too far into the job before it looked as though Simon's initial diagnosis

The coil packs and VarioCam solenoid(s) are removed from the relevant camshaft cover, together with the scavenge pump, whose purpose, as its name suggests, is to collect oil from the cylinder heads and return it to the sump. Note both the white mark to ensure it is refitted in the correct orientation and the internal peg by which it is driven from the end of the camshaft. Lower timing-chain tensioner has to come out, too, to release pressure on valvetrain as the camshaft covers are removed, and to avoid the possibility of valves contacting piston crowns. Upper chain tensioner must be removed, as well (this row, far right), but to access that you need first to remove the filler for the power-steering pump and then the air-con pump – and that requires undoing this shaped metal pipe (this row again) for access to the two cap-head screws. Not difficult, though; just a bit laborious





# TECH: HOW TO



Once the crankshaft is locked, and the timing chains correctly 'deactivated', it's a relatively straightforward matter to remove the M6 screws securing the camshaft cover – but make sure you really have undone them all before attempting VERY carefully to lever the casting away from the cylinder head, using a screwdriver only at the positions shown. Note the bright-blue 'encapsulation' on the screw threads to prevent oil leaks; use new screws when rebuilding, or add your own suitable sealant. Camshafts and followers were now visible, but the former would have to come off before we stood a chance of inspecting the latter. Again that is a fairly simple procedure: undo the M6 screws securing chainwheel to lower (ie exhaust) camshaft, and the cap-head screws securing the remaining bearing caps and chain guide (this row, far left). That should allow you to pull shafts free from the chain and away from the engine; do make sure, however, that everything doesn't suddenly fall on the floor – including any or all of the tappets

was only partially correct. I note as I write this that my first photo of the day, showing one of the coil packs being removed, was timed at precisely 10am one Monday morning in early November, and by 11.37 technician Howard Noble was squeezing the two potentially offending tappets between his fingers and thumbs.

That brought both good news and bad. The tappets – or the camshaft followers, to give them their more accurate and descriptive title – seemed fine. But that meant, obviously and ominously, that the problem had to have a rather deeper cause. A broken valve spring, perhaps? And the valve-spring cap for one of the offending

pair did, indeed, appear to be set very slightly lower within the tappet block.

But sadly that, too, was a forlorn hope. ('Sadly', because with the appropriate equipment it is possible to change the springs without removing the cylinder head.) It took only another few minutes to remove the dozen or so cap-head screws

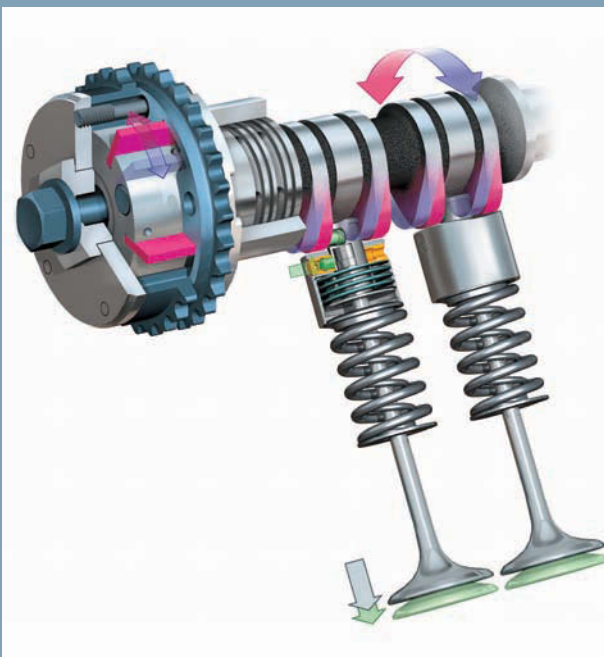
## JEKYLL AND HYDE AT YOUR SERVICE

VarioCam Plus is essentially a Porsche-designed and patented system of variable inlet-valve timing and lift. What you might call the primary element of the concept, that is to say the variable timing, by means of altering the effective length of the camshaft drive-chain, first appeared in the four-cylinder 968 engine, and then in updated form in the 986 and 996 from 1996 and 1997, respectively. VarioCam Plus proper was first seen in the then new 996 Turbo, launched for the 2000 model year, and was incorporated within the mainstream, naturally aspirated M96 engines from the 2002 model year.

The 'Plus' part, the variable-lift element, works by means of double-profile inlet cams and similarly stepped tappets, or followers (which, as in all modern engines, automatically adjust themselves, by means of hydraulic oil pressure, to eliminate any backlash within the valvetrain). At idle, the inlet valves are opened by the smaller-diameter cam lobe acting against each tappet's central 'button', with total valve lift limited to typically 3.6mm. Without going too deeply into the science, this improves combustion efficiency and thereby reduces exhaust emissions (which, of course, are routinely measured at idle, and not when the engine is pulling hard on a wide-open throttle). It also reduces frictional losses within the engine, and even aids cold starting.

As the crankshaft speed gradually increases, however, an electronically controlled valve linked to the engine management system diverts oil pressure in order to move a pin within each tappet, such that the latter's central section is locked to the concentric outer area, which previously was being actuated by the larger and more aggressive outer lobes of each cam, but which was at the same time effectively idling. This immediately increases valve lift to around 11mm, with dramatically improved filling of the combustion chambers, and naturally a commensurate increase in power and torque.

The system is not infinitely variable between those two parameters – the pins within the tappets, and thus the inner and outer sections, are essentially either locked or unlocked – but ingeniously it does provide what amounts to two entirely different engines in one, even without the benefit of our old friend, forced induction.



Porsche's own schematic of its clever VarioCam Plus system takes a little study before it all becomes clear, but essentially it's a very simple set-up. At idle, the central button of each cam follower, bearing directly on the valve stem, is actuated by the lower-profile central part of the cam lobe. As engine revs rise, however, a pin slides across to lock the button to the outer section of the tappet, which is being driven by the two more 'aggressive' outer sections of the cam. VarioCam alone first appeared in 968, with the timing altered by changing the effective length of the drive-chain, but here it is done by rotating the chainwheel relative to the camshaft



## THE FORENSIC ANALYSIS

Precisely what caused one of this engine's 12 inlet-valve seats to move and then fracture (or possibly to fracture first, and then partially to drop out of the cylinder head) cannot be stated for certain, but may – and we do stress may – be due to the localised overheating which we still believe could be a contributory factor in the cylinder-bore scoring that has become so widespread in these engines, perhaps even endemic. (And it is notable that, although this unit was showing none of the typical signs of scoring, there was one quite easily visible mark in the lower part of bore number six.) More likely, however – and not exactly a comforting thought, since it means that any one or more of the remaining 23 inserts could eventually go the same way) is compromised quality control during the manufacturing process, at the time when the hardened-steel valve-seat inserts were shrunk into their carefully machined recesses in the light-alloy cylinder heads. But let's not go there, shall we?

*Whether this mark in the cylinder bore (right) constitutes the beginning of the dreaded scoring is debatable, so for the time being we must wait and see: perhaps understandably, there was no way the owner of this car would have paid for a strip and rebuild to find out*



securing the tappet block to the head, and although even then a visual inspection wouldn't be 100 per cent conclusive, once again the possibly offending spring looked fine. (Or springs, of course: there are two per valve, one inside the other.)

A cylinder leakage test, carried out with the aid of an ancient and dusty but no doubt accurate Sun machine, showed that

fully 90 per cent of the compressed air being pumped into the cylinder was immediately being lost, and pushing open the throttle flap proved that it was escaping into the inlet manifold; the hiss was all too obvious. So it had to be a valve problem – and specifically an inlet valve. Hopefully just a burned or otherwise eroded seat, of course, but either way the entire cylinder

head was going to have to come off.

Ordinarily that might have been a classic nightmare scenario, but by this stage in the game (game?) the additional time and effort required would be relatively small. Again, our first photo in that part of the sequence – grinding through the predictably terminally corroded exhaust fixings, rather than even attempting to undo them – was timed at

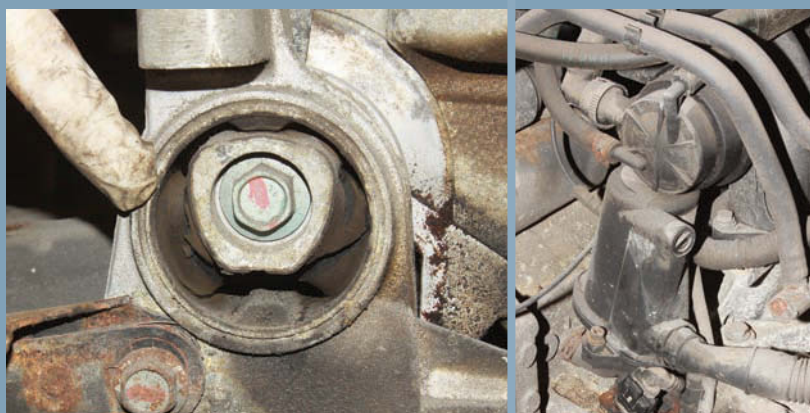


If the VarioCam Plus tappets were working normally it would be possible, even by hand, to push down each outer section relative to the central 'button'. It was, and so – sadly – our problem obviously lay somewhat deeper.

One clue was the position of one of the valve-spring caps (arrowed) relative to its neighbour: it's hard to tell from this angle, but it did seem to be set very slightly lower within the tappet block. That could have been the result of a broken valve spring(s) – which would have been handy, since that could have been replaced without taking off the cylinder head – but removing the block and closely examining them proved inconclusive, too. Cylinder leakage test showed that fully 90 per cent of the air passing into the cylinder, via the spark-plug hole, was escaping, and opening the throttle flap suggested that it was passing into the inlet manifold. And that, in turn, pointed to a valve problem. So no alternative but to remove the head and see what was going on inside

## WHILE YOU ARE IN THERE: PREVENTIVE MAINTENANCE

What you replace while tackling a job such as this – or have your chosen specialist replace for you – will depend upon many factors, and not least your budget and how long you plan to keep the car. This one, as we've said, came in primarily for IMS and crankshaft oil seals, but unsurprisingly the IMS bearing itself was deemed to be in need of renewal (well, why on earth would you *not* replace that given the chance, along with the clutch, where applicable?). It also needed a new front mount for the transmission, and there is always a compelling case for fitting a new air/oil separator; it's a pig of a job with the engine in situ, if not impossible. To that you could justifiably add the auxiliary drive-belt and its tensioner and idler rollers, the spark plugs and coil packs, any suspect pipes and hoses, in a 997 the main lead from the alternator to the battery and starter motor (see the how-to story in the December 2013 issue), and perhaps even the water pump. This car's exhaust system proved to be in a parlous state, too, with quite badly corroded silencer boxes and support brackets, and the usual completely annihilated intermediate fixings, never mind the screws securing the manifolds to the cylinder heads. Even now those wouldn't be hugely amusing to deal with if they snap as you undo them (see the how-to in the September 2016 edition), but better that than having to do it a just few weeks later, with the engine back in the car.



*It's easy to make judgements on other people's cars – and the standards and budgets to which they run them – but this 996 had not had much attention lavished on it over recent years. We have already seen the state of the exhaust system, but several other items would benefit from replacement while the engine was out, and not least this front mount for the transmission (above left). Part costs £140 from Porsche, and labour charge (with engine out) would be around £75. Oil separator (right) would be worth renewing on a preventive basis – £71 for the part, and another £75 for labour. All prices plus VAT*



## TECH: HOW TO



12.10, and by 13.02 Howard and fellow technician Sam Skerritt were gently pulling the casting away from the cylinder block.

Problem solved. Or fully and definitively diagnosed, anyway. One of the two exhaust valves was quite clearly being held a millimetre or so away from its hardened-steel seat in the head by what appeared to be a piece of metal (small, but sufficiently large to have bent the valve stem). And that, once the valve had been removed, turned out to be a roughly 5–6mm wide chunk of the seat itself that had cracked and partially dropped away from the head.

How that piece had avoided separating completely is, and will doubtless remain, something of a mystery – and the rest of the seat had shrunk away from the head; it too must surely have been barely more

than a mile or so from falling out – but sometimes you just have to be eternally thankful for small mercies.

Either way, the cylinder head will need to be fully stripped for Cavendish's local machine shop to fit a new valve seat (and, one hopes, closely to examine the remaining 11 for security), and our owner will have to stump up for a valve and a head-gasket set at the very least. As we suggested at the start of this story, however, given the circumstances, and what so easily could have happened, that is tantamount to winning the lottery.

What a great shame, though, that it has to be such a lottery in the first place. You cannot help but wonder how many more ingenious and downright devious ways these M96s and M97s – themselves no less

ingenious in terms of their design features – will find to blow themselves to pieces. Will that dull our enthusiasm for them? Time will tell, of course, but I hope not. **PW**

● *Perforce we have to leave this particular story at something of a halfway mark, and the rebuild will in any case be a relatively simple reversal of the sequence you see here, but for an update watch either this space or possibly this writer's Technical Topics column in a future issue of the magazine. And do please let us know if your 996/997 or Boxster/Cayman derivative has suffered any similar problem. Our thanks to all at CavendishPorsche for their help with this story. Contact the company on 0115 972 2001, or go to [www.cavendishporsche.co.uk](http://www.cavendishporsche.co.uk).*

First stage in taking off the head was to separate the exhaust manifold from the remainder of the system; if necessary it could be separated from the head more easily once that was upside down on the workbench. Cutting disc and heat were between them the quickest answer; the fixings were predictably badly corroded. Inlet manifold secured to head by M8 screws; it would be very interesting to know who fitted a cable-tie between one of the tracts and the central section – and why. As soon as the inlet manifold was off we could see something was clearly amiss with one of the valve seats (middle row, far left). All that remained now was to undo the Torx-drive head bolts, plus the smaller external screws with hex-socket heads, although one of the former couldn't be fully removed from the casting until the camshaft position sensor (arrowed) had later been removed, with due care to avoid its own screws breaking; that didn't prevent the head from being lifted away from the block, though (see heading photo on page 102). Damaged valve seat was now fully apparent, and even more so after the slightly but irreparably bent valve had been extracted. In the end, Cavendish would have all 12 seats in this cylinder head replaced by a local machine shop, at a cost of £618.

Parts – including a head-gasket set, one inlet and one exhaust valve, and IMS and crankshaft seals – came to £436, plus another £300 for a ceramic IMS bearing. Labour cost for the entire job was £650 – all plus VAT. That makes a grand total, including tax, of £2404.80. Ouch... But not quite as painful as the potentially £10K engine rebuild that might have been necessary had the engine continued to run for just a few more hours – or perhaps even minutes

## FOOLS RUSH IN...

These features are never intended to replace experience and/or a good (ie factory) workshop manual (or the expertise of a professional Porsche specialist), so we can't and don't go into too much step-by-step detail, but there are a number of important precautions to observe before you even think about delving inside your M96/M97 engine to diagnose a fault such as this, never mind to try to rectify it.

The first step is to rotate the crankshaft to the timing position with cylinder number one (at the left-hand rear corner in a 911) at top dead centre on the firing stroke, and then to lock it with a special pin (or perhaps a screwdriver...) through the hole in the crankshaft pulley and into the matching hole in the crankcase. Confirm the correct orientation of the cams by prising out the plugs at the front end of the right-hand cylinder head and making

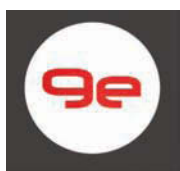
sure that slots in the two shafts are offset as shown in the photo at the top of page 103.

Only then can you remove the chain tensioners without the risk of the timing slipping – and valves possibly being bent against piston crowns – as you progress. Remember, too, that the camshaft covers themselves serve as several of the bearing caps for the camshafts, and so it's vital the latter are in the correct position to minimise the bending forces on them as the covers are gently prised off with a screwdriver between the lugs provided – and NEVER driven between the two mating faces. Each cylinder head's so-called scavenge pump has to come off, too, before you can lift away the camshaft cover, as do both the VarioCam and/or VarioCam Plus solenoids.

To go any further, as we did, in order to inspect the valve springs, remove the four

M6 screws securing the chainwheel to the exhaust camshaft, and then the two remaining bearing caps per camshaft, making sure, if the engine is still standing flat, as it was here, that everything doesn't simply drop out onto the floor as you separate the shafts from the chainwheels and lift the former away. The same goes for the tappets/followers, which naturally will start to slide out of position the moment they are free to do so. Those should be removed and kept in exactly the correct order such that they can be refitted whence they came. Oh, and to avoid the problems of rounded-off screw heads and so on, use only well-fitting sockets and hex keys – and, of course, an accurate torque wrench when rebuilding the engine. It's all just common sense, basically, but naturally with a little bit of specialised knowledge thrown in for good measure.





