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The Porsche expansion drive steam rollers on. In a year that has seen the launch of the new Cayman, the 911 GT3, 911 Turbo and 918, plus revised Panamera and Cayenne, Porsche launched its seventh model range in the shape of the new Macan at the LA Motor Show. That Porsche was going to enter this segment of the market was, of course, a no-brainer. These smaller SUVs/off roaders are the new sports cars. Doesn't matter what us 'enthusiasts' say or think, it's a sales driven fact. Just look at the huge success of the Range Rover Evoque.

And it's not hard to see why. These are cars that fit in with people's lifestyles and lifestyle is what it's all about. OK, we

“That Porsche was going to enter this segment of the market was a no-brainer”

have yet to drive the Macan, but I have absolutely no doubt that it's going to be a pretty decent way to travel. Indeed, faced with one of these on the drive, plus a 911, I would probably more often than not plump for the do anything, go anywhere charms of the Macan.

The public gets what the public wants, which is exactly how it should be. The only caveat to this from the *911&PW* point of view is that Porsche continues to participate in the now minority market for sports cars. Not that I think that we should be worried. In the next issue we will be driving the new 918 Hybrid supercar. Bring it on, as Walter might say.

Steve Bennett

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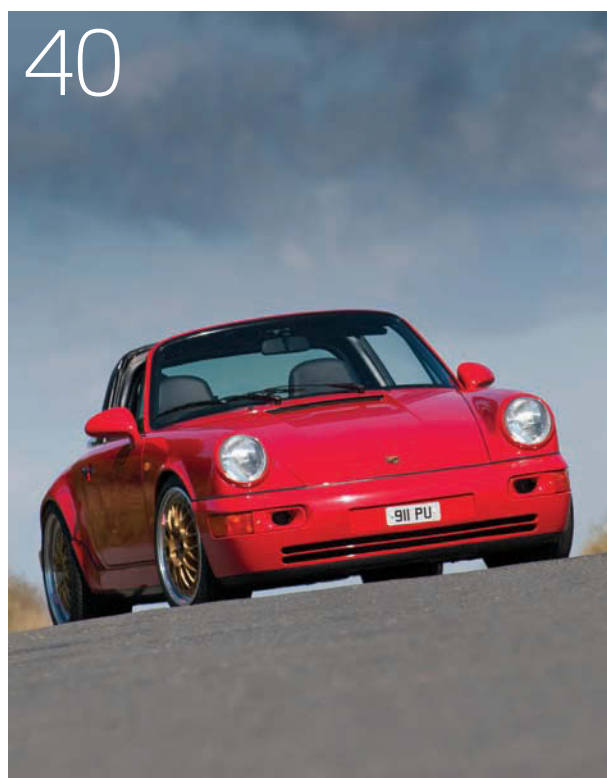
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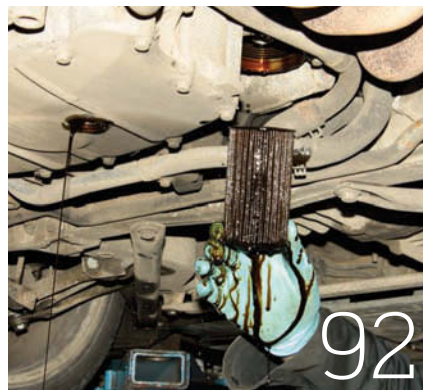
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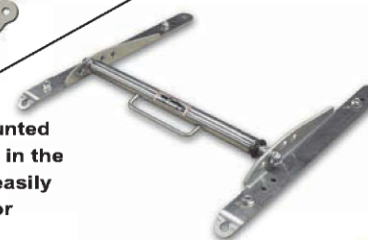
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PORSCHE NEWS





MACAN OUT-POWERS 911

Any worries that Porsche's compact SUV might be short on driver appeal appear to have been dispelled now that full details of the all-turbo, three-model Macan range have been released, showing that the top model, the 400bhp Macan Turbo, has 14 per cent more power than a 911 Carrera, and that even the Macan S with 340bhp has more horsepower than the Cayman S. The Macan S Diesel uses a more powerful version of the Cayenne Diesel's 3.0-litre V6, good for 258bhp and 428lb ft torque.

Regardless of model, the Macan – the Indonesian word for Tiger – comes with a seven-speed PDK transmission. The four-wheel drive transmission has Porsche Traction Management (PTM) as standard, and an electronically regulated clutch that sees the rear wheels driven in normal conditions, but torque progressively fed to the front wheels on slippery surfaces. Unveiled at the Los Angeles Auto Show in November, the cars are scheduled to go on sale in the UK in March 2014, with the Macan S and S Diesel at £43,300 and Turbo priced at £59,300.

The 3.6-litre, twin-turbo V6 engine, rated at 406lb ft torque and which will shift the Macan Turbo to 62mph in 4.8 seconds (or 4.6 with Sport Chrono) and a 166mph top speed, is a stroked out 3.0-litre engine. However the 3.0-litre V6 in the Macan S is a new Porsche design, and while it is a short stroke, high revving design, its 339lb ft of torque is delivered in a linear curve so the engine should not feel flat at low revs.

The S models ride on steel springs, with the PASM active suspension optional, and standard on the Turbo. Air

suspension will be optional, lowering the Porsche by 15mm on the normal setting, and offering higher and lower positions too. Electro mechanical steering is fitted.

Should an owner ever wish to venture into the wilds, the off-road mode is engaged by a button on the centre console, at up to 50mph. This sets the transmission for higher traction, including directing more drive to the front wheels, and also raises the ride height by 40mm when air suspension is fitted. Another button on the console of all three models engages Sport mode, upping engine response and raising the PDK shift up points.

All models will have comprehensive equipment including 18-inch diameter wheels on the S models and 19-inch on the Turbo, steering wheel shift paddles, a high end audio and an electrically operated tailgate. Wheels up to 21-inch are available.

While rivals BMW and Mercedes outsource SUV production to the US, Porsche stresses that the Macan is "Made in Germany", claiming quality at the Leipzig factory, where €500m was spent on the new model's production line, is of the highest level. Weighing between 1865kg and 1925kg the Macan is no lightweight (that's over a third heavier than a 911), but Porsche says it is the 'first compact SUV that is also a sports car'. Its body incorporates design cues from other Porsches, such as 911 inspired rear wings and the 918 Spyder look headlamps. Two things are virtually certain about the Macan: it will become the best selling Porsche around the world, and the Diesel will be the most popular model.



SUPER QUICK PANAMERA BACK

A flagship model Turbo S returns to the Panamera range in early 2014, its hotter engine capable of pushing Porsche's executive saloon to a 192mph maximum. It will cost from £131,049, some £23,000 more than the existing Panamera Turbo – however as before, the UK will not get the 150mm extended wheelbase

Executive version intended as a Mercedes S-Class chaser, as it is not made in right-hand drive.

The 4.8-litre V8, mated to PDK transmission, gets a pair of new turbochargers with larger compressors to give an increased airflow, while the injection has been increased by 20bar to 140bar, resulting in a

power increase of 49bhp to 562bhp and a 37lb ft rise in torque to 553lb ft – which increases to 590lb ft on overboost. To cope with the extra loads, the pistons are made from a new aluminium and have specially coated piston rings. Fuel economy is the same as for the Turbo model, 27.7mpg on the combined cycle.

Standard equipment includes the Sport Chrono package which optimises powertrain and chassis settings and provides the overboost, PCCB ceramic brakes, 20-inch Turbo II wheels, and comprehensive interior equipment including two-tone leather trim and a Bose surround sound system.



OUR TAKE

CLASSIC PROBLEM

Making the most of a glittering past is a great way to enhance a marque's image, but Porsche should be wary of overdoing it, David Sutherland feels

Go back 30 years and a car maker's heritage was just something it had done previously. What mattered was the future, because the industry hadn't worked out how to make history a profit centre, and did little more than use it as a PR sideline when appropriate.

Now, Porsche, along with Mercedes-Benz, mercilessly exploits its classic cars and racing history. Jaguar is beginning to do the same, and Audi and BMW will no doubt follow once they have enough under their belts to make a fuss about. Help is on hand from the big auction houses, who give advance warning on which classics are coming up for sale; we know that in January and February RM Auctions will be selling five Porsche racing cars from the 1960s to the 1980s, which together will make £8m, possibly more.

Porsche's wonderful museum in Stuttgart has no doubt helped boost the values of its air cooled road cars, which are all rising in value and threatening to become investments rather than usable cars. Porsche has a classic centre that will bring them up to scratch if you require that.

But there is surely a danger that the past is threatening to overwhelm the future, especially when Porsche periodically throws in design cues from, for example, the 2.7 RS from the 1970s. The 911 2009 Sport Classic, a 250-unit limited edition costing double the price of the regular car, but which nonetheless quickly sold out, is a case in point.

We may reach a point where the new cars simply don't seem as sexy as the old ones – Mercedes is already in that position, some would argue. Put the 2.7 RS next to a current Carrera, and it's obvious which looks more iconic. But four decades of engineering progress ensure that the latter is the better car, and Porsche needs to ensure that people understand this.



Learning the classics

An Essex Porsche parts specialist has begun a restoration project which will counter the widespread perception that modern mechanics have trouble working on a car if they are not able to hook it up to a diagnostic computer. A 1969 Porsche 911T 2.0 has been purchased by Design 911 in order to be stripped back to a bare shell, and methodically rebuilt over a period of six months, which is intended to be an education for those involved.

'We have experienced sales staff that started their training at Porsche back in the '80s and then came to Design 911,' says the firm's proprietor Karl Chopra. 'We also have some younger members who don't know what the '70s and '80s were all about, so this restoration project is a training programme for them, to let them see how a classic Porsche was built and how and where each and every part is fitted. We're training the new people about the old cars.'

Every part fitted to the 911 in the course of the restoration, named The Old Fashioned Way, will be among those available for sale at Design 911, and the total value of parts will probably exceed £10,000, Chopra estimates.

Pictured here in the blue overalls is Design 911's technical manager Keith Davis with the car and the mechanics who will work on it. Once the 911 is rebuilt it will serve as a company demonstrator for a while, and then sold off when a new restoration project is started.



TURBO FOR THE TRACK

This hard to miss conversion shows how the 997-series 911 Turbo S should be, according to all makes tuner MCCHIP-DKR based near Cologne in Germany. Named the Turbo S Trackday, it has the firm's Stage 3 engine conversion, comprising modified engine management and a complete exhaust system including manifold from compatriot Porsche tuner Cargraphic. The result is that power from the 3.8-litre DFI engine increases 13 per cent to 592bhp while torque rises 16 per cent to 601lb ft. This package costs €8499 (about £7150).

The power upgrade is accompanied by coilover dampers

from Bilstein, and the wheel/tyre combination is taken from the GT2 RS, the ultimate, rear-drive only version of the 911 Turbo. On this particular car the sliding sunroof has been replaced by a carbon panel, and to further reduce weight the

rear window is made from Makrolon, a lightweight polycarbonate material that has the same transparency as glass. The Recaro SPG racing seats are trimmed in Alcantara and leather. Further details are available at www.mcchip-dkr.com





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PORSCHE

BODY IN WHITE

There are no doubt many who feel that when the Cayenne was launched a decade ago it contradicted Porsche's philosophy of building cars light in weight and nimble in manner. But the full sized SUV has certainly been exploited by the German tuning industry, one of the latest being Dusseldorf based Anderson, which is offering a

body kit for the Turbo model consisting of bonnet, front and rear aprons, wider front and rear wings, and side sills. The black bits, including the front under spoiler and front and rear air intakes, are made from super light carbon. Inevitably the wheels go up to 22-inch diameter.

Extra go matches the show, with

a management remap taking the 4.8-litre petrol V8 up some 50bhp to around 590bhp. The interior is hardly for those of modest taste, decked out in crocodile leather. The conversion is available on existing cars, and Anderson offers a collection and delivery service, with more details at www.anderson-germany.com



MUSEUM PUSHES SPORTS CARS

Perhaps intending to emphasise that, despite the welter of SUV and large saloon launches in recent years, Porsche is still a sports car manufacturer, the Porsche Museum has put on a display entitled "60 years of super sports cars", featuring some fascinating rarities never seen before on public display. These include the first ever 550 Spyder to be purchased by a private customer, racing driver Kurt Ahrens, in January 1955. This used the legendary "Fuhrmann engine" with its boxer layout and quad cams.

The only 930-series 911 Turbo to feature the lightweight body from the

1973 Carrera RS is there. It was specially built for the star Austrian conductor Herbert Von Karajan (who died in 1989, aged 81), and also made musical history when it appeared on the cover of his Famous Overtures album recorded with the Berlin Philharmonic Orchestra.

The exhibition in Stuttgart, which runs until

16th March, 2014, also has a Porsche 904 Carrera GTS, a race car driven to over 300 victories from 1963 to the mid 1970s. The 100 or so built are now highly collectable, in August a 1964 904 GTS being sold for \$1.6m (about £1m) at an auction in California.

A pre-production 959 is on view, the 959S,

developed from the original 1983 design concept. And with Porsche returning to the LMP1 Le Mans category in 2014, it would have been rude not to include the carmaker's last Le Mans winner, the 911 GT1, of which just 21 were built. Admission to the exhibition is €8 for adults, with half price concessions.



CATCHING UP WITH

KARL CHOPRA



A Ford Escort Cabrio as a first car might not have been a promising start for a future Porsche enthusiast, but the founder of Design 911 progressed to greater things

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

I'm 45, live in Essex and work in Hainault, Essex.

What was your big break into the motor industry?

Playing with cars since the 1990s, one thing led to another and I started my own Porsche parts business.

Summarise your career

I started Design 911 in the 1990s and I'm now concentrating on our performance car all makes division, Prestige Performance Centre.

Are you a petrolhead?

Yes. I have had about 50 different cars over the past 20 years - I wish I had space to keep them all.

What was your first car?

As a student, a black Ford Escort Cabrio.

What was the first Porsche you ever drove?

1991 964-series 911 Targa.

Which Porsche past or present do you like best?

I really like the classic, pre-1974 911s.

What car do you drive?

Audi A6 diesel - mapped, of course.

What gets you out of bed in the morning?

Working at Design 911 every day is different, we are a rapidly expanding company, and I love the challenge.

What has been the biggest challenge in your working life?

Finding more time to spend with my kids, when they were younger.

NEWS IN BRIEF

RM Auctions will include two rare racing Porsches in its sale in Arizona on 16-17th January. They are a 1960 718RS 61 Spyder, offered for sale for the first time in 20 years and expected to fetch at least \$2.8m (about £1.8m), and a 1966 906 Carrera, one of only three street legal examples and carrying a minimum sale estimate of £1.2m (£750,000).

Porsches are delivered with the highest number of on board toys. So says vehicle information analyst HPI, which calculates that, for example, when a new Cayenne emerges from the assembly line it has on average £10,000 worth of goodies.

Porsche is hoping to encourage its customers to spend even more on extras, both factory and dealer fitted, having recently launched the online "Tequipment Finder". This is claimed to simplify what can seem a complicated and confusing equipment range, which extends to over 300 items.

Hertfordshire Porsche specialist RPM Technik has launched a new website which gives a full list of servicing costs for Porsche models, plus what is said to be a more streamlined "Find a Porsche" section. Go to www.rpmtechnik.co.uk

Porsche sales in the UK rose 2.1 per cent to 6736 during January to October 2013, sustaining Britain as Porsche's second biggest European market after Germany, according to Automotive Industry Data. Just seven Porsches were sold in Greece from January to September, and 24 in Ireland.

The latest in a long line of embarrassing leaks from Porsche's marketing department appears to reveal that the carmaker is turning back to a traditional roof panel for the forthcoming 911 Targa, after three model generations equipped with a sliding roof.



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PORSCHE PROFIT MARGINS PEAK

Porsche continues to increase sales, pushing up worldwide deliveries by 15 per cent to 119,747 in the first nine months of 2013. Profits are also up, by one per cent to €1.89bn – that's £5.8m every day throughout that period, or £13,200 each time a new Porsche leaves the showroom.

This gives Porsche an 18 per cent return on sales – almost certainly the highest profit margins of any company in mainstream car manufacturing, and particularly impressive

given the considerable investments required for the newly unveiled Macan SUV also the 918 Spyder hybrid sports car. 'This is revealing not only the strong earning power that the company enjoys, but also its strict approach to costs', said Lutz Meschke, Porsche's head of finance.

Porsche has also increased its workforce in the 2013 financial year, by 11 per cent to 18,882. That is almost a third up on two years ago.



FANTASY FACTORY

The car pictured here does not exist in reality, but simply in the mind of someone from the US "image communication" website, Brandpowder. However the idea of mixing a Porsche with a Citroën to produce the "911 DS" has set forums alight, sparking some earnest discussions on how the left field engineering of both cars would complement each other – or not.

Brandpower speaks of taking the 'two most beautiful cars ever made' and merging the front end of the Porsche with the middle and rear of the DS, a car made from 1955 to 1975, and slotting in an early 930 Turbo engine, of three litres and 260bhp. A series of technical drawings are shown online along with workshop photos of the project. But while some visitors to the site have made interesting observations on how the flat-six German engine would fit in the French saloon – a task liked by supposed chief

engineer for the "project", Stewart Johnson, to 'squeezing a pumpkin into a pea pod' – others have suggested that without the magic of Photoshop there might be a lot less to see.

Perhaps the undoubted fascination of the idea is rooted in a similar scheme that did go into production – the Citroën SM of 1970, a coupe derived from the DS and powered by a Maserati V6 engine (Citroën had bought the Italian marque two years earlier). It was praised for its engineering but it was not a commercial success.



The Brandpowder exercise induced another "design" out of the mists of cyber space which presents an alternative, if altogether more modest view of what a Franco-Germany liaison could produce. Call it caution, or reserve, but Atelier Valdeig in Leipzig was content merely to graft on the Citroën's bonnet and (swivelling, we presume) headlamps but retain the Porsche Fuchs wheels, and the result, even although the company says it itself, is 'a breathtakingly elegant coupe'. Press "exit" to return to reality.

PASSING ROUND THE CUPS

The Danish driver Nicki Thiim is the 2013 Porsche Mobil 1 Supercup champion, after winning two races at the final round of the series at the Yas Marina Circuit in Abu Dhabi in early November. The one-make 911 series serves as a warm up race for eight Grands Prix, and 2013 was the first outing for the GT3 Cup racer based on the current 911 model.

The 24-year-old scored an unthreatened flag-to-flag victory, his team mate at Attempto Racing, Kévin Estre (the 2013 Porsche Carrera Cup Deutschland champion) coming second to claim fourth place in the Supercup rankings. There had been an online movement to have Abu Dhabi made a non scoring event in tribute to Sean Edwards, who had been leading the

series when he was killed in an accident in Australia in October, which would have seen him posthumously crowned champion. However this was not implemented, hence Edwards was runner-up, with 118 points to Thiim's 140, Michael Ammermüller of Lechner Racing third placed at 114 points.

'All constituencies had to be considered,' a Porsche spokesman said. 'Sean's memory will live on in the lexicon of Porsche motorsport history, but with other drivers, teams and sponsors to be taken into account, the final races had to be points scoring.'

In the Carrera Cup GB, reigning Champion Michael

Meadows secured a back-to-back championship when he won at Brands Hatch in mid October. This was the last year in which the series will run the old 997-based GT3 Cups.



BLIND FAITH

Car enthusiast Mike Newman has driven a Porsche 911 GT2 at 182mph. Thrilling for him, but not of much interest to anyone else – until we learn that Newman lost his sight at the age of eight, and that his run at Bruntingthorpe Proving Ground in Leicestershire goes straight into the record books.

The car was prepared over a two-day period by The Porscheshop, the well known Porsche specialist in the West Midlands, and the former bank manager was trained up in half a day for the daunting task by former racing driver Rob Schirle. During the run, made no easier by the bumpy surface of the 1.9-mile track, Newman was followed by his father in a race spec 911, who kept radio contact.

'Driving very fast cars is my passion,' explained Newman, who unseated a blind, Ferrari 430 driving Turkish pop singer as the record holder. The record run raised money for the charity Speed of Sight, which provides dual control track cars so that blind people can enjoy track driving. Newman now wants to break the blind water speed record.



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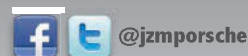
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997 C2S Cabriolet – This Porsche has recently received new discs, pads and sensors all round, new rear tyres, 40K major service, new water pump, new clutch assembly and will also receive two new A/C condensers once the deal is agreed.



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BUYING POWER

THIS MONTH'S MUST-HAVES AND PORSCHE ACCESSORIES

Braking point

Porsche's PCCB ceramic brakes are a relatively inexpensive factory option in relation to the car's price, but they are awfully expensive to replace when damaged or worn out – about £4000 per disc. As a result, there is a discernible trend among owners of Porsches with ceramic brakes to install steel discs when the original discs wear out – or even to take the ceramic discs off when the car is new, keeping them in a safe place and refit when selling, thus avoiding the cost of replacement. After all, for all the bragging rights that ceramic brakes confer, they are really only of any practical benefit during a tenth's racing situation.

Italian brake specialist Tarox is now catering for owners who feel this way, offering a bespoke steel replacement for any ceramic disc. Each disc is made to order, so a customer quotes the part number on the ceramic disc and the disc will be faithfully reproduced. If there is no part number – say it is a one-off racing disc – then Tarox can work from photos or measurements, or from the original disc that is sent in.

'Because of the way we hand finish each disc in our factory, it is relatively easy for us to gear up for micro volumes and truly tailor a part for discerning enthusiasts,' says Tarox managing director Valeria Taroni. 'We have motorsport quality carbon ceramic discs in our own range, but recently we have noticed an increasing number of owners with exceptionally nice cars making the switch back to steel for ease



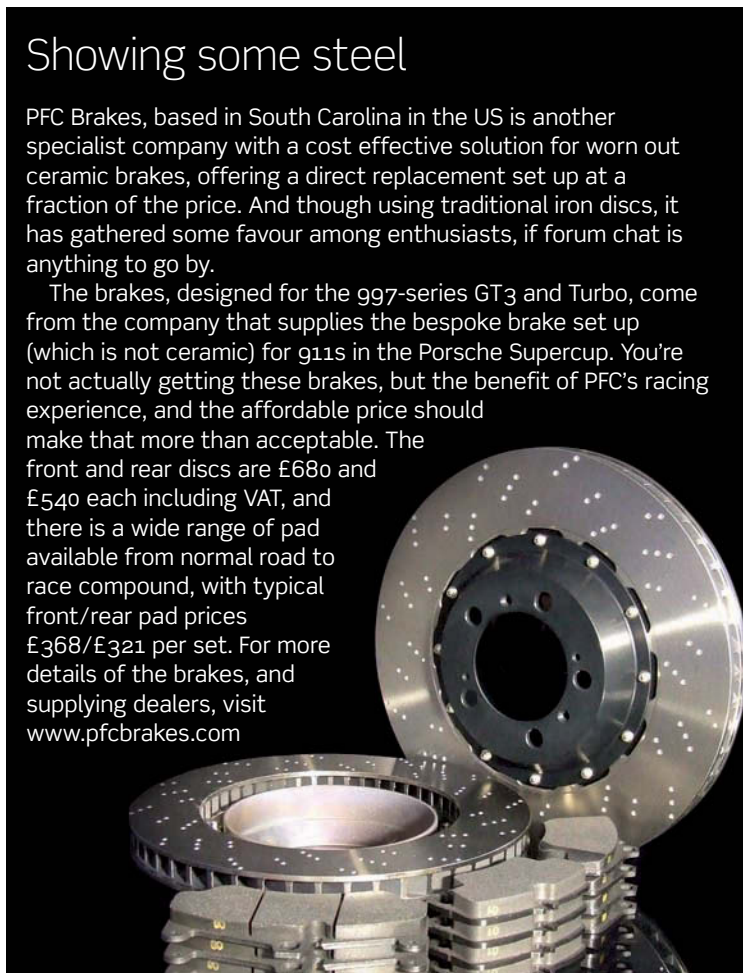
of use and cost of maintenance.'

The discs are machined from a solid billet of steel rather than the customary iron, and therefore boast a much higher tensile strength. Tarox says they are rated at 57kg per square mm – compared to 38kg for a typical racing brake disc, and 25kg for a normal disc. Given the individual nature of each disc, no list price is issued, but it is likely to be around a quarter of what Porsche charges for each replacement ceramic disc. More details are available at en.tarox.com

Showing some steel

PFC Brakes, based in South Carolina in the US is another specialist company with a cost effective solution for worn out ceramic brakes, offering a direct replacement set up at a fraction of the price. And though using traditional iron discs, it has gathered some favour among enthusiasts, if forum chat is anything to go by.

The brakes, designed for the 997-series GT3 and Turbo, come from the company that supplies the bespoke brake set up (which is not ceramic) for 911s in the Porsche Supercup. You're not actually getting these brakes, but the benefit of PFC's racing experience, and the affordable price should make that more than acceptable. The front and rear discs are £680 and £540 each including VAT, and there is a wide range of pad available from normal road to race compound, with typical front/rear pad prices £368/£321 per set. For more details of the brakes, and supplying dealers, visit www.pfcbrakes.com



Öhlins enters aftermarket

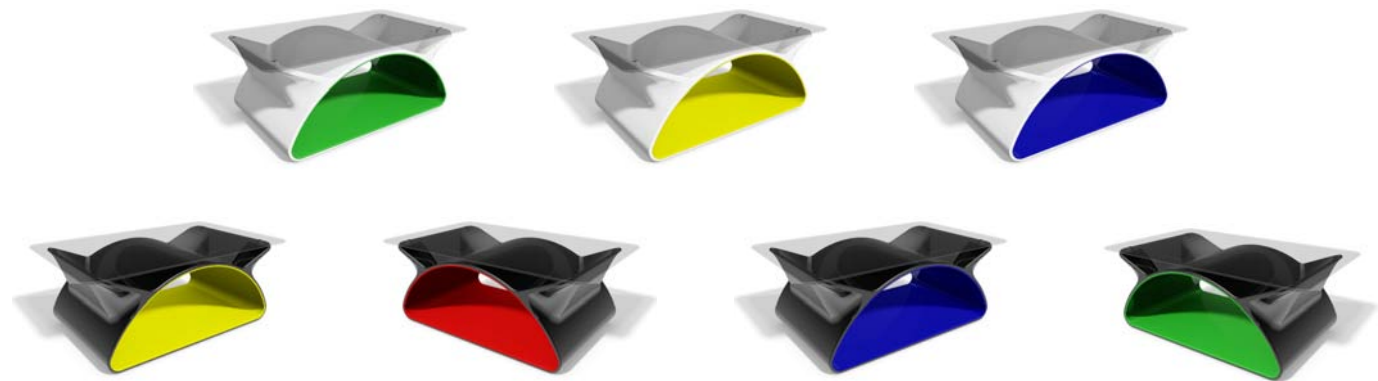
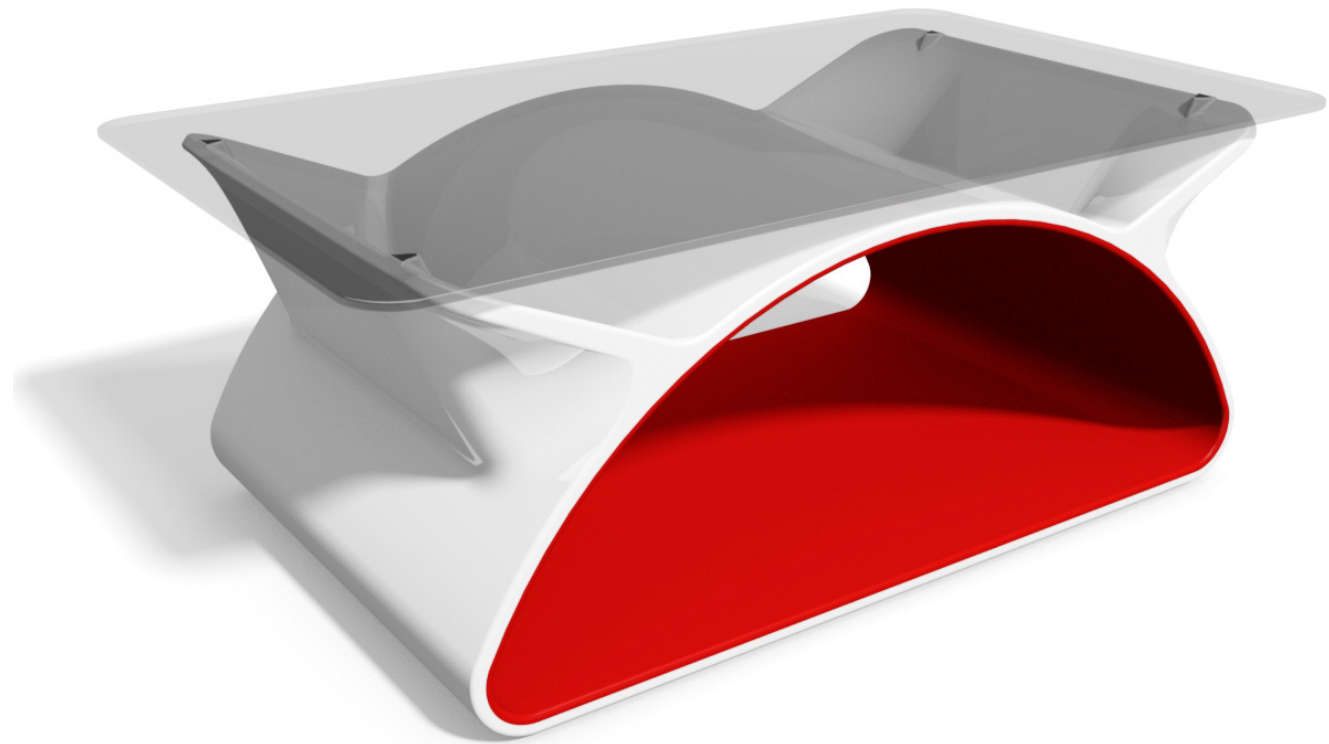
The Porsche tuning world has a welcome new arrival – Öhlins, based just north of Stockholm. The company has been supplying suspension components to the motorsport industry since the mid 1970s, to clients including Porsche racers Manthey, but hitherto has never offered any Porsche products to the public.

Its Road & Track range is now available for 996- and 997-series 911s, and uses DFV (Dual Flow Valve) technology to replace the usual compression and rebound adjustments, Öhlins describing this as acting like a high and low speed blow off valve. The dampers are also lightweight in design, and they can be re-valved and rebuilt.

