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Wow, despite being 50 years and a bit old, the 911 can still surprise, or to put that another way – Porsche can still surprise. I'm talking about the new 911 Targa launched at the Detroit Auto Show and splashed across the news pages in this issue. Quite simply it looks the business, taking its styling cues from the original Targa, with its roll bar and wraparound rear glass treatment. I was even moved to post on *911&PW's* Facebook page that it's better looking than the Coupe, and only one person was moved to cancel their subscription, so bold was this claim!

You know when something has hit the spot from the

“I was even moved to post on Facebook that it's better looking than the Coupe”

amount of unrelated chatter it generates. As soon as pics were released resident snapper A. Fraser was texting to say the Targa was now the 911 of choice, while a letter immediately rolled in berating us for being slow off the mark for not getting the new Targa into the last issue (only possible with a crystal ball), while *911&PW* contributor and Targa owner, Paul Davies, was on the blower demanding a first drive. Hell, even resident curmudgeon, Chris Horton, has given it the thumbs up in his Q&A slot in this issue.

Looking to the back catalogue for design cues doesn't always work, but in this instance Porsche have pulled it off.

Steve Bennett

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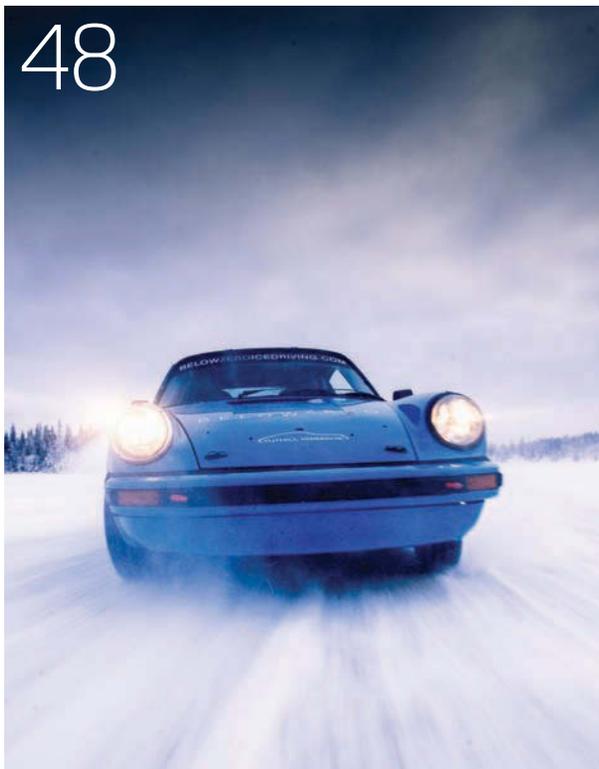
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PORSCHE NEWS

911 TARGA GOES RETRO



Almost half a century on from introducing the first 911 Targa, Porsche has unveiled the eighth incarnation of the semi-roofless 911, a model which revives the spirit and look of the original, but within a high tech engineering context. Initially two versions will be built, both all-wheel drive: the 911 Targa 4 and Targa 4S, priced at £86,281 and £96,316, some £650 less than the existing 911 Cabriolet equivalents.

While on every 911 since the mid 1990s' 993-series the word Targa has described a glorified sunroof, the 991 features the distinctive, heavy roll-over protection structure in the place of the B-post, in a metal finish. Furthermore, in place of the glass panel of recent Targas, the newcomer has a fabric top section that folds up, while the wrap-around rear window with no C-pillar evokes pre-1990s models.

There, however, the comparison with forebears ends. Based on the 911 Cabriolet body, and therefore identical up to the window line, the Targa uses a roof stowage setup not unlike that of the Mercedes-Benz SLK and SL. At the touch of a button (obviously the first Targas had no electrics for the roof), the rear window slides back, after which the roof section folds up into a Z-shape, and by the time 19 seconds have elapsed it is stored behind the rear seat and the rear screen is back in place. Once the top is down, a wind deflector can be manually erected, claimed to reduce drafts and buffeting considerably.

The roof can only be removed and replaced while the car is stationary – but perhaps some of the well known specialists will offer a module to make it happen on the move if required. In order to maintain refinement

levels compared to the 911 coupe when the roof is in place, the fabric is stretched taut in the magnesium roof shell, and benefits from a layer of thermal insulation and sound deadening. The rear screen is made from two layers of extremely lightweight, partially pre-tensioned laminated glass, and has very fine heating elements covering most of the glass area.

Mechanically, the Targas mirror other 911s, the 4 using the 3.4-litre 345bhp flat-six, and the 4S the 3.8-litre unit delivering 395bhp, with the PDK transmission optional. As standard, the Targa comes with leather sports seats, climate control air-conditioning, Bi-Xenon headlamps and Porsche Communication Management. Additionally the Targa 4S has 20- rather than 19-inch diameter wheels, Porsche Active Suspension Management and Porsche Torque Vectoring.