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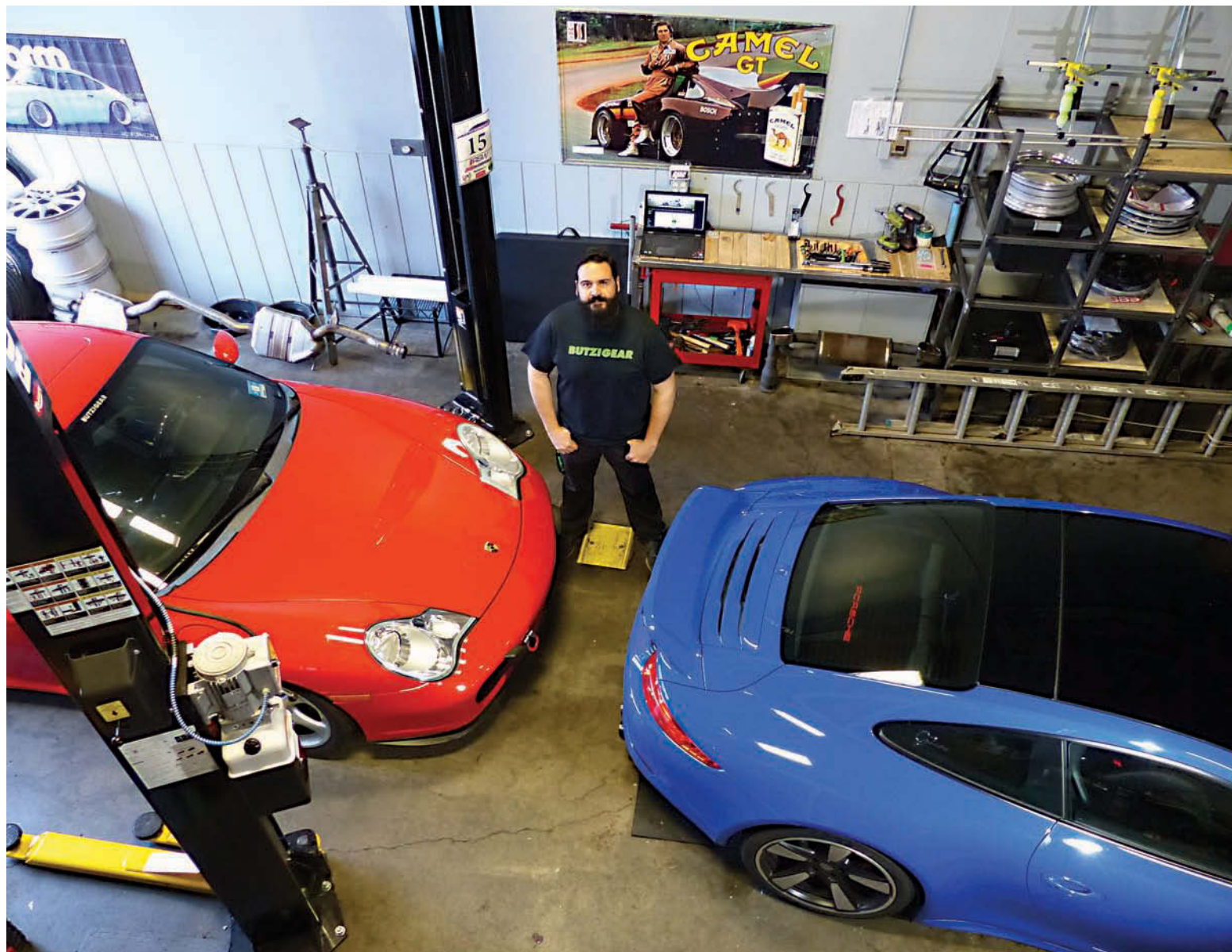
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## BUTZI GEAR

With more than a nod to Ferdinand Porsche's nickname, Butzi Gear punches above its weight in the Porsche aftermarket and modifying scene, with BBS wheels a speciality. We drop in for the tour

Words and photography: Matt Stone



**M**ilford, Connecticut USA's David Esposito is not yet 40 years old, but his passion, commitment, knowledge, intensity and spirit for everything automotive (particularly Porsche) extends well beyond his technical number of years. He is the owner, founder, and main man employee of Butzi Gear, dedicated to honoring the nickname of the late F. A. Porsche. As with many Porsche specialists, his enthusiasm for the marque is rooted in a past deep with Volkswagens. He and his father owned and wrenched on an early GTI and when he looked to expand beyond VWs, he naturally discovered Porsches. His so far smallish business is deeply dedicated to highly bespoke

performance, styling, detailing and other Porsche related modifications and activities, although if he likes a car and its owner, he can be convinced to noodle on a VW or the occasional BMW. But otherwise, Butzi's the name and Porsche is the game.

Esposito opened up shop about four years ago, and his facility is packed full of his own project and customer cars. Among the bedrocks of his business are hand assembled, designed and finished BBS modular wheels. He's particularly bullish on BBS because "they can provide nearly anything the customer desires because of the company's wide variety of centre designs, rim widths, offsets and such; we can build and finish every set of wheels to best suit the customer's car and tastes." Esposito can refinish, true, and restore a

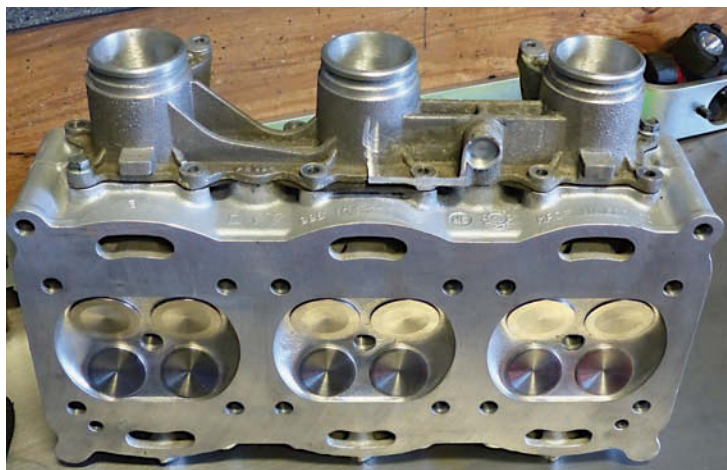
vintage set of BBS wheels, or spec out and build a new set from scratch. Among the smorgasbord of styles and finishes available, Esposito notes that "satin black centres with high gloss black rims" are very popular among his Porsche clients at the moment. He works only with an industrial powder coating specialist who can provide a wide variety of surfaces and colours, doing highly detailed work that's flawless and tough. Even though each set is made to order and spec, they look OEM quality in every way. If the customer wants a splash of bling on his rims, gold or silver plated rim-to-centre bolts can be added.

There's no upholstery shop or paint booth on site, but other than that, Esposito will engage nearly any sort of work; an oil change, minor repairs, lighting, body mods, or a 500 horsepower engine upgrade. He's

Like so many folk, David Esposito cut his teeth on VWs before moving into Porsches



Right: When it comes to modifying cylinder heads, it's hard to beat hand finishing the inlet and exhaust ports. Far right: Butzi Gear's latest project!



equally conversant in air-cooled and water-cooled models, although admits he's not a restoration shop per se. He'll execute and manage your build of most any sort, but upgrades and modifications are his forte. Butzi Gear will also maintain, service and detail your collection at your location if its makes transportation sense from the Hartford, Connecticut area.

Esposito has some very worthwhile tricks up his imaginative sleeve. One that particularly appeals is a hinge and hardware kit, currently under development and tooling, to convert later 911 rear side windows to the snap open design found on early 911s, allowing the rear side windows to be opened an inch or so to facilitate better fresh air flow through ventilation. When Porsche sealed up the rear side windows, fans and previous owners of the earlier cars missed the snap open glass, and Esposito recognized a market for this feature for 911SC and later air-cooled Porsche model owners. That kit will be available for order by the time you read this. Esposito recognizes that computer controlled machining and milling equipment can do accurate and very precise work on Porsche heads, but he enjoys the challenge

and satisfaction of porting and flowing intake and exhaust ports by hand using high speed reciprocating tools, so that's how he does it. If the customer prefers new aftermarket high performance heads, he'll gladly source and install them, but takes pride in porting and polishing a set of heads by hand in order to match them perfectly to the cylinder decks and intake system. The final product is beautifully done, finished,

performance (if any), and its condition. Then it's on to much talk about how the customer intends to use the car, what they expect it to do or be like, and what budget there is to work with. "Sometimes," he notes, "the client has unreasonable expectations based on this budget" or "has preconceived ideas about what parts or components should be used." Esposito works to respect all that, but equally feels

“David enjoys the satisfaction of flowing ports by hand”

and assembled. Although this work yields meaningful performance improvements on nearly any 911, he finds it particularly beneficial for Turbos.

Esposito feels it highly important to have in depth discussions with any prospective client about goals, desires, tastes and budget before a single part is purchased or a wrench is lifted. Assuming the client already has a car, he assesses what it is, its current levels of modification and

it's his job to guide the car owner toward the best balance and combination of work, hardware and cost to get to the desired goal. He's had clients come in requesting a "racing suspension" only to learn that they don't plan to race the car, but are under the impression that an ultra stiff, hard riding, crashing and banging suspension is the best performance solution. Naturally he attempts to guide them toward more reasonable, mods that will truly make the



Butzi Gear's big speciality is in custom wheels – notably BBS split-rims. All manner of designs and offsets can be created, not to mention custom finishes





This silver 997 is the perfect backdrop for Butzi Gear's subtle mods. Stance is thanks to a KW Variant 3 set-up

car perform better without it becoming an undriveable monster they'll end up not liking. He's done that many times.

Which leads us to the silver 2005 997 in these photos. It's a standard "base" Carrera 6-speed manual model which was upgraded and optimised in three key phases: wheels, tyres and suspension; interior comfort and styling; and engine and exhaust. Together Esposito and the client

tyres. The suspension was fortified with KW V3 components all round, and treated to a modest ride height drop and precision four wheel alignment. Esposito completely overhauled the brake calipers while treating them to an electric green powdercoating job to add a bit of splash behind the new wheels. The effective cabin tune-up is comprised of a lightweight, textured leather Raid steering wheel, a GT3 shifter, and a

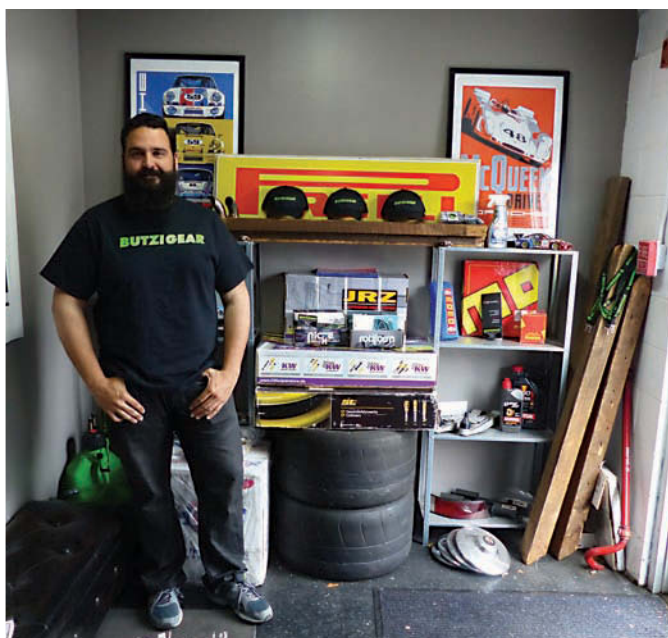
the stock 325. When the car fires it sounds like a Carrera S with sport exhaust, yet idles smoothly as glass. Throttle response is considerably brighter, and the car is much more eager to rev than a base spec unmodified Carrera. The ride is firmer to be sure, but never punishing, with greater steering response, a more neutral attitude and improved grip. Butzi's round of improvements add up to more performance and a more visceral driving experience with no meaningful downside. Just sharper, better sounding, better handling, and faster. "This is what we're all about" Esposito notes with pride, citing that this is the type of car he most enjoys and, most often, builds. Everything a 911 is supposed to be, yet enhanced and made a bit more pure.

Another of Butzi's home brewed tricks is the conversion of 4WD 996 C4S and Turbo models to rear-wheel drive only. "It's a straightforward conversion" he says, "because there's no computer foolishness to worry about once all the hardware for the

“Better sounding, better handling and faster. That's what we're all about”

developed an enhancement plan to amp the car up to something between 997 Carrera S and GTS levels of appearance and performance. The factory rolling stock was binned in favour of new 18-inch AG alloys (8.5in wide front, 11.0in aft) and matching

BBi roll cage. The engine is internally stock, but now looks, sounds and cranks the business thanks to Dansk headers, FabSpeed bypass pipes, Leistung mufflers, a FabSpeed cold air intake, and a custom tune. Horsepower much closer to 360 than



Small but perfectly formed, Butzi Gear's set-up in Connecticut serves the local Porsche community with just about all their Porsche needs



Engine is stock internally, but with Dansk headers, FabSpeed bypass pipes, Leistung mufflers, a FabSpeed cold air intake and custom tune, it produces around 360bhp. Right: Wheels and caliper repaint add the Butzi Gear touch



front drive is removed.” He removes the front diff, driveshaft and tube, which reverts the car to pure RWD, saving about 110 pounds in the process. He can also retrofit a larger fuel tank, since the AWD tank is smaller to allow room for the front-drive hardware which is now gone. Esposito likes this conversion for Turbos, but particularly likes it for C4Ss, making that car much more like a 996 Carrera S if Porsche produced such a thing. The conversion isn't expensive and doesn't impact PASM, engine management or any other computer controlled systems, since all of the diffs are non-electronic fluid couplings. It just returns the car to a pure RWD feel and takes 110+ pounds off the nose – no bad thing.

Nor is the snarling red 996 Turbo in these photos. It's been treated to the RWD conversion process, and thanks to intake, exhaust and other modifications not involving

engine internals, now spools out around 600 horsepower. This car also has solid engine mounts, which keeps the engine and trans perfectly aligned with the chassis. A quick buzz about town in this big thumper brought to mind the sound of 935s downshifting and wastegating their way through the old Riverside International Raceway's famous

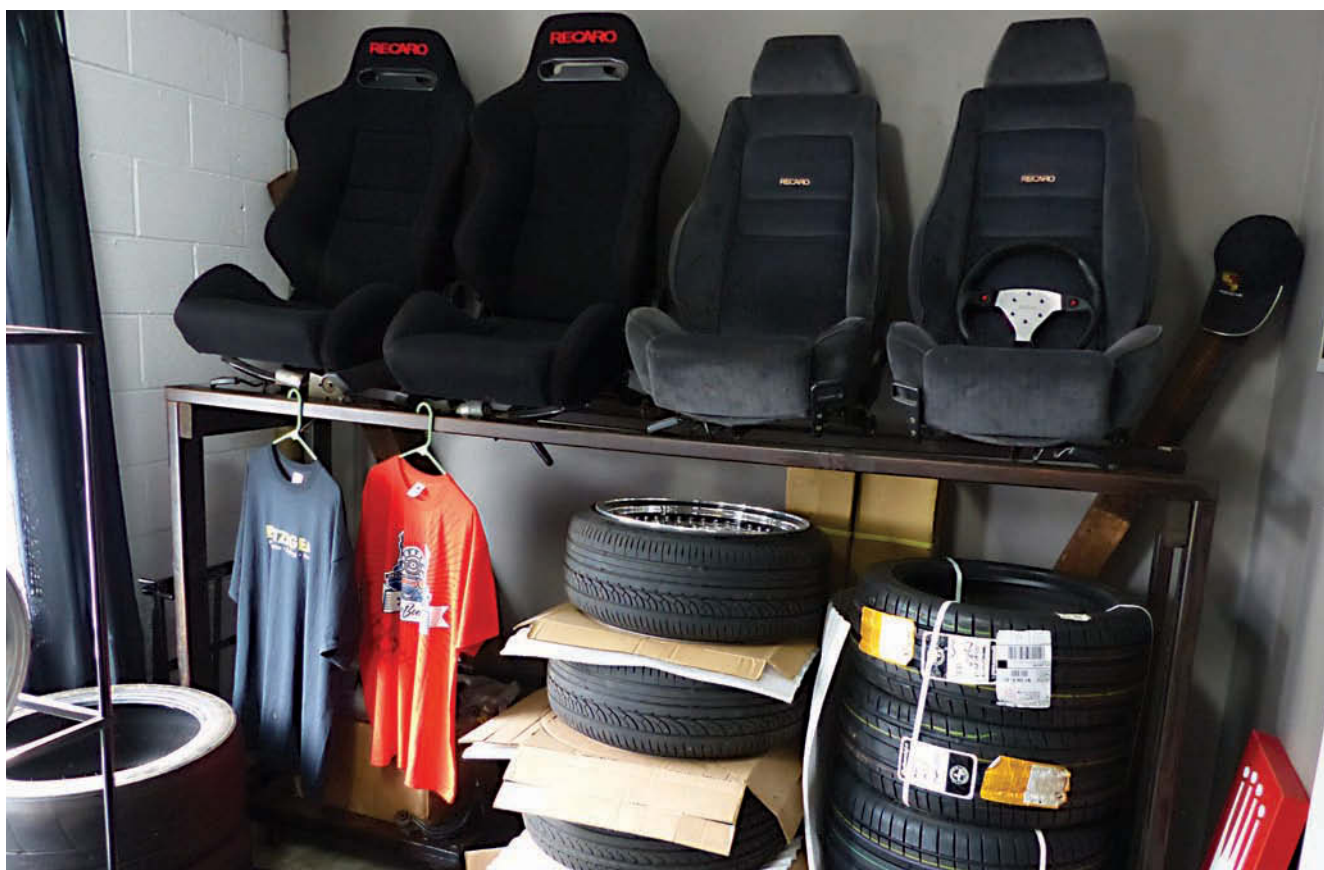
upstairs loft being converted to a lounge area where his customers and visitors can chill, socialise, read or watch the big screen. He's also laying the groundwork for a larger space that will be his third location in the four years since he opened shop. He needs more space, more service bays, and a dedicated detailing area. Esposito has no intent to

“ Butzi's trick is to convert the 996 C4S and Turbo to rear-drive only ”

Turn 6 and 6A. Deep Hoovering sounds, lots of speed.