The Trackday & Club kit sees the ride height lowered 20mm, while the Trackday & Advanced Motorsport kit is a twin tube construction that is 30mm lower. The model coverage is wide, and the 996 and 997 GT3 kits at £2622 and £2632 including VAT are typical prices. The sole UK distributor of the kits, covered with a two-year warranty, is Essex based Design 911, on 020 8500 8811 or at www.design911.com



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Coming clean

The days when cleaning alloy wheels meant using a foul smelling, acidic brew guaranteed to attack any imperfections in the lacquer and expose the bare alloy to corrosion are behind us. That is thanks to the car care industry having developed a series of 'PH neutral' or acid free products that remove the dirt but nothing else. Ferrous Dueller, from Dodo Juice, is one such product, designed to remove the iron contaminants from wheels, in other words the near impossible to shift brake dust.

Supplied in a 500ml spray bottle and priced at £10.95, you simply apply it to the wheels and then hose off afterwards. It can also be used on nearby bodywork which has picked up some of the same contaminants. An added bonus is that it smells a bit better than old school wheel cleaners.

The same company has also come up with a special brush that can get into stud holes and other hard to reach parts of the rim. The Nutt Plug, priced at £7.95 is slim, yet has a large foam sponge for more effective cleaning, and it comes with a spare foam head. For more details on this, and also Ferrous Dueller, visit www.dodojuice.com

While on the subject of car cleaning, if you thought it would be impossible to reinvent the bucket, that is pretty much what Norfolk accessory specialist Richbrook has done, offering a collapsible bucket that could be very handy if you are at a car show or similar and are limited to what you can carry in the car.

Made from tough polyester, the frisbee sized item expands into a 10-litre bucket when water is poured into it, retaining a solid shape even when empty. When collapsed down again, it can be stored in a zip-up carry case which is vented, meaning you can put it away while still wet. It is available from car accessory shops, priced at £9.25.



Good timing

When Porsche launched the 911 in 1963 the sport car maker soon ran into copyright problems, having to abandon the original "901" title after Peugeot, which claimed a right to model designations with a zero in the middle, objected. Fifty years on, Paul Stephens Design, an offshoot of Essex Porsche specialist Paul Stephens, had no such worries when fashioning a watch to commemorate the car's half century, calling it Edition 901.

With no day or date, its face is a simple design, reflecting the early 911's green on black instruments. The 43mm diameter case contains an ETA 2451 Swiss mechanical movement actually from the period – proprietor Paul Stephens managed to source a batch that were unused, and had them recommissioned. The Edition 901, priced at £1625, is made in the UK and supplied in its own leather tool roll, and just 50 will be made, each numbered. For more information call 01440 714884 or visit www.paul-stephens.com



Sitting pretty

Oxfordshire based Autofarm, a Porsche specialist for 40 years, has recently introduced a reproduction of the factory sports seat that was an option on 911s up until the end of 1973. The Porsche item is long since discontinued. The German made seat, with period correct detailing, will fit any pre impact bumper 911, from 1965 to 1973, and the trim choice includes leather, leatherette or corduroy. Prices for the basic seat start at £1014 including VAT per seat, with the head rest adding £90, and a tilting sub frame £336. For double locking runners, a valuable safety improvement over the original seats, add £120. The standard colour is black but other colours are available too.

For more information call Autofarm on 01865 331234 or go to www.autofarm.co.uk

The Tyre DEPOT

Porsche is developing new tyre compounds for models that are discontinued, some many years ago

Porsche is one of the few manufacturers that carries out intensive tyre development and testing, and the carmaker regularly issues lists of summer and winter tyres it feels come up to scratch for its vehicles, the now familiar 'N' marked Porsche approved tyres. However tyre designs and tread patterns, as well as advancement in rubber compounds, arrive every year, hence certain tyres are discontinued and new tyres come on the market.

Where Porsche differs from nearly every other vehicle manufacturer is that it continues to develop tyres, and makes sure approved fitments are available for nearly every model ever produced. So, for example, Porsche still compiles a list of approved tyres from the 1950s 356 and the exotic, four-wheel drive 959 of 1986. More than 150 different sets of tyres are tested in a huge range of disciplines on all relevant historic and classic models.

The Porsche Carrera GT of 2004 was originally fitted with Michelin Pilot Sport 2s, but, as reported in last month's news pages, the Pilot Super Sport has now been specially developed for it, and this is said to dramatically improve the car's balance and handling. It comes in 265/35 ZR 19 for the front, and 335/30 ZR 20 for the rear.

An N2 rated Pirelli P6000 has newly been released for the 911 and fairly obscure 912 up to 1968, coming in fitments of 185/70 R15 89W, 215/60 R15 94W and 195/65 R15 91W, priced at £150 to £210. This tyre has been developed with Pirelli Active Safety System Technology, which improves the footprint of the tyre on the road under changing road surfaces and variable operating temperatures. The Wave Tread pattern design also gives a unique look to the tyres, and together with the wide central groove ensures excellent water repulsion. It's all one more sign of Porsche's unstinting engineering integrity.



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PRODUCTS



Cold comfort

We are now into the winter tyre season, hence Toyo Tires has launched the latest in its Snowprox range, the S943. The Japanese company is claiming that it has exceptional wet grip without compromising deep snow traction, which is useful because of course modern winter tyres are designed for cold and wet weather as well as ice and snow, and are recommended to be fitted from about November until March.

Sizes range from 165/70 R14 up to 225/45 R17 which might seem to rule out most Porsches other than older models and early Boxsters. However Toyo points out that many owners fit winter tyres to a smaller than standard wheel to take advantage of the better traction and stability a drop in diameter and width brings. More details and a list of available sizes can be seen at www.toyo.co.uk – as is normal in the tyre business, no recommended retail price is given, retailers deciding that for themselves, but a 225/45 R17 is likely to cost a little over £100.



Sporting chance

Suspension specialist KW has introduced sports suspension kits for the current model 981 Boxster and Cayman, intended to get them 'out of the slipstream of the Porsche 911'. The Variant 3

coil over kit allows the ride height to be lowered by between 25mm and 40mm, and has 16-click adjustable rebound along with 12-click compression adjustment. Improvements in stability and steering precision are claimed, and the click

adjustments mean that no tools are required to change the rebound and compression – the rebound is altered by a rotating knob at the top of the damper and the compression by one at the bottom, while ride height tweaks require only an Allen key.

There are two versions of the kit: PASM compatible, costing £2290 including VAT, or £2080 for cars without the active suspension system. For more details, contact the UK importer on 0870 990 7536 or visit www.kw-suspensions.co.uk



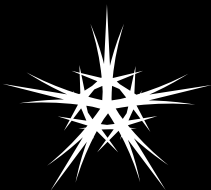
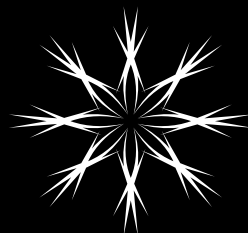
Sizing up

Manthey Motors, renowned Porsche tuner and builder of Porsche race cars, has introduced a new, super light 21-inch diameter wheel for Boxsters, Caymans, 911s and Panameras. Called the MM1, it was specially designed for the Nürburgring based company, and comes in nine- and 11-inch widths, with corresponding offsets of 58mm and 59mm. The original Porsche centre caps fit, and the wheels are available in black, silver or painted graphite.

The one-piece rims are forged rather than cast aluminium, and at 10.6kg (front) and 12.6kg (rear) are significantly lighter than the standard, 20-inch Porsche wheels which, apart from those fitted to models such as the GT3, are all cast. The weight saving comes because forging gives a stronger construction, therefore the spokes can be slimmer. Carrying the customary German TÜV approval, they are priced at £1350 and £1500 per rim, approximately £1390 and £1540 once the UK's VAT has been added. The UK stockist is Hertfordshire based Porsche specialist JZM, on 01923 269788 or at www.jzmporsche.com

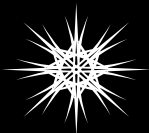
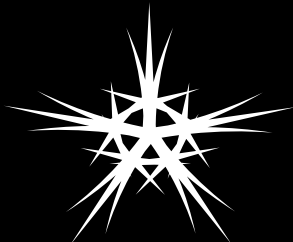
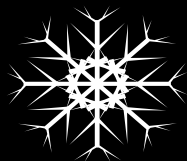


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USUAL SUSPECTS

SOME WIDE-RANGING MUSINGS FROM CHRIS HORTON THIS MONTH:
A SURPRISING EXCEPTION TO THE RULE OF THE ROAD IN SCOTLAND;
A TRENCHANT VIEW OF THE LATEST PORSCHE - AND OTHER - HYBRIDS;
AND A PAINFULLY BUT GLORIOUSLY NOISY 2.8 RSR REPLICA



CHRIS HORTON

THE BRITISH DRIVE ON THE LEFT, RIGHT? WELL, YES - BUT NOT ALL THE TIME...

Call me odd – and you wouldn't be the first – but I have a bit of thing about right and left. I don't mean I can't tell one from the other, simply that I am fascinated by the fundamental differences between these two familiar but slightly abstract concepts, and the mysterious qualities we seem to attribute to them. What part of our psyche made us turn the Latin word for 'left' into the English 'sinister'? And why – in the same language, anyway – does 'right' also mean 'correct'?

I am not the only one with this fascination. I am working my way through author Chris McManus's excellent *Right Hand, Left Hand*, a 400-page but surprisingly readable explanation of topics such as why most people are right-handed; why the heart is on the left side of the human body; why European writing runs from left to right; why screws generally have a so-called right-handed thread. You get the picture, I'm sure.

So far I have allowed myself only a glance at the section on why some of us drive on the right-hand side of the road, while the rest – and in population terms more than you might think – favour the safer left. Safer? Indeed. According to McManus – and I have read this elsewhere, too – it seems that regardless of the rule of the road, or even whether the drivers concerned are right- or left-handed, when faced with a head-on collision most of

us will instinctively steer to the left.

I could go on (and on) about this complex subject, but suffice it to say that I am always delighted to find everyday examples of what I call automotive ambidexterity – and naturally the odder and quirkier the better.

I enjoy the idea that the United States Postal Service has right-hand-drive delivery trucks – for the good and simple reason that this allows their drivers to step out onto the kerb. That Hong Kong, an integral part of China these past 16 years, still drives on the left. I am cheered by the memory that in 1983 I attended a Mazda press launch in Houston, Texas, in right-hand-drive cars that, despite at that point never having turned a wheel here in the UK, even had British registration plates. Perhaps not surprisingly the locals looked at us like we had just landed from Mars.

I love the fact that Gibraltar has police cars and ambulances identical to those you see here in Britain – but with their steering wheels on the left. And, perhaps more than anything, that until Austria's March 1938 *Anschluss* with Germany, certain regions of the former country drove on the left, and others on the right. Yeah, good luck with that one, guys. (During the German occupation of the British Channel Islands the rule of the road was changed to driving on the right, and in 1982 the Argentine army – famously briefly –

asserted its delusional authority over the Falkland Islands by driving on the right.)

So I particularly enjoyed this endearingly eccentric British streetscape (below, far left). It's on the quayside in Tarbert, between North Harris and South Harris in the Scottish Outer Hebrides, and clearly shows that, for just a few yards at least, the rule of the road is effectively to drive on the right. Note the 'keep right' arrow on the bollard – and the BT logo on telephone kiosk shows that the photograph hasn't simply been flipped.

It's all to do with the way traffic has to queue for the adjacent ferry service to the Isle of Skye, rather than any clandestine, pre-referendum changes by Scottish first minister Alex Salmond and his chums. My photos would have looked more dramatic had there been other vehicles around – and this was mid-July, at the height of the tourist season – but, even so, I feel justified in claiming it as a small but striking example of how the whole of our country might one day look if the bureaucrats in Brussels get their way.

The centre of Tarbert village, incidentally, is where you will find one more example of endearing British eccentricity (below left). Even occasional visitors to these shores will quite possibly know that, in addition to 'M'-designated motorways, we have 'A'-roads and 'B'-roads. Here, however, the authorities have used an additional classification for the essentially single-track route to the nearby island of Scalpay. Quite logical, really: after 'A' comes 'B', and then, of course, 'C'. It does beg the obvious question, though. Where are the C1 to C77? And the C79 onward?

For more on that I turned to one of my favourite websites – www.sabre-roads.org.uk – where among many other related topics my fellow-members of the Society of All British Road Enthusiasts discuss the matter at not inconsiderable but always interesting length. Got some time to spare? Then go and have a look at its many pages and sections for yourself. I guarantee that if you have any interest at all in the roads that are so essential for our enjoyment of our Porsches you will be back. Again and again.



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



PAUL DAVIES



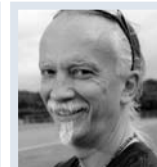
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BRETT FRASER



JOHNNY TIPLER



KEITH SEUME

HYBRIDS? NO MORE 'GREEN' THAN A SACK OF PLUTONIUM - OR A 1998 VW PASSAT TDI

The aforementioned trip to the Outer Hebrides – via Ullapool, one of my favourite Scottish towns – was part of a long-planned holiday with Mrs Horton, sadly cut short by a sudden death in the family, and as a result of which our 1998 VW Passat covered 1492 miles in five days. Otherwise it might have been 2000 miles or more, over seven or eight days. You can probably tell that I enjoy driving up there, beyond the 57th parallel.

I acquired the car in 2012, as eventual payment for work I had done on it for the then owners during 2011. Like many of its type (officially B5, I believe) it has a number of electrical issues, after the ECU that lives under the left-hand front seat, and which controls the central-locking, the windows, the door mirrors, and even the interior lights, became completely saturated with rainwater. And with 238,000 miles on the clock the vehicle is today worth rather less than the fuel in its tank – or certainly the year's road-tax disc on the windscreen.

But what a heroic machine it has proved to be. It has never failed either to start or to complete the most arduous journey, and over those 1492 miles to Scotland – loaded with camping gear, and by and large driven pretty hard – averaged 51.5mpg. The on-board computer, which perversely still works, suggested 56mpg, but having noted the mileage at each fill-up I was able to work it out scientifically. So I repeat: 51.5mpg.

Read it and weep, all you Cayenne and Panamera 'hybrid' drivers, who I suspect are often tempted to believe that you are somehow saving the planet.

Cynical? Me? Damned right I am. I could happily pick ideological holes in the motor industry's self-satisfied (and largely revenue-driven) obsession with all things 'green' until hell freezes over – which, if the eco-mentalists are to be believed, could now be a very long time, indeed. What irks me far more than anything, though, are the fuel-consumption figures quoted for what any reasonable man might consider unnecessarily corpulent gas-guzzlers, and the frankly immoral tax breaks thus afforded them by a government that seems an all too willing participant in this seemingly ever-growing madness.

In the September 2013 issue of this very magazine, for instance, I read – with growing incredulity, if not irritation at an apparent absurdity – that the Panamera 'S' E-Hybrid will sprint to 62mph in 5.5 seconds, reach a maximum of 167mph (yes, but where?), and potentially achieve 91.1mpg. But presumably – and I am, of course, being ironic here – not all at the same time. (Like any other hybrid, the partly electric Panamera not only qualifies for zero Vehicle Excise Duty, ie road tax, as well as exemption from the London Congestion Charge, but if owned by a company – and one assumes most will be – for a full 100 per cent of its

purchase price to be written off the books during the first year. WTF???)

It would be difficult to prove my theory, but I am willing to suggest that for all its modern technology that Panamera would over the same real-world journey struggle significantly to better the mpg figure I achieved in the Passat – and certainly if driven at similar, real-world speeds. Perhaps what exits the Porsche's tailpipe is cleaner and rather sweeter-smelling than the Passat's – which routinely sails through its MoT, I might add – but let's not delude ourselves here. The only truly 'green' car is not one lugging around

300kg of lithium-ion batteries and electric traction motor at 150mph, but one that simply doesn't exist.

To be scrupulously fair and honest, I should add that since writing the text above I have by chance now driven both the Panamera 'S' E-Hybrid and the new 3.0-litre V6 diesel. And very impressive they are, too, as I hope to be able to explain in another of these columns in a month or three. But I still think that the former is as utterly bonkers as the latter is both practical and, thanks to a subtle but highly effective restyle for all these Generation 2 cars, actually rather desirable. I know which I would buy.



Nearly 90mpg in late July, and the sun is still shining on Horton's VW Passat, on the A835 a couple of miles north of Ullapool. Fuel consumption for the entire 1500-mile, five-day road-trip was 51.5mpg – not bad at all for a 15-year-old 'dirty' diesel

THE PERFECT ALIBI IN PICTURES

Where were you on 6th April? I, together with around 200 other invited Porsche enthusiasts, was at Neil Bainbridge's BS Motorsport at Westcott Venture Park, near Aylesbury in Buckinghamshire. I have many timed and dated digital photographs to prove it, but even without those useful *aides memoires* I should have little difficulty in recalling the day even decades from now.

The occasion, on a bright Saturday morning at the end of one of the longest and coldest winters for many years, was the unveiling of Mike Moore's superb Martini-liveried prototype 2.8 RSR replica/re-creation/tribute, which Neil had started rebuilding for him in 2007. As an occasional visitor to Westcott during the preceding few months I had seen the vehicle nearing completion, but even I wasn't quite prepared for either the magnificent standard of the finished car or the theatricality of the event itself.

The former should have come as no surprise. I have seen much of both Neil's work and project-management skills over the last 10 years, and 'perfectionist' doesn't even begin to describe his meticulous approach. What was so heart-warming, though, was the passion he had so clearly put into the vehicle, too. I believe that few of us outside showbusiness or politics genuinely enjoy speaking in front of more than about half a dozen people, even among friends – and I'm guessing that Neil has done no more of it than I have – and you could sense the genuine emotion in his voice as he explained the mammoth task he and his colleagues had undertaken.

No less inspiring was the moment when, with dry ice billowing through the place like smoke round the German battleship *Tirpitz*, the car was unveiled from beneath its shroud. I captured what I like to think is a suitably dramatic image of a spotlight beam on the roof (far right), but in truth it would have been pretty difficult not to.

Then came the moment for Neil – who else? – to fire it

up. I was lucky enough to be standing at the 'quiet' end. Or the very slightly less noisy end, anyway. And Neil had the good sense to be wearing ear defenders. Hence the justifiably pained expression on the faces of the two guys right behind the car (below) – as if a finger in one ear apiece was ever going to do much good. But then I suppose it's better than each having two burst eardrums.

And still it wasn't over. Once you've proved how loud it is, you have to show how quick it is. Neil, who has been without his left arm since an accident some years ago, eased the 911 onto the roadway outside his workshop, and with the engine clearing its throat headed smartly into the distance. Two left turns later he was on the main

drag that cuts through his end of the sprawling estate, and to the crowd's obvious delight giving it the beans in every gear bar fifth. The car is a left-hooker, and the road dead-straight, so shifting – if not simultaneously steering – was no great problem. But then I wouldn't be even remotely surprised if Mr Bainbridge could still turn in a pretty decent lap time round the *Nordschleife*.

He never did let on to me just how quickly he was going, or whether he subsequently received what we Brits would call a right royal bollocking from the people who run the Venture Park. But I like to think that they, too, would have been bowled over by seeing man and machine in such obviously perfect harmony. **PW**





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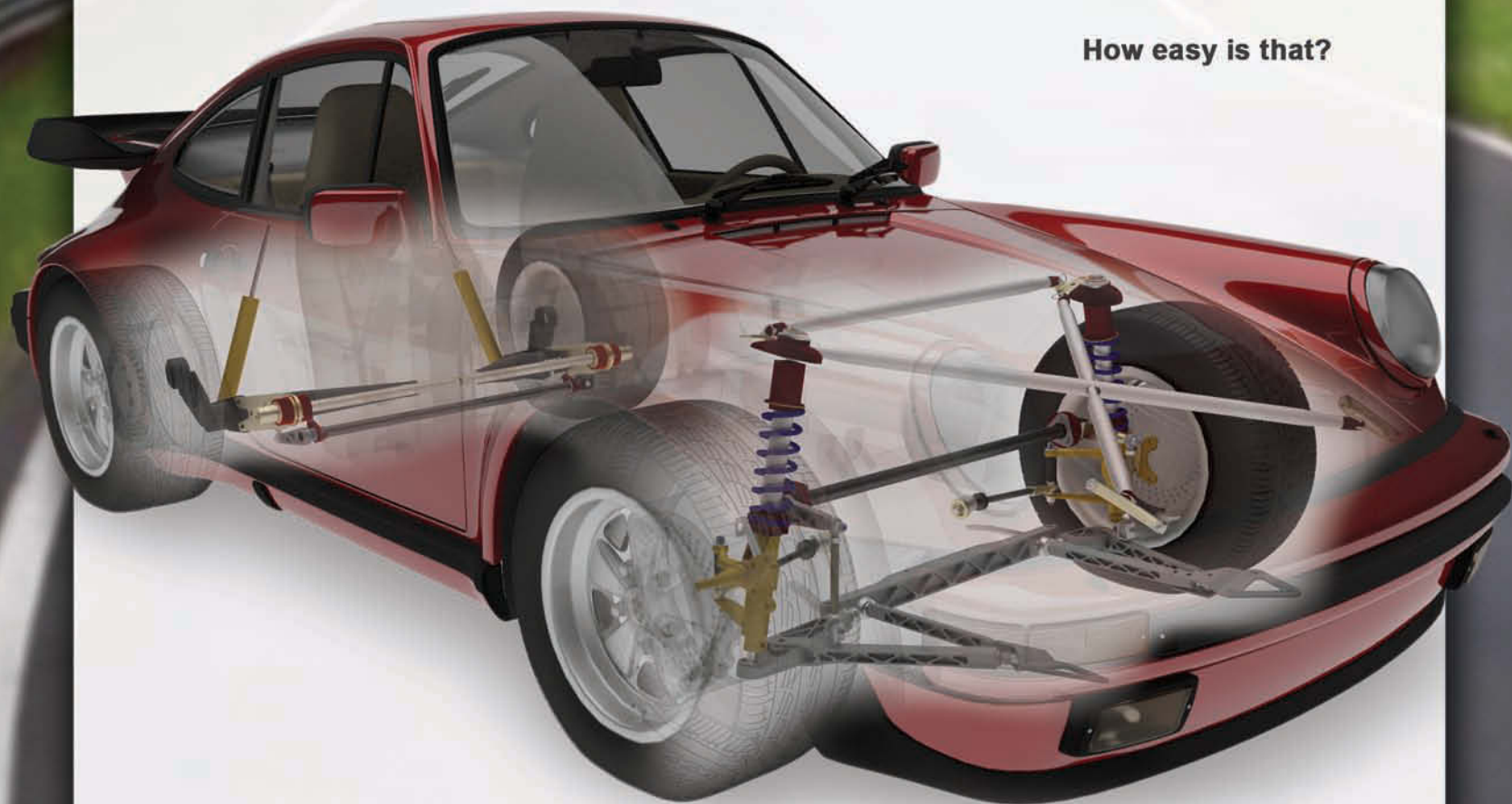
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LETTERS

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



MORE F/E PORSCHE!

As an annual subscriber to *g11 & Porsche World*, I am normally pleased after reading through a newly-delivered edition.

However, this month I have to say I am a bit disappointed.

I am a relatively new Porsche owner, with a black 1985.5 944 Lux. It's not pristine and needs some care and attention over the next few years but it is a little unusual with a factory fitted LSD and staggered 7- and 8-inch deep-dish Fuchs wheels, and no sunroof.

As the prices of '80s era 911s are reaching unprecedented levels, I think there is a whole group of people who would in the past have bought a 911, but now are looking at 944s as the 'project Porsche'. I am certainly one of these people, and the rising values of 944s suggest I am not alone.

I first picked up *g11 & Porsche World* as it had an article on a 944 and have been pleased that the magazine has sought to cover the wide range of Porsches out there. I have felt, however, that the 944 element of the magazine has been reducing and I was therefore disappointed to see only one reference to 944s in this month's issue: the update (but no progress) on your 944

Lux. This seemed like a bit of a token gesture to me.

I appreciate there is an increasing model range and model year catalogue to cover but I always regarded *g11 & Porsche World* as being different from the 'other' Porsche magazines as it didn't ignore the 924/944/968 model range as they do.

I hope this helps to bring back some recognition of those long-term owners, and highlight the new growth in 924/944 ownership as a valued new influx of readers.

PS: I hope the Augment Automotive improvements on your car work well. It is certainly on my 'to do' list. Tom helped me out with advice when I was looking for my 944 and I was very close to buying their test 944, but ultimately they decided to keep it...

Duncan Bennett, via E-mail

Steve Bennett replies: Keep the faith Duncan. More front-engined stuff on the way. In fact more front-engined stuff in this very issue, as Chris Horton brings us up to speed with his 924 S. Oh, and my 944 is back from Augment Automotive and going like a train, with its new ASNU injectors, etc.

HAPPY CUSTOMERS!

We thought we would share a recent experience with our 2006 Boxster. After an enjoyable weekend in the north east, we were travelling home in the outside lane of the A19.

Suddenly there was a rather loud bang, a bit like a rock hitting the underside of the car. Looking at the dash, all the warning lights were on, including alternator failure. Luckily I managed to get to a service station as there was no power steering. Glancing at the sat nav, I saw we still had 293 miles to go! We came to the conclusion it was going to be a long day as it was 11.50 on a Sunday morning.

We rang the AA and they arrived an hour and a half later. Nice man came over and we exchanged pleasantries then he asked me to pop the boot so he could see what was the matter – at this point I thought this was going to be a very, very long day! After explaining it was a mid-engined car, it was apparent that we weren't going to get much done at the roadside. He did add that he doesn't get called out to Boxsters very often.

But, being a non-defeatist, the nice AA man rang for technical support and after a battery check it was decided that the drive belt had gone and it wasn't moving any further under its own steam.

Being a standard member, we were told we could get a tow a maximum of 20 miles. I explained I wasn't happy for it to go to any garage and at this point the nice AA man told me he knew of a local Porsche specialist, RPM Specialist Cars in Knaresborough – best news I had heard as I have seen them advertised in the Porsche GB

magazine. The AA man tried to ring RPM but, alas, no reply from the main number, but it was the best option.

After a bit of negotiation by the AA man to get us towed the 28 miles to RPM, he left us, as the recovery lorry was coming from Sunderland within an hour or so.

While we waited we Googled RPM and found a mobile number on their website for out of hours sales. I rang and spoke to a very nice man called Nick who listened to our predicament and advised he could have a look-see on Monday morning and would do his best for us.

We unloaded the Boxster at RPM and the recovery guy kindly took us into Knaresborough to find a hotel, and tried to unwind with a nice dinner and a few beverages.

Monday morning we received a call from RPM around gam and Nick advised that the pulley had sheared from the shaft on the water pump (he did wonder if this was the problem when I rang him on the Sunday). They had stripped it down but was unsure about obtaining a new pump but he would do his best.

Later in the morning he rang to say he'd found a pump and it should be OK to pick the car up later in the day. While Nick from RPM was on the phone he kindly agreed to sort out the dialogue with our warranty company, WMS.

Another call back from Nick and everything sorted with WMS – they would pay 90 per cent of the total bill. Music to our ears! Nick advised the work was all finished and we agreed to meet him at 4pm.

We arrived at RPM to find the Boxster gleaming as Nick had

washed it. One of RPM's guys explained what had happened and showed us a before and after of the water pump – they had found the sheared pulley under the car!

We had a lovely chat with Nick and told him our story of woe – he is such a nice guy. After being advised to check the coolant level in the morning, we were on our way.

We thought we would share our experience with your readers as we really couldn't recommend Nick and his team at RPM Specialist Cars enough – the service, professionalism and customer relations are second to none.

Jacqueline and James Young, via E-mail

Keith Seume replies: Always good to hear of excellent service!

DON'T FORGET THE GEARING...

I'd just like to comment on the recent article comparing the 911SC and the Carrera 3.2. Your writer failed to mention one very important thing: they are geared very differently!

At 4000rpm my 911SC is at the beginning of the power band. The Carrera 3.2 at 4000rpm is only turning at around 3200rpm, so there's no power available.

Why this is important is that in Los Angeles where I lived most of my life, on most freeways (but not in Las Vegas where we have too many cops), people tend to drive at 85mph. So, if you're going to pass slower traffic, the 911SC is ready to 'go' and the Carrera isn't, requiring a downshift to bring the engine rpm up. Well, that's my two cents...

Jay Veneaux, via E-mail

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FROM 944 TO CARRERA 4

Simon Glithro's Porsche journey started with a 944, but now he's entered the world of the 911 with a 996 C4 Cab. It's had its faults, but he's a hands-on owner

Words and photography: Brett Fraser

Simon Glithro should really be at work. As we chat his mobile trills like a cage full of budgies, as various employees and contractors to his specialist construction company call in with questions and requests. In the construction business these days, of course, a busy boss is a happy boss, yet you also get the sense with Simon that the joy of a bustling order book is tinged with the regret that it means he doesn't get to drive his 996 Carrera 4 Cabriolet as much as he'd like to.

'I've owned it for about four years now but have only managed to do about 7000 miles during that time,' he confesses. 'I do try to drive it pretty much every weekend, though, because I bought it to enjoy it. Taking it to work (on a construction site) simply isn't practical, and to be honest it would send out the wrong message to clients and potential clients – we all know that an old 996 is incredibly good value, but to lots of other people, well, they only see the Porsche badge.'

Not that work considerations are the only thing to limit Simon's mileage in the Cab. 'Kelly (his wife) and I have three children, so there's no way they can all come out with us in the Porsche. In fact, even the two younger kids find the back seats a bit of a squeeze. I hate to admit it, but they prefer to go out in Kelly's "green" car, an old BMW 318i Convertible. But they don't mind occasionally being picked up from school or parties in the 911 – it becomes a sort of posh taxi.'

'Not that it gets any special treatment. It gets left outside and I always use it when I can. With winter here I have put the hard-top back on it: I'm a huge fan of convertibles, but I have to confess that the hard-top makes the whole car feel more solid which helps sharpen up the handling. But I do enjoy putting the roof down even when the weather isn't at its most friendly.'

His fondness for fresh air motoring shaped Simon's earliest car buying habits. 'There was always an interest

in petrol in my family,' he reminisces. 'My sister had an MGC and when my turn came for my first car I bought a Triumph Spitfire for 400 quid. Poor thing, it was mainly made of rust. I soon sold it to a mate – for 400 quid! – who only had it for three days before he wrote it off: he crashed and all the filler fell out, and that was the end of it.'

'Next I made a fatal mistake and bought a Fiat X1/9 in two-tone blue, but at least it satisfied my need for a sports car. That made way for a Mk1 Toyota MR2 targa-top, which was great. But I then stumbled into a dull stage: in 1989 I bought a Mazda 323F new. I only endured it for nine months before disposing of it and getting into a Peugeot 205 GTI 1.6. After that it was a Lancia Delta Integrale, with a rare right-hand drive conversion.'