FIVE DECADES OF THE 911 TARGA



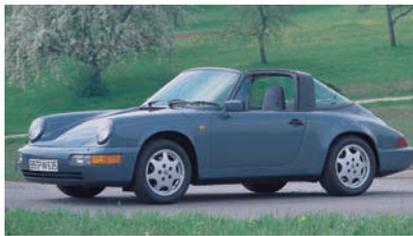
911 TARGA, 1965
The Targa roof arrangement that would serve the 911 for almost the next three decades was introduced on the 1967-season model. Early cars had a zip-out plastic window, but after a year of problems with leaking and shrinkage a glass windscreen was offered.



911SC TARGA, 1977
The general improvements for the 3.0-litre SC range benefited the Targa model. The roof section lifted out easily and was neatly stored under the bonnet. This time it was properly leak proof.



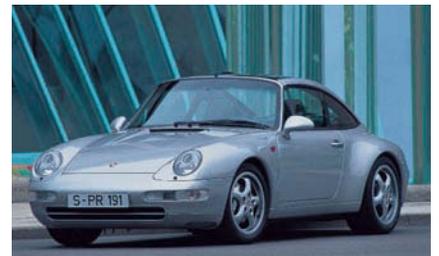
CARRERA 3.2/TURBO, 1983
Looking nearly identical to the previous 911SC, and its targa roof unchanged, the Carrera 3.2 nonetheless was an all-round improvement, with more engine capacity and power, plus numerous other improvements.



964 TARGA, 1989
The 964 generation was the last outing for the Targa in its original form. The Cabriolet model had by then all but taken over, and the Targa - priced between the Coupé and Cabriolet - was more or less sidelined.



993 TARGA, 1995
The traditional Porsche Targa roof was consigned to history with the introduction of the 993 Targa in autumn 1995. The new car, introduced a couple of years into the 993's life used what was in effect a giant glass sunroof with a clever sliding arrangement.



996 TARGA, 2002
The 996 used the same sliding glass roof arrangement, except with a flip-up tailgate, but marked a new dawn for the 911, which now had a water-cooled engine and an entirely new body structure, shared with the Boxster



997 TARGA, 2008
The glass roof and hatch were carried over into the very evolutionary body shape, but under the skin the 911 advanced significantly, including switching to the PDK automatic transmission.



PORSCHE BUYS MANTHEY RACING

Porsche has bought a controlling stake in the independent Porsche specialist that has been modifying and racing its cars since 1996, Manthey-Racing GmbH. The move mirrors Mercedes-Benz's progressive takeover as from 1999 of its favoured tuner AMG, which had been fielding Mercedes race cars since the late 1960s.

A 51 per cent stake has been acquired in the firm, which is based in Meuspath, at the Nürburgring circuit in Germany. Whether that will be the full extent of the acquisition seems unlikely – German carmakers often follow the same strategy, and after purchasing an initial 51 per cent in AMG, Mercedes fully bought out

founder Hans-Werner Aufrecht in 2005 and fully absorbed the operation into its own factory.

Employing 40 full-time staff, Manthey cars have taken eight titles in Porsche's Supercup series, in which g11s compete, five overall victories in the Nürburgring 24-hour race, and two at Le Mans. Since 2013 Manthey has been supporting the Porsche factory team in the World Endurance Championship – the series that this year will see ex-F1 star Mark Webber race at Le Mans in Porsche's LMP1 car – and that project has obviously increased the closeness of the relationship between Manthey and Porsche.

Besides building racing Porsches,

Manthey also sells tuning parts for Porsche road cars, its UK importer being Porsche specialist JZM in Hertfordshire. But perhaps in consideration of its special relationship with Porsche, not a manufacturer sympathetic to outside firms claiming to better its cars, these are not marketed in a high profile manner.

The 58-year-old founder, Olaf Manthey (below, left) began racing in 1974, and later drove in the German DTM series, before retiring from this to work in race car preparation at Persson Motorsport. Two years later he started up his own company, specialising in building and racing g11 GT3s.



COMPACT SALOON PLANNED

A compact Porsche saloon to rival those from BMW and Mercedes has been mooted for many years, and never happened, but with the Panamera (pictured) and Macan added to the range, the idea is back on the agenda in a much more focused form, with even CEO Matthias Müller acknowledging it as a possibility.

The project is understood to have been planned in detail, though at the moment is merely one of a number of projects that may or may not get board approval, after which actual design work would commence. If it did get the go-ahead it would most likely be based on a shortened

version of the next-generation Panamera.