Esposito has big plans for his small company; first up will be a modest remodelling of his current shop space with an

emulate anyone in the business, yet somewhat like the now legendary Magnus Walker, he's developing a reputation for his own and unique style of Porsche. Much will happen with Butzi Gear – stay tuned. **PW**



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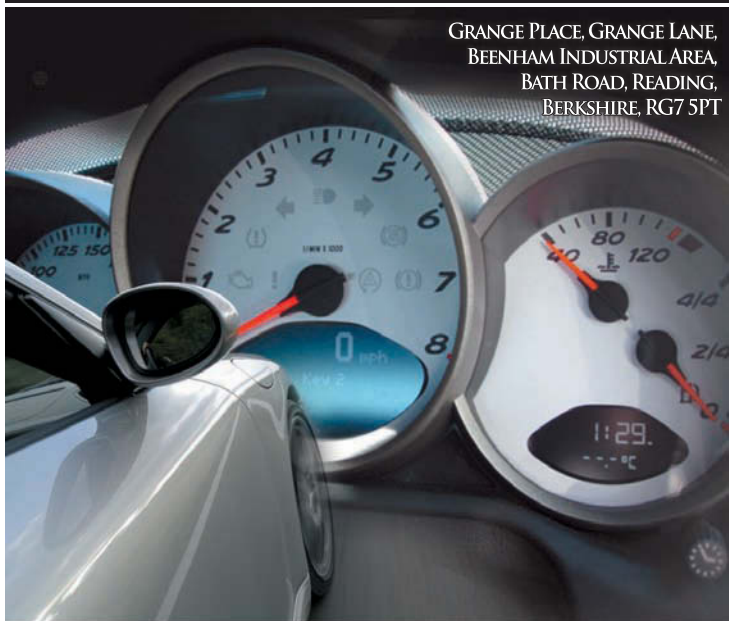
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## PROJECTS

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### THE TEAM

#### STEVE BENNETT

996 C2/944 LUX

Faced with having to explain myself yet again in print, I've just ordered up six coil packs and booked an MOT for the 996, so next month I should be able to report it as being back on the road. Fighting talk!



#### KEITH SEUME

912/6 'EL CHUCHO'

Ouch, that hurt. One last (I hope) big bill for engine work that saw El Chucho back on the road in rude health. Now I just need a bank to rob to replenish the budget. Still, it was never going to be cheap.



#### CHRIS HORTON

924S, 944

With the front and middle of the 944 sorted, I am turning my attention to the tailgate and its locking mechanisms. Many parts have been ordered, then, and all I have to do now is find the cash to pay for them!



#### PETER SIMPSON

911 2.7 TARGA

Still rolling along and hoping to get the engine started soon, so at least something is finished! I'll also be changing the 3.2 back to torsion bars as I just can't get on with the coilover set up fitted.



#### BRETT FRASER

BOXSTER 3.2S

Despite being left to idle for hours in Lowgate Dave's workshop, the source of the Boxster's coolant leak isn't revealing itself. I'm told it could be minuscule holes in the coolant pipes under the car...



#### JOHNNY TIPLER

BOXSTER 986/996 C2

STR in Norwich have fitted the ducktail rear spoiler that the nice Mr Ruf gave me and jolly smart it looks too. The cause of an oil leak was also diagnosed as coming from an auxiliary oil line.



#### ANTONY FRASER

996 GT3, SC, TRACTOR

Well, as you can see directly opposite, the 996 GT3 is back and so I've decided to have the underneath spruced up with a new cleaning process utilising dry ice. It's pretty impressive, I'm sure you'll agree.



## THE DRY ICE MAN COMETH

Fraser heads to 911 Motorsport in Antwerp to have the underside of his GT3 cleansed using a highly effective new dry ice system



**H**mmm... I still appear to be the proud owner of a 996 GT3. How can this be? It was the cheapest one available when I put it on the market, yet interest in it could most politely be described as muted. It's a sign of the times, I'm afraid. The influx of gimlet-eyed, greedy investors to the water-cooled scene has produced a hugely simplistic, polarised and rather gormless market. Box-ticking is the order of the day. Ultra-low mileage? Tick. Shiny and original? Tick. Well set up? Good drive? Nobody cares, because they won't be driven ever again.

What a terrible shame. What a waste of some great cars, denied to genuine enthusiasts by the worshippers of Mammon, entombed in darkened storage facilities on old chicken farms in the middle of nowhere. It's an ignominious fate, it really is. And it's a market held up entirely by skyhooks and confidence – nobody needs a classic Porsche. If a few investors take fright and bail out, it could start a landslide. Frankly, I hope it does, because the current situation is just stupid.

It's an ill wind that blows no good of course, and it means there are bargains to

be had among all the perfectly good cars that fall outside the investors' tight criteria. Ahem, higher mileage GT3s being a prime example...

So what now for the thinking man's missile of choice? Good question. I'm considering putting it in the Coys auction at the Autosport Show in January. We'll see. Meanwhile, no point in it just sitting there. We are given the opportunity to go and see our friends at 911 Motorsport in Antwerp. They've just started to offer a service that may be new to many of us: dry ice blasting. Why? It's a way of cleaning the underside of your car, or even individual components, with many of the advantages of sand blasting, but without the residue and with less risk of damage. This seems like a good chance to get the underside of the GT3 thoroughly clean, and get a good look at the condition in the process.

Step one, of course, is to get the car to Antwerp early in the morning, as this is a job that takes a full day. So, it's a 1am start, to catch a 3:30 train at the Channel Tunnel. Early fog doesn't help progress much, followed by a murky drizzle. We don't care though because, crucially, the forecast for the journey home is clear and dry. I may be

### ANTONY FRASER

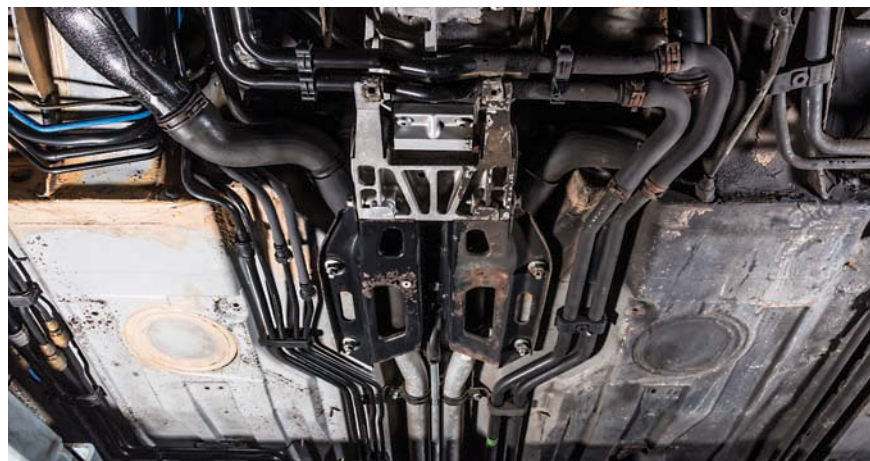
996 GT3, 911SC, JUNIOR TRACTOR

#### Occupation:

Freelance photographer  
Previous Porsches: 911SC  
Current Porsches: 996 GT3, 911SC, Junior tractor  
Mods/options: GT3 modified with Cargraphic exhaust and DMS remap.  
Contact: antonyfraser@mac.com

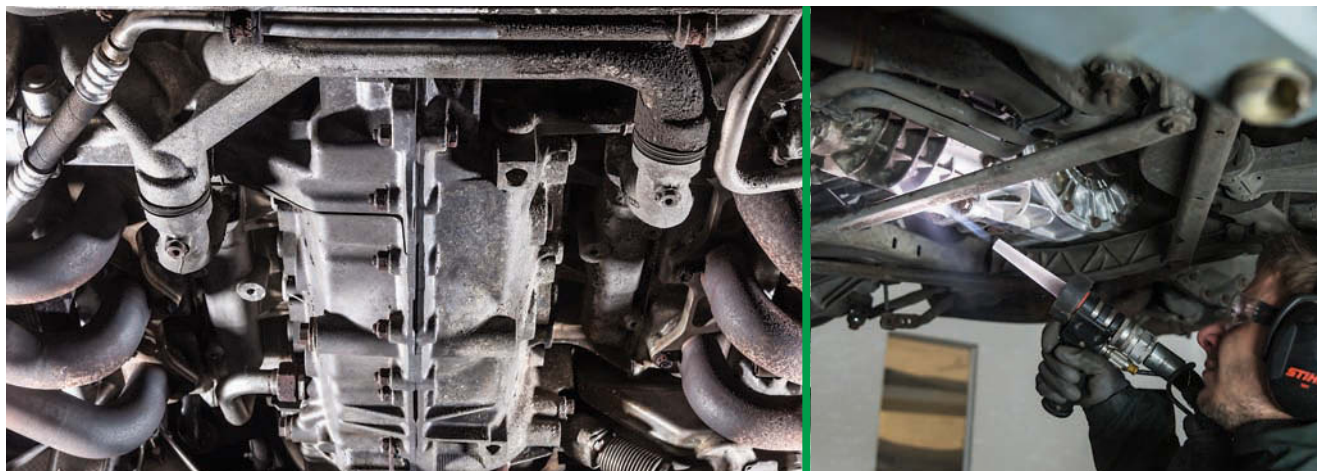
#### This month:

A quick trip to Antwerp (as you do) for a spot of underbody dry ice cleansing



Before and after: After is quite clearly on the left and it's made a dramatic difference





Far left: More before and after, or half and half treatment, but it does get the point across as to how effective the process is. Left: The man with the dry ice gun - also known as Steven. The dry ice pellets are blasted at -80deg

crazy enough to go to Belgium to get my car washed, but I'm not about to cover it in filth on the way home. And I don't do trailering of perfectly driveable cars.

So, we arrive at 911 Motorsport at 7:15am. My companion for the day is friend and neighbour, Rob – no stranger to an early start, having spent some years towing big trailers all over Europe in a Mercedes G-Wagen. Just the man for ensuring we're both still awake at the end of this marathon trip. We think we must be first there, but Laurent the valet has beaten us to it, and lets us in. One cup of coffee later, we take the car to a room at the very back of the property, where a portable vehicle lift is wheeled in to raise it off the floor. Once up, as much as possible of the plastic shielding is removed, to give access to the floorpan. As a precautionary measure, all the openings are taped shut to prevent any muck getting into the cabin or the boot.

We're shown the raw material – a chest full of dry ice in pelleted form, at -80°C. It's possible to hold it on your palm for a photo, but only for a scant few seconds before you experience a rising sensation of burning, coupled with a strong desire to put it down. Now.

The dry ice is fired at the car with compressed air – and this is where the location way out back suddenly makes sense – the noise is unreal from the big diesel compressor parked outside. Ear defenders are an absolute must, even for the briefest of exposures. Warm clothes, too. Like many things in life, it's obvious afterwards, but blowing material at -80° around a room tends to cool it down quickly

and considerably. Steven, our man with the blasting gun, is wearing everything he owns, but he still looks blue after a couple of hours of this torture. He's conscientious though. Every nook and cranny is probed with his light-up blaster and the results, I have to say, are amazing. If your car is a garage queen – basically brand new under a layer of ancient dirt – this process will leave it clean enough to eat your dinner off. Genuinely.

However, if your car – like my own – has had, shall we say, more of a life, that life will be revealed in every detail. The dry ice will remove dirt, but not rust. And as you will see from the pictures, 996s aren't especially well protected, especially in the wheel arches, where the plastic liners don't cover anything like as much as they should. OK, it's only a question of a wire brush and a rattly can to put right, but you really shouldn't have to on cars of this value. Having said that, I suppose it is nearly seventeen years old, so I shouldn't complain too hard.

It's worthy of note that your upholstery can also be cleaned in this way. As the dry ice sublimates directly from solid to vapour, there's little or no moisture, and no potentially damaging chemicals, either.

Dry ice blasting is a fine spectator sport, but only for about five minutes, so Rob and I allow our attention to drift towards the other cars in the workshops. Proprietor of this establishment is Johan-Frank Dirckx, friend of this magazine, and the most genuine enthusiast you could hope to meet. His collection of 911s must be nigh on unrivalled anywhere in the world, and there are seemingly always new arrivals to look at. Catching our eyes, though, is not a Porsche

at all, but a fabulous Plymouth Superbird. So long, it takes several minutes to jog past it, and so over-the-top that you would always stop half way, it is the undoubted star of the show wherever it goes. By all accounts, it's a pretty awful drive, but you wouldn't stop giggling long enough to notice.

So, after a full day of work, the car is finished. The underside is as clean as a whistle, save for a few bits near the engine that have been hot enough to cook the dirt on so hard that it would be risking damage to try to get rid of it. In my view, this is a terrific thing to do to your car. If it's a garage queen, you can revel in the reflected glory of your underside; if it's an old stager, you can finally know exactly what you're looking at. In my case, that means a car that's basically fine, but is just in time for a little TLC, before a little surface rust turns into something more serious. At €1500–€2000 it's not cheap, but then neither is remedying a load of rust that's crept up under the cover of dirt and taken you rather by surprise. And don't even think about giving it the turps-and-a-toothbrush treatment; you'll be there for months!

A good wash from chief technician Mike Van Dingenen, to get rid of what little dust was formed, and we're good to go. The weather forecasters haven't let us down, and we take advantage of the dry roads and light traffic to give the old girl the beans on the way home. After a twenty-two hour day, including ten hours on the road, I edge the GT3 back into its garage at home, having hit just one unlucky insect on the M26. Not a bad tally, all things considered. So next, it's out with the wire brush and the spray can...

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Far left: Wheel arches and suspension come up a treat as does front underside. Bottom right: Dry ice pellets. They're very, very cold!







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## DUCK, OR GROUSE

In his never-ending quest to individualise his long-suffering 996, Johnny Tipler has reversed down memory lane and fitted a Ducktail spoiler. Not just any old Ducktail either: this one came first-hand from Alois Ruf



**Y**ep, you either like it or you don't, and I think it looks fantastic. It's completely transformed the look and character of the car, and now the naysayers who mumbled darkly about the gen 1 GT3 swan-neck wing can go refresh their glasses and drink a toast to the not-so-ugly duckling, Pig Energy and its brand new Ducktail spoiler.

Not just the car, but our good friend Alois Ruf as well. On my last visit to Pfaffenhausen with Snapperpants Fraser to review the fabulous new SCR 4.2 and the all-carbon Ruf Ultimate, the maestro of motorcars declared that his contribution to the Tipler oeuvre would be a 996 Ducktail of the kind fitted to his own GT3-based RGT model between 2000 and 2005. And let's not forget that the very latest Ruf Turbo Florio Targa also features a Ducktail – without an extending wing – so there can't be much wrong with the concept. 'We can fit it here for you when you next visit, or you can take it with you, have it fitted and bring the car back and we will put our badge on it,' he laughed. Well, one Ducktail does not a Ruf make, but it was a typically generous gesture. We bundled it up in the back of the Frasermobile and brought it back to Blighty.