'One evening after we'd been messing around with the wastegate control I went for a test drive down a south Norfolk back road and ended upside down in a ditch. Apart from a broken door mirror the Integrale was OK as we lifted it out of the ditch. Trouble was, we had to put it down onto the road surface on its roof, which did it no good at all. Still, having persuaded the insurance company not to write it off, I drove that car around for three years or so, until it was stolen from outside a meeting I was having in Manchester. The police later found it at the 17th hole on Warrington golf course, burnt out having been used in a robbery.'

There was less drama attached to Simon's next three cars – an early VW Golf GTi 16V, a Vauxhall Calibra and a BMW 3-series, the latter bought to accommodate the arrival of the family's first child – but then he had a chance encounter with a Mercedes-Benz 350 SL owner in London. 'The bloke discovered that the car was unlikely to pass its next MoT and was planning to bin it and buy a new one. I gave him £300 for it, drove it up to Suffolk and ran around in it for three months on the last of the MoT, then stuck it in a barn. Eventually I put it

Right: Simon Glithro and his 996 Carrera C4 Cabriolet. As early 996s go it's been a good one and he's enjoyed the experience, even fixing small, and some not so small, issues himself along the way. Below left: Hard top is a must have, particularly if your car lives outside during the winter



YOU AND YOURS **SIMON GLITHRO**



onto eBay with no MoT but a good engine, and got £2000 for it!

And the proceeds from the Merc were soon put to excellent use when Simon invested in his first Porsche. 'I'd always wanted a Porsche but had never been in the position to have one. But then I saw a black 944 S2 Cabriolet on a local car trader's forecourt and took the plunge. At that stage we only had the two kids and they were small enough to fit onto the little perches in the back of the 944, so we were really able to enjoy that car to the full.

'We took it Bruges and Lille, the latter on a spur of the moment trip to see the Christmas market there one year. The 944 generally behaved very well and I used to get it serviced and looked after by a small independent specialist called Two Counties Garage in a little village down the road called Rushall. Sean who owns the place used to work for a Porsche specialist in Hong Kong and used to work on race cars out there, too.'

Simon had run around in the 944 for about four years

“For a short while I had two Porsches, a 911 and a 944. I even had to build a double garage for them”

when a yearning for a 911 began to occupy his thoughts. 'The 911 I've got now turned up at a local auto trader's but it was too dear for me at the time. So Carl Humphrey who owns the place sold it to someone else. But they only kept it for a year before selling it back to Carl. And by that stage the price had fallen to within my reach, in part because the 911 was by now in need of some TLC. So for a short while I had two Porsches, a 911 and a 944, and even had to build a double garage for them.

'I couldn't really justify having them both, though, and ended up putting the 944 onto eBay; it was at this point we inherited Kelly's 318i Convertible, as sort of part payment for the 944. Meanwhile I decided to take my "new" 911 to a trackday at Snetterton, where the brakes expired – the discs fell apart, the pads just gave up, and the juice boiled, so I had to slow down. I had been trying to keep up with a Ferrari F430, which was fine through the corners but we didn't stand a chance on the straights. The bottoms also blew out of the exhaust silencers – I had fun, though.

'But I then had to buy four new discs and pads,

together with a new stainless steel exhaust, from carpartsg11.co.uk. I fitted that lot myself, but I had Humphrey change the intermittent shaft bearing: Humphrey also does the regular servicing, oil changes etc. The car also has a DesignTek induction system, but I really don't want to do much else to it, as I think it would detract from what Porsche intended the car to be.'

In common with many of us when it comes to cars that we love, Simon clearly does his best to blank out some of the 996's problems. Having said that the car has been 'as good as gold', he later recalls a couple of other little "issues". 'Oh yeah, the headlight switch died one night when I was bringing the kids home from karate class: I went over a bump and suddenly there was darkness. I had to drive home on the hazards – now I can see, now I can't, now I can see, now...'

'I've been told it's a relatively common problem on 996s. And they said the same when the expansion tank for the coolant burst in Tesco's car park. I bought a

replacement relatively inexpensively from Porscheshop, but fitting it was a real adventure. Luckily the American website Rennlist.com has a tutorial showing just how it's done – whatever problem you have with your Porsche, someone else will already have suffered the same and posted a video on how to sort it out!

'While being shown how to replace the expansion tank definitely helped the process, it still involved getting the car onto axle stands, unbolting some of the engine mounts, and lowering the engine part-way out of the car using a trolley jack. I also used the opportunity to change the fuel filter, because that's also an engine drop job.'

The smile on Simon's face suggests that rather than this being a chore, he relished the challenge and got a kick out of fixing the problem. And that smile grows even broader when I ask if we can just nip down the road for a few action photographs; any excuse to take the 911 out is a good one, especially on a work day. When we get back Kelly jokes that they 'really ought to take that car on a proper adventure.' I get the feeling Simon is ahead of her on that particular thought... **PW**

CONTACT

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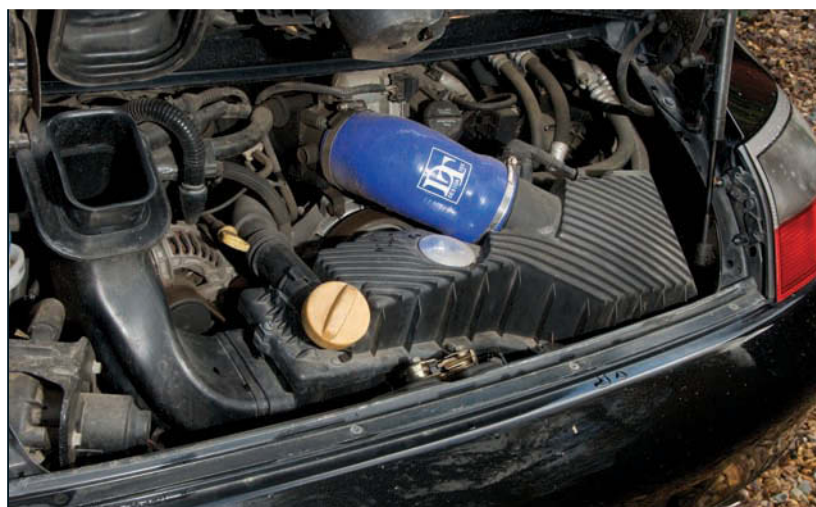
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Below: Simon has steered clear of too many mods for his 996, but he has fitted a DesignTek induction kit



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TARGA SAGA

Fresh-air fiend, but mad on RSs? You'll love this 964 Targa that's been upgraded to RS spec!

Words: Johnny Tipler
Photography: Antony Fraser



You frown, your eyes narrow: a 964 RS Targa? How can that be? They never made an RS Targa. True enough; from R to RSR, Porsche 911 race cars were invariably coupés because of the shell's inherent torsional stiffness, so, logically, the road-going sporting derivatives, the RSs and Club Sports, were also presented in coupé format. That's not to say that the open-air versions couldn't hack the power hike – at 10bhp or so it wasn't massive, it just wasn't an attractive marketing proposition because the traditional RS imagery needed to be kept sacrosanct. But when you're determined to enjoy the sort of driveability the RS provides, as well as connecting in a direct way with the great outdoors, it's entirely feasible to turn a Targa into a Tiger.

And this one is total eye candy: a Guards Red 911 with a black lid and gold wheels; who'd not fall in love at first sight with such a scarlet woman, as I did when I spied her in the Paul Stephens enclave at the Goodwood Festival of Speed. And as we find out during our outing through the Suffolk byways, she doesn't disappoint at any level. The owner, who's asked Paul Stephens to market the car, is an uncompromising drop-top fan as well as a 911 devotee, and he sought to lift the performance and style of his 964 Targa to RS standard. Paul analyses the upgrades: 'We haven't done any work on the car; the owner bought a standard 42,000-mile Carrera C4 Targa in very nice condition, a genuine car, genuine mileage, but with a very driven passion to create his own bespoke Targa. He had the idea of installing the 964 RS mechanicals inside a four-wheel drive Targa, because he wanted the open-top roof and he wanted the security of four-wheel drive and he had the genuine RS panels and suspension fitted. It was one man's wish to create a unique 911, and it is unique in the way that it's been created, and it's had far more spent on it than the car was actually priced at. And it's had the ECU remapped to 285bhp to give it a bit more steam. As far as I'm aware that's the only thing that's been done to the engine, though a genuine RS will have been fitted with blueprinted parts when it was at the factory, but that is not the case on this particular car because that would cost a great deal, of course.'

There have been six owners all told, with the last one coming on board in 2008. The car was supplied new by JCT600 of Bradford on 24th April 1991, with the service book stamped by Lancasters of Stratford at 3,387 miles. With 20 further stamps in the book, there's been a fairly typical itinerary to the workshops of a few well-known specialists, including Autostrasse of Coggeshall and Crescent Autos of Westcliff on Sea, Essex, and,

most recently, Jasmine of Nelson, Lancashire, at 47,000 miles, which is the most recent service. So it's been up and down the country a bit, though without racking up too many miles overall. The current owner bought the Targa in 2008 for £16,500, which was good value at 42,000 miles. Today, a 964 Targa showing a mere 47,000 miles would retail for more than double that and, if it were an RS, triple that, which just shows how much they've moved on in the last five years.

To achieve the RS look, our Little Red Riding Hood has been fitted with RS bumpers front and back, the rear one featuring those little bulges that house the number plate lights. Vulnerable sods. It's also had new lights installed all round, plus that all-important 964 rear reflector 'Porsche' strip that inevitably crazes and fades. I leaf through the bills to see where and when the upgrades took place. Though there's a hefty invoice for £1,800 covering engine and transmission work, plus installation of a dual mass flywheel and new clutch, that still doesn't up the spec to get it to RS standard, because what we're really looking for is a blueprinted engine to match the factory issue 964 RS. But as I have recently discovered, engine work is very expensive, and in fact it's a re-chip that's lifted the power output, indeed, to a figure that exceeds the RS. The bill states that the ECU's been re-mapped to produce 285bhp, though there's no dyno print-out to verify that. I'm told that was something to do with the equipment on the rolling road being faulty, but whatever, the re-mapping cost £445. Another invoice for £9,000 takes care of a complete change of suspension componentry to 964 RS parts, including new strut top mounts, uprated Bilstein adjustable dampers, RS springs, RS front and rear anti-roll bar and bushes, Pro-flex rear bushes, front wishbones, new ball-joints, and roll-bar drop links, and a strut-brace between the front shock turrets. The geometric set-up was carried out by Ninemeister at Warrington, Cheshire, so presumably impeccable. The braking system is converted to a 993 RS system, incorporating RS calipers all round, cross-drilled RS brake discs front and rear, and stainless steel Goodridge brake hoses containing ATE Super Blue brake fluid. The exhaust system is modified with a polished stainless-steel Cup pipe and the bill also accounts for '965 Turbo Cup' mirrors, and fitting the customer-supplied BBS RS 18in three-piece magnesium wheels; those really do lift the car's image, and at a grand a go, so they should. 'The original magnesium 964 Cup wheels are hard to get,' says Paul, 'but the BBS three-piece magnesium wheels were available and regularly fitted on Porsche competition cars.' They've been recently shod with Pirelli P-Zero tyres, 225/40 ZR 18 N4s up front and

Opposite page: RS look 964 Targa sits just right on BBS three-piece magnesium rims and full RS spec suspension. The wheels in particular really lift the visual image of the car



265/35 ZR 18s on the rear, and as often seems to be the case with fitting aftermarket wheels on the front of a 964, wheel spacers are necessary to clear the broader hubs.

Nowhere is the transformation stunted: the cockpit floor features lightweight RS carpets (£711), drilled aluminium pedals, the standard 964 chairs are replaced with glassfibre shelled Recaro Pole Position seats in leather – worth £2K including runners – and they're overlaid with FIA harnesses (£295 each side), plus RS door cards (£406) with thong pull straps fitted, though the original electric windows are retained. The £1,100 FIA-approved half roll-cage is a reassuring presence in the Targa when indulging in trackdays, I guess, though you wouldn't take exception to any extra protection unless rear cabin space was required. As Paul says, 'If you want to go fast, especially on-track, the roll cage probably does offer some stiffness and it's got the Heigo polished strut-brace and RS anti-roll bar fitted so it's going to be a little bit stiffer than the standard model.' And if the concept appeals but you've got kids and you want to bung them in the back, you've got to lose the cage and reinstate the rear seats.

Stepping from my own 964 that's effectively just had a new engine, I can identify with the Targa's instant throttle response and its instant get-up-and-go. In flat-six terms, at 47,000 miles it's barely run in. However, as I get it out on the open road I'm thinking that it's requiring a good 1,000rpm more than my car to achieve similar speeds, and I suppose that's due to the engine's ECU remap. And I would be hard pressed to agree that the alleged extra 35bhp makes any difference to its general performance. My first impression is that the

TECHNICAL SPECIFICATION

PORSCHE 964 TARGA

YEAR:	1991
ENGINE:	3600cc
POWER:	285bhp (claimed)
TRANSMISSION:	Five-speed manual
TOP SPEED:	161mph
0-60MPH:	5.3 secs
SUSPENSION:	MacPherson strut front, multi-link rear
TYRES:	225/40 ZR18 front, 265/35 ZR18 rear

gear lever seems to have been shortened, but that I think is down to the smaller diameter leather-rim Momo Prototipo steering wheel, which means there's a slightly greater distance between wheel and shift knob. Its sensitive power steering copes with the magnificent 18in BBS wheels, though the steering wheel chafes when spinning it on full lock – which you actually only notice in a parking context, and I should think a squirt of WD-40 would sort that out. You might think that the Sabelt four-point harnesses in these high back Recaro bucket seats might be a nuisance to buckle up every time you venture out, but in practice they're quick enough to fasten, and they match the roll-cage track-day requirement. There's no radio, but naturalists don't care about that, content to swoon to the flat-six blare. There's the familiar 964 dashboard and switchgear, and the shift motion of the G50 gearbox is very slick and well lubricated. On the whole it feels like a strong, new car. The suspension is set up pretty firm so that you do feel it's uncompromising, to the extent that you do encounter serious bumps or pot-holes with a bang, but then that's commensurate with an RS suspension set-up.

Below: Looking good on the open road, and with the Targa top off, you get the full, undiluted flat-six soundtrack.

Seats are the real deal Recaros and carpets are lightweight RS spec





The paradox with this Targa is that it has four-wheel drive transmission, and the RS of course was never delivered as a 4x4; it was always a C2. However, to go with the flow, the benefits of this are to do with grip and traction and, whilst I do find these attributes helpful, on one occasion when we're out on our shoot and there's a little bit of a watersplash, I immediately feel the front wheels grip and it understeers when a rear wheel drive C2 would have got into a slide and

infinitely adaptable and tolerate radical alterations and still give their utmost. It may have traded up its running gear but it certainly doesn't drive like a hotch-potch of uncoordinated machinery; in fact it's a very together car. Trackday purists might criticise it for having four-wheel drive, but we all have different degrees of competence and aspirations for our driving experience. Hard-bitten wheelmen might wonder about the Targa top too, but historically, Porsche sports prototypes

Apart from the fact that there's a space where the roof should be, you would, at first glance, take this to be the real deal. Purists will doubtless question the motivation behind such a project. Best not let on that it's a C4 then. Oops, too late!

“911s are infinitely adaptable and tolerate radical alterations and still give their utmost”

required much more correction. As for the ride with the all-wheel drive C4 traction this Targa has more of a solid, planted feel on the road than the rear-drive C2, which is more of a dancing experience. The C4 has more of a secure feeling to it than the flighty C2.

In fact the C4 works perfectly well with the RS components and comes across as a perfectly normal driving experience; there was no reason to think there was anything out of the ordinary, and that in itself is quite an achievement. But 911s are like that – they are

such as the 910 from the late-'60s had removable roofs, which were effectively Targa lids. What of the great outdoors? The exhaust note is quite fruity, so you hear that, of course, but in terms of wind noise it's unobtrusive. I didn't drive it with the Targa top on, though it has had new seals fitted all round so that notorious shortcoming peculiar to old Targas of aquatic ingress in a downpour was addressed and I'm assured it is now perfectly watertight. I wasn't smitten by much in the way of farming aromas, this not being



Above: Wind in the hair motoring, or just wind around you hat motoring. We suspect that JT has glued it on. Engine has been on the receiving end of a remap and is claimed to make 285bhp. It's only covered 42,000-miles, so is in fine health

particularly cow country but, as with a coupé's sunroof, if your top comes off, 'let the sunshine in,' as they declared in Hair. It's always a pleasure to be in direct contact with Mother Nature, and with a working g64 heater there's no risk of hypothermia either.

Those of us with coupes and cabs probably take the Targa roof for granted, so it's worth reminding ourselves how straightforward the exercise is, taking the top off and on. The Targa roof panel is attached to the windscreen header rail in two fixings, and slots neatly into the aluminium roll-over hoop. This one's got new seals. There's a little 'T' shaped handle, rather like a dibber, which normally lives in the glove locker, and that operates the front locking levers in the header rail. You twist them anti-clockwise to undo them, and then you can lift your roof off; front first, then the rear, and then you knock the hinges in and the whole thing folds into three. As the Damned sang, 'neat, neat, neat!'

Although he has no vested interest in the Targa – in so far as it's not received the PS AutoArt or RS Teknik treatment – Paul Stephens is impressed nevertheless: 'The owner deserves the credit for having the vision to go out on a limb to make a dream come true: it was his aspiration to have a four-wheel drive RS that he could take the roof off, and he made it happen. It's RS lightweight style in a Carrera 4, and in the big picture you couldn't reproduce it for what it's cost because the g64 has gone up so much. And it is a one-off thing,

really. It certainly created a bit of a stir when we had it on our stand at the Goodwood Festival of Speed.'

So, what's it worth, then? In these times of escalating values, the creation of a g64 Targa RS is an enigma. I put it to Paul Stephens' right hand man Charlie Abbott that, if he were marketing a normal but un-abused RHD g64 RS with a genuine 47,000 miles in this condition, would he be talking £90- to £100-grand? 'Yes,' he says, 'probably into six figures.' So where does that leave a model that bears nearly all the accoutrements of an RS, but will never be officially recognised as such? It's offered at £36K, which seems fair enough under the circumstances. Playing the numbers game, 3,867 units of the g64 C2/4 Targa were produced between 1990 and 1993, which is not a lot of cars by any standards (the g64 Cabrio is far more numerous, relatively) compared with 2,051 RSs (and 816 RS Americas). This particular car blends the attributes of both versions of these 'special editions', and that means it's probably unique. It's also a fine car to drive as well as to look at. There is no substitute for having the top off and feeling and smelling the elements in such close proximity, armed with the additional grunt and the reassurance of that inviolable C4 chassis.

So, coupé claustrophobia sufferers take heart, this Targa has the punch of an RS combined with the fresh-air and farmyard pongs you enjoy in a roadster. **PW**

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A blue Porsche 911 driving on a road, viewed from the rear side. The car is in motion, with a blurred background suggesting speed. The license plate is visible as '545 N'.

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Alois Ruf bearing beers is a welcome if unexpected sight. It's blistering in Bavaria, so his role as waiter is an exceedingly welcome gesture. We're busy shooting a pair of 901s he's provided for us beside the white baroque castle at Kirchheim, not far from his Pfaffenhausen base – a bastion built by the Fugger family in the 11th century. The creator of the fastest 911-derived vehicles in the world is relaxing with two of the oldest of the breed. They're chassis 27 and 37 from the 82 units of the 901 that were built before Peugeot's icy breath insisted that Porsche lose the zero – transforming 901 into 911. These 901s were amongst the first run of 232 cars built between 14th September 1963 and January 1965. Ten prototype 911s were also trialled earlier in 1963.

Six months ago there were three 901s in Ruf's jurisdiction, but one's since gone back to its US owner. We've seen the white car before; though Alois is its custodian it belongs to Canadian-domiciled Finn, Sorjo

Ranta, who bought it off the AFN stand 49 years ago at the '64 Earls Court Show. 'It's a lovely thing, isn't it?' says Alois, 'and its slightly warm, white body is a lovely shade. It's called light ivory.' It was made in late September '64, and there was extra pressure to get it finished because it had to be ready for Earls Court,' he explains. 'AFN displayed the 356s as usual, but they also unveiled this exotic new model.'

There are a number of subtle differences between those first 235 cars and subsequent 911s. For instance, they don't have the 911 logo on the glove box, nor the 911 badge on the engine lid, and the strip across the base of the engine bay is smooth, with no pressings where the firing order and other labels live in the segment fitted in subsequent 911s. The rubber closures that seal the engine bay were not yet in place either. Porsche were still debating what the car would be called, and the 901 type number was probably conferred by straight-thinking engineers, though Peugeot lawyers were ready to pounce, and so Porsche

RUF RESTORED 901S

BACK TO BASICS

Alois Ruf takes a holiday from his high-power missiles with a pair of original 901s

Words: Johnny Tipler
Photography: Antony Fraser



didn't apply any ID until car 235 rolled off the line. Then the second series bore the 911 symbol at the 45-degree angle.

There are three versions of the 911 fuel-cap lid opening mechanism: there's the one that we're familiar with on all the production cars, which is the pull-out golfing tee on the extreme left of the dashboard – and of course 'kettles' have a pull-up lever by the right-hand sill panel. But the 901's was different again. Alois explains the evolution: 'the first 235 cars had a knob lower down in the doorjamb, as you see in my blue car, and the first owners' manual shows that. And then they realised that when you drive into a filling station, you need the petrol pump on the left side, because the fuel filler is on the left of the car. But you couldn't open the door wide enough to pull that knob out.' And as air-cooled left-hooker handlers know, this situation is experienced with potentially every fill-up. 'So,' Alois continues, 'they installed this linkage system which you see in the white car, which was very much improvised, and they retro fitted it to the first cars when they came into the dealerships.' But not to Alois's car – 'I kept the original set-up.' Sure, the car's had some work, though not that much. 'It was essentially a very good car because it had been stored in a garage for many years and not used at all for 25 years.' It was a remarkably lucky find – both for Alois, and for the car itself, to be 'discovered' by such a committed aficionado. He discovered it in California, 'advertised in a very cheap version of *Auto Trader*, which you find in the grocery store by the check-out. I picked one up and, incredibly, there was an early 911 for sale, and I thought, "oh, this is really old, and it quoted the chassis number, 300 037, and if I am not mistaken, this

must be a really early one." So I looked it up in my books and sure enough it was a 901 with matching numbers.' Nevertheless, Alois was apprehensive, considering the media it was offered in. 'Once these cars drop into the \$3,000 price bracket a young kid will buy the car, a student who's got no money to maintain it, perhaps, then they put a Mexican interior in it, and then a \$99 paint job, and this is how the cars end up.' This proved not to be the case, however, and a deal was done – though he'd most likely have bought it anyway. The restoration was finished in 2003, and it was the theme car for Ruf's 40th anniversary that year.

This contrasts with the red 901 – number 18 – which Ruf recently restored for an American customer and dispatched back to the States. That was 'found' in Florida, Alois tells us, where 'palm trees were growing out of it, and the engine was almost ready to decompose because the engine mounts were rusted away and the engine had fallen out, so that it sat in the ground and the ants were taking over.' When I saw it at Pfaffenhausen six months ago it was pristine.

Restoration is a significant facet of Ruf Automobile's business, and that's driven by Alois's deep-seated fervour for the marque: 'more and more people are becoming interested in classic Porsches, but it was always a passion for me, and now I am sharing it, but I remember when there was no interest in the early 911; the interest was in the four-cylinder 356, but this has now changed, and it's the early 911s that are popular.' Growing up amongst Porsches at his father's garage, it was inevitable he would get involved. Ruf snr first serviced Porsches in Pfaffenhausen in 1963, and Alois got the 911 bug aged 14 the following year when he was riding in the family car on the autobahn: 'it was a

Origin of the species. This white 901 was discovered by Alois Ruf in a local 'Auto Trader' style rag in California in the cheapo cars section. Amazing really, and it's the real, matching-numbers deal and was in surprisingly good condition having been stored for many years



rainy day in April; I know exactly because we went to the Bauma heavy equipment show in Munich, and my dad would always take me there because boys have to see all the cranes and earth-moving stuff, and we were driving at about 140kph, and suddenly a 901 flew by – I had never seen a 911 prototype, obviously, and it was raining and the spray was incredible. And our car shook from the wind from the slipstream, and I heard the sound from that engine, and I couldn't believe it. I said, "Dad, this must be the new Porsche!" I'd seen it already in *Hobby* magazine, a German mag for teenagers, and they had spy pictures of this new Porsche, but nobody knew what the name was; they believed it was the new 2,000 model, and it had to be a six cylinder engine. That was my first encounter with the 911. The prototype was shown at the auto show in Frankfurt in September '63, and that was pretty amazing. I will never forget that. I couldn't imagine at the time the impact it would have on the rest of my life.'

Just as the 911 was originally referred to as the 901, so too the 912, already under development before the 901 was announced, was designated the 902. The flat-four engined car played a significant part as an entry level Porsche and, as Alois recalls, although the 911

was sensational for many enthusiasts, some just didn't get it: 'after the 356 ceased production, the 912 was the perfect interim car to get people to accept the six-cylinder car, because at that time people were saying it was too radical, too delicate, too hi-tech, like, "my Volkswagen mechanic who fixes my Porsche can no longer work with this 911, this is too sophisticated." It wasn't all about the mechanical upgrade: 'one of the main attributes was the interior,' Alois attests; 'it had a lot more space and better visibility than the 356. Then people said, "I like the new car but I want my reliable four-cylinder engine, so there was the 912. And that made a lot of sense, especially in the US where they already had the speed limit. In Germany it was nice to drive, more affordable, but you were struggling with other cars, like if an Alfa Romeo or an Austin-Healey showed up they would out-perform you of course.' Which was certainly not the case with a well-driven 911.

Alois also comments on the dramatic change from the 356's four-cylinder to the 911's six-cylinder engine: 'it was the sound, the performance, the throttle response, everything. Before the 901 the top model in the Porsche range was the 356 Carrera 2, and funnily

Hard to believe that this version of the 911 would essentially soldier on until 1989, or that its bodyshell would be stretched into the Turbo ten years on. Early cars like these didn't even run with 901 designation on the engine cover, and would 901 have the same resonance had Peugeot not got all precious?



Below: Where it all began. The 901 shape is as clean today as it was 50-years ago. For its time it was a sophisticated car. Too sophisticated for some who lamented the 356's simplicity in comparison

enough, both of them had 2.0-litres displacement, both of them had 130bhp, but one had the four cylinder, the other had the six cylinder, and Paul Frere, doing the first road test for *Auto Motor und Sport* magazine, said that "the customer will decide, because at the moment it's not clear which will be the preferred car: is it the four-cylinder four-cam or will it be the six-cylinder two-cam?", and that's how people were looking at it in 1963/64.

There were other idiosyncrasies to address. One was the reluctance to restart unless the engine was good and hot. 'It is much better now than it was back in the day,' says Alois. 'The fuel and spark plugs are better, but still, if you start one of these early cars three or four times just to manoeuvre it around the garage or take it on very short runs, then it will go onto five cylinders. You can run it up the road and sometimes that will clear it, but mostly you have to take the plugs out.' The fuel pump was the biggest downside of the early 911. 'Those were the Bendix pumps,' recalls Alois, 'and when they packed up, the car stopped and people thought, "oh no, my engine is broken," but in reality they only had to take a small hammer and tap it once and it would run again.' Ruf has fitted a more sophisticated fuel pump, though it's tucked away so nobody sees it and the old 'unreliable' one stays there for show. The original Solex carburettors were troublesome enough for the company to switch to Webers in 1966.

In the cabin, the seats have broad squabs and short back rests, like easy chairs, but are a shining example of the great strides that 911 seats have taken during five decades. The gear stick is a 1950s hangover with its Bakelite knob on top, though it feels very delicate

TECHNICAL SPECIFICATION

PORSCHE 901

YEAR:	1963
ENGINE:	2000cc
POWER:	130bhp at 6100rpm
TORQUE:	128lb ft at 4200rpm
TRANSMISSION:	Five-speed manual
TOP SPEED:	130mph
0-60MPH:	9.1 secs
SUSPENSION:	MacPherson strut front, torsion bar rear
TYRES:	165HR 15 front/rear

slotting it through its gate. The wood-rim steering wheel has four metal spokes and a central leather horn boss, while the period Blaupunkt radio is prominent in the wooden fascia. 'The 901 was a big step forward in terms of instruments too,' Alois points out, 'because there are a lot more functions than the 356 had. And one of the most puzzling things throughout the life of the 911 was how to check the oil quantity, and it's always been a myth that many people still don't understand, so they overfill it.' The 901's gauges in their binnacle have green numbers on the dials, while the door pockets fold outward and the knobs to open the doors are on the ends of the arm rests. The lack of seatbelts is slightly unsettling on my drive, but Alois points out that, unless you retro-fit them, you don't need to bother about them in Germany on cars built before 1970. The fittings are in place, though, originally intended for people bound for club sprints and rallies.

Alois is justifiably proud of his restorations and, having seen the cars in their infancy, he has a lifetime's knowledge of the 911's evolution. 'I know you get to see many restorers,' he says, 'but unless somebody can demonstrate otherwise I know we are doing the best

“Alois is justifiably proud of his restorations and he has a lifetime's knowledge of the 911”



job, because there is nobody out there who really knows and understands the details of the early cars. I learned all these things when the cars were being serviced in my father's garage. When I got back from school I would ask my dad things like how were the bearings, were they in pieces or were they ok, because all these things were discussed the day before, so I'd wonder, is it a main bearing or is it a connecting rod bearing? I was totally involved. So I observed details like this little separator that's in between in the fender, and this was unique to the early type 911 in the three years from '64 to '66. Other restorers would put in the later style, which was the rubber seal that started in '67. There were actually two types, one from '67 to '87 and another from '87 to '89. These are all subtle little details, and one could say, 'I don't care, for me it's fine,' but for me that is not good enough, I don't accept mediocre excuses for a car of this value.'

So what is the value of a 901? That's hard to gauge, because they hardly ever come on the market. 'Right now there is a big hype about the first 235 cars,' says Alois, 'because they are very valuable, and amongst those are the 82 901s but as few as maybe 15 have survived.' It seems that more of the first year's production are popping up now, according to Alois, with the tally now around 180. Though the contrast between these bauble beauties and his tough-guy turbos could hardly be greater, his heart is equally drawn towards these proto 911s, and he keeps track of the status quo.