So far, so good. I booked 996 Pig Energy

into STR (Shawn Taylor Racing) in Norwich and they duly had the new spoiler painted at Ymark Paint at Tharston (01508 535888). Then STR's tall techie Ben Miller unbolted and removed the swan-neck engine lid, and having swapped over catches and hinges, helped by tiny techie Ben Porter, carefully aligned and fitted the Ruf Ducktail. The central brake light under the rear window is now blanked off with a filler section that Ruf supplied, and the new, more prominent brake light in the centre of the spoiler lip is wired up instead. Job done.

I have to say I'm thrilled with the appearance of the car; it's pert, it's neat, and it's wrought a complete transformation when viewed from anywhere apart from full frontal (cos you can't see the rear end from there). It's tidied up the rear-end no end, now it's bereft of the complex – if elegantly contorted – swan-neck wing. It's an amiable look, far less aggressive – some would say less pretentious – than the GT3 swan-neck, and I now realise it is the look I've been striving to achieve for the last year or so, basking like so many of us in an idealised past.

But what would be the effect on the car's aero or handling? I wondered whether there'd be any noticeable difference in, er, downforce, so I turned the wick up around some well-known swift curves; it seemed a trifle more

lively than with the swan-neck wing, possibly. But around the wiggly lanes heading up to the Cromer Ridge it positively came alive – not unlike the ducking and diving of dear old Pep Pig in spirit. It's not just the appearance of the car that's fundamentally altered but the handling too. I had to ask, 'am I fooling myself,' but no, on the way back I had a similar experience; seemingly quicker turn-in, delightfully fresh attitude, and more poise around the curves. How could this be, just by switching to an old fashioned Ducktail? Is there an element of Alois Ruf's tuning magic working away behind me? That would be nice, of course, but realistically I can only assume that removing quite a hefty piece of kit – albeit glassfibre, like the Ruf item – from the back end of the car and replacing it with something that must be less than half the weight has had a profound effect on the overall mass, allowing the chassis to access depths of ability previously untapped. Lively up Pig Energy!

### GAP YEAR

Now on to the front end. A while ago, whilst being manoeuvred by someone unfamiliar with the hazards pertaining to the car's low-slung frontal anatomy, the projecting splitter was kerbed, and although the damaged glassfibre was repaired, the front panel

### JOHNNY TIPLER

#### 996 C2

**Occupation:**  
Freelance writer,  
author

**Previous Porsches:**  
Carrera 3.2, 964 C2  
**Current Porsches:**  
996 C2

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set up/K&N filters,  
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Dansk exhaust

**Contact:**  
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co.uk  
john.tipler.co.uk

**This month:**  
Fitting a Ducktail  
spoiler courtesy of  
Alois Ruf and a fond  
farewell to the  
Boxster

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section wasn't replaced accurately, leaving a tapering panel gap with the front lid rather than a straight one. Every time it caught my eye – like, every day – it bothered me, so while the car was in STR for the Ducktail job I asked tall techie Ben Miller to try realigning the front panel. It wasn't the work of moments, requiring a wheels off, inner wheelarch removal and then a certain amount of jiggery-pokery, but now we have the consistent 996 panel gap that it should have. Sleeping policemen can snooze on, secure in the knowledge that I won't be waking them any time soon with the sound of graunching glassfibre as I traverse their slumbering bellies at zero miles-per-hour.

Pig Energy has done 65K miles now, not too bad for a car that's used for work trips. Recent destinations include Malton, Yorkshire, to visit Specialist Cars' John Hawkins, to Knaresborough to see Andy Mearns at Gmund Cars, over to Liverpool to sample Phil Hindley's Tech9 964, and Autofarm at Bicester where they changed the oil to Ravenol. Its furthest-flung trip this year was to Dortmund to see Jan Fatthauer at 9ff and Lippstadt to call on PS Automobile's Dirk Sadlowski, thence to Speed Service at Maastricht to try Olav Gellisen's 964 'Madster' backdate. There were a couple of trips to Dover to rendezvous with Ant, where the car got left behind in his friend Ian and Paula's garden while we pranced off to Spa-Francorchamps and Porsche Center Gelderland aboard a 991 press car, courtesy of Nick Perry and Rob Puncheon at Porsche GB, and to Pfaffenhausen in the

Frasermobile. And sometimes it does like to keep questionable company, heading recently to Abbeville to rub shoulders with Rufs and Drifters with attitude. It's even been to Stonehenge to indulge Mrs T's latest penchant for Neolithic ritual, which, as yet, has mercifully not extended to human sacrifice. And all the while I have been increasingly conscious of a rattle emanating from the passenger door; one of those niggling noises that get drowned out at anything over moderate speeds. Until recently, driving this car felt scarcely any different to helming the latest state-of-the-art 991 press car – or at least a suave 997. But this piffing jangle was an irritation that sapped the earlier aura of blissful modernity. Over to tall techie Ben Miller at STR: removing a few screws enabled him to access the inner workings of the door furniture, and he quickly found the culprit – a loose screw securing the door-pull. Low speed tranquillity is restored.

So you'd rather spend your money on fripperies like Ducktails than engine maintenance, huh? Fair question, but it was only when the car was up on the STR hoist while Ben attended to the front panel and we peered up at the engine that the extent of the oil leak became apparent. Sure, I'd noticed that it was consuming the amber nectar a fair bit, evidenced by the drips where it's parked and the dark scum around the rear valence and engine lid. But what we have going on here is a weeping left-hand cylinder head seal, implying a day back on the hoist, with the associated implication of corroded head studs needing

to be drilled out, while it's fixed. And that won't be too far in the future either, as we can't have a dirty Ducktail, can we?

## FAREWELL IS A LONELY SOUND

The eagle-eyed reader (wake up at the back there!) might have cottoned on that the 986 Boxster S "550 Spyder 50th Anniversary" has found a new keeper. I acquired the car from Paul Stephens a couple of years ago and, as well as to-ing and fro-ing from Somerset to Norfolk during our house-sitting episode in a gothic pile in the village of Paul Nichols the horse trainer, it's provided me and Mrs T with some great driving experiences, most notably an epic run to our Portuguese gaff beside the Rio Douro via the Pyrenees and Picos de Europa, and back to Blighty the length of France via Cherbourg.

House purchase involves many privations, and in my case it meant loosing one Porsche soundtrack or another. You'll have gathered by now that I can mess around with the 996 to my heart's content – hence swan-necks and Ducktails – while the Boxster S's intrinsic value lay in it being an unmolested special edition. So, fabulous drive and exalted spec notwithstanding, that was the one that got its marching orders, and Paul Stephens sold it for me a couple of weeks ago. Its memory will endure in the guise of photos and road trips in my forthcoming tome Boxster and Cayman: the Complete Story (The Crowood Press), which should be in the bookshops for Christmas. Order now while stocks last! Then I can get another Boxster with the royalties (fat chance!).

Left: The Ruf Ducktail spoiler was fitted by STR in Norwich. Note the brake light has been blanked off, as it now resides on the spoiler

It's goodbye to Mrs T's Boxster S as a house purchase forces the issue. Lots of good memories from two years with the 550 Spyder 50th Anniversary edition





## HELGA GETS STROPPY!

Cars don't like being parked up for long periods, and just to prove it Towler's 996 (Helga) needs coaxing into life, plus a new battery. That's on top of new cam chain tensioners fitted under warranty. So the lesson is: use your Porsche regularly



**ADAM TOWLER**

**996 C2**

**Occupation:**

Freelance  
journalist

**Previous**

Porsches: 944 S2

**Current**

Porsches:

996 C2

**Mods/options:**  
Standard – so far

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**This month:**

Dead battery is replaced. Some spurious noises. Cam tensioners replaced. Four new Michelins and refurbished wheels

**Y**our Editor is getting a little nervous about the arrival of this copy as I type, what with the deadline looming rather large. But I have an excuse that easily tops the 'dog ate my homework' approach. Yes, I blame Helga, or my 996 Carrera in other words. If she hadn't contributed to the perfect storm of events a couple of days ago then I wouldn't have wasted the best part of a day trying to sort it out, and wouldn't therefore be in this uncomfortable predicament with the boss in the first place. Well, you have to try these things at the very least...

In the process I've learnt something else about my Porsche, and that is that it quite simply hates not being driven. Maybe a 991 would be different, and maybe if it was tucked up inside in the warmth connected to a battery charger it would be happier –

after all, it has been rather cold of late, and I've looked out onto the driveway from the warm environs of the house with a mixture of guilt and dread.

'But it's a Porsche', I said to myself, 'it will be fine'. Except it wasn't.

When I say I've not been using it much, I mean I've struggled to get a drive once a fortnight on average, and for a little while now I've been slightly concerned about the noise the 996 has made on start up. You know what it's like: you hear a noise, and then obsess over whether it was there before or not, especially if you own a Porsche with an M96 or M97 engine. I never heard it when I acquired the car because – as I've since realised – I was driving it almost non-stop during that early month or so.

So I recorded a video of the noise, and then sent it over to Ray Northway where

I bought the car, and Ray offered to take a look if I'd leave the car with them for a while so we could try and replicate the same conditions and amount of time the car was standing for. In the end that didn't fully work out, as I combined it with getting a press car for a story out of Porsche GB just up the road, but it was enough for Ray to hear what I was on about. He didn't seem at all perturbed, and remarked that 'it was a lot quieter than a GT3!' Maybe he had a point: this wasn't a constant clattering during warm up, but simply a ga-ga-ga noise for the very first split second when the key was turned in the ignition, which then faded completely as soon as the rev counter dropped after that initial flare up of revs, the starter engaged and the engine had caught.

Once again I was Porsche-less, and don't you really notice it once you've had one and then it's not there! I counted down



Adam has been obsessing with various noises coming from the rear of his 996. Ever paranoid, he even recorded a video and sent the results to Ray Northway. Conclusion? Slightly worn cam tensioners, which Northway replaced under warranty





the days until I could go and collect it. Ray believed it could be a slightly worn chain tensioner, so checked the bottom one and ended up replacing the top one as a precaution 'while we were there', as you have to remove quite a few bits to get at it in the first place. Thankfully the warranty stepped in to cover it, which was a relief.

I have to say that throughout all this Northway have been impressive. And to be clear, that's not a result of a cosy, 'freebie' relationship with a journalist; the deal has been a straightforward one like any other punter, so their willingness to sort out issues has given me a lot more confidence in the car.

To be honest, the car still makes a little bit of noise if it's left for a while, and I've come to accept that this is simply what it does. I've spoken to lots of other 996 owners, and they've reported a similar thing, and I've realised that these cars – especially now they're getting older – have an entire repertoire of noises, that perhaps wouldn't be so distracting were it not for our obsession with the reliability of the flat six out the back. Actually discovering exactly what causes all these different noises is like some kind of voodoo magic, and I don't believe that even the best experts are completely sure all of the time: one very well respected engine builder confided to me that his own 996 made the same sort of noises, and a few others besides, and even though he'd taken it apart and put it meticulously back together he still wasn't sure what was making it.

Having got that 'sorted', and then finally had news that my Michelins had arrived, I felt we could start to make some progress with the car. I'll leave the tyres and wheels until the next report, but save to say the car looks absolutely stunning now. That,

however, still didn't mean I could drive it more, and when I jumped into it the other day and the dash lights flickered and went out when I turned the key I knew the battery issues had come home to roost.

For a while now, Helga had been rather unenthusiastic about cranking into life, and I knew that the battery was struggling with being left. As it was, after ringing a few specialists to check that jump-starting was safe – the prospect of frying various ecus in the 996 and the 'donor' car made my stomach flip – I jumped the car in the driveway and got it running. I then drove as far as I could, but the fuel level was low so I knew there was no option but to switch it off. It turned out I'd done just enough, as although it cranked over very slowly, on what felt like the last revolution the battery could induce it did fire up, and I mopped the sweat from my brow.

In the end I took the car to Autofarm for a check over as I needed to rely on it for some work commitments, and they checked that the electrical system wasn't draining the battery, that the check codes were reset, and fitted a new battery. Now it fires up with the enthusiasm you'd expect, but I think I'll look into one of those solar chargers, which might just trickle in enough juice to keep things ticking along nicely.

Of course, the real answer is to use the car more often, something that I now intend to do. What I can say is that while the new tyres are an improvement, there is still something – probably quite a few 'things' – worn in the suspension. I knew the suspension would need a refresh when I bought the car, because at nearly 15 years old and 80,000 miles what car wouldn't? However, I'm increasingly convinced that the road noise issue isn't so much the tyres, but that a worn bush somewhere on the

back axle is transmitting directly the vibration off the road's surface into the structure of the car. This, bar any other misdemeanours, is now my number one task with the car – to find out what's causing it and get it replaced as soon as possible. As we often say, the suspension set up on the new era cars is actually rather complicated – much more than say a 3.2 Carrera or earlier – and there's an awful lot of small components that go into the system over and above just springs and dampers. Those are the key ingredients that get talked of the most, but it's all the arms, bushes and links that play an equal role. Having said that, I still can't decide in what direction to go with replacing those aforementioned springs and dampers, but am probably going to settle for a Bilstein B6 or similar replacement. Well, either that or the complete adjustable KW coilover kit, I just don't know...

Moreover, I'm rather ashamed to admit that I had a run of putting 95 octane unleaded in the car, for various reasons, and I did definitely notice the difference. Again, so much is talked about with fuels and performance cars, but the 996 just felt like it had lost its edge and crispness to the throttle. Running it back on the stronger stuff has restored that performance, and I won't be making the same mistake again. Someone even recommended keeping a small bottle of octane booster in the car should super unleaded be unavailable, and that doesn't sound like a bad idea.

Finally, with a bit of luck I should have had the car professionally detailed by the time of the next report, so even if I'm still wearing ear defenders to drive the thing it should look gorgeous from the outside, what with its beautifully refurbished alloy wheels as well. More on that, as they say, next time. **PW**

Above left: A car with a duff battery is absolutely useless, so a new Bosch unit was installed at Autofarm. A full detailing session is on the agenda next

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## PRAISE FOR HOW-TOS FROM AN UNLIKELY SOURCE

I do worry sometimes about making these regular *Technical Topics* pages, together with my monthly how-to stories, as relevant to as many 911 & Porsche World readers as possible. The five-pager on replacing a 928's leaking sump gasket a couple of months back (November 2016 issue) was a case in point.

The plain fact of the matter is that there just aren't very many 928s about these days. Most of the survivors, sadly, are highly unlikely to have that kind of attention lavished on them – or not unless they start heading for the financial stratosphere, anyway – and very few DIYers would be prepared to have a go, if only because of the model's perceived complexity. (Although I have to say that there are signs of all 928s becoming increasingly popular, as 911s of just about any persuasion become ever more sought-after.)

I felt, though – as I always do with something like this – that it was a subject well worth covering, if only so that anyone finding themselves in a similar situation would at least have a clear idea of what they might be letting themselves in for. Or why they might end up paying a

professional what could seem like an awful lot of money to do the job for them. And just what that professional might be doing on their behalf.

No complaints about that particular feature, anyway, which is always a good sign. And then, just a few days ago, I was understandably delighted to discover that another independent Porsche specialist, Precision Porsche in Uckfield, East Sussex, had actually used that very same story to assess a broadly similar job on a 928 GTS that they have been asked to refurbish as a winter project.

'We obviously knew how to access the sump, and thus the offending gasket,' said proprietor Jonny Harle, 'and naturally we have all the necessary tools and other equipment. But it's quite a while since any of us here have worked on a 928 to this level of detail, so it was very useful to have your quoted labour time corroborate our own estimate. And in truth some of your photographs were an excellent reminder about what has to come off and in what order!'

Forgive me for blowing my own trumpet, then, but that sounds good to me. Forgive me, too, for suggesting to Jonny that some of the other

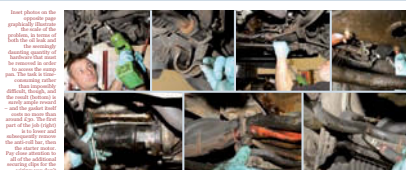
### TECH: HOW TO

#### FLASH IN THE PAN

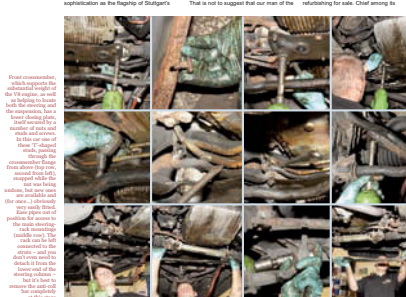
It's surprisingly primitive design makes any 928's sump gasket prone to potentially serious oil leaks, especially now that even the most recent car is more than 20 years old. The only way to gain access to fix it is to lower the front crossmember and its associated peripherals, but in truth that could be easier than you might imagine, says Chris Horton. Or perhaps not... Photos by the author



**A** sump gasket leak is a threat to any 928's engine, and while it's not a particularly complicated job, it's a task that requires a lot of time and effort. The good news is that it's a job that can be done by a competent DIYer, and the bad news is that it's a job that can be done by a competent professional. The choice is yours.



The 928 engine, for instance, is properly supported as just two 344 bolts (shown in a single photograph) – and in an instant that support is gone. It's a pity that the 928's sump gasket is not a standard feature of the 928's engine, as it is on the 911. The 928's sump gasket is a custom-made part, and it's a job that can be done by a competent DIYer, and the bad news is that it's a job that can be done by a competent professional. The choice is yours.



104 911 & PORSCHE WORLD 105

Good to know, says Horton, that even professionals read – and can benefit from – our long-established and (in the Porsche world) unique series of how-to stories. This one, from the November 2016 edition, served as a useful *aide memoire* for Precision Porsche in East Sussex – and as a result of which we hope to run some similar features on a 928 GTS they are refurbishing over the course of the winter

planned work on 'their' 928 might make equally useful how-to features. And thanks to his matching enthusiasm watch out soon for the low-down on replacing the same car's timing belt and water pump, the rear subframe bushes (whose deterioration can lead to

problems with the torque tube and then the crankshaft thrust bearings), and not least the handbrake cables.

Yes, it's a bit of a 'niche' area in the Porsche world, but at the end of the day a Porsche is a Porsche, and I firmly believe that, given the opportunity, any genuine

enthusiast for the marque would be delighted to stand in Precision's workshop and watch what is going on. And since that is obviously impracticable – it's a big workshop, but not *that* big! – reading all about it in *911 & Porsche World* surely has to be the next best thing.

## BE IN, EVEN WHEN YOU'RE OUT, WITH NEST CAM

The piece I wrote for what was at that time the question-and-answer section in the October 2015 issue of the magazine (page 125) generated a number of comments from readers about the whole dash-cam 'thing', including two asking me whether the BlackVue unit that I tested can monitor and thus protect premises – and specifically garages and/or workshops – when it isn't being used in a vehicle.

The short answer is no, not really, if only because essentially, like any other similar unit, it needs to be powered from the car's cigarette-lighter socket via a special lead – although possibly the likes of UK electronics firm Maplin ([www.maplin.co.uk](http://www.maplin.co.uk)) could supply a mains adaptor. But also because 'all' it does is to record to a memory card for viewing later and/or for evidential purposes – which is a bit like shutting the proverbial stable door after the horse, or in this case the vandal or the thief, has done a runner.

But then I came across this Nest Cam, as it is branded – and that most certainly will handle that task, not least because via the relevant app it can stream real-time HD video direct to your phone or other device. (A rolling 30-day recording facility, known as Nest Aware, is available for £24 per month.) There is no need constantly to monitor it, either: the device is both sound- and motion-sensitive (with a viewing angle of 130 degrees), and within seconds of detecting any activity will send a notification, complete with a movie clip, to your smartphone. The Nest Cam's built-in microphone and speaker also allow two-way communication – although whether you would want to

talk to any would-be felon skulking around your garage when you are perhaps halfway around the world is another matter entirely. It even has night vision, so there is no need to rely on any ambient lighting.

Sadly, I have no elegant timber-framed motor house packed with priceless historic Porsches to protect, and so for the time being the extent of my practical testing has been to observe my three cats, banished downstairs for the night to prevent their nocturnal skirmishing on the landing. Even in the dark that produced images more than adequate for any jury to convict them of ripping the sofa to shreds (again...), but unsurprisingly they took not the slightest notice when, via the Nest Cam and my iPhone from upstairs, I politely asked them to pack it in. No change there, then.

A clever, useful and versatile but at the same time beguilingly simple little gadget, in other words – if gadget is not too pejorative a term for it – and entertaining, too. I also love the concept of the Nest Aware time-lapse facility, which you could set up eventually to show that painstaking, year-long restoration in a matter of minutes, or even just seconds. It's quite affordable, too, at around £160. More information – as well as on-line sales, and details of that Nest Aware subscription service – at [www.nest.com](http://www.nest.com).

Nest Cam, as its name might suggest, is designed to monitor homes and garages – but can also be set to time-lapse mode to record long-term rebuilds. Great fun!





## THERE, I FIXED IT...AND SIGNIFICANTLY IMPROVED IT, TOO!

About a hundred years ago – OK, then, going on 40 – I started my career as a motoring journalist on a monthly magazine called *Car Mechanics*. You can probably guess what that's about – and it is still very much in business, I am happy to say. One of my predecessors, and during my time there a freelance contributor to the title, was a lovely chap called Martyn Williams, whose enthusiasm for fixing stuff seemed to know no boundaries. He always had a thing for in-car electronics, or 'ICE' as the fledgling subject was known in those far-off days.

We lost touch, as is the way of these things, but then just a couple of years ago we bumped into each other again at Auto Umbau in Bedfordshire, where proprietor Robin McKenzie was working his own brand of metallic magic on the corroded sills and 'kidney bowls' in Martyn's clearly much-loved 1986-model 911 Carrera 3.2. 'I thought it needed just a little bit of welding here and there,' Martyn ruefully told me later, 'but it turned out to be so rusty that Robin said I was lucky it didn't drop apart

during the last trackday I did in it.'

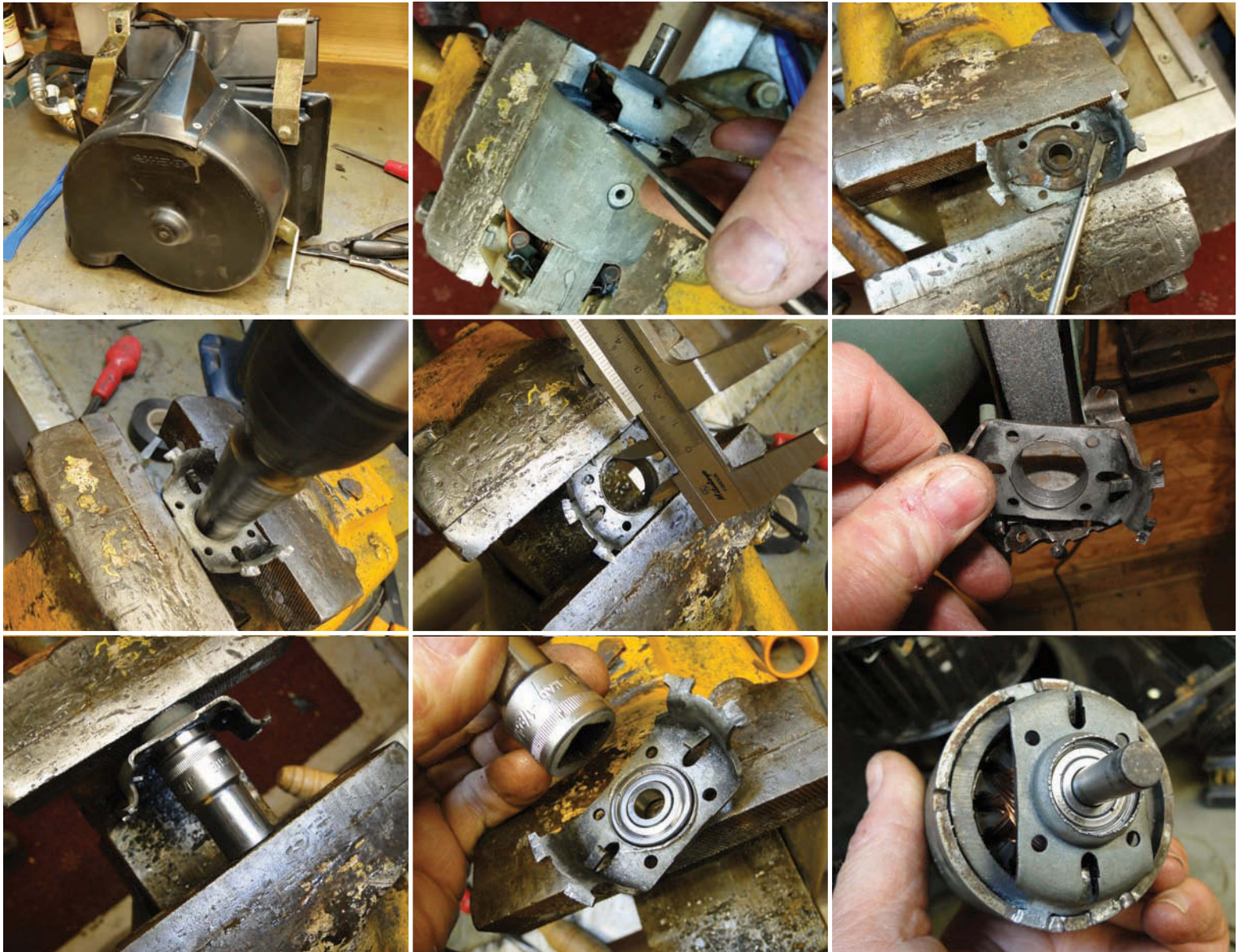
And the passing years have clearly done nothing to diminish Martyn's enthusiasm for not just fixing stuff, but also modifying and above all improving said stuff so that it stays fixed. (And he is still heavily into ICE...) More recently, and seemingly inspired by the pieces I ran within these pages in first the October and then the November issues, about squeaky 911 heater blower motors, he sent me some fascinating photographs (below) showing how he dramatically and substantially upgraded the bearing in the unit from that same Carrera 3.2.

'It's actually the car's air-con blower motor, rather than the basic heater blower,' he conceded, 'but the principle is exactly the same.'

Sadly, Martyn forwarded only a few words to caption the photos, and I hope he won't mind me gently pointing out that some of the latter are a little fuzzy (and I know from experience how awkward it can be to take pictures of yourself working), but between them they do the job perfectly – and if, like

Martyn, you know what you are doing, then that should be all the information you need. 'The bearing I used was a metal-shielded, thin-section, deep-grooved ball race, part number 6671030. It has an outside diameter of 22mm, and an inside diameter – for the motor shaft – of 8mm, and it cost me a fiver including postage from RS Components Ltd. Go to [www.uk.rs-online](http://www.uk.rs-online), or call 01536 201234. I suppose you could call it overkill, but being an engineering nerd, I went for the super-repair!'

You did, indeed, Martyn, but there is absolutely nothing wrong with that. If you are going to do a job, do it properly, and do it once. We might, of course, question why Porsche itself couldn't have gone to similar lengths, back in the day, but the simple truth is that, for all the perceived longevity that came – and still comes – from their 'galvanised' bodies, these cars were never intended to last anything like 30 years. It's just we enthusiasts who have this annoying habit of wanting to make them immortal. But long may we strive to do that.



It's important to note, says Martyn Williams, that the repair/upgrade shown here was to his own Carrera 3.2's air-con blower motor (top left), and not to the basic heater motor – although the principle is the same. Start by levering up the metal tabs to remove and then dismantle the motor shaft's bearing retainer. Cone-shaped hole-cutter in electric drill makes a tapered hole; entry diameter needs to be 22mm, to take bearing race with that same outside diameter. Trim off the burr (middle row, far right), and then use a socket and a vice gently to push the bearing home. Rebuilt blower unit was totally silent, Martyn says proudly, apart from the whirring of the fan. Since doing this job, however, he has bought a new, bigger motor from Retroair in the US, as part of an on-going project, and so this one is for sale. Send us an e-mail and we will forward it



## DON'T SPARE THE (TIE) ROD

You might remember that I was at Dove House Motor Company a few months back, for a how-to story on replacing 997 Carrera front coolant pipes. (It was in the May 2016 issue, I see today from my records, and my computer tells me that the pictures were taken as long ago as last February, but it definitely feels like only a few months to me.)

The work was done by dropping the entire front subframe for optimum access. It was a slightly controversial

approach – some argue that it's just as easy to leave the subframe in situ and reach in from outside, any added awkwardness more than made up for by not having to manhandle the heavy hardware – but the fact is that it gave technician Philip Long an unrivalled opportunity to replace the steering rack's two inner tie-rods, which had been picked up on during the recently bought-in car's standard comprehensive inspection before going anywhere near the showroom.

Wear in the rods' inner ball-joints, inside what should be the fully sealed bellows-style rubber gaiter at each end of the rack, is not particularly

common, but it does happen – you will feel, and hear, a slight clonk as the wheels pass over bumps on the road. And since, as I suggested last month, I like to make the most of any such spectacle presented to me, I felt compelled to record the overhaul on your behalf. This work, too, can be tackled with the rack still in the car, by the way, and in some senses is then easier – you won't have to find a hefty vice to clamp it in, for instance – but obviously would have been very much harder to illustrate.

It needn't be an overly expensive task, either. A good specialist should charge for no more than around two

hours' labour, and Euro Car Parts sells TRW-branded tie-rods for around £54 each including VAT. Or you could, of course, have a go yourself. You'll need a ball-joint splitter to separate the outer track-rod end from the stub axle, and to have the front wheels' tracking checked afterwards, but otherwise it's all well within the scope of a competent DIY mechanic. And better than having to stump up nearly £1000 (and that's from Euro Car Parts again) for the new steering rack that some unscrupulous garages or MOT stations might suggest you need. Knowledge is, indeed, power.



Key stages in replacing 997's inner tie-rods were first to centre the steering before removing the rack from the car (although the job can be done with that unit in situ) and then to mark the input shaft to preserve correct alignment during reassembly. Remove concertina-style rubber dust covers (note additional rubber seal in the groove on the rack housing) and then, with device clamped firmly but gently in a large vice, undo combined nut and ball-joint at each rod's inner end. Clamp outer tie-rod in the vice and then undo locknut to allow the inner part to be unscrewed. Paint marks allow you to count number of turns required, and thus to set the new ones at almost exactly the same length – although naturally toe-in will need to be checked afterwards. Special pliers for securing metal clips (bottom row, above) are always good to have; not too expensive



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 993 Cabrio Tiptronic S '96. Blue, 69k £49995  
 911 3.2 Super Sport Cabrio '87. GP White, 45k £79995  
 911 Carrera 3.2 '89. 53k, Diamond Blue £64995  
 911 Carrera 3.2 '89. Black, 120k. Reb motor £49995  
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# THE ALL NEW 911

The arrival of the 991 in late 2011 heralded only the third all-new 911 in the model's illustrious history. It was and is a more grown up machine, with a longer wheelbase for more interior room, and also a more stable platform over the previous 996/997 generation. Now five years old, early cars are dipping below £50k

**S**ince Porsche switched to water-cooling for the 911 two decades ago, the changes as the rear-engined sports car progressed from one model generation to another have become ever more evolutionary and increasingly less perceptible. The main difference between the 996 and 997 models that could instantly be seen was round instead of dribbly fried egg (although latterly clear) headlamps, while the current shape 991 brought no memorable styling features, its particular character only emerging once we began to see it on the streets. But such are the restrictions when you are the curator of a keenly honed icon that not many people – and very few customers – want altered.

Surely ironic, then, that a 911 that is so hard to instantly tell apart from its predecessor belies a design and engineering package that is substantially altered. When the 991 was unveiled to the public at the 2011 Frankfurt motor show it revealed a 100mm longer wheelbase, shorter front and rear overhangs, a higher aluminium content in the body which saved 45kg, down-sized engine, seven-speed manual gearbox, new rear axle, electric

power-steering and a heavily revised interior. Overall, componentry was said to be 90 per cent new.

So how has this mass of under-the-skin development changed the world's most respected performance car? If you are in the market for a used but recent and decent example of the 911, is it better to find the extra money for the current shape model, or would the 997 give you just as much but for less cash? Here, we put the early 991 Carrera and Carrera S models under the microscope, now at a forecourt near you starting from a little over £50,000.

## DESIGN, EVOLUTION

A few lucky people got a very nice Christmas present in 2011, the 991 Carrera and Carrera S going on sale in the UK on 17th December that year. There were price increases: at £71,449 the Carrera was £4179 more than the outgoing model, while costing £81,242 the Carrera S was £5070 more.

The Carrera S carried over the 997's 3.8-litre flat-six, hiked by 10bhp to 395bhp, and by 15lb ft to 325lb ft, but which was 14 per cent or 5mpg more economical when

mated to the PDK transmission (a seven-speed manual gearbox was standard). The Carrera dropped from 3.6- to 3.4-litre, but the new engine not only maintained the same output, 345bhp and 287lb ft torque, but with PDK was also 16 per cent more fuel efficient, giving 34.5mpg on the combined test and ducking below 200g/km CO<sub>2</sub>, which at the time qualified it for a £135 saving in road tax over the Carrera S. Performance was fractionally up, 0–62mph times cut by a tenth and two tenths for the Carrera and Carrera S, at 4.6 and 4.3 seconds respectively (PDK).

Besides the wider front track and a new rear axle, and the electro-mechanical power-steering that many feared would rob the system of feel, a wider rear spoiler was fitted. The carmaker's active roll stabilisation system, Porsche Dynamic Chassis Control (PDCC) came to the 911 for the first time.