And what are they like to drive, these proto 911s? We leave hilltop Kirchheim and head down to the Swabian plain to drive the cars on the smooth two-lane roads that crisscross the arable farmland. The 901's flat-six

has that sharp staccato bark, and it loves to rev. Around 3000rpm is where it comes alive; it's very eager to zing along, and at 5500rpm in 4th I'm doing a sprightly 150kph. Driving the 901, the controls are well-placed, the large diameter wood-rim steering wheel has a delicate action, and the gear lever action is also very light, almost fingertip controllable, though I need to keep my left foot buried on the clutch whilst making the shift. The legs and feet have to work harder than arms and hands, and I have to press pretty hard on the unassisted brakes to haul down the speed. You can feel how light the car is compared with later specimens. Having no power steering, I feel every bump in the road through the steering wheel, and it communicates what's going on between road and tyre. The steering weights up and there's a little bounce through the front wheels. The turn-in is great, and it seems as if the steering wakes up midway through the turn because it's not power assisted. It's a physical effort to actually make the turn, but the handling is invigorating so it all feels like an adventure compared with a modern car which you know will do it for you – and since we've come down to Pfaffenhausen in the latest 991 it's quite an interesting contrast with the very earliest 911. Porsche owners of the early '60s must have been more swashbuckling types, because it's such a dancy, edgy kind of experience driving a 901. They're so involving to drive, really exhilarating, and I can't choose one over the other, so I just settle back and get a rhythm going.

While Ruf embodies modern road-going 911 motoring at its fastest and plushest, this is 911 motoring in its most basic and purest form and a reminder of 50-years of the classic 911. Cheers, Alois! **PW**

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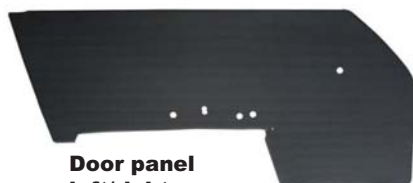
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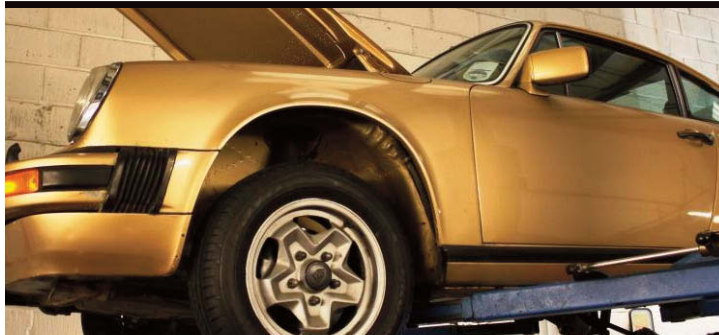
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2009/58 - 997 C2S COUPE (GEN II) MANUAL (GT SILVER) 31,000 MILES

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2003 - PORSCHE 996 GT2 (BASALT BLACK) 20,000 Miles

Full Black Leather Interior, Electric Windows, Climate Control, Rear Roll Cage, Porsche Radio with CD Player, 18" GT3 Alloy wheels, Full Service History (Just been Serviced)

2004 - PORSCHE 996 GT3 (ATLAS GREY) 30,000 Miles

Comfort Specification, Full Bk Lthr Intr, Porsche Crisd Sprt Bucket Seats, Guards Red Seat Belt, Porsche CD Player & Radio, AC, 18" GT3 Alloy Wheels with Cloured Crisd W/Cntrs, On-Board Computer, FPSH, Only 2 Owners From New, Recently Fitted Tyres.

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

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

2004 - 996 TURBO CABRIOLET TIPTRONIC (BASALT BLACK) 53,000 Miles

Full Black Lthr Intr, Xenon's/PSM/PCM-Telephone/SatNav, Heated Seats, Cruise Control, BOSE Soundsystem, Climate Control, 19" 997 Turbo Diamond Cut Alloy Wheels, New Tyres all around, Full Porsche Service History.

2004 - 996 TURBO CABRIOLET TIPTRONIC (BASALT BLACK) 67,000 Miles

Full Black Lthr Intr, Xenon's/PSM/PCM-Telephone/SatNav, Heated Seats, Cruise Control, BOSE Soundsystem, Climate Control, 19" 997 Turbo Diamond Cut Alloy Wheels, New Tyres all around, Full Porsche Service History.

2004 - 996 TURBO COUPE TIPTRONIC S (ATLAS GREY) 53,000 Miles

Full Bk Lthr Intr,PSM/PCM-Sat.Nav with Full set of DVDs for Europe, BOSE, CD Changer, Telephone, Htd & Memory Seats, Climate Control, Sunroof, Extended Lthr Pack, Optional Sports S/Wheel in Lthr, Cruise Control, R/Parking Sensors, 18 Turbo Alloys with a set of New Tyres, FPSH.

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

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

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

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

1999 - 996 C2 CABRIOLET MANUAL (BASALT BLACK) 63,000 Miles

Black Leather Interior, PSM, Telephone Module, Electric windows, Electric mirror, Climate Control, Full service history, Hard top, Low number of keepers, many more extras will update very soon

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

1998 - 993 TURBO 'S' COUPE MANUAL (SPEED YELLOW) 60,000 Miles

Black Leather/Carbon Fibre Interior, Litronic Lights, Sports Seats, Electric Seats, Electric Mirrors, Yellow Dials, Porsche Radio & Single CD Changer, Yellow Seat Belts, Sunroof, Rear wiper, Yellow Callipers., 18" Turbo S Alloy Wheels, full Service History.

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

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

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

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

1997 - 993 C2 TARGA TIPTRONIC S (OCEAN BLUE) 'VARIORAM' 67,000 Miles

Marble Grey / Metropole Blue Leather Interior, Electric Glass Targa Roof, Electric Seats, Electric Mirrors, Porsche Stereo, Air Conditioning, Rear Wiper, On-board Computer, 17" Targa Alloy Wheels, Full and Extremely Detailed Service History with a very recent service. Spare key, Master remote, original books, MOTs, Service Incoices all present with the car.

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

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

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

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

1994 - 993 C2 COUPE TIPTRONIC (BLACK) 92,000 Miles

Black Lthr Intr, Upated Becker Radio system, Sunroof, computer, Electric Spoler/windows/Mirrors/Alarm, 17" Alloys, Rear Wiper, Central Locking with Immobiliser, Full Service History, Extremely Comprehensive Service History (Spare Key, Old MOTs and Tax Discs, Original Manuals, etc)

1994 - 993 C2 COUPE TIPTRONIC (BLACK) 99,000 MILES

Black Lthr Intr, Sunroof, Becker Radio, Electric Seats, Electric Windows, & Mirrors, Rear Wiper, 17" Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

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

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

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

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

PORSCHE BOXSTER S

2008/57 - PORSCHE BOXSTER (987) 24V SPORT EDITION 12,000 Miles

Black Lthr Intr, PASM/PASM/PCM-Sat.Nav/Telephone, Climate Control, BOSE sound system, CD changer, Colour Crest wheels, Xenons, New Brakes, Recently Serviced, Striking example.

PORSCHE CAYENNE TURBO

2005 PORSCHE CAYENNE TURBO TIPTRONIC (BASALT BLACK) 54,000 Miles

Turbo Specification, 4.5i V8 Turbo Engine, BOSE Soundsystem, SatNav, PCM Unit, Telephone Unit, Active Suspension, Parking Sensors Front and Rear, Heated Seats Front and rear, Memory Seats, M/F Steering Wheel, Xenons, 22 inch Alloys with New Tyres, Foldable TowHook, Very Good Service History, One Previous keeper

FERRARI - MODELS FROM 1967 +

2006 FERRARI F430 SPIDER V8 MANUAL TITANIUM SILVER 28,000 MILES

6 Speed Manual, Titanium Silver Exterior, Rosso Leather Interior, Carbon Fibre Trim, Ferrari Stereo with a telephone module, Manettino with Sports and track settings, Climate Control, Ferrari Crested Headrests. FFSH.

2003 FERRARI 360 SPIDER F1 (GRIGIO SILVER) 28,000 miles

F1 Gear box, Grigio Silver Coachwork, Black Leather Interior, ASR, Challenge Grill, Climate control, CD changer, 19" Ferrari Alloy wheels, Full Ferrari Service History, Two previous Keepers

1998 - FERRARI 550 MARANELLO COUPE MANUAL (SILVER) 53,000 Miles.

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

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

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

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

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

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

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

1962 - FERRARI 250 GTE LHD MANUAL (NERO BLACK) 73,000 KM.

LHD, Rosso Red Lthr Intr, Matching-numbers 2nd series, Ferrari's First series-produced 2+2, Ferrari Classicche certified, Nardi S/Wheel, Chrome-rimmed Vagila instruments, Independent front suspension, live rear axle with semi-elliptic leaf springs & parallel trailing arms, and four wheel disc brakes.

CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356

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

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

1964 - PORSCHE 356 SUPER 90 COUPE LHD (SIGNAL RED)

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

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

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

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

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

1935 - BENTLEY DERBY 3.8L SALOON

A true classic. Completely original throughout and with a very well documented history. Saloon, 3792cc, Petrol, 2-Axle Rigid Body, Chassis Frame no: B51EJ, Engine no: P3BP Date of First Registration: 30.08.1935, Had a Bare Chassis Restoration, rebuilt to the highest standard. The restoration took over 5 years,

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


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

2008/57 - LAMBORGHINI GALLARDO SPYDER (NERO BLACK) 21,000 Miles

Paddle shift Gearbox (Automatic), Interior in Nero Leather with Yellow Stitching, 19 inch Lamborghini Crested Alloys with Yellow Callipers, Satellite Navigation, Fully Electric Seats with Lamborghini Crests and Yellow Piping, Aluminium Crested Flat Bottom Steering Wheel, Aluminium Dash Dials and Fascia Trims, Fully Electric Heated Seats with Lumbar Support and Lamborghini Logos, Tracker Fitted, Bi-Xenon Lights, Full Official Lamborghini Service History, recently Serviced, New Lamborghini Continental Tyres Fitted, an Immaculate Example

2007 MERCEDES CLS CLS320 CDI (SILVER NETALLIC) 59,000 Miles

Diesel V6, Tiptronic (Automatic Gearbox), Full Black Lthr Intr, SatNav, Telephone, TV Module, TV Set in the Rear, CD Changer, Full Electric Seats, Heated Seats, Multi Function Steering Wheel, El. windows & Mirrors, El. Folding Mirrors, Cruise Control, On board Computer, Full Climate Control, ESP, Xenons, Parking Sensors Rear and Front, 17" Alloy Wheels with good tyres, Full Service History, Spare Key, all original Manuals present



Words: Jakob Ebrey Photography: Scott Mitchell/ Jeff Bloxham

FIRST time for EVERYTHING

Renowned motorsport photographer Jakob Ebrey always fancied racing but never got around to it. That all changed when he bought a Porsche 924S and entered the Pomeroy Trophy

POMEROY TROPHY 924

Like many of you, for years I've dreamt of competing in motorsport, but circumstances have always conspired against me. Then two years ago I decided I needed a new toy to reignite my racing ambitions. The criteria were simple: rear-wheel drive, race-ready, with parts easy to come by and no more than £3500. The Internet was calling and the choices were simple: a bland one-make racer or a Porsche 924. It was soon a done deal, a 1986 Guards Red 924S, located in south Wales and owned by a chap called Ken Davies who took me for a full rundown through the car. While I had always yearned to own a Porsche, a 924S had never ticked any boxes for me until I drove this one, which was simply brilliant.

But almost immediately work and time constraints took over my life again and the Porsche, apart from occasional outings, stayed garage-bound. Last November, however, I passed my ARDS test and obtained my racing licence. It was the incentive I needed to actually do something with the car. I scoured the fixture lists of what I could do. Then it hit me – The Pomeroy Trophy at Silverstone in February. A fantastically diverse event that is run by the Vintage Sports Car Club and caters for cars from all eras, from Pre-war to current spec models. I applied to join the VSCC as an associate member and entered the event – my track debut was going to happen. The thing was, though,

“A 924S had never ticked any boxes for me until I drove one”

the last time I'd been at any speed on a circuit was more than a decade ago, and even then it was just on a trackday in a 1.6-litre Ford Escort. Figuring I might therefore need a booster, I booked myself on a 30-minute Silverstone trackday session for novices. To say I was gutted was an understatement. On every straight a car with a few hundred horses more blasted past me, then I had to follow them through the corners and built up no rhythm in my short session. I had learnt the basic lines around the track, but had not really gone fast.

I really thought that the Porsche would be faster, as it was meant to be good for 150bhp and not weigh much. To fix the problems I took it to Superchips' rolling road. The guys there were brilliant, and didn't laugh too much when I explained my predicament. The issue for me was their findings: the Porsche was spot-on the original 150bhp from the 2.5 litre engine. Therefore the problem could only be the bloke behind the wheel not going fast enough around the corners. The date of the Pomeroy was looming and there was no chance to get back on track beforehand. Yet I did squeeze in an oil change and ended up fitting my shiny new red Luke harnesses at midnight the day before the event.

The Pom comprises a series of driving tests in the morning, and a 40-minute high-speed time trial in the afternoon where you are set a number of laps to achieve. First run in 1952, the Pomeroy Trophy is open only to road legal cars and to control this you have to drive your car to the event through a filter point where you present your documents. I then headed to the track where I joined a line of other cars for inspection for the 'suitcase check':





this is one of the quirks of the event, that your car must be capable of accommodating two VSCC-specified suitcases. But I'd got a little ahead of myself here; during signing-on I discovered the suitcase checking takes place later in the process. Signed on, I then purchased race numbers but forgot to hand in my upgrade card to gain a signature on my licence. Then, a moment of panic: would the Porsche pass scrutineering? It sailed through.

In the assembly area my faded '80s yuppie icon was parked between a Saab and a Morgan. Two parking bays down was a blue MINI Convertible that the lady owner told me was used daily for the school run. There was quite a collection of Porsches, including another 924S. Also from Stuttgart was a 914/6 GT – the stuff of Porsche dreams for me. To add to my joy there was also a really well-sorted 3.0-litre 944 S2 in the hands of Timothy Dutton, who normally works on Bugattis for his family's business, a pair of 1970s Carrera RSs, a 1973 Carrera E driven by Nick Leston, son of former GP driver Les Leston, a 2001 911 Carrera and a 2002 Boxster.

The first test was a slalom over the final section of the track. After one recce run at slow speed we lined up in

numerical order: being car 86 meant a great deal of waiting. Still, the friendly competitors are all enthusiasts and chatting to them helped ease my nerves. Eventually the Morgan ahead blasted off, and then it hit me – I'd never done a proper standing start in my car!

The marshals directed me up to the start and instructed me to start any time after the green light came on. I raised the revs, dropped the clutch and left a chunk of rubber engraved into the asphalt. I was now officially competing in my very first motorsport event. My mind was now focused. Don't hit any cones – penalties are applied for this. But most of all: reach the end of the test in one piece. After I crossed the line I felt a bout of delayed elation: I'd done it. As I rounded Copse on my way to the second test I think I may have even punched the air – I'd have known for sure had I remembered to switch on my on-board camera...

Test two involved a standing start, then a heavy brake to a halt in a coned-off garage-like area. I'd done one start now, with lots of wheelspin, but had never before needed to stamp on the Porsche's brakes with great vigour. Again, discretion had to be the key. Someone a few cars

Ebrey's slightly scruffy, but honest 924S makes its track debut in the Pomerory Trophy, one of the perennials of the club motorsport scene

Lots of Porsches – no surprise there. But then the Pom is open to just about anything with four wheels. A complex handicap system levels the field so just about anything can – and has – win





in front got it wrong, and had to repeat the task. "Don't mess it up" remained my mantra, and when a marshal held his flag aloft, it was the signal that my moment had arrived. A little less wheelspin than before, and I was away... Aargh! I bottled it; braked far too early. At least the test was penalty-free, but by being too cautious, was I putting myself at the bottom of the times? I was here to compete after all!

For the next test we were timed from a standing start over a distance of 250m; the time to cover the next 250m was also measured. Helmet on, gloves on, belts tightened: blast off! A better start, first to second, second to third. My gearing wanted me to change halfway through Woodcote, the scene of heartbreak to hundreds of racers in the past 60 years. I have always been told you don't lift here otherwise you will lose the balance of the car, so I held third and changed on the exit to fourth. After all, I need to finish the event with the car intact. At least I remembered to turn on the camera.

Time for a quick bite to eat, check over the car, chat to some friendly faces and then on to the main event: my

first time on track in a competitive situation against other racers. The public address system blared out a message that the three groups for the afternoon sessions would now be combined into two. I was now in a batch that had around 40 cars, rather than just 25: more cars, more danger, as far as I was concerned.

Arriving at the assembly area really early enabled me to watch the cars in the first batch brake and turn into Brooklands. And by now the track was turning slippery, as the temperature plunged and the earlier rain turned to snow. Chatting with other competitors in the gathering gloom, my shiny new boots seemed to mark me out as the first-timer that I was. Ahead of me was the 944; behind, a green 911 RS.

I was on row seven of the grid on the inside for the rolling start. That meant 20-plus cars behind me: I couldn't afford to mess up. The value of some of these cars was as much as my house. I couldn't go slowly or they might hit me: too fast and I could spin. I got into my car very early, allowing extra time to worry. A marshal signalled five minutes to go: the nerves rose and after two semi-

Above: The Pomeroy Trophy is only open to road legal cars, which must be driven to and from the circuit. Must be capable of swallowing the VSCC luggage test too!
Below: Ebrey (left) and James Beckett proudly show off trophy for third in class on their race debut in MSVR Track Day Challenge event

What happened next?

Some time has elapsed since I wrote about my adventures in the Pom, so when I casually signed off with "I don't know when my next race will be..." Well, I do now! It was a round of the MSV Track Day Trophy, which, unlike the Pom, is proper, all out, car v car combat.

The Track Day Trophy is designed to take novice drivers from the world of track days into circuit racing as conceived by Motorsport Vision, the circuit owning outfit run by Jonathan Palmer.

It's designed for two driver teams and features a multitude of classes to cater for all types of vehicles. The classes are devised and split on a power-to-weight basis. I elected to race at Silverstone on the basis that it's my local circuit and I could just drive the 924 there and not worry about trailers etc. My driving partner was experienced Formula Fordster (one driver in the team must be a novice. That's me then), James Beckett, well known in racing circles for his staunch support of the Formula Ford cause and the man behind the hugely popular Walter Hayes Trophy event for historic F-Fords.

I won't bore you with a lap-by-lap account of our derring do, except to say that we did the sum total of not a lot to the old 924, had a fantastically enjoyable day of practicing and racing, and finished third in class and picked up a trophy. Amazing what you can do in a cheap 924.





quick sighting laps, we were off!

Into Copse I held my line as a car in front spun off to the outside. A front-wheel drive car had the moment of all moments, but gathered it together. Faster cars swarmed by on either side on the run down to Becketts: I found a gap, braked, turned in and got on the power for the straight towards Brooklands. I'd made it through the most dangerous bit – this race was on! My plan was to stay out of trouble, let the tyres come up to temp and then after a few laps start to try to get faster and find my limits.

After a few laps the quick cars appeared in my mirrors, including a 6.4-litre Farrelac Allard and an Aston Martin GT4 that I last saw racing in the Le Mans in 2012. I got my head down and started to think about my driving, braking later and harder, carrying more speed into corners and getting good exits. A group of quicker cars passed me, so I followed them through Luffield, Copse and into Becketts. Then it struck me: I can keep up.

I started passing cars and had memorable final corners with the Saab that had been seeded next to me in the

running order. We ran side by side into the penultimate corner: I braked later than before, turned in early and nipped up the inside on the run out of Luffield to beat him into Woodcote. I felt like a BTCC star on the run to the line. I was then amazed to see the flag: 40 minutes had elapsed in what seemed like 10. I had no clue how many laps I'd completed. During the slowing down lap marshals waved towards the cars – this now felt real, I'd done it.

The Results appeared in my inbox two days later – because of the scoring and handicap system, it takes a bit of time to calculate them. A brief scan revealed no debut trophy, but then that was no big surprise! What was a shock was that I managed to complete 28 laps: the target set for me was 32. Being four laps off the target was like an outright victory, and I finished just one place behind the Aston Martin GT4 in the overall results. This highlights the merits of the Pom: you can compete and be competitive in any vehicle that you choose.

I don't know when the next race for me will be, but if I only do one event a year, it will be the Pom. **PW**

A 944S2 and another 924S kept our man Ebrey's own 924 company. The Pomeroy Trophy really is one of the most accessible ways into motorsport

CONTACT

Want to know more about the Pomeroy Trophy and other racing activities of the Vintage Sports Car Club? Go to: www.VSCC.co.uk

For more details on the MSVR Track Day Trophy Championship go to: www.trackdaytrophy.co.uk



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 T45.....£750/£900
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 993 bolt-in multi-point cage.....£500/£600
 door bars.....£46/£55 each
 996 bolt-in multi-point cage.....£600/£720
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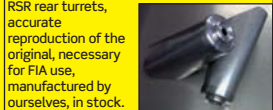


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A white Porsche GT2 race car is shown from a side-rear perspective, positioned on a dark asphalt track. The car features a roll-over protection bar and racing wheels. In the background, there is a blue metal guardrail, a row of small palm trees, and a range of blue mountains under a clear sky. The foreground shows a concrete track edge with red-painted sections.

Words: Matt Stone Photography: Les Bidrawn

PROJECT WHITE KNIGHT

GMG's modded GT2 is the very definition of a 'road racer.' Built for a straight line public road event in Idaho, its mission is to accelerate to max speed from a standing start and hold it there for two miles and average 210mph

GMG'S GREAT WHITE SHARK



With no modifications whatsoever, the 997-series GT2 rolls out of Porsche's factory as a Lethal Weapon. Its twin turbo, 3.6-litre Mezger six spools out 530 horsepower, and 505 pounds feet of torque, ripping the car from 0-60 in about 3.6 seconds, and to a top speed of 204 mph, so says Porsche. Impressive, but not enough to make waves at the annual Idaho Open Road race challenge. This event, much like the original Silver State Classic race run in Nevada, is a sanctioned and safety team supported standing start high speed run race meet contested on public roads, that are closed off by the state's transportation commission and Highway Patrol. These are amazing events with a wide variety of cars and competitors lining up to take the green flag and run their car and skill against each other via the clock. The Nevada event comprises a go-mile stretch of road; the Idaho run is a two-mile standing start pull from zero to V-Max as quick as the car and driver can get there, and hold on.

The particularly daring individual who owns this white over black GT2 has a stable full of hot late model Porsches, and is a frequent Global Motorsports Group (GMG) customer. GMG has built several cars for this customer over the years which include a 2007 GT2, 2012 GT2RS, 2010 GT3 and a 2011 GT3RS to mention a few. There was some thought of upgrading the GT2RS for

Open Road race duty, but it's an absolutely pristine car and the owner didn't want to strip it down and subject it to the rigours of this type of competition, so he went hunting for a new car for the job. GMG supports several ALMS Pirelli World Challenge professional racing teams, including four Audi R8s and a trio of Lamborghini Blancpain Super Trofeo USA team cars, so GMG Vice President Fabryce Kutyba and his staff of fabricators and skilled technicians know how to make speed, and make it last under WOT conditions. GMG's Orange County, California, 30,000 square foot premises are split into "street" and "race" workshops, with complete transparency between the two in terms of technology and skills transfer. During our visit there were a few wicked Porsches, plus a new McLaren, a sprinkling of Lamborghinis and several current Ferraris. Although they'll also happily rebuild the suspension on your Golf GTI.

The goal for this great white shark was straightforward; it needed to be able to launch from a standing start and run the measured course averaging 210mph or better. No small amount of credit goes to the owner driver here as well; although he prefers to remain anonymous, he's an obviously car savvy guy, in his mid-50s, who has considerable skill and a lot in his life to lose, so a super safe and ultra stable car was a must. So a combined round of upgrades addressing safety, speed, rolling stock, braking, suspension, weight reduction and aero was

“The goal was straightforward. It needed to be able to launch and run the course averaging 210mph”





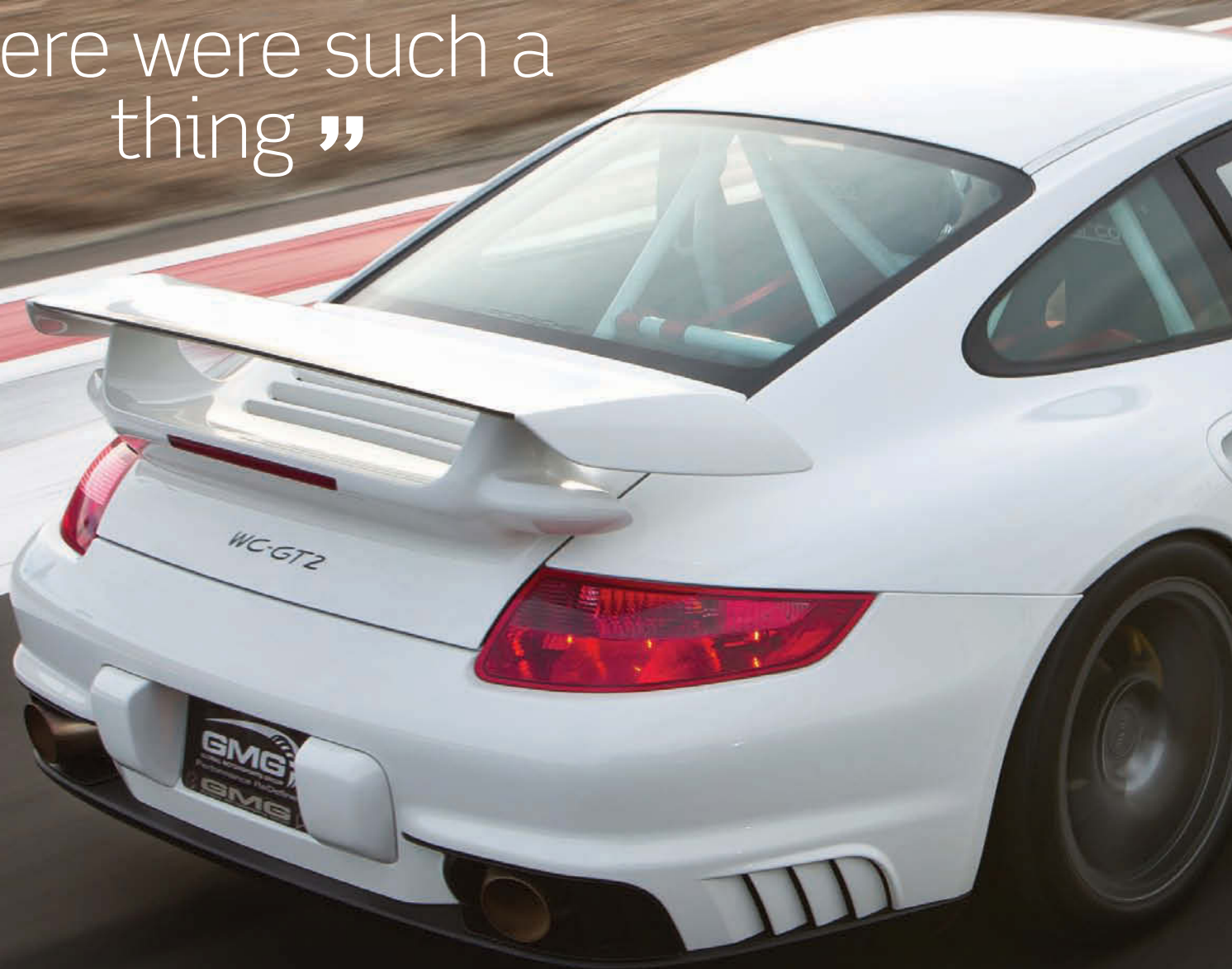
developed. A serious roll cage was a must. GMG's own chromoly cage is modelled on the factory bolt-in cage but built out of 4130 chromoly tubing, that has been tig welded and normalised and features CNC machined couplers, all of which improve strength and eradicate all the usual squeaks and creaks found in most bolt-in modular cages. The seats are lightweight Sparco competition buckets, equipped with Schroth full competition multi-point harnesses and anti-sub straps. Weight saving measures include custom lightweight carpeting, carbon fibre floor panels, GMG's Carrera Cup

carbon fibre doors with sealed, Lexan side windows, and a carbon fibre hood. Interestingly the owner wanted to maintain some minimal level of street civility so the air conditioning, radio and satnav are retained. The AC is particularly important since the new doors don't have opening side windows, and the system is needed to keep the cabin palatable on the limited occasions that the car is street driven, or while queuing up for a run. The audio system gets little use (as if you could hear it at all over the roaring exhaust) and of course the nav is superfluous on a closed course, two-mile run at V-Max. But it's there.

Above left: GMG's own chromoly cage is modelled on the factory bolt-in cage. Interior weight saving measures include seats, carbon door panels and Lexan side windows



“It resembles what a GT RS Club Sport would resemble if there were such a thing”





Above left: GMG's World Challenge forged grey monoblock wheels offset the white perfectly and look the business. Internally the engine remains standard at 3.6-litres. Extra power is generated by a GMG exhaust system, uprated turbos and intercooler plumbing, plus bespoke mapping

Aero trim and stability are critical when tootling along at over 200mph, so the team sharpened up the GT2 profile a bit. The factory installed wings and splitters remain, but to gain some speed and enhance stability, GMG bolted on its own Daytona Spec Carbon flat panel for the undercarriage, which the company claims is good for 6mph more top speed on the high banks at Daytona, and a pair of lightweight, aero efficient Carbon Formula side mirrors.

GMG has built many a racing 911, so had all of the suspension bits at hand, including its own World Challenge Track suspension package, as used on several of its ALMS and Pirelli World Challenge Series cars. The pieces include JRZ/GMG RS Pro Dampers, GMG dog bone kit, bump and toe steer kits front and rear, lower control arm thrust bushings, RSR style thrust arms with anti-dive and anti-squat geometry front and rear, lower control arm bearing kit, and GMG WC multi adjustable anti roll bars.

The wheels are handsome, light and super strong GMG World Challenge forged monoblock lugged alloys, 9.0x19-inch front, with 12.0x19-inch out back, wrapped in Pirelli Super Trofeo R tyres. The brakes are based on Porsche PCCB discs, running Endless pads and Endless RF650 racing brake fluid.

All of the measures outlined so far make a safer, more stable, better handling race car, but they don't make it all that much faster; at least not to the point of hitting and sustaining well over 200mph. So a major horsepower fortification was called for. The twin-turbo 3.6 remains architecturally stock, but gets some major breathing and neurological work on its way to something very close to 700bhp. The hardware mods include a popping, bellowing, 3.5-inch GMG WC-GT2RS Sport exhaust system, GMG

Sport manifolds, custom turbo inlet plumbing, custom spec turbochargers and a very bespoke engine tune job by GIAC. The newfound muscle is backed up by the factory 6-speed manual transmission, fortified by a GMG twin plate carbon/carbon clutch, a World Challenge spec GMG OS/Gyken limited slip diff, a Numeric Short Shift kit, GMG's urethane trans mount plus a Carrera Cup model's shifter cables.