The 991 sported a new instrument panel, retaining the rev counter as the centre, and biggest dial, while a new, high resolution, seven-inch touch screen graced the centre console. But the most noticeable new interior feature was the vast, high transmission tunnel – similar to that seen

The 991 was only the third all new 911 in the model's 50+ year span. As well as many other improvements, it gained an extra 100mm to its wheelbase to facilitate a larger interior







There isn't much to differentiate between a C2 and C2S save for twin exhausts on the C2 (above) and quad outlets on the C2S. Most models sold are C2S or C4S. Below right: Interior took another leap forward with the 991, with improved materials and the prominent centre console. Most cars on the market are PDK

on the Carrera GT – that brought the gear lever or PKD selector almost up to steering-wheel level. The Carrera was equipped as standard with leather sports seats, climate control, Bi-Xenon headlights, Porsche Communication Management with sat nav, and Porsche Stability Management, the Carrera S additionally having 20- rather than 19-inch wheels, Porsche Active Suspension Management (PASM) and Porsche Torque Vectoring (PTV).

One year on from launch, and following the traditional model development route, the four-wheel drive Carrera 4 and Carrera 4S were added to the range, complete with 22mm wider rear wheelarches, while over the next two years the range expanded to include the Cabriolet, the hugely popular retro looking Targa, Turbo, GT3 and GTS models. However, the mechanical specifications of the Carrera and Carrera S we focus on here did not change until October 2015 when both models switched to a turbocharged 3.0-litre flat-six.

## SPECIFICATIONS

991-model 911 Carrera/Carrera S

	911 Carrera	911 Carrera S
Engine (cyl/cc)	Flat 6/3436	Flat 6/3800
Power (bhp/rpm)	346/7400	395/7400
Torque (lb ft/rpm)	287/5600	325/5600
0-62mph (manual/PDK, sec)	4.8/4.6	4.5/4.3
0-125mph (manual/PDK, sec)	16.2/15.7	14.4/13.9
Max mph (manual/PDK)	180/178	189/188
Average mpg	31.4/34.5	29.7/32.5
CO2 (g/km)	212/194	224/205
Weight (kg)	1380/1400	1395/1415
Wheels (front, rear)	8.5Jx19-inch, 11Jx19-inch	8.5Jx20-inch, 11Jx20-inch
Tyres (front, rear)	235/40 ZR19, 285/35 ZR19	245/35 ZR20, 295/30 ZR20

All figures from Porsche

Maintenance costs, 991-series 911 Carrera/Carrera S (guide price, including labour and VAT)

Carrera, Carrera S 20,000/40,000/60,000-mile service £388/£490/£769

Replace clutch on manual car £1230

Replace front brake discs and pads £730

Four premium brand tyres (245/35 ZR20, 295/30 ZR20 Pirelli P Zero) £983

Servicing/parts prices supplied by JZM Porsche, tyre prices by Performance Tyres, Glasgow; cost of 60,000-mile servicing can vary according to model and transmission

## TIMELINE

August 2011

991-series Carrera and Carrera S announced

November 2011

Carrera Cabrio models announced (on UK sale March 2012)

December 2011

Carrera and Carrera S deliveries begin in the UK

August 2012

Four-wheel drive Carrera 4 and Carrera 4S announced

January 2014

911 Targa unveiled

October 2015

Replaced by revised model with 3.0-litre turbocharged engines

## DRIVING THE CARRERA AND CARRERA S

The consensus is that the 911 has done what every previous new 911 has: become a little more civilised, but lost a little driver appeal in the process. But that loss has to be seen in context of a still electrifying driving experience, with even the Carrera quick and satisfying enough to effectively reduce the appeal of the Carrera S to "I'll buy it because they make it".

The majority of 991s are PDK which, unless you are a dyed-in-the-wool manual gearbox and clutch person, is the better option. The seven-speed manual shift could be more precise and requires a bit of getting used to. The electric steering turned out not to be the tactile disaster some predicted, yet this and the heavily electronically regulated chassis have dialled out some of the 997's edginess. Noise levels are down, ride quality is up, and cabin functionality improved. In summary the 991 is more of the same, except easier.





Both the 3.4-litre engine and the 3.8-litre have, so far, proved to be reliable, with none of the issues that can affect 996 and 997 engines



## WHAT THE PRESS SAID

'The artificially intelligent steering rack (all in the name of saving a few precious millilitres of fuel) does work remarkably well to the point that you really don't think about it. No, it doesn't wriggle quite like previous 911s but that's in part down to the weight distribution now. Bury the nose into the corner and it will stick there with all the feedback you need.'

**911 & Porsche World, New 911 First Drive, April 2012**

'At 4500rpm there's an additional hit of potency, which ramps up again at 5600rpm as the engine passes peak torque. Then, from 6000rpm, Porsche's flat-six serves up a final impressive layer of sound and fury – enough power for it to feel exciting and effortlessly fast, but always manageable, never savage or unruly.'

**Autocar 911 Carrera Road Test, 7th March 2012**

## WHAT YOU'LL PAY

**£45,000–£50,000** Only occasionally, and likely to be a high mileage Carrera at a trade auction

**£50,000–£55,000** Forecourt price range for cheapest Carreras, manual cars worth £1500–£2000 less than PDKs.

**£55,000–£60,000** Starting prices for Carrera S, and lower mileage Carreras, majority of PC cars are from this price

## WHAT A 911 WILL COST

You may see 991s going through auctions and other trade channels for slightly under £50,000, but to buy from the forecourt you'll need a minimum of £52,000, which gets you into a 2012 Carrera with under 40,000 miles from an independent specialist (privately advertised 991s are not yet seen very often). Add £2000 to £3000 for the Carrera S. No hope of finding £50,000? You might not need to – read the 'how to

pay for a 991' section.

A 991 from a Porsche Centre is going to cost more, but maybe not as much more as you thought. On a random dip into the Porsche Cars Great Britain used car locator we saw a 2012/61-plate Carrera in silver and with PDK and 27,800 miles at Porsche Centre Chester for £57,991.

Cars with PDK are worth £1500–£2000 more than manuals – but manual cars are very rare and, as we've said, the manual is an acquired taste..

## HOW TO PAY FOR A 991

A 991 will be at least £50,000 and by far the cheapest way to get it is a cash payment, the near zero bank base rate ensuring you'll not lose out on deposit interest. But most buyers have to borrow for a car, and most deals done in franchised dealer showrooms are 'personal contract purchase' (PCP) whereby you only pay part of the price – you are effectively financing the depreciation of the car during

A lot going on. This is what you get for your money – a sophisticated, modern sports car, that can be specced with a myriad of options and driver enhancements







Red 911s are faster, it's a fact! The rarely specced Guards Red will command a premium in the future over and above all those dull silvers, blacks and greys

the period you have it.

This method means the monthly repayments are significantly lower than on a loan to buy outright. However, you might not be able to get a loan of £50,000 from a bank, so PCP might be your only option, which at Porsche Centres goes under the name Solutions.

We asked Porsche Centre Leeds (0113 389 0600) for a Solutions quote on its cheapest 991, a manual transmission 2013, 62-plate 911 Carrera in white and with 53,200 miles. With a £10,000 deposit/trade-in allowance, over three years you would make 35 monthly payments of £898. At the end of the term you could pay £22,085 and keep the Porsche, but customers tend to hand the car back and start a new deal on another car.

Like all PCPs, Solutions is convenient – but with a high 9.9 per cent APR not a cheap way of financing a 911, all things considered. With the APR on new Porsches around six per cent, it might be worth checking out how a nearly new 991 compares to a brand new one.

## THE WARRANTY YOU'LL GET

Every new Porsche sold comes with a three-year factory warranty, and if outside that period, PC cars are covered by a year's Porsche Approved Warranty which offers comparable protection. It is pretty comprehensive, and can be renewed, but at £1100 for one extra year and £1920 for two (you can keep renewing up to 15 years and 120,000 miles) you have to weigh up whether you think it's worth it. For the same amounts you can also buy a Porsche warranty on a car purchased outside the PC network, subject to an 111-point check costing £216.

Bear in mind that, unlike in the old days, a Porsche, or any other car, need not be serviced at an official Porsche Centre for the factory warranty to be valid. Under European Union law, which of course still applies in the UK, as long as the car has been serviced in accordance with the manufacturer's schedule, and Porsche parts have been used, the warranty remains valid regardless of which workshop

carried it out. However, this is not the case with the Porsche Approved Warranty (like most used car warranties, it's an insurance backed scheme), which locks you into Porsche Centre maintenance.

## WHAT TO LOOK FOR

At this stage in a Buyers' Guide we'd normally launch into a detailed description of all the mechanical and bodywork problems you're likely to face, but this time it won't take up much space – because even the earliest cars are still under five years old, and there are few if any common issues to talk about. 'The car is pretty much bulletproof, and better built than a gen 1 997, though not better than a gen 2,' says Steve McHale, director at JZM Porsche in Hertfordshire. 'But it's still a new car – when they've done 100,000 miles, we may see some problems.'

Steve has come across a couple of faults on individual 991s: 'We've had cars with faulty inlet variable valve lift solenoids, and one with a high pressure fuel pump failure.' But he feels these are isolated issues and not likely to be a common fault. 'I've spoken with Porsche and looked all over the internet and I can't find any widespread problems.'

Wearable items such as brake discs, pads and clutches will need replaced in time, but of this last item, Steve comments, 'I must have driven a hundred PDK 991s, but I've only ever seen one manual car.'

## VERDICT

While the 991-series may have lost a little "Porscheness" compared to the 997, it is a logical step forward, and the signs so far are that it is well made and free of any major problems. It's also cleaner running and more economical, its improved CO2 ratings meaning that, in contrast to the 997, no Carrera or Carrera coupe is liable for more than £295 in UK road tax at present. Furthermore, the 991 is depreciating quite slowly, and of course is the last of the normally aspirated Porsche 911s (GT models excepted), which may in time underwrite values. If you have, or can raise, £60,000, our advice is go for it! **PW**

## BUYERS' CHECKLIST

Worn brake discs will have a pronounced lip at their edge  
Look for kerbing on the vulnerable road wheels  
If still under the Porsche warranty, check when it ends in case work is needed  
Find out what a used car warranty from an independent dealer actually covers  
If buying privately, check there is no outstanding finance

## SPOTTED FOR SALE

**Private seller**  
2013/13 Carrera, manual, silver, black leather, 29,500 miles, £57,500, Daventry

**Independent Porsche specialist**  
2012/12 911 Carrera, PDK, grey, black leather, 36,000 miles, £52,995  
[portiacraft.com](http://portiacraft.com)

**Porsche Centre**  
2011/61 911 Carrera S, PDK, black, black leather, 26,154 miles, £64,900  
Porsche Centre Portsmouth



## USEFUL CONTACTS

**JZM Porsche**  
A long established Hertfordshire-based specialist with a deep engineering knowledge of modern 911s and their performance tuning; our technical consultant for this Buyers' Guide.  
[jzmporsche.com](http://jzmporsche.com)



## DEALER TALK:

# PORTIACRAFT

Almost lost to the fashion business, Harry Ioannou established his north London Porsche business in 1982, and now joined by his son Ollie, still loves coming to work every day



### How long have you been in the Porsche business?

Forty-three years ago, aged 19, I bought my first Porsche, a 911T and rebuilt the engine myself. I was an apprentice toolmaker so had access to all the equipment needed. I finished my apprenticeship when I was 21 and went into the family fashion business, figuring I was going to meet more girls than I would in engineering.

I still had my 911 and people started asking me to repair their 911s, and after three years in the rag trade I realised I was enjoying fixing cars more than selling dresses. I bought my first house with a large garage and started selling and fixing Triumph Stags and Porsches, then in 1982 the freehold of my current premises came up and the rest is history.

### What Porsches do you specialise in?

Nothing specific: everything from the very early cars to 991s, though 996s and 997s are presently our clear winners.

### What's your cheapest, and most expensive Porsche presently in stock?

A 2002 Boxster S at £6995, and a 991 Carrera S at £59,995.

### What would you recommend as the best "first Porsche" to buy?

At the moment anything 996 is a good buy, still a fabulous drive, and with no depreciation downside. We've seen a 20 per cent rise in values over the last six months alone for good cars. We find the 3.4 engine with the dual row IMS bearings one of the

toughest made, and the one that gives us the least problems. Early Boxsters are also a good buy, but sourcing is hard and legwork is needed.

### Where do you get your stock from?

We buy back 90 per cent of the cars we sell, and given how many cars we've sold over the years we get a constant stream being offered. A lot of our later cars come from main dealers when someone part exchanges, plus a lot of people know we are here and offer us their car – we are in an affluent north London suburb with a lot of Porsche owners on our doorstep and we are a very visible site on the A1 in and out of London.

### What warranty do you give, or sell?

Every car we sell comes with our in-house warranty. For the first three months and 3000 miles everything is covered, during the following three months we pay half the parts and labour, and for the last 6 months we cover labour only, charging for parts at cost.

We usually do everything in house, but have reciprocal arrangements with specialists up and down the country to carry out minor warranty work. However, any major work needs to come back to us.

### What's 'hot' at the moment?

Good 996s from the earliest to the latest, especially the 4S and Turbo – we can't get enough of them. 964s and 993s also sell very easily.

### What's best value at the

### moment?

Early 3.4 996s, still available at £14,000–£15,000 for a decent car but I can't see this lasting. I expect to see them 10–20 per cent higher next year.

### Name a car that you recently sold, that you would happily have kept for yourself

I recently sold a 997 911 GTS Cabriolet with PDK transmission and with all the goodies, that I loved.

### What car do you drive every day?

I tend to drive the stock, so at the moment I am driving a 991 Carrera S PDK coupe with all the goodies, Porsche Dynamic Chassis Control, Sports Exhaust, Chrono Plus and so on, and I must say I love it.

### What are your plans for the future?

Carry on as we are – I love getting up in the morning and coming to work – in fact to call it work is not really fair. Ideally we could do with more space for car storage and to expand the workshop facilities, but being so close to central London makes it difficult to find anything suitable, and we don't want to move out as we have a strong and loyal customer base due to our location, so I guess it's something of a double-edged sword.

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## HELPING YOU RUN YOUR PORSCHE:

### INSURANCE RENEWAL

Unless you are, shall we say, one of the more "mature" members of the Porsche community, you probably pay a lot to insure your car, even if it's not a particularly outrageous model, such as the early 997 pictured here. But there's usually one way you can reduce your premium and it takes only a short time on the internet and one phone call.

In "the good old days" there was a feeling that if you stuck with one car insurer for many years, you'd be rewarded with special treatment. The exact opposite is now true, insurers loading premiums of customers who unquestioningly pay the renewal notice – which will almost certainly be more than it was last year.

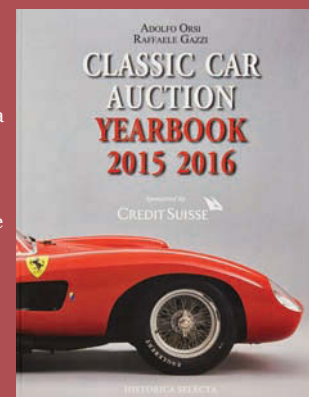
Go on a comparison website such as MoneySuperMarket.com and obtain quotes, which will probably be lower than your renewal figure, because companies offer keen rates to new customers. Present this to your insurer and tell them that if they can't better this rate, you're off. And don't let them simply strip out features to reduce the premium, such as breakdown cover or car hire. It worked for this writer, who levered an original renewal cost of £690 down £126 to £564.



## USEFUL BOOK OF THE MONTH: CLASSIC CAR AUCTION YEARBOOK

A classic Porsche is a great investment – provided you pay the right price, but with a certain amount of economic uncertainty about, the market price isn't always clear. Hence for prospective buyers, the 2016 edition of The Classic Car Auction Yearbook, now in its 21st year, might be a good investment at £70.

Compiled by classic car experts Adolfo Orsi Jr and Raffaele Gazzi, it's claimed to be the most comprehensive survey of international classic car trends, and covers the most recent auction "season", from September 2015 to August 2016. It tells us, for example, that Ferraris make up almost a third of the top classics sold, with 812 offered, and that a new breed of collector has entered the market, concentrating on "modern classics", which may explain the meteoric rise in value of the last of the air-cooled Porsches. You'll find it in specialist motoring bookshops, and online, possibly discounted slightly.





## CLASSIFIEDS

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911

**1983 911SC LHD**

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**£43,950** P0117/055**Porsche 930 Turbo**

Very rare one owner car, 67,000 miles, full main dealer history, 1986 subjected to a £40,000 conversion in Switzerland/ Rinspeed, confirmation from ceo Frank that only 5x rhd cars were produced, 3x no longer in existence, possibly be only one in Europe. Recent upgrades include new Compomotive rims/original Gotis included, the side fins are removed but are included, a full Patrick Motorsport upgrade inc turbo wastegate, housing, headers, with heat and a new exhaust producing 390bhp, 1979 model, reg'd in UK in 1980, graphics inspired by Evel Knievel, if you are one of a few that doesn't like to follow suit and likes to be a little 'different' then this is the beast for you, chocolate bi leather with tartan trim, invoices for £11,000 recently and another for £5000. Tel: 07929 923688 or 01282 699699. Email: [smithjulian@hotmail.com](mailto:smithjulian@hotmail.com) (Lancashire).

**£79,995** P0117/021**Unique 993 Turbo**

First owner: Porsche for 2 years; driver: Porsche CEO; condition: excellent (inside/outside); technical condition: 111 Porsche Approved Checklist ok! New Pirelli tyres, electric sunroof, Porsche service history, no accidents, momentary owner since 2001, 76,428 miles. Tel: +41 41 74 90 911. Email: [jens.hawner@porsche-zug.ch](mailto:jens.hawner@porsche-zug.ch) (Switzerland)

**£133,000** P0117/025

911

**Carrera 996 4S**

(2004), Basalt Back with 18-in black gloss wheels with red calipers, black leather interior (the leather has just been reupholstered) the two front seats have the 4S logo embroidered in the headrests, the bodywork has been fully detailed and looks as new, aluminium trim pack, climate control, factory security system, Bose sound system (DAB has been fitted to original radio), 6 stack CD, heated seats, dash camera, in built phone (complete with SIM), sat nav, Porsche Communication System (PCM), Litronic lighting, sports exhaust system, top tinted front window, Porsche logo on the two front mats, service history and all receipts for work carried out (all brakes and discs renewed) etc. This has to be one of the best 996 4Ss on the market, it is immaculate inside and out, and one of the last to be produced and comes with the Porsche Certificate of Authenticity, any inspection welcome, test drive with proof of insurance. This car has to be seen, lots of photos on request, please phone if further information is needed. Tel: 07759 378007. Email: [trev65007@hotmail.com](mailto:trev65007@hotmail.com) (Kent).

**£23,499** P0117/040

912

**1968 LHD 912/6**

RS body, 2.2 flat 6, triple Webers, S cams, 5 speed box, non sunroof coupe, MOT June 2017, car drives very well, sounds great, I have had the car from 2012, it's had lot of new parts fitted. Tel: 07506 299333. Email: [oldeboy@hotmail.co.uk](mailto:oldeboy@hotmail.co.uk) (Devon).

**£23,000** P0117/041

928

**9 - Apart**

Parts specialists for 928  
**01706 824 053**

**1979 Euro Porsche 928**

Service records, nice quality V8. Runs and drives smoothly, # matching, replaced working parts for new to extend reliability, Gunmetal Grey over blk leather. I own a sports car restoration shop, bought this gem to go to car shows with my buddy that I sold my 914 to, fun, fairly rare exotic that won't break the bank, contact for further details. Tel: 330 493-6000. Email: [jeffvolkert@gmail.com](mailto:jeffvolkert@gmail.com) (Ohio, USA).

**£7000** P0117/022

944

**1987 944 Auto**

Only two previous owners with a genuine 80,000 miles (all the old MOTs are available to confirm), this car has had over 10K spent on it in the last few years. Electric windows, sunroof, mirrors, digital clock all work, alloy wheels have all been refurbished and are unmarked and are fitted with Dunlop 195/65/15s all round. The car has been subject to Augment Porsche tuning and has been fitted with an upgraded ECU, roadrace camshaft, Koni adjustable shocks both front and back and replacement springs, new discs and pads were fitted about 1000 miles ago, it has also had a new oil cooler, lots of other bits done as well, I have a very thick history file to support all the work. The interior is burgundy and very clean, repainted three years ago, this is a solid car. David Barker of Augment Porsche knows this car and has driven it, he is of the opinion this is one of the best he has seen in a long time and will confirm the condition of the car to anyone wishing to purchase it. Tel: 07551 986843. Email: [eddr63@hotmail.com](mailto:eddr63@hotmail.com) (Kent).

**£3900 ovno** P0117/042**The Ultimate Driving Shoes**

968

**9 - Apart**

Parts specialists for 968  
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**968 Convertible 6 spd, 17", full history**  
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**£11,500** P0117/043

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## AUCTION/SHOWROOM/CLASSIFIED

## MARKET WATCH

Values of the 911SC and Carrera 3.2 continue to rise quickly, with some prices hitting £80,000. But only the really good ones can make that, and there are many near basket case examples with excessively high asking prices, David Sutherland warns



Exceptional 911SCs and Carrera 3.2s are still making strong money

In mid October an auction, exclusively of Porsches, took place at the Silverstone circuit, and predictably the results showed that values of air-cooled 911s are as hot as ever. At the event, The Porsche Sale 2016, hosted by Silverstone Auctions on behalf of Porsche Club Great Britain, a 1986 Turbo SE "Flatnose" went under the hammer at £140,630, a 1983 3.2 Targa for £35,650 and a 1981 911SC coupe for £30,380. And plenty other Porsches achieved high prices.

These headline results indicate that the market for 'Impact Bumper' Porsches – those made from 1974 until the arrival of the 964 in 1989 – is accelerating hard, brushing aside Brexit or other economic worries. And sellers can almost name their price – provided their cars are truly the very best examples.

However, if what you are trying to sell is not anywhere near concours standard, you may end up feeling that the classic car boom has passed you by, as Robin McKenzie of Bedfordshire-based air-cooled Porsche specialist Auto Umbau explains: 'Very good cars are selling quickly and the very bad, very cheap cars are selling quickly, too. But the ones in the middle are stagnating because people selling think their cars are worth more money than they really are.'

McKenzie reckons a top condition 911SC (1977–83) will sell for £40,000 to £60,000, depending on the fullness of its maintenance history and the number of owners it has had. A Carrera 3.2 from the 1987 model year onwards (which had the later, G50 gearbox) and with the optional but rare air-conditioning is what everyone seems to want and could go for even more.

In fact in the London market, where we assume even more cash is sloshing around, the top end of SC/Carrera 3.2 sales go far higher than that, reaching giddy heights – if asking prices are anything to go by. For example, at the time of writing South Kensington-based Hexagon Classics, which specialises in unearthing ultra-low mileage cars, was asking £79,995 for a 1985 Carrera 3.2 (lead photo) in left-hand drive – but it had only covered 4,428 miles.

At the other end of the scale, an SC or Carrera 3.2 (although now less readily available in this condition) priced at around £10,000 will easily find a home simply by virtue of it being affordable. These are usually purchased as "running projects" but while owners will run them, very few will invest much in the "project" side of things.

What McKenzie now sees

struggling is the £20,000 car that is frankly a financial liability. The current classic car boom, which has seen Carrera 3.2s more than double in just a few years, has been in progress for the best part of a decade, and prices of substandard cars have riding on the coat tails of the best ones. But now McKenzie reckons that the economics of common sense have now kicked in.

'A lot of the cars priced at £20,000 to £25,000 would have been a £10,000 car not that long ago, and have the big three 911 problems, B-post and front inner wing rot, and a smoking engine,' he tells us. 'An engine rebuild is going to be £10,000 to £15,000 and a full body rebuilt £15,000 to £20,000, so by the time you add that you might have paid more than for a really good car that required no work. Obviously you have to have money to buy cars like these, but people tend to shy away from £20,000 wrecks, knowing there might be expensive trouble in store.'

Looking at matters from the investment point of view, Hexagon's Jonathan Ostroff adds a reason for lukewarm demand for these cars. 'If anything they're too plentiful and a lot of them were bought by people who ran them on a shoestring and didn't put money or care into them,' he explains. 'They're not really cars for the collector and won't be for a long time to come.' An additional factor has come into play, he adds: 'Originality is now everything. We're now being asked if the car has the original sales invoice, or the

radio cassette it came with.'

On the basis that most buyers of this era of Porsche know how to spot a bad one, or employ a specialist inspector to do that for them, McKenzie also points out that while the once unpopular SC and Carrera 3.2 Targas have gained wider acceptance – mainly due to the wonderful looking 991-model Targa – these and Cabriolets lag behind coupes. 'These usually need even more money spent on them because they are more likely to leak and have water damage inside. And they don't drive as well as a coupe – the Cabriolet isn't so firm and the Targa is likely to suffer from wind whistle.'

McKenzie also believes that the so-called "garage queens" are sometimes overrated. Some spend many years either not driven at all or covering very low mileages, and therefore typically have little or no money spent on them which, along with long periods of inactivity, can cause deterioration to set in.

For many people on normal incomes, raising £20,000 to £25,000 is doable with a bit of lateral thinking, and buying an iconic 911 with no water in its engine and which does not short change on character or driver enjoyment will be a strong temptation. But realism must prevail, so if you're going to buy one, pay enough to get a good example. If that's not going to happen, then we suggest this: buy a 996 or 997 generation 911 instead, as these are an absolute steal at the moment, but may not be for much longer. **PW**



Beware the £20k 911. It could cost that to restore



Cabriolets lag behind coupes in popularity



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**£16,500** P0117/026

## REGISTRATIONS



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Registration for sale, currently on retention. Tel: 07759 691292 Email: [cmfleckney@gmail.com](mailto:cmfleckney@gmail.com)  
**£1500** P0117/002

## XXX 911X

**'XXX 911 X'**  
On certificate, ready for immediate transfer, Porsche number plate 'XXX 911 X'. Tel: 07713 469911. Email: [msdriscoll@gmx.de](mailto:msdriscoll@gmx.de).  
**£6000** P0117/056

## REGISTRATIONS

## K11 XTA

**'K11 XTA' (BO XTA) perfect plate for Porsche Boxster**  
Number plate on retention perfect for Porsche Boxster. Tel: 07799 061353. Email: [carolineclaytonwright@hotmail.co.uk](mailto:carolineclaytonwright@hotmail.co.uk).  
P0117/019

## LES 190

**'LES 190' registration for sale**  
Until recently on my 964 but have now decided to sell the registration, on retention certificate until 3/2/2017, no VAT or other charges to pay, telephone with offers. Tel: 07425 153194. Email: [lezdaves@gmail.com](mailto:lezdaves@gmail.com).  
**£3500** P0117/010

## P911 TJB

**'P911 TJB'**  
Private plate 'P911 TJB'. Tel: 07759 378007. Email: [trev65007@hotmail.com](mailto:trev65007@hotmail.com).  
**£1000** P0117/060

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P0117/017



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P0117/001

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## REGISTRATIONS

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**£350** P0117/032



### 'FRY 911J' cherished registration

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**£1490** P0117/028



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**£3500** P0117/031

## REGISTRATIONS



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**£1000** P0117/027



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This number plate is A1 for anyone named Andrew, Andre, Andrea or Andy, absolute bargain buy and will continue to rise in value. Imagine this on your motor, get in touch if you want it, it is on a retention certificate so a very simple operation, send me a message now. Tel: 07779 767605. Email: rugbytickets@rocketmail.com.

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## PARTS

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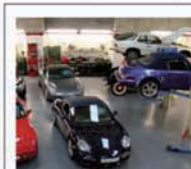
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£27,995.00

**W**ell, I learned something today. Whilst I'm more than happy with the performance of my 996, in recent months I've had a sneaking hankering after a 997, in the belief that they are hewn-from-stone structurally and bulletproof mechanically. Think again – on the second aspect, anyway!

I've come to see Joff Ward, proprietor of Finlay Gorham, based in ancient timber farm buildings in pleasantly rolling Suffolk countryside near Bury St Edmunds. As a matter of course Joff rebuilds every 3.8-litre gen 1 997 engine that he sells, a fact that's not fully appreciated as a necessity by clients – nor, as it turns out, seasoned motoring journo's either. 'I need to get across to people the significance of what we're doing to gen 1 997s, because otherwise people will not pay me the extra money for them because they haven't seen the point of why we do it.' He's referring to the 3.8-litre water-cooled flat-six, as fitted to 997s, gen 1 S4s and C2 Ss, and gen 2 C2s as well. 'It's not a question of if the engine is going to go, it's *when* the engine's going to go.' He's shocked that I'm ignorant of this. Too much time spent with my head in the air-cooled ether, I guess. 'We're even finding some of the gen 2s are scoring their bores,' he declares; 'they haven't got an intermediate shaft so they can't damage that, which is something. And the timing chains on these gen 1s are stretching over an inch, not even over big miles, and we take them out and find they're about an inch longer than a new one.' Just to get this straight, this is all 3.8-litre 997s; it doesn't apply to 996s, apparently, and all 3.6-litre 997s are fine.

'A bore scope test will not necessarily indicate a problem; it could be fine and a month later it will score the bores,' warns Joff. 'There's no warning; I can't risk putting the bore scope down and telling the customer it's all clear, because there's a good chance they'll be back six months later. And this is happening all the time.' So for that reason Joff will only buy in 997 3.8s with damaged engines – relatively cheaply, of course – and rebuild them as a matter of course. Consequently the asking price starts to look like something of a bargain. So what we've got here is a 2006, gen 1, 997 C4S 3.8 wide-bodied manual coupe, complete with rebuilt engine. The colour combination of the exterior and interior is very appealing: it's finished in suave metallic Carrera GT Silver with full Cocoa hide trim, so the outside is that darker, greyish silver that was also reserved for 996 Anniversary and 986 Boxster 550 Spyder 50th Anniversary models. The brown leather hue of the cabin upholstery is a welcome change from the ubiquitous black, kind of like how brown shoes used to be versus black ones, cocking a "dress-down-Friday" snook at the establishment. Anyway, I'd go for it.

It's done 64,000 miles, and it's had four owners, with Porsche main dealer history: UK, Dublin, and Faro, Portugal, when it was owned by interior designer Helen Turkington. If the Cocoa brown interior worked for a famous international interior designer, that's good enough for me! 'It came over from Southern Ireland, having been in the UK, and I bought it deliberately with a clanky engine,



and then we rebuilt the engine, clutch, flywheel, brakes, condensers, again, same deal, and it had the bigger intermediate shaft bearing in it already so we didn't change that.' As well as the engine rebuild it's had fresh cabling between battery and starter motor: 'because they just melt; the 996 has got really big, heavy cables, but the 997s are flimsy and they melt, and we also have to change the starter motors because they overheat. It's the manufacturer skimping, but as I regularly say to my customers, it's all consumer driven, because you guys want all the toys: you want electric memory seats, you want climate control, cruise control, anti-lock and skid control, and sat nav and a phone, and you want the car to go quickly and do lots of miles to the gallon, but you don't want to pay lots of money for it; so to get it all on there, they have to skimp on production and to reduce the weight they have to make it lighter out of cheaper materials. So it's your fault, guys, because you want it all but you don't want to pay for it! There speaks someone who's specialised in Porsches for 40 years (formerly in partnership with the late Mike Ticehurst) and reckons to have traded some 10,000 Porsches in that time.

But if all this seems like a lot of bother to go to, it's because Joff is a 997 enthusiast – expert, even. 'To me, this C4S is the best of the gen 1s, and I love the way they drive.' Indeed. We motor over to his bodyshop near Bury – Carrera, run by Jeremy Bono – and immediately I'm aware of the additional power of the 3.8 engine over the 3.6. The C4S handles so well, too, biddable and compliant despite the presence of the front drivetrain, and it feels more refined than the previous 996 version. There's the all-wheel drive safety blanket, too: 'it could be parked here in the winter with a foot of snow and you can still go up the drive at 70mph, and on the school run everybody's going, "how did you get that to the school?" Because it's four-wheel drive, and they are extraordinary in the snow, and it's amazing the grip you have. I almost prefer them to the

C2s because I like the way they handle, especially in the wet when you've got that extra bit of grip.' It's also got PSM, but Joff turns that off most of the time, 'as it spoils the fun. Suddenly the blurred edges of the standard 996 have gone; it's sharper and more reminiscent of a 993. I can do things in this that I would never dare do in a 996, in terms of handling. On the other hand, a GT3 is just bloody uncomfortable and to be honest I think I can get one of these quicker from A-to-B than in a GT3. I don't find the GT3 particularly user friendly; they're a trackday car rather than a road car.' Indeed, my outing in this rocketship of a car is edifying in that sense, too: it is a fantastic ground coverer, swift, secure, and comfortable, too. **PW**



## CHECKLIST

### BACKGROUND

A 2006 wide-bodied, gen 1 C4S manual coupe, in Carrera GT silver with dark brown Cocoa hide trim and upholstery, 64,000 miles with full history and recent engine rebuild on the premises.

### WHERE IS IT?

Finlay Gorham's premises are situated in a former farmstead, Potash Farm, IP30 0NG, between Bury St Edmunds and Lavenham in beautiful Suffolk countryside.