All said and done, a car that much resembles what a GT2 RS Club Sport would resemble if there were such a thing, that needs to average over 210mph, from a standing start, over a two-mile measured closed course, at about 6000 feet above sea level. What does such a device cost? The '08 GT2 retailed for a little over \$190,000 US when new, and immaculate low mileage examples are currently on offer for about the same. GMG's tab for the racecar makeover is another \$110,000 so figure about \$300,000 as you see it in these photos – speed costs money, how fast do you want to go?

The usual Porsche key fits into the normal Porsche ignition switch mounted in the usual place, and the engine fires up just like that of any other 911. Except it's a lot louder and more urgent and "cammier" sounding. Kutyba and media coordinator Joe Foster (no relation to the American professional road racer of the same name) warn us that the dual carbon plate clutch is very "fast" and needs to be feathered carefully to avoid a dump and killing of the engine. And the battery is a bit low so restarts will demand the use of a booster box until the on-board battery charges up a bit. Threading my 120 kilo chassis through the roll cage and into the snug racing shell isn't as difficult as I thought it would be, the harness requires the usual amount of tugging and adjusting and I'm in and ready to rock. In spite of all the warning about the on-and-off clutch, I immediately kill the engine before clearing GMG's driveway. A very patient Foster hops out, connects the booster leads, and the engine refires immediately. OK, this time, more revs and more feathering, and we're away. The shift to second is drama free, although I kill it again at the first stop sign. But the battery charge is coming up so this refire requires no assistance from outside voltage.

I kill the engine several more times on our brief run



through Orange County's industriopublic streets, but once moving and rowing up and down the gearbox, all of the clutch and feathering drama disappears. The clutch is a little noisy, and there's a little drivetrain rattle, but it's all very racecar like, and quite a thrill to say the least. The experience is dominated by the engine noise, which recalls the GT class starting line at Le Mans. I'm quite sure that if one could pull off a really good launch without killing the engine or frying the clutch, this is a three-second 0-60 machine. You'd expect lots of upper rpm horsepower, but the mid-range torque goes well beyond. Deeper forays into second gear boost yield a serious scabble from the rear tyres as they break loose and hunt for traction. Strange as it may sound, the power, ferocious as it is, comes on with certain smoothness, instead of the anticipated big bang. Kutyba notes that "the turbos have a minimal amount of natural lag built in, and this combined with the superb tune and a not overly aggressive initial ignition curve, maintain just the smallest measure of margin throttle modulation and civility. Anyone can build a really high horsepower motor that's just undriveable, and may not survive long, but MG balances it all out to keep it a little 'real.' Sort of like a mild atomic blast, were there such a thing.

The always patrolled public streets limit us to a few quick zaps through the gears, and no meaningful cornering experience, but as you'd expect the car

responds sharply to driver inputs to the steering wheel. The ride is rough, noisy, and the car telegraphs the road surface's every pimple. These are among the differences between 'sport' suspension setups and race proven track hardware. MG builds both, and has considerable experience with the latter, and this GT2's purpose is clearly defined by its behavior. This car can be driven on the road, but isn't particularly street friendly, which of course isn't at all its brief. The invite is open to take some laps in this car at our next mutual convenient open track day, an offer we won't refuse, as that's the only place to really let the great white shark off its chain.

So how did its most recent Idaho Open Road foray go? The car owner has twice run and won the event in MG prepared Porsches, so his ability and expectations were high going in. What he could not anticipate or counter were the ringers that showed up to play. They included a pair of Bugatti Veyron Vitesse Grand Sports driven by American pro road racer Butch Lietzinger, which carried the day. Our MG WC GT2 and its owner finished third overall with a sustained average speed of 211.9 mph over the course of two miles. So he didn't notch another overall win, but eclipsed last year's terminal velocity of 198mph, and surpassed this year's goal of running over 210mph.

None too shabby, for a former street car running a CD player, stock instrumentation, sat nav and air con. **PW**

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the Ultimate 911?

We'll probably never see the likes of Porsche's incredible GT1 again. Built to both win at Le Mans and to be the ultimate road-going supercar, it was finally killed off to release funds for the Cayenne SUV project. But in its all-too short life, it left an indelible mark on Porsche history...

Words: Keith Seume
Photos: Porsche Archiv

You can blame McLaren – or thank them. The choice is yours, but it's probably fair to say that had the Woking-based Grand Prix team and manufacturer of bespoke sports cars not decided to go racing with its F1 supercar, then maybe – just maybe – Porsche might not have built the amazing GT1.

For years, Porsche had contested FIA sports car events with machines that were clearly little more than highly-modified road cars. OK, so saying 'little more' is being flippant, but it's essentially true. Historically there had been no problem with this – as far back as 1976, Porsche had been dominant in Group 5 with the 911 Turbo-derived 935.

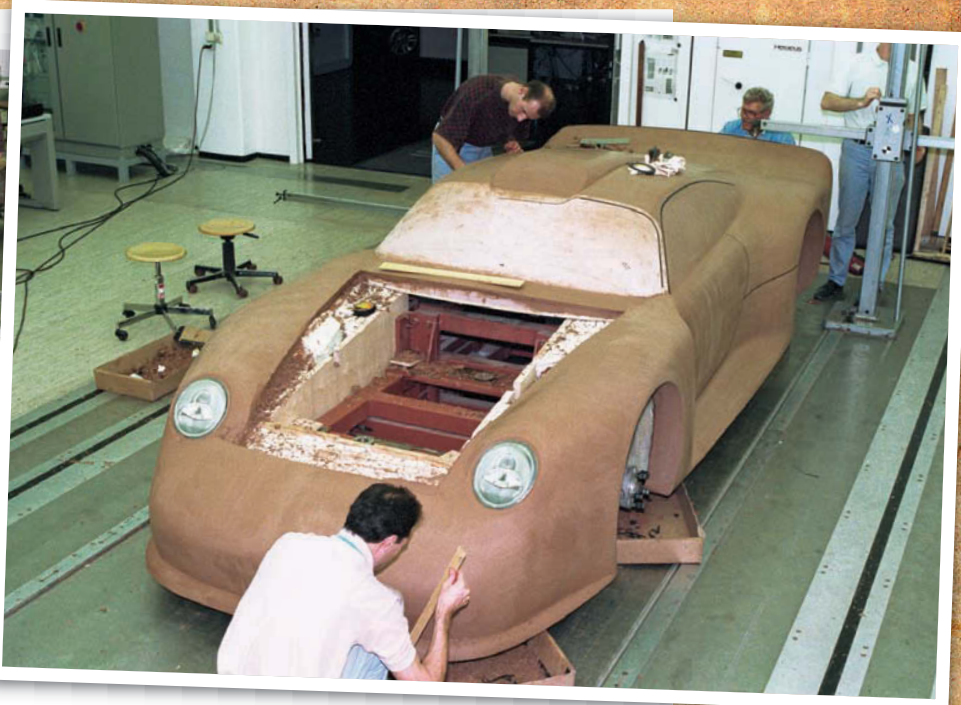
This legendary car had been developed for the FIA's Group 5 championship, otherwise known as the Special Production Car category. This was a class open to all production-based models eligible for the strictly-controlled Groups 1 to 4, but with the rules relaxed to allow further more radical modifications. However, most importantly, there still had to be clear links between a production car and the racer.

The 935 appeared towards the end of 1975 and was based on the central 'tub' of the mainstream 930 (911 Turbo). It was equipped with coil-spring suspension as pioneered in the Turbo RSRs of 1974, but the aluminium semi-trailing arms were now those of the production 911, rather than the fabricated design featured on the earlier cars.

Wording of the Group 5 regs stated that while the original profile of the bodywork should be retained, the material and shape of the wings (as in fenders, as opposed to spoilers...) were free. In a bold move, Norbert Singer's team chopped off the upper part of each front wing, including the headlights, thereby reducing the aero drag at a stroke. The rest, as they say, is history. The 935 went on to become the dominant force in Group 5 competition, with numerous victories – both in class and

Destined for a life in the Porsche Museum, this second-generation GT1 'Strasseversion' still holds its head high, representing the very pinnacle of 1990s engineering design. It's unlikely there will ever be another Porsche quite like it





overall – at many of the world's major events. Most importantly, it was still identifiably a 911...

But Porsche then turned to other areas of motorsport, concentrating on the development of full-on race cars, such as the mighty 956 and 962 endurance racers. The production-based GT classes – successors to the old Groups 4 and 5 – took second place behind the factory's efforts to gain outright victory at Le Mans and other big-league endurance events.

Porsche was due to branch out into the world of IMSA racing in the USA, using the 956 as the weapon of choice, but it was banned before it even turned a wheel in the series. The 962 was then strangled by rules which restricted its power... It seemed as if IMSA's organisers didn't want Porsche to steamroller its way over the opposition, as it had done in so many other theatres of motorsport.

The series organisers announced in 1994 that they were going to change direction, using the WSC (World Sports Car) prototype rules as a base for future

championships. These were carefully worded in such a way that Porsche would struggle – weight limits and restrictors in the inlet system rendered current Porsche designs unworkable, other than at Daytona and Sebring where rules were eased.

In August that year, the ACO also announced that it would accept cars built to the WSC regulations in the following year's Le Mans race, placing them in a class to be called Le Mans Prototypes – or LMP for short. As IMSA had relaxed the regulations for its premier endurance races, Porsche became inspired to build a car to contest Daytona, Sebring and Le Mans, the result being the TWR-chassied WSC-95.

Initial results in testing were not good, so poor in fact that IMSA accused Porsche of 'sandbagging' in an effort to mislead other teams. Despite Porsche's protestations to the contrary – they even showed the telemetry to back up their argument – IMSA placed yet further weight and power restrictions on the WSC-95.

Porsche withdrew from Daytona and Sebring on the basis that the new

regs made them uncompetitive. Worse still, Porsche CEO Wiedeking withdrew his support for contesting Le Mans on the grounds that the marketing benefits didn't justify the expense. It would be another year before the WSC-95 really made its mark when the Joest Racing entry driven by Jones/Wurz/Reuter won at Le Mans in 1996.

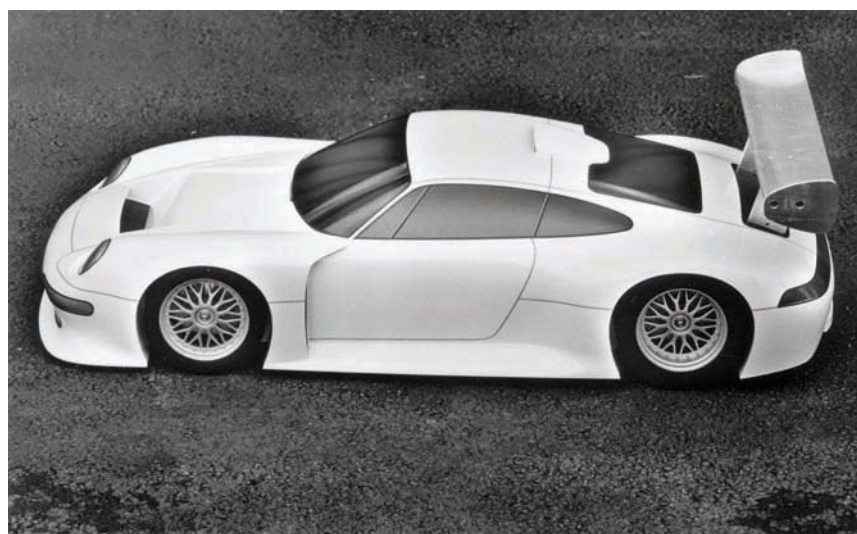
But as sweet as an overall victory like this is, for a company like Porsche success in the lower ranks was also important. After all, these were the classes that customers could most easily identify with. Porsche had tried running

a 964-based 911 Turbo GT at Le Mans in 1993, which crashed out, leaving the door open for the normally-aspirated RSR 3.8s, which finished 1st, 2nd, 3rd and 4th in the GT class. But looking at the entry and results lists for GT events in 1993, it was now looking as if to have a chance of winning, you'd need a Porsche – and a large wallet.

Porsche's success once again worked against it.

So in 1994 along came a new championship, the BPR Global GT Endurance Series, which saw the return of GT endurance racing to Europe, and later evolved to become the FIA GT Championship.

As high-tech as the GT1 may have been, it was still styled using traditional methods (above). Model (below) shows Tony Hatter's original design was a little closer to the 993 in terms of styling. Note wrap-around tail lights



“A hasty rethink of the company’s race strategy led to a decision to build a dedicated GT1 car of its own...”

Porsche has always enjoyed a challenge and any suggestions that it would sit back and allow the rule-makers to spoil their fun were fallacious. With Jaguar already swinging its weight with the TWR-built XJ220, it was rumoured that the likes of McLaren and Bugatti were also ready to take on the FIA GT championship.

These were marques which could be considered direct rivals in the marketplace and Porsche needed to react. The problem was that Porsche had no suitable vehicle with which to take on the ‘newcomers’ at this level, and, due to poor sales, funds were too short to allow the development of an all-new car.

The solution to the problem came from an unlikely direction. While the g62 had been developed as a full-on competition car, pure and simple, two companies had built their own versions that were intended for road use.

Of the two, Vern Schuppan’s carbon-fibre g62 was an obvious choice, but the company struggled to make ends meet, so Porsche turned to Jochen Dauer whose own interpretation of the g62 in road trim would allow it to be entered in the lucrative GT1 class at Le Mans.

As soon as word got out, it was inevitable that protests would come from all corners, but Porsche stuck to its guns and the FIA (reluctantly) allowed the ‘g62 GT’ to contest the 24 Hours in 1994. Nobody – least of all

Norbert Singer – believed a Dauer g62 could match the pace of the much faster Toyota Group C cars, and they were right. But the Toyotas proved fragile and, in a classic re-enactment of the old story of the tortoise and the hare, as the Toyotas fell by the wayside, leaving the Dauer g62 to cross the line for overall victory. And to rub salt into the opposition’s wounds, a Porsche 993 RSR 3.8 took the GT2 honours, too.

Porsche had no official representation at Le Mans in 1995, and the absence did not go unnoticed by the marque’s fans. The highest-placed Porsche-powered car was the Courage-Porsche of Dalmas, Sekiya and Lehto, which won LMP1 admittedly, but finished second to a McLaren F1 GTR running in the GT1 class. McLaren’s also finished 3rd, 4th and 5th.

The highest placed Porsches in GT2 finished behind a Honda NSX and two Callaway Corvettes.

The poor showing created uproar among Porsche’s followers so a hasty rethink of the company’s race strategy led to the decision to build a dedicated GT1 car of its own for the 1996 season. Race director Herbert Ampferer was under no illusions about the need to start afresh, as he is quoted as saying ‘our steel GT2 g11 had no chance against the carbon-fibre chassis of the (McLaren) F1. Our customers were telling us to do something – anything!’

Karl Ludwigsen, in his seminal work *Excellence* was expected, summed up the situation perfectly: ‘The 24-hour race card was played strongly in Porsche’s post-Le Mans discussions. It needed a car that could stand a



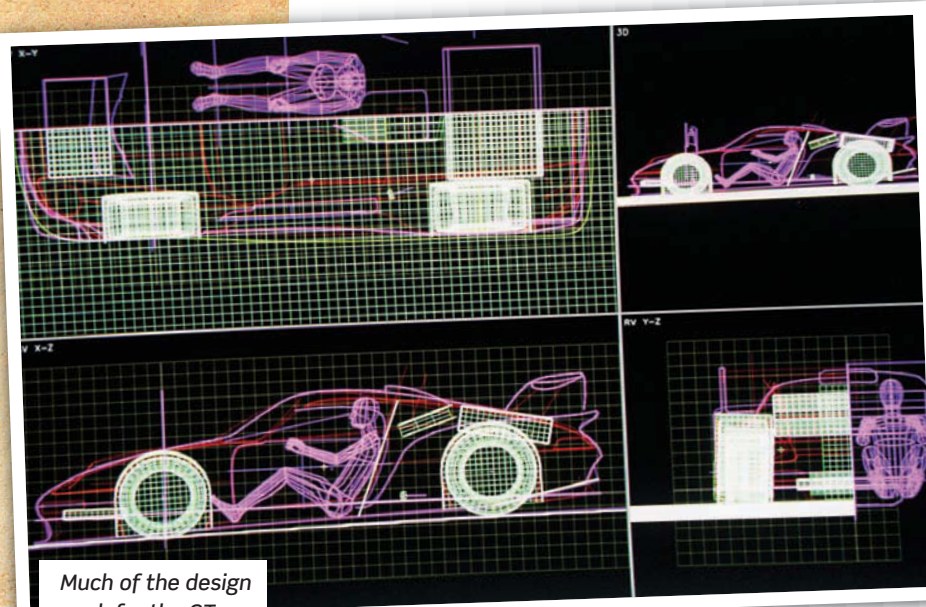
chance of success there under the prevailing rules. While hedging its bets by supporting Joest’s efforts with the WSC-95, Porsche also needed a car that was consistent with the look of the g11 Carrera on which it had bet the business. The racer also had to be homologated as a road car to have a chance of being accepted under GT racing rules... it didn’t look easy.’ Easy it may not have been, but if McLaren could do it, so then could Porsche.

At an early stage, Norbert Singer and chassis engineer Horst Reitter made a bold decision about the new car. Although it was to help boost sales of the production g11 Carrera, it

As it was based on a road-going ‘production’ car, the Dauer g62 allowed Porsche to enter the GT1 class at Le Mans in 1994. To everyone’s amazement, it finished first overall...

Tony Hatter (middle of the group standing by the model) was given the task of styling the GT1, but CEO Wiedeking was anxious it should be instantly recognisable as a Porsche. British-born Hatter managed to capture the essence of the g11 perfectly





Much of the design work for the GT1 was carried out on a computer – a first at Porsche. Note the short roof scoop and the relatively modest rear spoilers on this design for the Strasseversion

Ferry Porsche (below centre) was delighted when he examined the first of the street versions of the GT1. With the bodywork removed, pushrod rear suspension is clearly visible

would go against Porsche tradition by featuring a mid-mounted engine. But the decision was not made entirely, as one might think, on the basis of improved weight distribution but largely for aerodynamic reasons.

FIA GT rules stated that cars must have a flat undertray, extending as far back as the centre line of the rear axle. Behind that, it was possible to sweep the floor upwards to create a venturi effect, improving downforce without adversely affecting drag. The problem from Porsche's standpoint was that a rear-mounted engine (long the hallmark of a 'real' Porsche) would infringe on the venturi, negating any

aerodynamic benefits that might otherwise have been available.

Porsche's first designs drew heavily on the then-current 993 model. At the front of the car, a near-horizontal radiator helped reduce frontal area, with ducts guiding the cooling air up and over the roof. The windscreen itself was that of the 964 Speedster, which allowed the roof line to be kept low – the GT1 stood a mere 43ins to its highest point, the trademark air duct that fed cooling air to the proposed intercooler.

The overall styling of the car was a masterpiece, handled by Tony Hatter under the guidance of Harm Lagaay. The result was a body that clearly resembled

“It was a race car with which the man in the street could identify...”

that of the current 993 and forthcoming 996, which was at that stage still on the drawing board, meaning it was a race car with which the man in the street could readily identify. Well, as long as he squinted a bit...

Hatter found working alongside the race department an interesting experience, quite unlike any he'd previously experienced as time was very much of the essence.

Certain parts of the design were familiar territory for the English designer as the front end featured the headlights and blended bumpers of the 993, but styling the wide wings was a challenge if they were to cover the wide wheel and tyres demanded by the race engineers, without detracting from the established 911 profile.

As the design process progressed, once again Wendelin Wiedeking came under pressure to give his approval to the new race project. He had failed to give his blessing to the WSC-95 Le Mans effort, and had only reluctantly agreed to funding the

Dauer 962 attack on the GT1 class at La Sarthe – now he was being expected to loosen the purse strings to fund a project which would cost even more.

But the timing was, for once, right – sales of the new 993 were strong, notably those of the recently-released 993 Turbo and race-ready GT2 models – so Wiedeking gave his approval, as long as it 'looked like a 911 at first glance...'.

Although there was money to fund the project, Wiedeking was watchful to make sure the company's new profits weren't being squandered. This meant that Reitter couldn't incorporate a carbon-fibre chassis like that of the rival McLaren, so the GT1, as it came to be called, retained the 993's dashboard and most major panels ahead of it.

This would save money but also allow the new car to side-step the need to gain crash test approval, at the same time making it possible to install the 993's dashboard in the proposed road-going version to further save



Second generation GT1 is recognisable by its 996-style 'fried-egg' headlight arrangement. Photo shows wind-tunnel model at an early stage. Posters proclaimed the GT1's Le Mans victories – Porsche had every right to be proud

cost and design time.

A rigid roll-cage encased the driver and, in a similar fashion to the old 935, extended forward to the front suspension pick-up points, adding stiffness without the need for a costly purpose-built spaceframe. Behind the driver, the cage extended to similarly brace the rear suspension.

Porsche had already dispensed with its traditional torsion bars with the advent of the 964- and 993-series 911s, so it was natural to follow suit with the GT1. Double wishbones with coil-springs were used all round, the coil-over damper units at the rear operated by pushrods.

The decision to use coil springs and wishbones at the front wasn't as straightforward as one might imagine thanks to the need to retain the 993's inner wings which, naturally, had been intended for use with a MacPherson-style vertical spring/damper unit.

To overcome this problem, Horst Reitter came up with a design incorporating short upper wishbones and a heavily inclined damper unit, acted upon by the lower wishbone.

Wind-tunnel testing began in September 1995, just two months after the project had been given 'royal approval' by Wiedeking, and took a little over a month to complete. During this period, minor changes were made to the design of the roof intake and the

rear lights – the original plan had been to use wrap-around light units similar to those of the production 993, but this idea was shelved in the search for improved airflow at the rear.

Motivation for the GT1 was to be provided by a twin-turbocharged 3164cc water-cooled flat-six engine, producing some 600+bhp at 7200rpm, along with 480lb ft of torque at 5500rpm. This unit, designated M9680, was essentially the same as that used in the Dauer 962 Le Mans car in 1994.

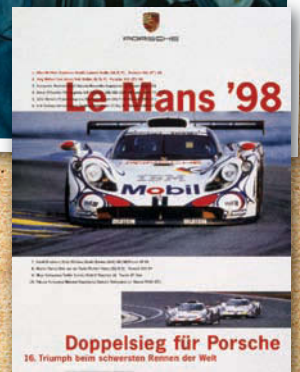
Water-cooling was chosen principally as a way to reduce engine noise – so-called drive-by noise tests for road cars were becoming ever more strict in Germany (don't forget, the GT1 was being developed for both road and track...) – the water-jacketed cylinders being used in conjunction with a production 911 crankcase.

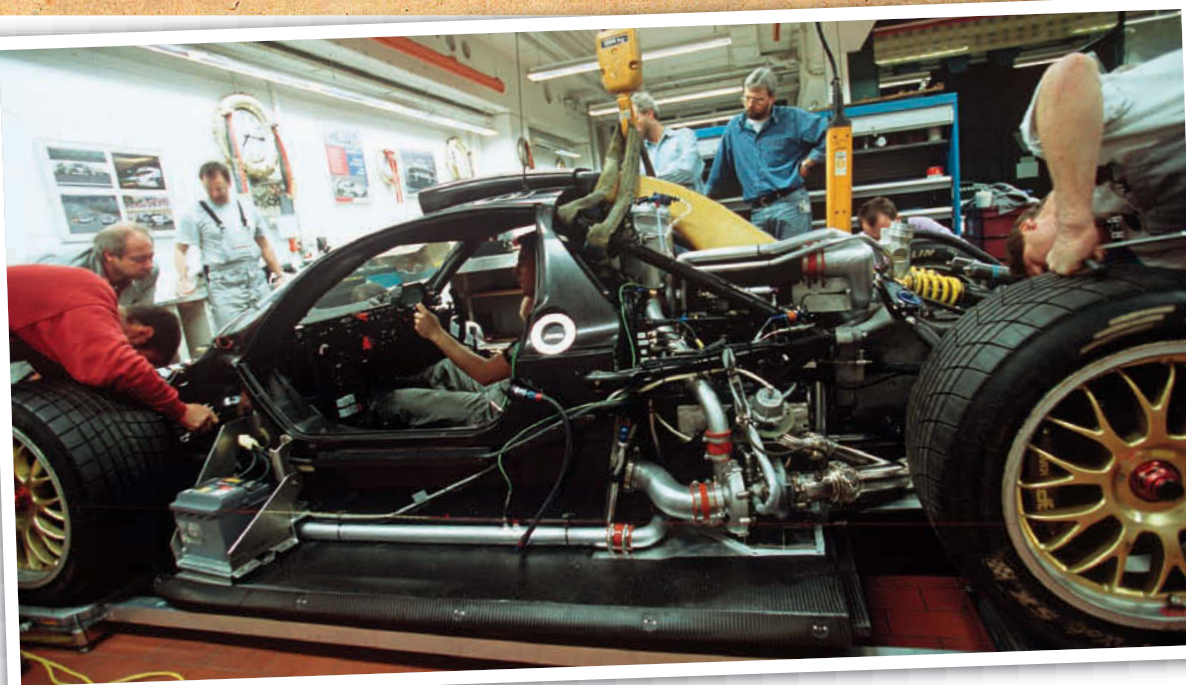
Roll-out of the GT1/g8 was cause for celebration at Weissach. Few doubted it would be anything other than successful, but even fewer expected it to be so short-lived...

The engine – it can be considered the forebear of the water-cooled unit used in the forthcoming Boxster and 996 models – was bolted to a six-speed transaxle unit, power being transmitted via a single-plate clutch.

Work on finalising the bodywork continued through the autumn of 1995, and in January '96 the first two chassis were completed, as was the final dyno testing of the engine. One chassis was destined for use on the road version – necessary to gain homologation for FIA GT rules.

While unveiling a road-legal model would be a great PR coup for Porsche, all eyes were set on the full competition version – after all, Porsche's Le Mans reputation rested on it. The first example, chassis number 001, was completed mid-March. Resplendent, if that's the right word, in bare Kevlar, but bearing the logos of the Warsteiner brewery and Mobil 1 oils, the menacing-looking GT1 was ready for its first drive on the Weissach test track at the hands of Jürgen Barth.





Naked GT1/g8 shows off its carbon-fibre chassis. This was a long-awaited upgrade which allowed Porsche to dominate the 1998 Le Mans. Immediately after the event, the GT1 programme was cancelled...

After a few cautious laps, Barth returned to speak with the waiting engineers before heading out once again for some rather more rapid circuits of the test track. The results were impressive to say the least – it was a case of drinks all round for the team once the car returned to the workshop.

A few days later, a rather different version of the GT1 was being readied for its debut. Powered by a normally-aspirated 3249cc engine producing 'only' 300bhp, the *Strasseversion*, or road version, was registered as a Porsche 993 GT1 in April 1996 and was rolled out in plain white paint, devoid of any

extraneous trim or badging. It was destined to join the Porsche team at Le Mans for the test day later that month. Homologation paperwork stated that the car had a maximum speed of just 150mph...

At the Le Mans test day a second race version appeared, chassis number 002. Together the two cars put on an impressive show, with 001 ending the day 11th fastest overall, and second fastest GT1 car, in the hands of Thierry Boutsen. 002 was 15th fastest. At the Le Mans 24 Hours itself, chassis number 002 was joined by 003, 001 having been 'retired' and destined never to race.

If you need proof that the GT1 was conceived jointly as a road and race car, just take a look at these photos. Quite what other road users made of the GT1 is hard to imagine

Le Mans was a resounding success, for Porsche's WSC-95 finished first overall, with the two GT1s in second and third places – astounding results for a brand new GT competitor. The McLarens? Nowhere – well, 4th, 5th and 6th, but most importantly behind the Porsches... The GT1 had arrived.

The success at Le Mans set the telephones ringing at Weissach. Barth reports that on the Tuesday after the race, they received 10 telephone calls from people wanting to buy the *Strasseversion*. The problem was that potential customers were put off when they heard that the engine produced 'only' 300bhp.

This brought about a rethink and when the first

customer cars were delivered in April 1997, they were powered by a 544bhp engine.

There were several relatively minor differences between the road and race versions, including the use of a dual-mass flywheel, a limited-slip differential (as opposed to a locked 'spool'), a smaller fuel tank and steel, rather than carbon, brake discs. There was a price difference, too: the race version cost \$1,000,000, making the street version a positive bargain at just \$887,500.

Over the next two years, development work on the GT1 continued, giving rise to the GT1/g7 and GT1/g8, the latter benefiting (at last!) from a full carbon-fibre composite chassis.

Both road and race versions were built, and they were still very obviously siblings of the production 911 – the /g7 and /g8 versions even featured 'fried egg' headlights similar to those of the new 997-series 911s.

After a slightly lacklustre 1997, when both factory-entered GT1s retired, a Porsche AG GT1 achieved the company's 16th Le Mans victory in June 1998, with its team mate in second place. Just one day later, Wendelin Wiedeking announced that Porsche would now be working in collaboration with Volkswagen on the design and production of a new SUV – the Cayenne.

The announcement was followed by the news that Porsche would no longer be campaigning the GT1. In fact, the Cayenne project meant that there was effectively no money left in the pot to go racing at all.

A sad end for the GT1, maybe, but it was a project which proved that Porsche was not a company to be trifled with. After all, when Porsche says it's going racing, it means it... **PW**



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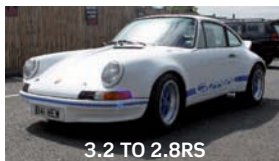
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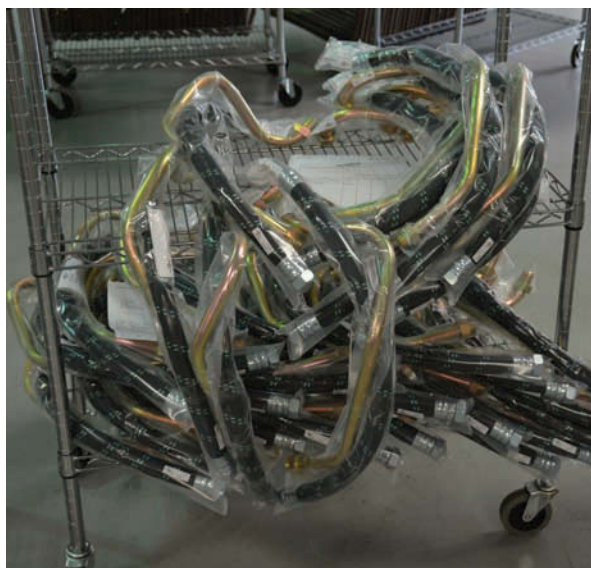
Words and photography: Matt Stone

When asked about why he named his business “Elephant Racing” Chuck Moreland is thoughtful: “That’s easy – like elephants, all proper Porsches have their trunks in the front.” While 928, 924, 944, 968, Panamera and Cayenne enthusiasts may or may not readily agree with him, this clever, somewhat whimsical notion also embraces Boxster and Cayman drivers too.

As with so many independent specialist businesses, Moreland’s company, founded in 2002, stemmed from a few product ideas, and was essentially born on his dining room table. He had a racing Porsche, and felt he could improve on its handling and performance. Elephant’s core product line is suspension and handling related, from the supply of stock suspension bushings and bearings, to fully adjustable race level stuff and bespoke highly tuneable shocks and struts.

Elephant produces and supplies products for the earliest 356 models, right up through torsion bar 911s and including the latest water-cooled Carreras, Boxster and Cayman. Another fundamental aspect of Elephant’s business is high quality oil cooling upgrade systems. Its innovative cooling oil tubes for 911s feature a subtle knurled fin pattern turned onto the outside of the tubes, with the tiny finlike finish letting the tubes themselves serve as cooling elements.

Also particularly trick is Elephant’s dual oil cooler system, which adds a second oil cooler hidden within the 911’s driver side wing, just aft of the headlight. Double the cooler capacity, with a slight increase in oil volume; perfect for heavy duty, track, or extreme climate use. The system uses factory Porsche



Above: Bespoke oil cooler pipework. Right: Elephant Racing's high-capacity oil coolers keep air-cooled engine even cooler. Ideal for track work and areas where air temperature is an issue



coolers, and looks absolutely Stuttgart engineered and installed.

That OEM level look appeals to Moreland's engineering background, and is a critical feature of Elephant's product line and development philosophy. All products are designed, engineered and modelled on three dimensional computer-aided design equipment, then test-fitted and evaluated on Elephant's own cars. Elephant's catalogue now includes hundreds of part

involved here; everything is made in-house. Shocks and struts are assembled in a "clean room" style environment to ensure there's no particulate contamination of any kind in the component build.

About half of Elephant's business is direct sales to primary users including several racing teams; the other half is to shops and dealers of all sizes. North America represents about half of the company's business; the rest is sprinkled around the world, with Europe, the UK,

“One of Elephant's most important investments is a shock absorber dyno for tuning each shock”

*Below: Elephant Racing builds its own struts and dampers on site
Right: Rolling bodyshell showcases the Elephant Racing product range*

numbers, according to Moreland, "taking into account that everybody's car, goals, and needs are different," noting that his staff does its best to spec out and tailor each suspension kit to each individual owner and their very specific needs. One of Elephant's most important investments along those lines is a shock absorber dyno that allows very precise tuning of each damper; there's no farming out or subcontracting

and Scandinavia being particular markets for them.

One development and display tool has proven popular and beneficial; it's loosely termed the "rolling chassis," not in the classic definition of a roller, which would be a body chassis, without an engine and drivetrain, that rolls on the car's own road wheels, tyres and suspension. In this instance, the term describes an entire 911 body/chassis structure fully





stripped of powertrain and interior, mounted on a large, wheeled dolly. The corners are fitted with a variety of Elephant's suspension hardware, chassis stiffening components, oil tubes, coolers, and hoses. This allows the team to test fit pieces under development to a real car, and allows customers to see how the company's products install and fit together. The team often hauls this display to trade shows, swap meets and race



se; you don't go there for oil changes and tune-ups, but they will install their own products. Purchase Elephant's shocks, an oil cooler setup, or suspension system, and they'll install it and set it up on site for you. Moreland emphasises that there's no such thing as one size fits all solutions when it comes to high performance handling upgrades; even though much of the hardware in the varying packages is the same,

Above left: Rolling shell is taken to shows etc to demonstrate products and can be used to test fit new components. Above: CAD is used to develop new parts and components

“There's no such thing as one size fits all solutions when it comes to handling”

meetings as a sales tool. Moreland notes that it's “always a conversation starter.”

Elephant's quarters, located in a light duty industrial area about an hour south of San Francisco, are neat and efficient; with offices, showroom and CAD design stations up front and the shop, shipping/receiving, machine tools and assembly areas in the open space out back. Elephant is not a working service shop per

bushing, shock, spring rates and the adjustability allow them to tailor each kit and install to the specific needs and desires of each owner/driver, and the particulars of their car.

Moreland and his enthusiastic staff are more than willing to let you check out the “junk in the trunk,” so pay them a visit next time you're in the Silicon Valley area shopping for Porsche performance. **PW**

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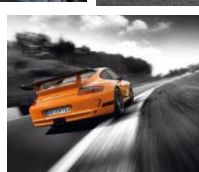
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Below: Main man Chuck Moreland (left). As is often the way with these things, Moreland developed parts for his own 911 and then realised he had a business opportunity on his hands

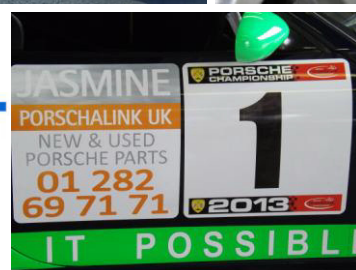




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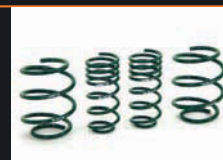
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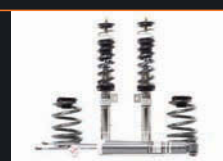
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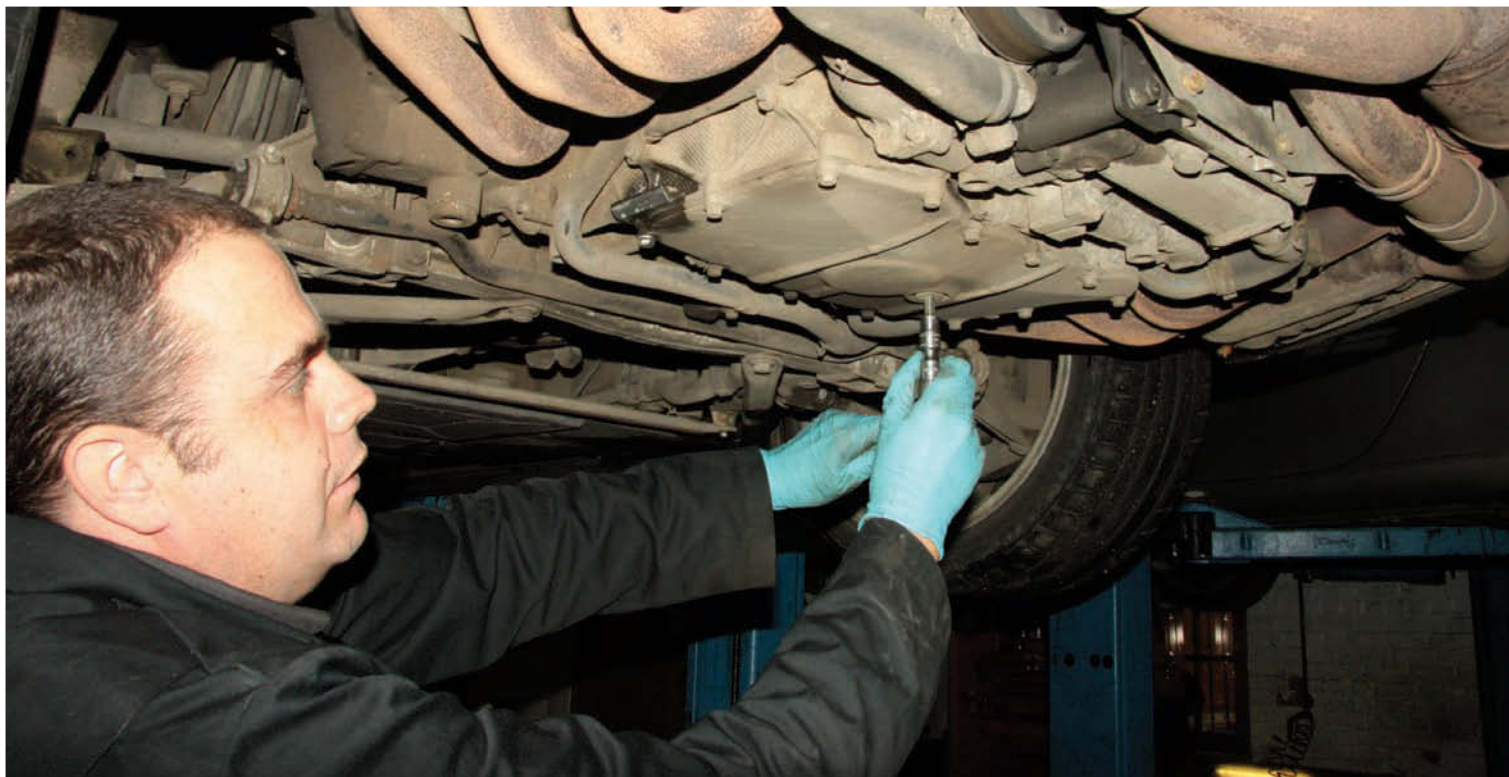
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LOOKING FOR TROUBLE

The heart of any effective servicing regime must still be the time-honoured oil and filter change, but maintaining any Porsche in first-class condition is as much about inspecting it for future problems and breakages as it is about renewing fluids and components. Here's how that principle is applied to a typical 996 – and the 986 Boxster is in many respects identical



Something just a little out of the ordinary for our regular how-to feature this month. Not a repair or an overhaul or even an upgrade, as such, but instead the chance to follow, pretty much from start

to finish, a 12-month or 12,000-mile service on a standard, run-of-the-mill and thus entirely typical 996-model 911 Carrera 2.

Our purpose, as usual, is twofold. First and foremost – for those who are willing and able to tackle the work themselves – to

show what is involved. (Which, relatively simple though it is, could also be rather more wide-ranging than you might imagine.) Or else, if you wish to have professionals do

it for you – whether at a Porsche Centre or by a good independent specialist – what they ought to be doing in return for your money. And why, of course.

Initial checks include interior equipment – down to details like vanity-mirror covers and fuel-cap seal – as well as lubricating all locks and hinges. Sunroof still slow, though, even after extraction of some unknown previous technician's spray nozzle. Autologic system tester (far left) reveals and records – but also clears – fault codes. Brake fluid tested for moisture – and as a result subsequently changed



HOW-TO: 12K SERVICE FOR YOUR 996 CARRERA



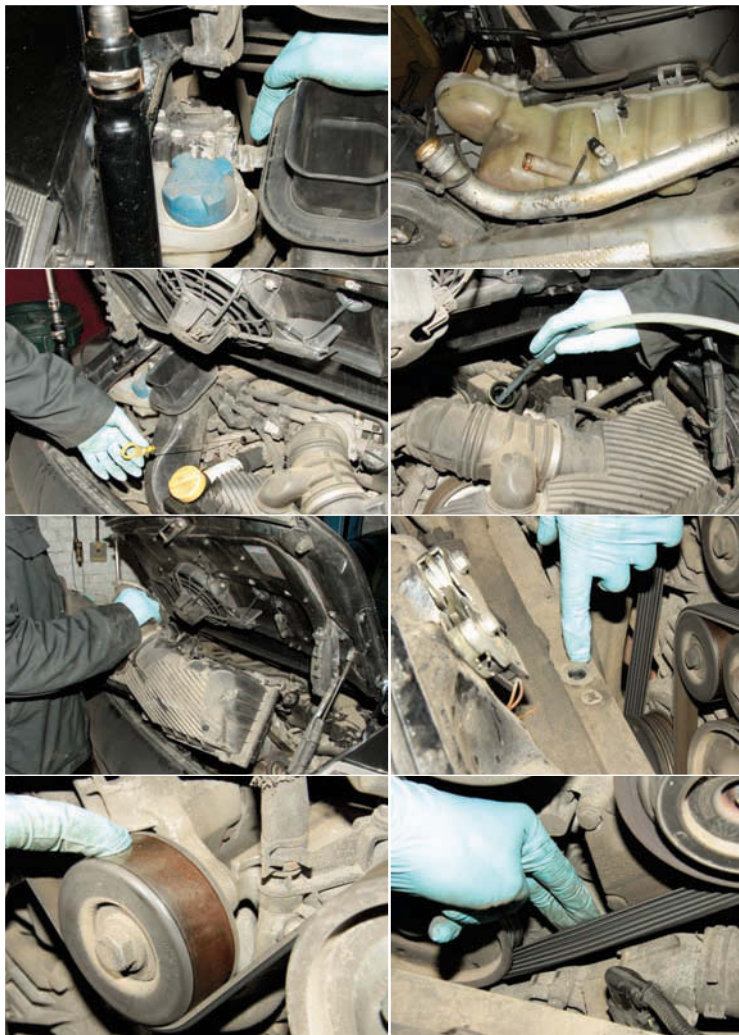
Either way, there can be little doubt that whatever may be this hugely popular model's now fairly well-known weaknesses – or its many strengths, for that matter – its useful working life can be vastly lengthened (and its residual value thereby maintained) by not just the traditional engine-oil and filter change, but also by the regular, focused and above all thorough inspection of the entire vehicle that so readily goes with it.

Think of it as an extended walk-around; the sort of thing that pilots

are required, by both aviation law and straightforward common sense, to do before each and every flight. You won't necessarily unearth any existing or nascent problems – and in some ways that can be as disappointing as spotting something vital and expensive that has either broken or worn out, or else is about to do so – but in every other respect it is the classic win-win situation.

You get the chance – potentially, anyway – to fix any breakages on your own terms and in your own

Coolant tank's bleed-valve housing has clearly been leaking; another similar car shows how side of tank can split. Leaving dipstick pulled out acts a reminder later to refill sump with oil. Power-steering reservoir had too much fluid in it, so Tad actually sucked some out rather than put some in. Air filter is not normally removed for 12,000-mile service, but dead easy to do – just make sure that you don't displace the two mounting rubbers – and offers an excellent view of poly-rib belt and its rollers



Single engine-lid strut was quickly found to be too weak to hold the lid in the upright position, so Simon George – known to all and sundry as Tad – makes do with his clearly much-used adjustable prop (middle pic); front-lid struts were OK. Both panels have their latch mechanisms flipped over to the 'shut' position, though, to switch off interior lights for the duration of the workshop stay. Avoids potentially flattening the battery, as well as heat damage to the surrounding trim from the bulbs

THE KNOWLEDGE: AUTOFARM'S SERVICING CHECKLIST

One of the minor difficulties as far as DIY servicing is concerned is in knowing precisely what you are meant to check, and when. That varies from model range to model range, of course, and sometimes quite widely within any such group. Set out below, then, is Autofarm's basic 12,000-mile checklist for the standard 996 in all its forms barring the Turbo, GT2 and GT3, which should help you work out your own routine. The 986-model Boxster, unsurprisingly, uses exactly the same *pro forma*.

There are, as you will see, some notable apparent omissions from this none the less quite long list. Spark plugs and the engine air filter, for instance, are changed at 24,000-mile intervals – or in the case of the spark plugs every four years, if that comes sooner. Also at 24,000 miles the wheels are removed for both inspection and accurate measurement of the friction-pad and disc thickness.

Every 48,000 miles you will be changing the fuel filter (pre-2001 cars only), the poly-rib belt (at the same time checking and if necessary renewing any worn tensioners/rollers), and obviously the spark plugs again. Manual transmission oil is changed at 96,000-mile intervals, ditto the ATF (automatic transmission fluid) and its associated filter in the combined Tiptronic transmission and final drive. Also changed at this interval is the oil in the Carrera 4's front final drive.

Time-wise, any roll-over protection device (911 Cabriolet and Boxster) is inspected and tested every two years, as is the brake fluid in all cars. Airbags are inspected and tested every four, eight and 10 years, and likewise all rubber mounts (ie engine, transmission, sub-frames, suspension etc).

TEST-DRIVE

Brakes, handbrake travel; steering, clutch, transmission, gear change; suspension dampers, handling and road-holding; heating and ventilation (including air-conditioning); instruments and warning lights; engine performance, exhaust smoke

DIAGNOSTICS

Test with appropriate hardware (in Autofarm's case using the Autologic system), read out and record fault-code memory

CHANGE

Engine oil and filter element
Cabin pollen filter

CHECK

Poly-rib belt (ie engine auxiliary drive-belt) condition
Oil hoses and connections – for damage and leaks
Engine – for oil leaks
Coolant hoses, radiators, anti-freeze strength
Tyres: tread depth, pressures – and spare wheel, where appropriate
Brakes: hydraulic lines for corrosion and other damage, plus leaks;
examine discs for wear ridges and corrosion; ensure that all four wheels spin freely
Wheel bearings for noise and/or excessive play
Suspension joints for excessive movement; inspect dust covers for damage
Steering: all links, joints and dust covers for wear, damage etc
Clutch – for correct free play in linkage, also operation (ie full separation)
Heating and ventilation system: controls, operation, overall performance
Doors and lids (including sunroof, Targa roof and Cabriolet hood where applicable): correct operation, including all safety locks and interlocks; lubricate as required
Check and clear all water drainage channels
Power-steering fluid level; also brake fluid for level and water absorption
Transmission (ie combined gearbox and final drive) oil level
Lights, horn; windows, door locks, mirrors; heated rear window, windscreen wipers and washers, headlamp washers where fitted; seats and seat-belts

VISUAL INSPECTION

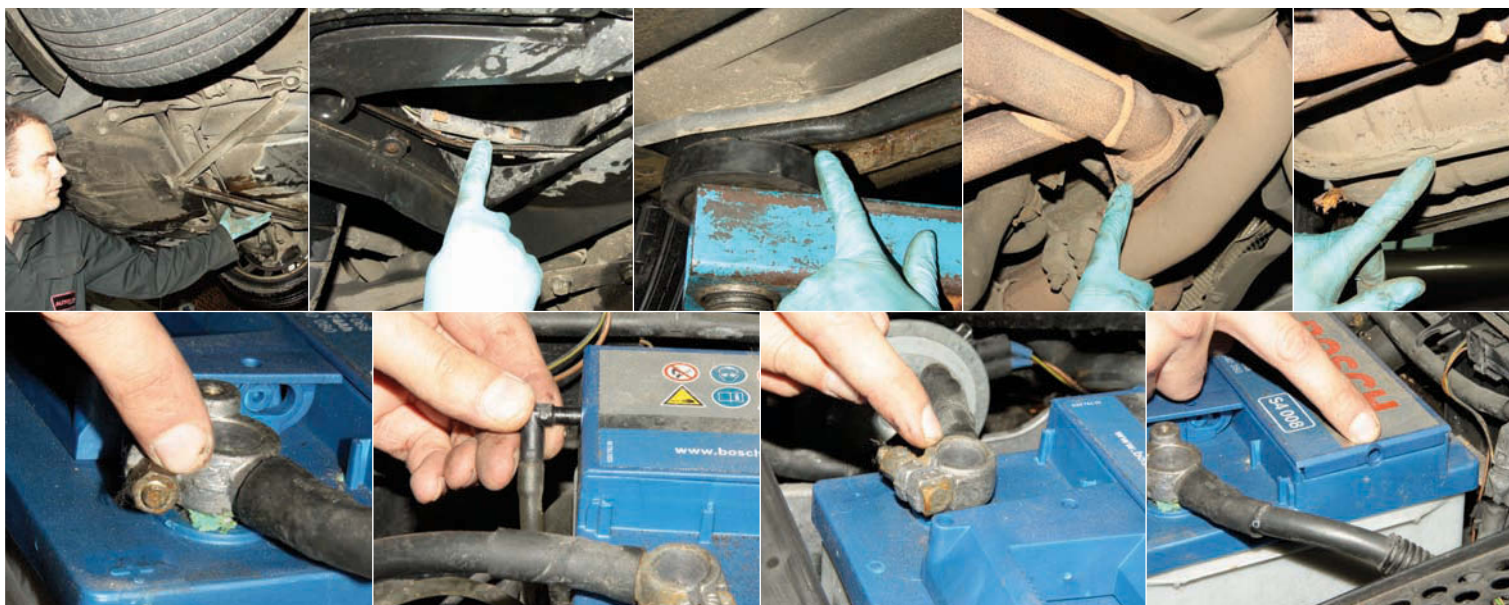
Underside of vehicle and engine compartment for leaks, or chafing damage to any hoses, pipes, cables etc
Engine and transmission for coolant or oil leaks
Fuel system for correct routing and security of all pipes; check for leaks
Drive-shaft couplings and dust covers
Exhaust system for condition, security, leaks etc

CHECK LEVELS

Engine coolant, battery electrolyte, screenwash fluid

FINAL TEST-DRIVE

Check all systems, and reset service light (if applicable);
check again engine oil and coolant levels



Underside reveals, if not 'problems', as such, then certainly items to address as quickly as possible: missing undertray and ducting, corroded cooling-fan ballast resistor, usual dented air-con pipe, and even missing exhaust fixings. Battery, too, was minus its breather pipe and matching blanking plug, and both terminals needed attention: positive was beginning to become encrusted with familiar green crystals, and negative lead wasn't pushed fully down on to the subtly tapered terminal post

time; and no less usefully to deal with any approaching failures before they become more serious, more expensive or possibly even dangerous. The inescapable fact is that simply looking at your Porsche's inner workings – even really looking at them, at an almost forensic level – costs virtually nothing. And the better you know your car, so naturally the

more you should enjoy it.

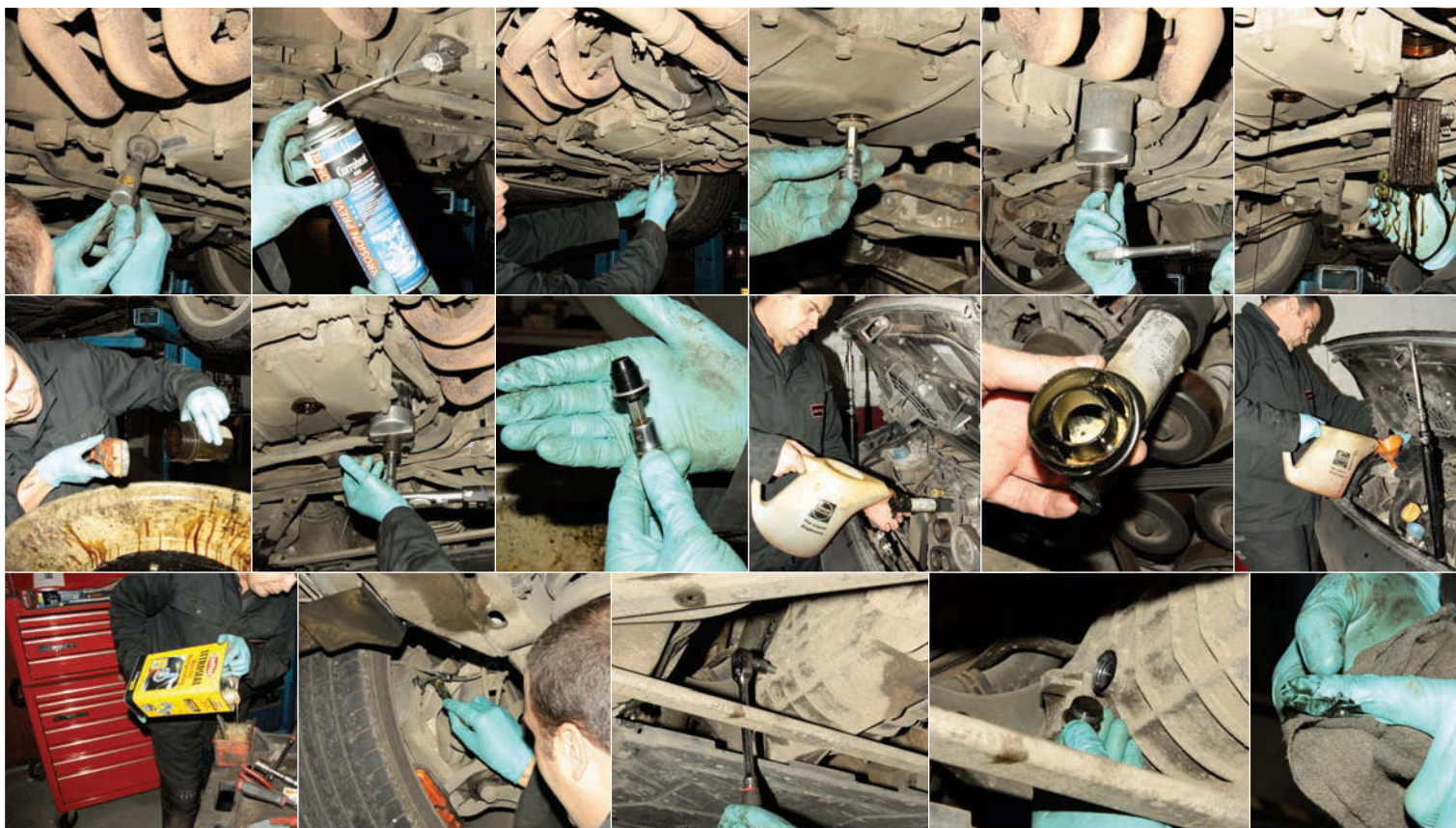
Speaking of costs, our chosen partner for this exercise, Oxfordshire-based independent specialist Autofarm, is currently (November 2013) charging £299 plus VAT for what in this case amounted to the better part of a day on the lift. (It's the same figure for Carrera 4s, Cabriolets and Targas – even the Turbo. The GT3

costs a little more because of the higher-grade engine oil required.) Interestingly, UK Porsche Centres are for the same C2/C4 service now charging £265 including VAT, but £325 and £375 for the GT3 and Turbo/GT2, respectively.

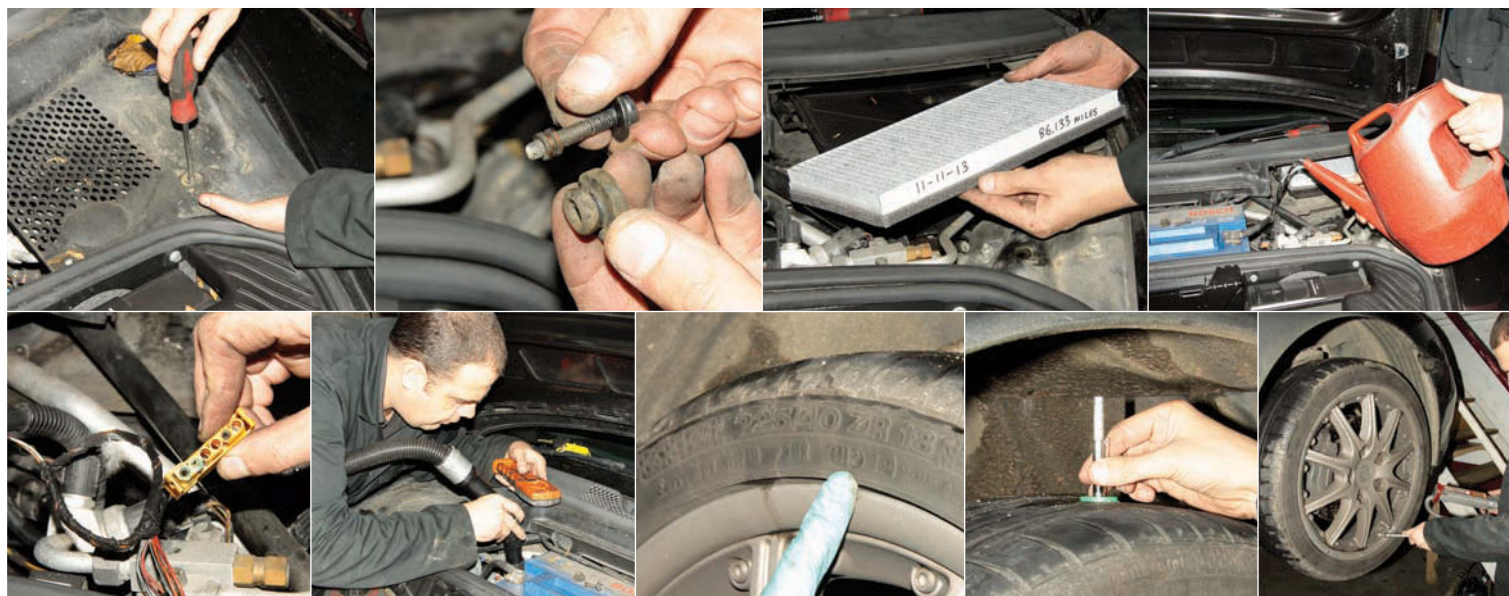
Whether any of those figures weaken the economic argument for getting out there and getting

your hands dirty is for you to decide. Bear in mind, too, that the professional will – or certainly should, anyway – have both the experience and the specialised diagnostic kit that you almost certainly won't, and in Autofarm's case will provide for each customer not only a detailed before-and-after report on the car,

Mg6 engine number was predictably difficult to decipher, so Tad cleaned it, and then protected area with a preservative spray. Oil drain and filter removal easy enough, but it's well worth looking inside filter housing for metallic particles from failing IMS bearing; likewise standard drain plug is replaced with a magnetic device. 'Mayonnaise' in oil filler neck not necessarily something to be alarmed about – just natural condensation. Experience has shown 996 brake lines to be prone to corrosion, so all accessible areas receive a coat of wax. Transmission oil is checked via a plug on the side of the unit; level was OK, but lubricant itself was very dirty, so customer is prompted to have that renewed, too



HOW-TO: 12K SERVICE FOR YOUR 996 CARRERA



Pollen-filter housing throws up its usual irritations: Autofarm keeps fixings in stock. Date and mileage on filter element serve as a useful reminder. Missing alarm siren a mystery – should be connected to this plug (above). Vacuum cleaner and watering-can between them deal with potential drainage-channel blockages. One of the last checks is tyres: build dates, tread depth, and not least pressures

but also a print-out from the system tester – and not least that all-important, value-preserving stamp in the service book.

Cars serviced by Autofarm routinely get a thorough hand and

pressure-wash as part of the deal, too, and as far as this writer is concerned that alone is worth every last penny, especially in the morale-sapping depths of a gloomy English winter. **PW**

Last task of all – after another 20-minute test-drive is to hand- and pressure-wash the car; wheels, too. And still the job as a whole isn't quite finished: now Tad has to retire to the office and fill in and/or print-out all relevant paperwork. Customer receives a full report, and more often than not the chance to discuss with Tad or service manager Steve Wood what else needs doing – and how soon

OH, IT'S ALL JUST PART OF THE SERVICE, SIR

Here is Simon George's – Tad's – summary of the work he carried out. In other words, a brief description of what Autofarm's customer got for his £299 – and which we have to concede is a bit of a bargain.

'Unable to inspect exterior of vehicle due to it being wet and dirty. Carried out diagnostic check – see attached print-outs. Carried out pre-service road-test – see points noted on separate sheet.

'Carried out 12,000-mile service, as per Autofarm service sheet. Protected all accessible brake lines with wax-based preservative fluid. Found coolant level to be very low; carried out pressure-test on

cooling system – see notes re coolant leak from radiator and leaking bleed valve.