[finlaygorham.com](http://finlaygorham.com)

Tel: 01284 827427

Email: [info@finlaygorham.com](mailto:info@finlaygorham.com)

### FOR

Great car with comprehensive spec. It's had an engine rebuild, a new clutch, dual mass flywheel and the larger IMS bearing. Cool colour scheme, plus built-in satnav, phone module, Chrono sport pack, Bose stereo upgrade, auto-dim mirrors and rain-sensor wipers, 19in five-spoke alloys, Litronic headlights.

### AGAINST

Slight wear to pedal rubbers and marks on door shut kick-plates, but insignificant in the grand scheme of things and can be replaced if buyer requires.

### VERDICT

An excellent 997 with secure four-wheel drive handling, great performance from rebuilt 3.8-litre engine.

## VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●



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## PARTS



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**£650** P0117/012

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 To fit a 987 model in Seal Grey, collection only from Brackley, perfect condition. Tel: 07711 182888. Email: [pr@trade-events.co.uk](mailto:pr@trade-events.co.uk).  
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**£100** P0117/051

## PARTS



**Porsche 997 Gen 1 C2S exhaust boxes**  
 Porsche 997 Gen 1 Carrera C2S main exhaust mufflers/back boxes, have only done circa 3K miles, these items are genuine Porsche parts, they were removed from my car after 3K miles, they were professionally removed by Zentrum Porsche and have been dry stored by myself since then, would accept £200 for both boxes, this would be collection only or you arrange courier pack and collect. Tel: 07803 122312. Email: [andrewsmith911@gmail.com](mailto:andrewsmith911@gmail.com) (Derbyshire).  
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# TRIED & TESTED

With 911 & Porsche World's Roving Reporter, Johnny Tipler

997 CARRERA 3.8 C2 S

2005

37,000 MILES

£29,995.00

**O**K, so where do I sign up for this one? Coz it sure floats my particular boat, with my penchant for GT3 pastiches and track-focused attitude. This time it's a 3.8-litre 997 C2 S, resplendent in that model's GT3 aero kit, and I can certainly dig that, adding an air of individuality to a car that you don't often see in Arctic white.

The bodykit is a recent addition, implemented by Finlay Gorham proprietor Joff Ward because, as he says, 'I want to try it as a project car, just as a bit of fun and see what actually happens in the process of selling it. I had the Aerokit anyway, so we put it on. It's only nuts and bolts, so it's removable and the original nose and engine lid can be replaced, and you're not actually detracting from the value of the car in any way.' They've inserted the extra GT3 air intake in the front panel below the luggage bonnet lid as well, and the chequered graphics down the sides of the car were made locally in Bury St Edmunds. 'I gave him a photograph and he copied it,' says Joff, 'and we fitted them ourselves this week. It finishes the car quite nicely. The actual gen 2 GT3 has its GT3 identity on the rear wing as well, but we don't want to overdo it.'

We love a project car on *911 & Porsche World*, and Joff has done a huge amount of work to this one, including an engine rebuild in pursuit of his dictum that all 3.8-litre 997s leave Finlay Gorham with fresh motors. As he says, 'all the engine work has been done so it doesn't need anything else doing, really; the gearbox was fine, and we've done the brakes, clutch, hoses and air conditioning condensers, so there's not a lot left to do.' Prior to the external transformation the car was on offer at £26,995, and now, with bodykit fitted, he's asking £30K for it. It's a 2005 model year car, so built late in 2004. At 37,000, the mileage is very low – which makes it all the more startling that a rebuild was even required at all. Joff bought it as a standard car with a knackered engine. 'It was clanking and clattering like a good 'un on numbers 5 and 6 and burning lots of oil, so we took the engine out and completely stripped it and did cylinders 4, 5 and 6; we lapped in all the valves on the heads and put new valve stem seals on there, changed the tensioners, and then we did the flywheel and clutch at the same time. And all four brake discs and pads and sensors all round, because they were all pretty tired, and a pair of air con condensers on the front because they're always knackered, plus front-to-back aluminium water cooling pipes. We always change those, because the clips on the end explode as they're an aluminium pipe clipped onto a steel one so you get electrolysis and they just disintegrate. We're getting cars coming through now with those pipes leaking like a sieve, sadly. We get through probably 100 air conditioning condensers a year because they fall to bits, so we change those as a matter of course. We changed the intermediate shaft bearing on that one, too.' Whew! And there was me thinking 997s were good as gold, but it seems only the 3.6-engined one qualifies for that endorsement, until such time as the 3.8 has had a rebuild, which this one now has.

Then Joff delivers the second surprise. This 997 was



originally black, but it had a colour change. The story is that it was taken in against a bad debt by a bodyshop owner on Canvey Island, but he was not a Porsche enthusiast and it sat in his yard for three years until someone offered to buy it – if he painted it white. So, being a bodyshop, it wasn't a particularly big deal, so he did. And then they didn't buy it. Eventually he found a buyer, but straight away the engine began making undesirable noises and he was obliged to take it back again, at which point Joff bought it from him as a project, knowing that it had a failing engine. 'I obviously knew that it had had a colour change,' Joff reports, 'but I've been all round it with a Lemonator magnet and there is not a trace of filler in there at all, no signs of any repairs that I can spot any signs of, so I was happy to take it with the colour change. I wouldn't normally, but the fact that the tester was telling me that there was no filler made it acceptable to me that all four corners were square.' Well, I've owned black cars in the past as well as white ones, but right now I would rather buy a white one than a black one; whether Joff's clientele agrees we shall see. He recalls that when he was buying cars from Maltins in the 1970s, 'the most popular colours for Porsches were red, white or black; and there was Roman Purple, Blood Orange or Summer Yellow, and they did the 924 in Aubergine and Havana Beige as well, which was a non-metallic pale custard-brown colour, and Glacier Blue, which we couldn't sell for love nor money so we changed those to white! It was before the days of wrapping.' As for the cabin interior, the sand beige hide trim is in excellent condition and makes a nice change from black, though personally I feel a bit uncomfortable with a beige steering wheel and might have to fit a black one if it were mine.

I take it for a spin round the undulating lanes, which fortuitously offer some fast corners with excellent visibility, and it's a joy to drive. I just know it's going to cling on in the bends because 997s are so very sure-footed. I am

very tempted to make an offer – that is, until I'm reunited with my 996, which I reflect does the job perfectly adequately for me.

As for the 997 market, Joff is a connoisseur of all liquid-cooled 911s, and he opines that, 'gen 2 997 prices are holding on, while gen 1s are creeping up marginally, but when you see a gen 1 at £25- to £27 grand and a gen 2 at £35- to £40 grand next to a 993 at £65 grand, it doesn't make any sense; it's bonkers!' For many of us, he has a point. 'Kettles' are fundamentally such good cars, and once undesirable foibles such as the bore-score issues are cured, a character car like this becomes very desirable. **PW**



## CHECKLIST

### BACKGROUND

This 997 C2 S is a six-speed manual with a full GT3 Aerokit and side-strip graphics, with a fully rebuilt in-house engine with all the bore scoring issues resolved, plus new clutch and flywheel, brakes and a/c condensers. It has inbuilt sat nav, phone module and cruise control, with rear Park Assist, Litronic lights, PASM and PSM.

### WHERE IS IT?

Based in sturdy Victorian timber-built farm buildings, half a mile down a metalled farm lane, Finlay Gorham is located in the heart of the rolling Suffolk countryside, 12 miles from Bury St Edmunds and Sudbury, reached from the A134 Bury-Sudbury road or, on a larger scale, the A14 from Cambridge or Ipswich directions.  
[finlaygorham.com](http://finlaygorham.com)

Tel: 01284 827427

Email: [info@finlaygorham.com](mailto:info@finlaygorham.com)

### FOR

Great 997 looks enhanced by factory Aerokit and refurbished wheels; thorough mechanical overhaul means it should last a very long time before anything else needs doing.

### AGAINST

Chequered side stripes may be a little over the top for some tastes; beige steering wheel at odds with macho body-kit.

### VERDICT

Arctic White coachwork with body-kit, black wheels and unusual sand-beige interior make this a great way to own a standout 997. Thumbs up from Tipler.

## VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●



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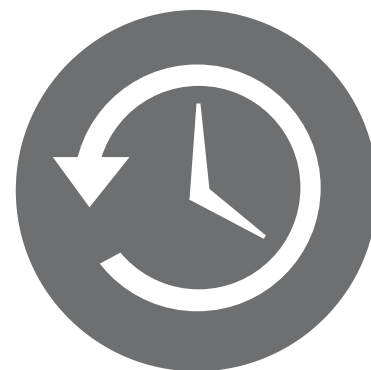
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# THE WAY WE WERE

## TIME MACHINE

A nostalgic look back at *911 & Porsche World* from days gone by



### JANUARY 2013 (ISSUE 226)

**V**ery much in the recent past, although a cover date of January 2013 means that we would have been putting this issue together in Oct/Nov of 2012. When delving back in the archive some issues are easy to recall and this is one of them. After all, when do you usually see a front cover full of 944s? For us it was deemed something of a risk from a sales point of view, but the image was just too strong to confine to the inside of the mag and besides, we hoped it might inspire a few folk to look beyond the usual cover fodder.

More than anything, though, is the memory of just how much fun it was to put this feature together. We had the small but perfectly formed Blyton Park Driving Centre in Lincolnshire all to ourselves, and all the cars were supplied by 944 collector Ian Gibson. They arrived on a transporter and we utilised Blyton Park's huge hangar for shelter from the elements. Yes, it rained for most of the day, but this turned out to be a bonus for dramatic oversteer biased photography. *911&PW* regular journo, Adam Towler, was the test pilot and he spent all day hanging the tail out. The front coverline wrote itself: 'Cheap Thrills!' And it still applies today although the market for good 944s (and for 924s and 968s) is on the up. Real world thrills are not always mega bhp and unobtainable limits. Get in quick we say.

Further fun was to be had with the dual launch of the 991 C4 and the Cayenne Diesel S in Austria. Again it's the driving that brings back the memories, with the aforementioned Towler in the 991 with your Editor in pursuit in the Cayenne. Could the 991 get away? No chance! Nothing to do with driving prowess especially,



more a matter of torque. The rather feeble 991, with its peaky 345bhp, 3.4-litre engine was no match for the Cayenne's V8 Diesel with 377bhp, but more significantly 623lb ft of torque at 2000–2750rpm, compared to the C4's 288lb ft at 5600rpm. The Cayenne simply bludgeoned its way down the road, leaving the 991 breathless in its attempts to get away.

If that all seems like recent news a trip to the classifieds is sobering. Recent it may be but £15k Carrera 3.2s, 964s and SCs tell a different tale.

### JANUARY 2008 (ISSUE 166)

**E**clectic. We've said it many times of *911&PW*, but we like to think it's part of the magazine's appeal. Eclectic is certainly true of the January 2008 issue, which seemed to come from all parts of the globe, Germany and the US to Beirut. Eh? Well, reporting from the Nürburgring Old Timer Grand Prix and the Rennsport Reunion at Daytona is not too unusual, but Beirut? The connection is the now famous 2.7 RS discovered in the basement of a bombed out apartment block in the Lebanese capital. It was a fascinating tale and we photographed the car at Autofarm after it had been rescued by Brit James Shead. Interestingly we recently featured another 'lost' 2.7 RS, from Trinidad, which was also part discovered by Autofarm.

Elsewhere the Editor reported on getting his 944S back on the road, after replacing the comprehensively blown up engine. We went a bit *Hello!* magazine as we visited Travis drummer, Neil Primrose at his Lake District home to look at his Porsche collection. Sticking with the Lakes, we also drove a 997 up the Hardnott Pass, the steepest road in the UK.



### JANUARY 2006 (ISSUE 142)

**D**on't look back in anger,' sang Oasis, which is all very well, but it's not Noel Gallagher who has to flick back through the *911&PW* archives every month and be tempted by the metal on offer in the classifieds. I know we make this reference month in month out, but it's hard not to feel slightly hard done by, or not to kick oneself for not second guessing the market, if that is indeed even possible. Regardless, if this page really was capable of time travel as its title would suggest, then I'll snap up the 964 RS at £38,995 and a rather nice 968 Club Sport at £12,950. I'll also have the 15in Fuchs (7in fronts/9in rears) at £650.

Right, well that's got that out of the way, what else was lurking in this issue? Well, let's take a look at the 'Our cars' pages. Making its very first appearance was Johnny Tipler's infamous 'Peppermint Pig', an impulse purchase on a visit to Roock Racing in Germany. The 'Pig' became easily one of *911&PW*'s most well known project cars and Tipler's colourful calling card. You know and we know that he still misses it today.

Air-cooled and classic stalwart, Keith Seume, was saying goodbye to a Porsche 928 with a 'mixture of sadness and relief.' We never really understood that brief relationship, and after a protracted eBay sale, the 928 ended up in the United Arab Emirates of all places.

Regular contributor, Paul Davies, was offering for sale his Project 912 at £9000. A more sorted 912 you would struggle to find, and it paved the way to the Carrera 3.2 Targa that he still owns today.





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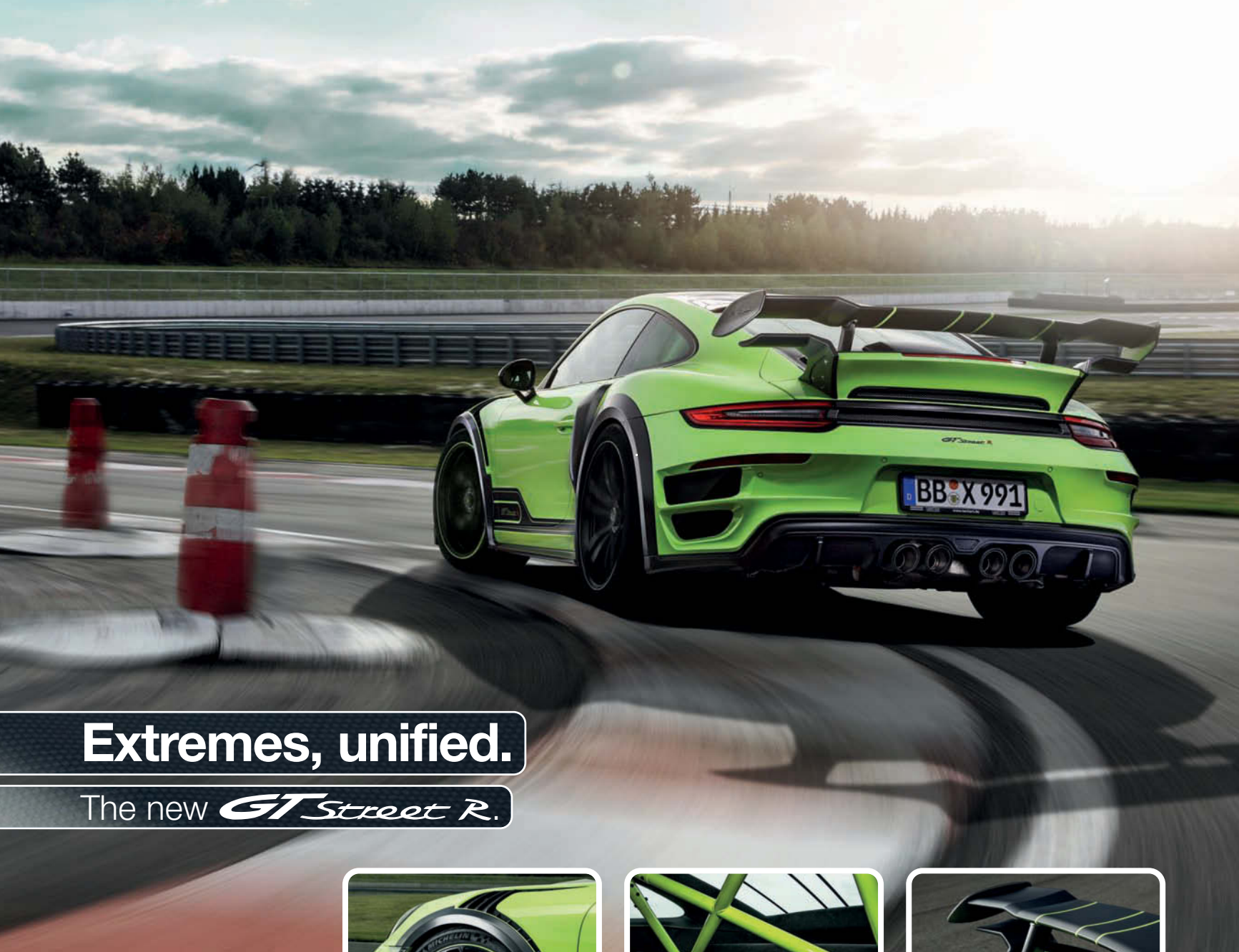
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