'Topped up screenwash fluid – filler neck leaking. Vehicle history shows long period since last brake-fluid service, so existing fluid drained and renewed, too.

'Cleared leaves and other debris out of radiator intake ducts. Fitted new headlamp bulb. Removed battery leads, cleaned and replaced them correctly.

'Road-tested vehicle, and double-checked engine-oil and coolant levels. Coolant level again low, so recommend further investigation. Car washed and dried for return to customer.'



THE POST-SERVICE REPORT: ONE OR TWO JOBS FOR THE FUTURE, THEN

No less useful than Autofarm's servicing checklist, we hope (see previous spread), is a quick resumé of the various faults and other issues found in this particular vehicle – a 1998 Carrera 2 with just over 86,000 miles on the clock. Not necessarily to shame the owner into having them attended to (and it's worth noting that, immediately after the work described here, the car easily passed an annual MoT inspection), but primarily on the basis that if this example of the species is affected, then at some stage in its life yours almost certainly will be, too. And forewarned is forearmed.

Vehicle very dirty and wet; unable to inspect exterior fully until washed after service
Engine-lid support strut very weak
Sunroof slow in operation, and too low within its aperture at right-hand rear corner
Alarm siren and tilt sensor missing from their correct position next to battery
Right-hand seat bolster worn; rattle from left-hand front seat
Front and rear lid-release handles scratched
Paint worn from gear lever
Release button stuck in on right-hand-rear seat-belt buckle
Height-adjuster button missing from right-hand-front seat-belt
Left-hand vanity mirror's cover does not stay open unaided
Marks on rear of left-hand front seat
Scratches in left-hand door shut
Battery terminals not fitted correctly; breather pipe disconnected, and redundant breather hole not plugged
Screw and insert for pollen filter's outer cover corroded together: replaced
Excessive wind noise from left-hand side of vehicle at speeds above 45mph
Front windscreen wiper blades noisy
Rattles from both front and rear suspension
Right-hand headlamp not working: fitted new bulb

Right-hand radiator fan not working on speed 1
Coolant leak from area of right-hand radiator
Radiator intake ducts partially blocked with leaves; now cleaned out
Underside of luggage compartment floor slightly damaged
Front undertray missing, also plastic ducts below and behind both radiators
Stud missing from floorpan for 'L'-shaped undertray section
Front brake pads approximately 65 per cent worn
Rear brake pads approximately 50 per cent worn
Slight play in left-hand-rear track-control arm
Flange nuts missing from catalytic converter-to-manifold joint flanges
Right-hand silencer corroding along lower edge
Oil leak from clutch housing
Transmission oil very dirty; recommend changing it as soon as possible
Leak from bleed valve on coolant header tank
Starter motor turning too slowly when hot to start engine easily
Screenwash tank leaking at filler neck

Additionally, interrogating the car with an Autologic diagnostic unit produced two fault codes: P0441 (fuel tank ventilation system) and P1124 (exhaust oxygen sensing system). Both were 'cleared' by technician Simon George, and fortunately remained thus after another check later. There were also faults in the alarm system (not surprisingly, given the absence of the siren) and the airbag system that will require subsequent investigation if the customer wishes. Last but not least, we were able to see that the engine had run for a total of 4118 hours, which given the car's mileage – 86,133 – gives an average speed of just 20.9mph. So it has clearly led a relatively leisurely existence, corroborated by 3843 'ignitions' in range 1, and zero in range 2.

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THE TEAM

JOHNNY TIPLER

964 C2 (PEPPERMINT PIG)

The Peppermint Pig is just back from a trip to Portugal, whizzing around hairpins and storming the empty Cantabrian Autovia from Santandar, crossing the Bay of Biscay courtesy of Brittany Ferries. A great drive, which I'll write up for the New Year, and I'll report on the source of a slight oil leak too.



PETER SIMPSON

996 C4/CARRERA 3.4 TARGA

Project 996 is waiting for a new loving owner and is all tucked up at RPM Technik. Our very own Chris Horton has done a *Tried & Tested* on it this month and you will agree it's awesome. More goodies have arrived from Dansk for project backdate; let's hope I can get a plan together and push forward.



KEITH SEUME

912/6 (EL CHUCHO)

Been a little quiet on the El Chucho front recently, partly because I've been away, but mainly because I've been going through the mid-project doldrums, when the end result seems so far away. Still, I hope to spend a week or so working on the car very soon, so watch this space as we often seem to say on this page!



STEVE BENNETT

944 LUX

Have had the 944 back on the rollers to test some more performance enhancing bits and bobs, but with mixed results. On the plus side the car is running better than ever, with a turbine smooth power delivery. The minus? We didn't get the extra power we were expecting. A bit more investigation needed I think.



BRETT FRASER

BOXSTER S

Battery flat again two days after it was recharged - time for a new one, annoyingly. The local auto-electrician, Prolec, offered two options, one shorter than the old battery, the other taller. As I couldn't have the car with me, I opted for the former and had to improvise with the battery clamps. At least the car now starts.



MOVING ON!

The red 924S has been gone more than a year now, giving Chris Horton the chance to crack on with both his grey 'S' and the 944

It's nearly a year since my last *Our cars* report, in the February 2013 issue of *g11 & Porsche World* - although it feels like barely more than a fortnight - and I have to admit that progress on my current two cars has been almost glacially slow.

Perhaps a quick recap on the Horton fleet might be useful for newer readers - for me, too. (But don't worry. I'll leave out the four Rovers, the BMWs, the two vans, and even the 1960s Honda motorcycles; that would take *far* too long.) My first Porsche was - and remains; I still own it today - an early oval-dashboard, left-hand-drive 944 that I bought for £1600 back in December 1999. I drove it regularly for seven or eight years thereafter, but as so often seems to be the way with me it gradually saw less and less use. OK: so it took root on my driveway.

I can't really remember why now, other than a mysterious intermittent starting problem, which made me reluctant to trust it. But by that time I had acquired the red 1986 924S, and as long-standing readers might remember it was that to which I later devoted much of my time - and quite a lot of money.

An engine change (after fitting new timing belts and associated oil seals); a full brake overhaul; new brake and fuel lines; second-hand exhaust manifolds and new studs and gaskets (and what seemed like countless exhaust boxes); several suspension arms and ball-joints; installing power steering (and subsequently overhauling the by then leaking second-hand rack); even a replacement fuel tank - which meant taking out the gearbox - and expensive new mounts for the latter. You name it and I probably did it, usually describing the trials and tribulations either within these *Our cars* pages or else as a how-to story. I have a full index for both series somewhere, if anyone is interested.

That car, too, saw regular service for several years, providing much entertainment and reliable daily transport for both me and my step-daughter, and then later for me again. By the summer of 2012, though, it was coming to the end of the road in my hands - primarily because I had by that stage bought an almost identical model in a sort of dark silvery-grey colour, not unlike the

CHRIS HORTON

924S, 944

Occupation: Consultant editor, *g11 & Porsche World*

Home town: Thame, Oxon

Previous Porsches owned: 1

Cars: 924S, 944 Lux

Years: 1985, 1985

Mileages: Unknown

Owned since: 2012, 1999

Modifications: Both have the effectively vital so-called throttle-response cam, but that apart they're basically standard

Contact: porscheman1956@yahoo.co.uk

THIS MONTH IN BRIEF:

The 924S gets a heavy-duty oil and filter change to quieten its noisy tappets, and the 944 gives up some worrying secrets from its timing-belt housing

later 996/997-pattern Seal Grey, but still not precisely and definitively identified. Accordingly I found a new home for the red 'S' in northern Scotland, driving it up there and flying back at the beginning of the following October. My report on the three-day road-trip appeared in our January 2013 edition.

By rights that should have allowed me to concentrate on both the 944 and the 'new' 924S (to which I had already fitted a second-hand steering rack, to replace the yet again leaking original unit), but with the former now needing ever more attention - not least timing belts and rollers - before I dared even attempt to start the engine again, and the silver 'S' parked about 10 miles away at Neil Bainbridge's





BS Motorsport, there always seemed to be something more urgent to attend to. Like my Mercedes-Benz Vito van – which needed new drive shafts, wheel bearings and suspension joints for the annual MoT test – and not least Mrs Horton's VW Passat (pretty much as per the Vito, as it happens, plus various on-going electrical issues, even today not fully sorted).

Anyway, I left the story a year ago with the 944 still displaying signs of its much earlier ignition-system issues, and both cars needing new starter motors. The one on the 924S appeared to have seized through lack of use during that appallingly wet summer – it was certainly stone-dead by then – and in trying temporarily to 'borrow' the 944's starter

I had managed to break off one of its badly corroded terminal posts. Cue Alistair Kirkham at Porscha-Recycled! up in Stretford, Manchester (0161-865 8841), who duly sent me the two required items with his usual speed and friendly efficiency.

An early-summer trip to Westcott saw the 924S running again, after a short session on one of Neil's workshop lifts, and in truth pretty much ready for its MoT. (And once again I must record my gratitude for Neil's patience and moral support.) But the front wheel toe-in still needed setting, after I had earlier disturbed it while fitting the replacement steering rack, and by now it was so long since the engine had been run for any length of time that when finally I did fire it up it

was painfully obvious that at least two of the eight hydraulic camshaft followers had partially collapsed. I knew from my early experience with the red 'S' that the resulting loud clattering sound wasn't necessarily catastrophic – or not if attended to soon enough, anyway – but it was certainly a strong enough incentive to close the bonnet and in the short term go and do something entirely different.

Fast-forward a few months, to early September 2013, and I'm back at Westcott with not just some fresh oil and a new filter – I was confident that those alone would enable the cam followers to pump up correctly once the engine was warm; it had certainly worked for the red 924S's original

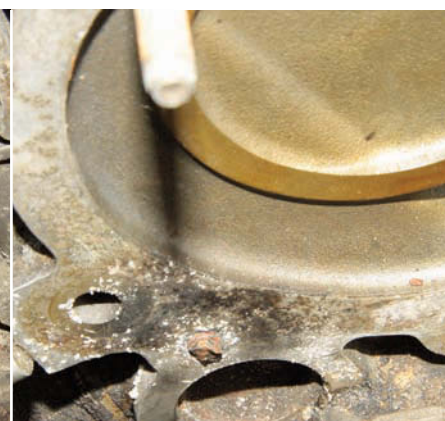
power unit – but also a rather clever-sounding flushing solution (above) from our friends at Millers Oils in Yorkshire. Supplied in a handy 250ml bottle, essentially it's added to the existing oil, and then the engine is run at a fast idle for around 15–20 minutes. Switch off, drain and refill with fresh standard oil of the required grade (simultaneously fitting a new filter, of course), and with luck you will have dislodged and thus removed the dirt particles that had been partially or even completely blocking vital oilways, along with much of the other sludge that accumulates throughout the lubrication system.

And so, I am pleased to say, it turned out. Almost immediately the engine sounded a lot healthier,

Looks good, doesn't it? Grey (or is it silver?) 924S (above left) on one of the former taxiways at Westcott. Millers Oils' Engine Flush (above) quickly did work its magic on two noisy tappets

and although the previous loud rattle wasn't completely eliminated, a leisurely warm-up drive round the industrial estate (incorrect toe-in and thus horrible handling notwithstanding) slowly but surely had everything back to normal – and no less reassuringly it has remained that way ever since. So much more convenient than old-fashioned flushing oil proper, which by definition entails draining and filling the sump twice, and remarkably cost-effective, too – Millers kindly

Special toothed bar (below, far left) allowed 944's crank to be locked for work on timing belts. No surprise that water-pump screw broke while being undone





provided my sample FOC, but you can buy the same quantity for around just £6 including VAT. Full details of this and all the many other Millers products at www.millersoils.co.uk. To order on-line go to www.opieoils.co.uk, and then navigate your way from the Shop By Brand tab on the opening page.

Interestingly, Millers' PR chief, Martyn Mann, also suggested that I ought to take advantage of the their so-called Millercare oil-analysis service. Perhaps not surprisingly this is intended primarily for industrial and commercial users – although it seems that an increasing number of high-end classic-car owners are now using it, too – but I duly collected in one of the special plastic bottles Martyn sent me the required sample of the old stuff that came out of the sump, and the next time I'm passing Brighouse will drop it off for the in-depth testing that I hope will give me a good indication of the health and likely longevity of the engine. More on that in due course.

As for the 944, I had some time ago put the car up on four axle-stands, and started stripping the braking system for the full overhaul that I knew would be needed before it would reliably stop again. That process had ground to a halt while I summoned the enthusiasm to try to remove the two flexible

hoses at the rear (awkward at the best of times; almost impossibly so when their end-fittings are as badly corroded as are these), but then a warm and sunny afternoon in early September prompted me finally to have a go at the engine's crucial drive-belts and their associated components – or at the very least to find out what else might be needed.

That task had previously been thwarted by two of the M6 screws securing the front part of the plastic timing-belt cover to the back half, which when rotated simply turned with them the threaded inserts set into the latter, but having decided that I would have no choice but to buy replacement mouldings I simply levered them apart. In the event, the only real 'damage' that did was to the front half – for which I had long been keeping a second-hand replacement anyway – and all I had to do then to neaten the back half was cut off the redundant empty lugs with a small hacksaw. Sorted – and especially satisfying when I later discovered that the rear part of the timing case is no longer available from Porsche. And unsurprisingly it's not the sort of thing that's particularly easy to find second-hand. Or not without buying a complete engine, anyway.

After that everything else came off remarkably quickly and easily. With the

starter motor already out of the way it took me just a few minutes to bolt into place the special toothed bar needed to lock the crankshaft – partly to enable me to undo the large bolt securing the front pulley, but mainly to prevent any possible damage to the valves and/or pistons after I had removed the camshaft drive-belt. (I had previously turned the crank to the required timing position.) The various rollers and tensioners all came undone without any problems, and soon I was able to see – slightly disappointingly, in a way – that despite my earlier doubts, and their age and unknown history, both toothed belts seemed to be in near-perfect condition. By that stage there was no way I would have used them again, of course, but equally I am confident they would have gone on for many more miles had I left them alone.

The more I looked at some of the other associated hardware, though, the more relieved I was that I had opened up this area of the engine for inspection. At least two of the belts' rollers were worryingly rough and noisy when spun by hand, and rather oddly the lower part of the rear half of the timing-belt case appeared to have been worn away by the camshaft-belt sprocket. To begin with I could see no logical reason

why this should have occurred, but soon it dawned on me. Whoever had last changed the belt(s) had fitted the sprocket the wrong way round, with the flange that's meant to act as a retaining guide for the belt facing the engine rather than the radiator. Given the many miles the motor had done subsequently this had plainly been no disastrous error, and ultimately no great harm had been done (despite the obvious wear to the flange, as well as to the plastic) – but it did make me wonder what other solecisms I might find.

The good news, though, was that neither the two balance-shaft oil seals seemed to be leaking, and likewise the camshaft seal, and so rightly or wrongly (and despite having already paid quite a lot of money for the relevant 'top hats' and seals) I have for the time being decided to leave them well alone. I am a great proponent of the 'while you are in there' philosophy, but also of not trying to fix things that aren't actually broken – especially if to do so would involve a lot of frankly tiresome extra work.

It would undoubtedly be a bit of a nuisance to have to remove the new belts soon after putting the car back into service to deal with any subsequent leak from those seals, but no more than that – and on this occasion it's a risk I'm

Timing-belt case will live again minus two M6 screws. Worrying, though, that crank sprocket had been fitted wrongly. Belts good enough to use again – but I won't!

quite prepared to take. The water pump, too, seemed to turn over smoothly and freely, with the coolant leak I had earlier suspected apparently coming from the joint between the pump body and the cylinder block. Even that wasn't exactly what I wanted to see – I knew from bitter experience that these pumps can be real buggers to take off without breaking at least one of the fixing screws; the four studs are usually OK – but at least it would probably save me the cost of a brand-new pump.

And that, for the moment, is pretty much it. Sure enough, one of the water pump's four M6 screws sheared as I (very carefully!) tried to undo it, and despite leaving – once the pump was out of the way – a sufficiently long threaded area to allow me to lock on two nuts to unscrew the stump simply snapped again, this time just about flush with the cylinder block. That leaves me with little option but to drill it out and install a threaded insert – a Würth Time-Sert, probably – but since my skills in this area are at best on a par with my ability to draw a straight line I need to work out a bit of a plan. More next time – and which I hope will be sooner than a year from now. **PW**



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24,000 mile service inc plugs	£390.00	£390.00	£390.00	£510.00	£390.00
48,000 mile service inc plugs	£510.00	£510.00	£510.00	£595.00	£595.00

Porsche 996 Servicing Pricing	3.4	3.6	3.6 C4S	Turbo	GT3
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MEET THE TEAM

Welcome to *g11 & Porsche World's* Q&A pages, edited and assembled by the magazine's technical man and incorrigible do-it-yourselfer, Chris Horton (right). It's much the same format as you would expect – you ask, and our experts answer – but we have recently added more detail (including part numbers and typical costs, and also contact phone numbers and websites where relevant), and not least as many illustrations as we can squeeze in. Please note that all prices quoted were to the best of our knowledge correct – for the UK market – at the time of writing, and for the sake of consistency generally exclude VAT, unless otherwise stated. We naturally do our very best to make sure that the information given is both accurate and useful, but unfortunately we can accept no responsibility for any effects arising from it.



CHRIS HORTON
g11 & Porsche World



PAUL STACEY
Northway Porsche



PETER TOGNOLA
Tognola Engineering



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RPM Technik

944 WIPER LINKAGE MAY NEED SEEMINGLY DRASTIC SURGERY TO GAIN ACCESS TO

I have a 1990 944S2. Suspecting a problem within the car's windscreen-wiper linkage – the two arms have been sweeping the glass increasingly slowly over the last few months – and thus wishing to remove the mechanism for inspection and repair or replacement, I started by trying to undo the two large nuts (22mm spanner) securing the windscreen-wiper assembly to the scuttle. In other words, where the spindles pass through the plastic cover at the base of the windscreen, beneath the rear edge of the bonnet.

One of the nuts came undone easily enough, but despite no obvious rust on it the other seems to be completely seized, and as I turn the nut so the part onto which it is threaded is rotating, as well. Have you ever come across this, and is there likely to be anything underneath the plastic cover (which I am planning to renew anyway) that I can grip with a Mole wrench or something similar?

George Richards

Paul Stacey, Northway Porsche: Assuming that the nut isn't actually rusted to the threaded area on the body of the spindle – and that's unlikely – I would guess that the light-alloy body of this part of the mechanism, hidden away beneath that plastic cover, has corroded and thus worked itself loose.

I faced an exactly similar situation a few months ago, and on that occasion managed to shock the nut free with an impact wrench, but I'm guessing that you won't have easy access to one of those. In which case your best bet will be gently to peel back the front edge of the moulded plastic cover (lift the rubber seal running across the engine bay

first), and then take out the heater blower motor and intake assembly.

That in itself is a fairly laborious process, but should give you just about enough room to reach in and, as you suggest, grip the spindle body with a Mole wrench or the like. Be aware, though, that the wiper linkage assembly is no longer available new from Porsche, so you will somehow have to repair the one you have, or perhaps find a second-hand unit. The plastic cover is still available, however, should you need one – they cost

around £60 from Porsche – and remember that it performs a vital role in keeping rainwater out of the car's interior, so make sure that yours is entirely undamaged.

The only other way I can suggest to get the nut off would be to grind through it with a small Dremel-type tool or the like, obviously being very careful not to cut too deeply – and ideally not at all – into the threaded part of the spindle. Although even that may not matter too much if, as I suspect, you end up replacing the mechanism anyway.



Wiper spindle nuts ought to come undone easily enough, but if the spindle body has broken away from its anchorage points – as many have these days – you could be in for a struggle. The only real solution is to cut through the nut with a small grindstone, or remove plenum-chamber cover and heater intake – which you'll end up doing anyway, if the mechanism needs to be replaced. That will have to be second-hand – typically £40 plus carriage from Porscha-Recycled (0161-865 8841)



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996 TIPTRONIC'S MYSTERIOUS INTERMITTENT POWER LOSS

I have an intermittent problem with my 2003-model 996 Tiptronic. The car has 129,000km on the clock, and until quite recently was running beautifully. Now, though, and without any warning, it sometimes loses virtually all power.

If I switch off and then restart it will run perfectly again, but sometimes with the check engine light illuminated. I have had it checked by a couple of Porsche Centres, and from the two error codes they could see – P1266 and P0336 – they told me that the crankshaft position sensor is out of alignment, and cylinder number two is short-circuiting to earth.

New spark plugs, ignition coils and also a crankshaft position sensor cleared the problem for a month or so, but then it came back again. Suggestions of Variocam solenoid actuators are now being mentioned – but wouldn't that mean the problem was present all the time, rather than just being intermittent?

I am no engineer, but it doesn't sound to me as though there is some major mechanical problem here, so I believe (and hope!) that it is simply an electronic glitch somewhere. Otherwise, I can see very large bills for them

opening up the engine and replacing the Variocam actuators and solenoids and the like.

Once the dealer plugs in and checks the car, by the way, the codes clear – and sometimes they have cleared themselves – and the CEL has switched itself off – even before I get there. And then the car runs fine. I would really appreciate any help you might be able to offer – this is driving me mad.

Jason, Dubai

Paul Stacey, Northway Porsche: *It is always notoriously difficult to diagnose this type of fault without seeing the car. Ideally, we would need to have a little more information about the specific fault codes that have been bringing on the CEL, or the check engine light.*

One of my first suggestions would have been to replace the crankshaft position sensor – after years in service these can generate either a poor signal, or else no signal at all – but it sounds as though your dealer has already done so. Just for the record, though, and for the benefit of anyone else with one of these cars, the sensor is located on the left-hand side of

the clutch housing. It's a little awkward to get at, but is held on by just one 5mm Allen screw. The part number is 986 606 112 03, and here in the UK it costs £129 plus VAT from Porsche.

If the fault is in reading the correlation between the camshaft and crankshaft, it means the camshaft timing is out on one side of the engine, which could be anything from a Variocam adjusting solenoid to even a faulty camshaft. Normally, though, if the Variocam solenoid is faulty the engine has a poor idle but clears above 1500rpm. I have had a couple of cars that required replacement of one of the camshafts because the reluctor ring (the part of the camshaft that is used for measuring the position via the sensor) had moved, and the engine ECU was being fooled into 'thinking' that it was out of time.

As for the short circuit on cylinder number two, we would need to know whether it is the injector circuit or the ignition circuit that has the fault. If there is a short on either of those circuits then this in turn could generate a misfire/fault code, and prevent the car from revving above 4500rpm.

911&PW BACK ISSUES PROVIDE BOTH QUESTIONS AND ANSWERS

I am writing to see if Chris Horton has figured out why his 944 won't (or wouldn't) start. I was looking through the February 2002 issue of 911 & Porsche World (page 112) a little while ago, and noticed a story in the Q&A section that seemed relevant to your problem. Someone by the name of A D Hext was having electrical issues with his 944. One of the problems concerned the electric cooling fans, which apparently wouldn't run when the engine was hot.

In response to this problem, a technician from Harteck suggested this: 'The fuse box contains complicated circuitry, and isn't as straightforward as it first appears. That said, we suspect that both problems could originate from the same source, since there is a connection between the fan and ignition relays'.

Well, on my 1986 944 the starter solenoid came loose, shorted out, and a blue wire to what appears to be the relay to the cooling fan burned through. In a recent article Chris said that he had replaced his car's starter motor, and that the original unit was quite rusty, so possibly a short-circuit in either the starter or the solenoid may be linked to the no-start problem.

In my case I replaced the DME, the ignition switch, the alarm control, and various ignition components, but all to no avail. I finally looked further up under the left-hand end of the dashboard and found the burned-through wire. I used a test-lead with alligator clips on both ends. I connected up the burned-through wire and the engine fired immediately, after not starting for three months.

In a related point, when my cooling fans wouldn't shut off, a guy at my local Porsche salvage yard suggested that I try a new relay, since the factory cooling-fan relays were inclined to go bad. At that time it turned out to be a temperature switch. But again there appears to be a weak link with the cooling-fan relay.

I think if you remove the under-dash black cover at the left-hand end, and use a flashlight (torch) and take a look at the wires you might find a problem with the cooling fan's relay. The blue wire that burned through in my car entered the fuse box in the location of the cooling-fan relay.

An unrelated issue concerns the tag assigned to the front engine Porsches, which are referred to as 'transaxle' cars. In fact, all Porsche sports cars are 'transaxle' cars. If the final drive (differential) and the transmission are contained in one unit, then it is my understanding that the complete unit is referred to as a 'transaxle.' In the August 1981 issue of the Porsche house magazine, *Christophorus*, there is an article concerning the release of the then new 944. In it, a Porsche representative refers to the prop-shaft as the 'fast shaft'. Maybe the 924/944/968 should be referred to as the 'fast shaft' Porsches? I'll let you come to your own conclusion on that one.

I am a long-time reader of your magazine. I enjoy the articles and the photography equally. It would be great if you could detail some particular issues with the 944. I replaced the engine mounts in my car using Meyle parts. They solved some vibration issues, but not for long. After further researching the issue, it seems that original Porsche mounts (the improved Turbo items) still have some sort of special fluid in them, and that's why they last longer and eliminate more vibration.

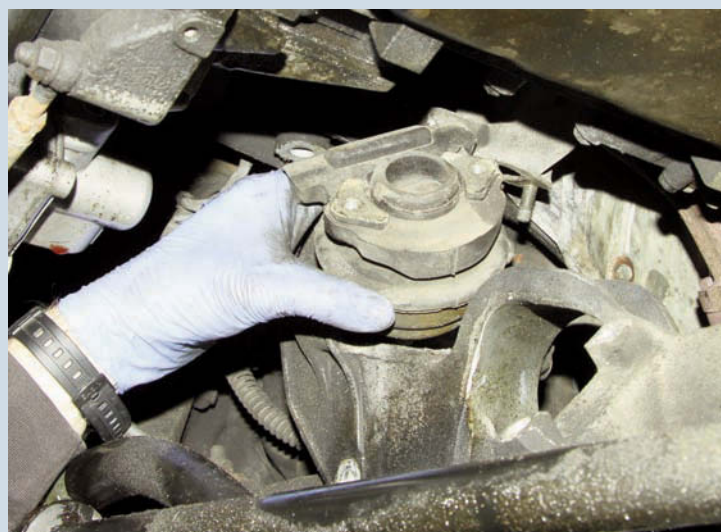
Related to the engine mounts: when I replaced the left-hand one in my car, it was the original-type item. So the motor was sitting very slightly over to the left. This mount was very old, and transmitted a lot of vibration. This could be an issue in a number of 944s, where the owner replaced just the right-hand mount and the left-hand one is never replaced. Something to check, anyway. Another issue is paint. What type of paint did Porsche use on the 1986 944? Mine was painted Alpine White. Some websites suggest clear coat, others an enamel.

Anyway, enough. I have rambled on way too long. Again, good luck with your 944.
John Hembera, USA

Chris Horton: Thanks, John. Plenty to think about there. And I'm glad to hear that you still find stories to entertain and interest you in the depths of our extensive 'back catalogue'. I often refer to them myself, as well – and am thus reminded that, in fact, we still run quite a lot of features on the 944 and its 'siblings'. How could we fail to when both editor and consultant editor are so 'into' the things?!

But no, I haven't (yet) come any closer to curing my own car's no-starts, primarily because it has been standing idle on my driveway for the last few years. But getting it going again is gradually edging its way up my 'to do' list (and see also my *Our cars* report elsewhere in this issue), so I shall certainly explore what you have suggested – and as you say, I have already replaced the starter motor, so that might have changed things already.

As for engine mounts – we covered that, using Steve Bennett's car as our guinea-pig, in the April 2013 issue (pages 98-101) with the help of independent specialist Autowerke in Norwich. We used Meyle mounts, too – although Steve now tells me that the car has once again started vibrating slightly, so this could be another of those stories than runs and runs. Watch this space.



'Transaxle' Porsche engine mounts are proving themselves to be an on-going issue, certainly if John Hembera's (and our own) experience is anything to judge by. Find out how to replace them in the April 2013 issue – and stay with us for some further empirical research on this vexing subject

944 TIMING BELT: EASY WHEN YOU KNOW HOW - AND HAVE THE RIGHT TOOLS

I am planning to have a go at replacing my 944 engine's drive-belts - not just the two 'external' ones for the alternator and the power-assisted steering, but also those for the camshaft and the two balance shafts, inside the black plastic case at the front of the power unit. I am well aware that this is a fairly involved procedure, requiring accurate alignment of the various timing marks when I put everything back together, but I have sufficient experience of similar vehicles - as well as access to the relevant pages of a mechanic friend's Autodata timing-belt data book; the paperback-only Haynes workshop manual seems rather vague on this area - to be confident that I can do the work successfully.

The one thing I am currently missing, though, is some safe way of securely locking the crankshaft, partly to hold the pistons in the correct position and thus prevent possible damage to the valves, but primarily so that I can undo - and later tighten - the crankshaft pulley bolt. Apparently it needs to be torqued to 210Nm, so I don't think the time-honoured bodge of a screwdriver blade held against the teeth on the flywheel's ring gear would be of much use. Can you tell me how I might do this, and where I can buy any necessary tools? Any other tips and tricks you can give me would be most helpful, too. Thanks!

John Pollard

Chris Horton: That's an easy one to answer, not least because I not only have one of the required special Porsche tools myself, but by chance a few days ago used it on my own car to begin a long-planned overhaul. More on that in my Our cars report elsewhere in this edition. Essentially it's a stout metal bar that, using the starter-motor fixing screws - and having first removed the starter motor, of course - you bolt across the resulting aperture in the clutch housing.

Welded to this bar is a further short length of toothed bar which engages in the ring gear, and thus prevents it from turning - and given the substantial torque figures involved there is no realistic chance that you will ever lock it any other way. (If you fancy a laugh, look on some of the Internet forums to see some of the truly daft - if not downright dangerous - alternatives people suggest.) For the life of me I can't remember where I bought my crankshaft lock, but it was probably the Porscheshop, and having just rung them I know for a fact that they still do them - £58.76 plus the usual VAT, or in other words £70 exactly. The price for the equivalent tool from Porsche itself is £73.93 plus VAT, and this particular item bears the part number 000 721 920 00.

You don't say what other work you are planning, but can I strongly suggest that you consider replacing a few other components while you are at it? They will plainly add to the cost of what might otherwise be a surprisingly inexpensive overhaul, but better that than have to do much or even all of the same work again later - or, worse still, to have something that you could have renewed suddenly fail, and by doing so possibly wreck your engine.

Each of the two toothed belts passes over one tensioner roller and one guide roller, and you will possibly find that one or more of their internal bearings will be pretty rough, if not on the point of seizure. Certainly, three of the four on my car were. Unless you are absolutely sure yours are OK, then, fit new ones.

Similarly the crankshaft, the camshaft and the two balance shafts have a rotary-shaft oil seal apiece at their front end, where they emerge from the engine to be attached to the relevant sprocket, and these are often found to be weeping, if not actually leaking. You will almost invariably find a highly polished wear mark on the replaceable sleeve over each shaft, and although these are all relatively costly (and the one over the crankshaft doubles as the oil-pump drive gear, remember) it would be false economy not to renew those, as well.

I bought my new sleeves - which thanks to their distinctive shape are also known as 'top hats' - direct from Porsche, together with the wafer-thin translucent plastic seals that fit behind those on the camshaft and balance shafts, but I know that Porscheshop lists them all on its website, too (www.porscheshop.co.uk). I shall probably buy my new rollers from Porsche, too, or else Euro Car Parts.

I did, however, buy my rotary-shaft seals from Bearing Traders in High Wycombe, Buckinghamshire (www.bearingtraders.com; 01494 441301 - and several other UK towns have a branch of this well-known chain, too). A total of eight seals - that's essentially two sets; I'm planning to tackle my newly acquired 924S eventually - cost me just £30.91 including VAT, and I am duty-bound to say that represents a considerable saving over Porscheshop's prices, which I see from their website are typically nearly £14 for each seal including VAT.

Do make sure, though, that you get exactly the right sizes, ideally by taking the old seals and/or your new sleeves to your chosen supplier for a match - the camshaft's 'top hat' originally came in two slightly different external diameters. This should also ensure that you get seals capable of dealing with each shaft's direction of rotation. The crankshaft, the camshaft and the upper balance shaft rotate clockwise, but the lower balance shaft turns anti-clockwise.

I will, as I suggested, be covering this in a bit more detail in a future Our cars report (as well as in the one in this issue), but in the meantime I hope that, armed with this basic information, you should be able safely to get started on your overhaul. Good luck - and good for you for getting stuck in!



Special tool (see page 99) - from Porscheshop, or Porsche itself - fixes across starter-motor aperture in clutch housing to lock 924S, 944 or 968 crankshaft. Serrated bar engages with teeth on flywheel ring gear to prevent the crank turning while you undo - or tighten - front pulley bolt. If you are going to the trouble of fitting new drive-belts, then it's only prudent to fit new oil seals (above) to the crankshaft, camshaft and two balance shafts. Horton has just bought some from Bearing Traders, whose 1400-page catalogue (left) is full of all sorts of other stuff you'll probably soon be finding a use for. And if you're doing that, then new 'top hat' sleeves and a driving gear for the oil pump (also shown above) are must-haves, too

Q&A STALWART REGISTERS HIS FAITH IN NEW WATERLESS COOLANT

I had an interesting chat with RPM Technik's Ollie Preston a few months ago. We were on our way to visit Enviro-Strip in Tamworth, Staffordshire, delivering the body shell of Ollie's 964 project car for chemical dipping and stripping - more on that fascinating and undoubtedly labour-saving process in Q&A in the October 2013 issue. Anyway, it seems they had all been to a trackday quite recently, with (among several other highly enjoyable machines) a 997-model Carrera 3.6 and a 986 Boxster 'S'.

The Boxster's cooling system was filled with Power Cool 180 - the synthetic, waterless coolant that I have been so enthusiastic about recently, and for which RPM is now an equally enthusiastic distributor and installation agent. The 997, on the other hand, was for various reasons still filled with the standard Porsche coolant. And guess what? The Boxster ran faultlessly for the entire day. But the 997, by comparison, boiled over in the pit-lane, and ejected at least a couple of litres of coolant.

The ambient temperature, recalls Ollie, was probably around 30 degrees Celsius. Quite warm, then, but certainly neither unusually nor dangerously so.

The engine, allowed to cool a little and then refilled with fresh Porsche coolant (for what should be fairly obvious reasons you must never put cold coolant into a steaming-hot engine), completed both the rest of the circuit session and the drive home with no further problem - and weeks later it is still running perfectly happily. But it does seem to reinforce Evans' claims about the product's high boiling point (180 degrees Celsius), and the benefits thereof - which as a bit of a party piece include the ability to remove the coolant-tank cap without the attendant risk of the usual geyser of scalding liquid and steam.

And no surprise at all that, naturally having satisfied himself that all six cylinder bores (and both cylinder-head gaskets) were OK, one of the very first things Ollie did was to make the switch to Power Cool 180.



After a second trip to Enviro-Strip in Tamworth - this time for a post-repair dip and electrostatic primer coat - Ollie Preston's 964 is back at the big Pennings bodyshop in Leighton Buzzard, Bedfordshire. More on this exciting project car in due course

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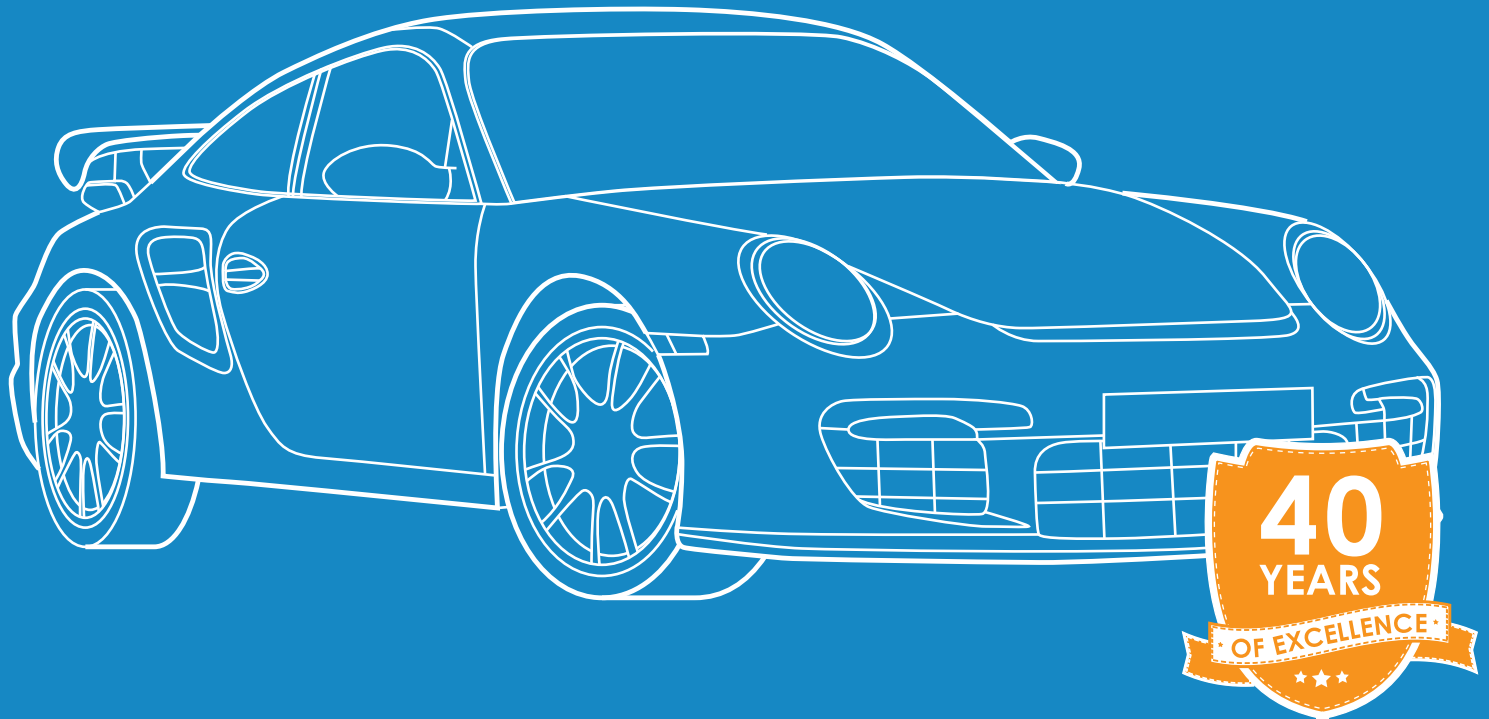
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PORSCHE 944 LUX 1982-1989

The front-engined 924 project came of age with the 944. In 1982 it was a very sophisticated machine and today it will still hold its own on the road. It's a great entry level Porsche

Words: Steve Bennett Photography: Antony Fraser

SPECIFICATION

944 LUX (163BHP)

Engine:.....Four cylinder, eight-valve
Max power163bhp @ 5800rpm
Max torque:151lbs/ft @ 3000rpm
Transmission:Five-speed manual
Weight:1280kg
0-62mph:8.4 secs
Top speed:137mph
Prices when new:£12,999 (1982) £25,991 (1989)



Porsche may have inherited the 924 after Volkswagen decided that it didn't want it, but the purveyor of quirky rear-engined, air-cooled sports cars certainly made the most of it. In all the 924 project ran from 1975 to 1995. Or to put it another way from the 924 to the 968. Engines and bodywork changes aside, they are essentially the same car.

It was the 944, though, that saw Porsche stamp its own identity on the front-engined project. The 924 never shook off its budget Porsche perceptions (not held here by the way), but the 944, with its all Porsche

engine and pumped up bodywork, cast all that aside. In 1982, when it was launched, it was to some serious fanfare and as a sports car to seriously aspire to.

In fact there was something of the 'Emperor's new clothes' going on really. Aside from the engine, and bodywork, there was much of the 924 still to be found. The underpinnings were near identical, as was the interior, albeit slightly more luxurious.

The 2.5-litre, four-cylinder engine was in effect half of the 928, eight-cylinder engine. At 2.5-litres it's big and brawny and to smooth it out Porsche employed counter rotating

balance shafts. Much was made of its sophisticated (for the time) Bosch L-Jetronic fuel injection system, which undoubtedly contributed to its excellent flexibility and economy. Power was 163bhp and torque was rated at 151lbs/ft at 3000rpm, both useful figures and ensure that the 944 will still cut it today against all those pesky turbo diesels. Indeed the 944 Lux will nudge close to 140mph and hit 0-60mph in under 8 secs.

The engine and rear-mounted, five-speed transaxle are joined by a torque tube and the 944 is famed for its 50/50 weight distribution, which does make it a very stable handling car, if not

that exciting in base Lux form. By today's standards it feels soft if anything, but its ride on those very unfashionable 15in wheels and 195 profile tyres is very calming compared with the modern trend for blingy wheels and low profile tyres.

In mid 1985 the 944 received a comprehensive makeover with an all-new interior (oval dash as opposed to the 924 derived square dash), and many detail and refinement changes. These later cars are more prevalent, but early, good examples of the 'square dash' cars have a certain cachet although the ventilation on the early cars is woeful. Air con on either was a rarely ticked



option, but hugely desirable if you can find it. The final incarnation of the 944 Lux, and available from 1989 into 1990 was the 2.7-litre version, which packed 165bhp and a useful increase in torque – 166lbs/ft at 4200rpm. These late Luxes are desirable, but faced with a 2.5 and a 2.7, we would go for whichever was in the best condition.

Drive a 944 Lux today and it still feels modern, albeit with a level of input to the controls that might feel slightly alien. It feels meaty and built to last, which indeed it has. We say get in now while prices are still affordable, but beware a project 944 because if it's started to go a bit rusty, it's probably beyond economic repair.

ENGINE AND TRANSMISSION

Both the engine and gearbox are tough, with the former being capable of going well beyond 200,000-miles if serviced correctly. For its time the 944 eight-valve engine was very advanced, with all alloy construction, Nikasil/alloy liners and steel rods and a forged steel crank. The Bosch L-Jetronic injection and ignition may be primitive by today's standards, but it still ensures an optimum of both and is ultra-reliable too. An oil/water cooler has the dual effect of getting the oil up to temperature quickly and then ensures that it remains stable, which aids the engine's longevity.

Problems? Nothing major. Much is made of the engine's dual belt set up – one belt for the camshaft and another for the balance shafts. Neither has any issues, and as long as they are changed regularly (30,000 - 40,000 miles for each or three to

four years), along with the associated rollers and tensioners, all will be well.

The engine can be prone to oil leaks because it does seem to have more seals than most four cylinder engines, not least for the balance shaft housings and the oil/water cooler, but these tend to be drips rather than deluges and can be budgeted for over time. Porsche recommends oil changes every 12,000-miles, but we would recommend halving that figure.

The big engine not only relies on its balance shafts to keep it smooth, but also fluid filled engine mounts, which over time can collapse. You will know because it will shake the whole bodyshell under idle. There are a number of replacements on the market, and as we have found out ourselves, cheap is not best (as low as £35 each) as they tend to be essentially solid rubber mounts. Go for the real thing from Porsche (around £300 for a pair), it's worth it.

Working backwards and the gearbox and diff live in one complete unit, which receives power from the engine via a prop shaft that spins at engine speed and is housed in a torque tube. The clutch is mounted behind the engine and is an expensive, near £1000 job to replace, necessitating the removal of the torque tube. Fortunately it is possible to coax 80,000-miles plus from the clutch.

The transaxle itself is suitably rugged, but don't ignore oil changes. Neglect will lead to pinion bearing failure, which will make itself known by various rumblings and whining noises from the transmission. That said, a faint, high-pitched whine is a common characteristic of the 944's whole transaxle arrangement.

WHAT TO PAY

Now there's a question! Prices are in a state of flux at the moment. As ever there are plenty of nasty 944s around, but as time marches on these are being gradually culled as they become just too rotten to save. Consequently the good cars are on the rise, with dealers charging up to and beyond £5000 for exceptional cars with under 100,000 miles on the clock. It's surprising how many of these cherished cars there are around.

Privately and things are more competitive. The same car that a dealer is selling for £5k plus, could be below £4000 privately and there are plenty of good 944s out there starting at £2500. And yes, it is still possible to grab a decent project for under £1500, but just watch out for rot. If those sills need replacing, then you might as well have picked a solid car in the first place.

SUSPENSION, STEERING, BRAKES

Early 944s came with steel bottom front wishbones, with removable ball joints, while later, oval dashboard cars came with a cast aluminium lower front wishbone, with a bonded in ball joint. The latter is one of the 944's few suspension foibles because wear eventually necessitates replacement of the complete wishbone, rather than just being able to replace the ball joint itself as with the steel wishbone. The difference in price is in the region of £500 v £50.

Ouch. However, recon alloy wishbones are available and a lengthened version of the earlier steel wishbone is available from Porscheshop at a fraction of the alloy wishbone price.

Other than that the 944's suspension is pretty tough, with MacPherson struts up front and swing arms with torsion bars at the rear.

Aside from worn dampers and bushes it's largely maintenance free, although when the top mounts on the front suspension eventually fail, be prepared for a substantial bill.

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WHAT THE PRESS SAID

The Porsche 944 also exudes charisma. Maybe it's the elegant looks, maybe it's the evident quality of its build – the way the doors shut with a clunk and the switches move with smooth precision – but it oozes the stuff.

Fast Lane, Dec 1985

Over-riding all is the 944's out of the ordinary efficiency, handling and grip. It is superbly finished and has a unique balance of qualities that for the price makes the few niggles seem utterly insignificant.

Autocar, May 1982

This new 'real' Porsche is impressive on many fronts. Few sports cars combine performance and fuel economy the way the Porsche does – not even the 924 Turbo. And rare are the rival cars (this side of Ferraris and Lamborghinis) that handle so precisely and hold the road so well.

Car, Dec 1981

BODY, INTERIOR AND ELECTRICS

Rust is the word. Yes, 944s were galvanised but the process doesn't last for ever. It is very unusual these days to see a 944 that hasn't had some sort of welding or patching to the sills. Put simply they rot, usually from the inside out and they're expensive to replace. Bank on about £1000 to do the job properly if they're really bad. Rot of this magnitude is now rendering some 944s beyond economic repair. Rust can also appear on the bottom of the front and rear arches too.

Interior-wise the early square dash cars are rather fragile, particularly the dashboard itself, which can really suffer in the sun, causing splits and cracks. No problem, Porscheshop do an excellent glassfibre dash top replacement. Otherwise the

seats on early cars can be saggy and scruffy, but these can, of course, be reupholstered.

Later oval dash cars seem to be more robust. The dash is less prone to cracking and the seats seem to be sturdier. The ventilation on the early cars is simple but ineffective, while the later cars have pretty good heating and ventilation but it's rather more complicated, with an electronic control unit and servo and vacuum operated controls. The whole thing can go haywire, but reconditioned control units are available on an exchange basis from PorschApart and, if you remove the inside of the glove compartment, you can gain access to the bulk of the heater controls where, often as not, you will find one or more of the heater servo rods hanging limply. Fixes are various, but we've always found good old fuse wire does the job!

IN THE CLASSIFIEDS

1985 944 LUX

43,900 miles
Guards Red
Pasha interior
FSH
www.crosskeystradecentre.com
£4995

1987 944 LUX

139,000 miles
Guards Red
Black half leather interior with Sports seats
GSH
www.kelshallcarsales.com
£1695

1985 944 LUX

87,000 miles
Guards Red
Cream/brown interior
FSH
Trade: 07775 775278
£3950



Otherwise the electrics are what you would expect from a German car built in the 1980s – tough. Oh, but it's worth carrying a spare DME relay for the fuel pump, which can fail just when you're in the middle of nowhere.

'I BOUGHT ONE - WELL I BOUGHT LOTS REALLY'

Way before I took the Ed's chair at *911&PW* my first Porsche was a black 944 Lux, and since I bought that car 12-years ago, I've rarely been without a 944 in the garage. Indeed sitting here and making a quick calculation, I've had somewhere in the region of eight or nine – all Lux models, save for a 16-valve 944 S, which was a lovely solid car, but utterly gutless.

Why a 944? Well, at the time I was just getting out of a company car and fancied something classic but useable. It was a toss-up between a Mk2 Golf GTi or a 944. I'm a child of the '80s you see. The 944 won and I've stuck with them because they are just such good, useable cars, with a dash of '80s style and great practicality. I can get my bike in the back with seats folded and the wheels off.

Anyway, 944 Lux number one was a great intro to 944 ownership. I bought it from a non-specialist dealer for £3500, which in 2001 was entry-level pricewise for a 944. It was a 1986 car and had 130,000 miles on the clock and the most comprehensive, bulging service history that I'd ever seen. It was a good solid machine and had obviously been used as an everyday car to have racked up that sort of mileage.

Problems/issues? None to speak of as such. It went just fine; everything worked, and polished up it looked a million dollars. But close up it was starting to look worn and so I embarked on what can only be described as a rolling restoration interspersed by attending to the usual 944 issues – fixing the heating, replacing the rear tailgate latches/catches and the engine mounts.

I had the wheels refurbed by Jasmine Porschalink (or Jasmine Motorsport as they were then), which really showed up the black paint, so I booked it in for a full respray. No, it didn't make any financial sense, but the 944 had got under my skin by then and when it returned a month later it looked amazing.

And then I decided to get the valve guides seen to. Well, the engine was getting a bit smokey, bound to be the valve guides, eh? Wrong. With the head off it was obvious that one of the bores was badly scored and the block was scrap. Matthew at Autowerke in Norwich reckoned that it was the legacy of an overheating incident. Cheapest thing to do was to fit a second hand engine, although in those days a second hand 944 engine was about £1000. Ouch. Still, it had to be done, and of course while the engine was out it made sense to change the clutch!

Strangely, after all that I sold it to a friend, regretted the decision and bought another one shortly afterwards with a massive 220,000 miles on the clock. Then said friend sold my original 944 back to me a couple of years later. He'd only done 4000 miles in it, so all that work I'd done was good as new. I ran it for another couple of years, sold it to a local chef, who ran it for a couple of years and then sold it to the bar manager at my local pub, who ran it for a couple of years and then sold it back to said local chef. It now resides with a local farmer, it still looks good and runs well, and I'm certain that I will probably own the 'community 944' again at some point.

Steve Bennett

PARTS PRICES

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Front insert:	£58.24,
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TRIED&TESTED

WITH *g11* & *PORSCHE WORLD*'S CONSULTANT EDITOR, CHRIS HORTON

986-MODEL BOXSTER 'S' ■ 2001/'Y' ■ 88,497 MILES ■ £5995

Another month – well, almost another year, actually – and another priced-to-sell Boxster 'S'. I first spotted it at Cotswold Porsche Specialists when I was there last September for a how-to feature, and felt duty-bound to return for one of these *Tried & Tested* stories. In truth, proprietor Lee Jones took a little gentle persuasion to let me cover it – mainly because he was then still working on the car, and didn't consider it (yet) quite good enough – but I managed to convince him that he was in danger of hiding his light under a bushel, as the old saying goes. And that, of course, is meant as a compliment to both the car and Lee's demonstrably high standards.

No massive surprises on the specification front: Arctic Silver paint, black leather seats (with manual fore-and-aft adjustment and electric backrests), leather-effect door cards and fascia, white-faced instruments, plain three-spoke steering wheel. Gearbox is the standard six-speed manual unit (allied to the usual 252bhp 3.2-litre flat-six), and there is both climate-control air-conditioning and a single-disc CDR-22 head unit. So far, so conventional. Front and rear lid releases are the old-style manual levers rather than the later electric switches, and likewise there is no opening glovebox. The hood, too, has the original-pattern plastic rear window rather than the later and obviously far better glass pane, and there is an optional – but well-nigh essential – wind deflector between the roll-over hoops. Outside, you get the standard 17-inch alloy wheels of the period and red-enamelled brake calipers, again the early-style 'fried-egg' headlights with matching orange repeaters and rear indicators, and interestingly the later so-called facelift front apron. Why, we don't know. Maybe the original suffered damage, back in the day – or maybe the then owner simply fancied an update.

The car's overall condition is generally very good. I am assuming it must have had one or two paintwork repairs over the years, but there are no obvious mismatches, and no less importantly no glaringly obvious dents or scrapes. No stone-chips on the lights or windscreen, the hood is clean and undamaged, and amazingly – for a 986 of this vintage, anyway – the rear window is entirely crease-free. (The wind deflector could do with a good clean to improve rear visibility, but how hard will that be?) The wheels have

the usual rusty fixing bolts, and the rims themselves signs of both localised corrosion and the odd graze, but again the overall impression is more than acceptable. Tyres are a bit of a mixture – Continental Sport Contact 2 at the front, Achilles ATR Sport at the rear – but all four have a good depth of tread remaining, and likewise the brake discs and pads should be good for many thousand more miles before needing attention or replacement. Underneath, there is the inevitable odd scrape behind the front apron, and I note that the left-hand rear corner of the main undertray is cracked, but again that would be easy to replace with a good second-hand item. Inside the cabin, too, the most serious 'defect' is nothing more than some typical and largely unavoidable wrinkling in the leather on the outside of the driver's seat. The carpets have been protected by Porsche overmats, the levers on the sills and both associated kickplates are fine, the ashtray is unused, and both front and rear luggage compartments appear reassuringly clean and tidy. The spare wheel, too, seems to be unused, and there's a nice, big Bosch battery – a bit grubby, perhaps, but plainly not too pre-historic.

The engine, I am told, is original to the car, and thus has the early-style dual-row intermediate-shaft bearing (or IMS). Whether that's good or not is a moot point, but there are no oil leaks, and Lee has checked the ECU for mileage against running hours, and assures me that the resulting figure is slightly below the almost universal average of 30mph – suggesting that the car has had a relatively leisurely life so far. It feels like it, too. The motor is quiet and smoke-free, and plainly has plenty of punch – it has recently benefited from both a new air/oil separator and a second-hand MAF sensor to cure the misfire with which Lee bought it – although I think that the clutch, despite being relatively new, has a rather dead, heavy action that does detract a little from both the usable performance and the overall driving experience. But see what you think. Likewise the occasional suspension clunk – probably nothing more than a worn coffin-arm bush, though, and again both par for the course and easily fixable.

So there you have it. There is currently no road tax on the car, but it is MoT-tested to June 2014, and barring any engine problems – here unlikely, I suspect, but sadly always possible in any of these Porsches – I see no reason why it shouldn't be fit for many more years to come. **PW**

CHECKLIST

Background: A standard, run-of-the-mill 986-model Boxster 'S'. Four owners. Bought by CPS – with a misfire – as a project, and now looking and driving well. No road tax, but a good Porsche Centre and independent history and a longish MoT, and is basically (very!) good to go. Comes with a nice 'personal' registration number, too

Where is it?

Cotswold Porsche Specialists Ltd is based at Unit 4A, Orchard Industrial Estate, Toddington, Gloucestershire GL54 5EB; tel: 01242 620180; e-mail: info@cotswoldporschesspecialists.co.uk

For: Specification, price and relatively low mileage, plus that classic and always appealing colour scheme. Good tyres and brakes, has the later-style front apron, and even the plastic rear window is both clear and undamaged. Nice people, too!

Against: Like any ageing 986 (or 996, 987 and these days even 997...) it comes with the ticking timebomb that is the M96/97 flat-six. But sometimes – and at this price level – you just have to live on the edge. The clutch might need some attention, too – but both the IMS and RMS appear sound

Verdict: By some standards not the most exciting of Porsches – but almost certainly still good for the best part of 160mph, and no less importantly packs a hefty punch in the urban credibility stakes, too. We liked it a lot



Value at a glance

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

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TRIED&TESTED

WITH *g11* & *PORSCHE WORLD*'S CONSULTANT EDITOR, CHRIS HORTON

996-MODEL *g11* CARRERA 4 ■ 1999/'T' ■ 66,651 MILES ■ £19,950

Tuning for improved performance is fraught with dangers – the most obvious being that of simply messing up what was a perfectly capable machine to start with. And there were times – most notably in 2011, while his road-going 996 Carrera 4 was being fitted with a more or less full-race suspension system – when I considered that *g11* & *Porsche World* art editor Peter Simpson was doing just that. I began to change my mind in mid-2012, after a full geometry set-up (and after Peter had wisely abandoned a plan to fit an after-market turbocharger kit), and now, having driven the 100 per cent finished article, I am happy to eat my metaphorical hat.

The usual limited space here dictates that for the full build-up story and parts inventory I shall have to direct you to the relevant back issues of the magazine – details of those from Peter himself, via his e-mail address on page 3. My task now – and entirely impartially, of course – is to assess the vehicle as it stands today; to suggest whether (or not) it is worth buying. You can probably make a pretty fair stab at the answer to that question even now, but read on anyway, and I shall attempt to explain my logic.

Let's start with the basics: 1999-model 996 Carrera 4; Metallic Black paint, black leather seats (with electrically adjustable backrests), a sliding steel sunroof, and not least the later-style clear indicator lenses all round; climate-control air-conditioning (which works!), the standard CR-22 combined radio/cassette player of the period, and a CDC-3 auto-changer in the front compartment. Gearbox is the standard six-speed manual (already fitted with a short-shift kit when Peter bought the car in spring 2011), and the brakes – although at one time scheduled for an upgrade, had the power unit been fitted with the planned 'blower' – are the regular C4 discs and silver-enamelled calipers.

Said engine is a basically standard 3.4, but fully stripped, inspected and reassembled by Hartech with new gaskets, seals, bearings and timing chains – and as a direct result, I believe, good for another 100,000 miles. (I stood there and watched – and photographed – pretty much the entire painstaking process.) Upgrades included massively strong Pauter connecting-rods (for the sake of that intended blower conversion again), a high-efficiency IPD induction system, Rennline mounts, and not least a Cargraphic/Nine Excellence switchable exhaust – more on that shortly.

Suspension, meanwhile – which I also saw being installed, this time at Nine Excellence in Surrey – is a fully Rose-jointed kit of four 'coffin' arms and six control arms from US manufacturer RSS (plus two H&R anti-roll bars), and was fitted in conjunction with a couple of new standard Porsche members to replace the (slightly) worn originals. Dampers are fully adjustable Bilsteins, by means of which the car has also been modestly lowered, and the entire system was later set up by Torque Developments in Essex. Wheels – after Peter's brief dalliance with some over-large 19-inch rims – are subtle 18-inch multi-spokes from Victor Equipment with a lovely matt-black finish (still factory-fresh), and wrapped in Yokohama Neova tyres. All four have probably 90 per cent of their tread remaining; as usual, though, the wheel bolts could do with a repaint.

Little to fault, condition-wise, as far as the rest of the car is concerned. There are a few inevitable chips in the always unforgiving black paint, and a tiny spider's web of underlying corrosion in the middle of the left-hand front wheelarch edge – but that's about it. No scrapes under the front apron (the a/c condensers seem clean and dry), and the lights and windscreen are all good – although the headlight lenses seem a little cloudy in places. The engine bay was rather dusty (ditto the luggage compartment), and the underside of the power unit quite wet with oil, but that stemmed from an earlier teething problem with a pipe union, rather than the usual infamous IMS bearing or crankshaft seal; all issues are now addressed, I'm told. Inside, the seats and carpets are all clean and tidy – the rear seats' backrests are folded forward under a full-width Brey-Krause harness mount – and there is only modest scuffing on the sill kickplates and lid-release levers.

The car is a blast to drive. Performance, if not quite in the GT3 league, is strong and sustained – but you'll want to make sure the exhaust is set to 'quiet' mode if routinely using more than 4000rpm, trust me. Brakes and steering all do exactly what they are supposed to, and the short-shift kit is nice, too – if occasionally a little too precise until you become accustomed to it. By far the best bit, though, has to be that truly amazing suspension – arguably even better than a standard 996-model GT3's, but at the same time as supple, as refined and as comfortable as, well, a standard 996 C4's. I think it's a combination that's very hard to resist – and I think you might well do so, too. **PW**

CHECKLIST

Background: A long-running *g11* & *Porsche World* project car, and now for sale – via RPM Technik – so that the owner can concentrate on his Carrera 3.2. Rebuilt and remapped engine, high-efficiency induction and exhaust systems, race-style suspension set-up, 18-inch wheels and Yokohama tyres. Tax to Feb 2014; 12 months' MoT. Engine carries remaining Hartech warranty, the car itself RPM's usual comprehensive six-month guarantee

Where is it?

RPM Technik is at Units 6 & 7, Old Airfield Industrial Estate, Cheddington Lane, Long Marston, Hertfordshire HP23 4QR; tel: 01296 663824; www.rpmtechnik.co.uk

For: Primarily its hopefully now bullet-proof Hartech engine, plus that hugely effective – and refined – RSS suspension. Nice colour, good condition (and provenance, too!), and it still looks more or less standard

Against: In practical terms rather less than we initially suspected. The exhaust system is a bit over the top – and the Rose-jointed suspension will need regular maintenance and quite possibly adjustment, too

Verdict: Opinion in the office was always divided about this one, but the finished article is surprisingly good. The obvious drawback is the price, which although a fair reflection of the investment in the project is necessarily quite ambitious. But neither the performance nor looks would be seriously compromised by refitting the standard exhaust and even the wheels/tyres, and selling the current fitments. Just a helpful suggestion, you understand...

Value at a glance

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



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