But with any new Porsche model series expected to sell around 50,000 units per year, a mini Panamera – so far dubbed Pajan – would however

represent another major step up in factory capacity. Porsche's full integration within VW group makes a compact saloon much more cost effective, and thus more viable than it would ever have been previously.



OUR TAKE

SPORTS REPORT

The global market for sports cars is said to be shrinking, but if anyone can do anything about that, it is Porsche, argues David Sutherland

Porsche boss Matthias Müller recently admitted in an interview that he feared for the future of sports cars, in the light of the currently shrinking world market for them. Worrying, but those of us of a certain age have heard this before, at least once, and nothing came of it.

Some people will always want fast cars that cock a snook at what their drivers see as staid family cars, the two-seat impracticality conferring a James Deanesque glamour. Or if not that, then at least alluding to the size of their bank balance, or credit limit. It won't matter that they're powered by a silent electric motor rather than a screaming internal combustion engine – as long as they look the part and drive well. And impress.

However, one difference this time round is that it is Porsche, now a 160,000 unit per year player, that is determining market demand as much as the market itself. If the German carmaker decides to add another sports car to its range, as it did eight years ago when it slotted the Cayman in between the Boxster and the 911, it is certain that people will queue up to buy it, thus enlarging the market. That is a privilege Porsche, with its uncompromisingly high engineering standards over all of its six decades in business, has worked hard for.

Porsche's current strategy, though, is to build more SUVs and four-door cars (a baby Panamera is now under consideration, it seems), which reduces sports cars as a percentage of output. That then signals a market trend likely to be acted on by other manufacturers – the likes of Ford and Vauxhall are less likely to build a niche roadster, thus the circle becomes ever more vicious.

So the health of the sports car is to a large extent in Porsche's hands. Over to you, Mr Müller.





911 CARRERA RALLY HISTORIKA

- 3.8 997 C2 "S" 2006
- 3.6 996 TURBO "S" 2005
- 3.4 996 C2 1999
- 3.2 911 CARRERA 1989
- 3.4 BOXSTER "S" 2007
- 3.4 BOXSTER "S" 2006
- 3.2 BOXSTER "S" 2005
- 3.4 CAYMAN "S" 2006
- 3.4 CAYMAN "S" 2007

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SALES RECORD SMASHED – AGAIN

Twenty years ago Porsche's sale were bumping along at below 20,000 per year, hit by recession and a decline in its North American market – but last year volume was around eight times that, a 15 per cent increase over 2012 pushing the figure up to record 162,145 deliveries worldwide. And in a recent interview, Porsche COE Matthias Müller said that the next threshold to break is 200,000 cars per year, 50,000 of which will be the new Macan SUV.

While still not taking Porsche anywhere near the big league carmakers – BMW and Mercedes-Benz, for example each produce well over a million cars annually – such a figure would see Porsche comparable in sales with smaller mainstream marques such as Volvo. The Cayenne continued as the best seller, accounting for just over half of

all sales, but Porsche says the g11, two years into the g11-series (pictured), did well in 2013 with some 30,000 sales. The Boxster and Cayman also prospered, sales more than doubling to around 25,500.

The USA is the largest single

market, with sales of 42,323 which was just under a quarter of output, but China is close behind at 37,425. In 2103 UK Porsche sales grew three per cent to 8260, and in Germany the figure was 20,638, up 18 per cent.



LMP1 RACER NAMED

Porsche has christened the World Endurance Championship (WEC) car that Mark Webber will race this year as "g19 hybrid". It is a salute to the Le Mans-winning, legendary g17 of the early 1970s, and acknowledges the g18 Spyder's contribution to the new LMP1 car's hybrid technology. And two more drivers now confirmed to join the Australian former F1 ace in the LMP1 squad are 24-year-old New

Zealander Brendon Hartley and German Marc Lieb (33). Already signed up are Timo Bernhard, Romain Dumas and Neel Jani.

Mark Webber said of his new LMP1 role: 'For me a lot of it is familiar, a lot is foreign, everything is special. I'm absorbing every bit of information I can and I'm already looking forward to the next tests.'

The 2014 season will also see Porsche field its biggest ever race programme.

Besides LMP1, Porsche AG Team Manthey will enter two works g11 RSRs in a lower WEC category, including Le Mans, while Porsche North America is contesting the new Tudor United Sports car Championship that kicked off on 25th January with the famous Daytona 24 Hours in Florida. An impressive total of 20 works drivers, including juniors, have been signed up.



NEWS IN BRIEF

One of America's best known collectors of classic Porsches, Bruce Meyer, found his sense of humour tested to its limit when, at a test day at the Laguna Seca circuit in California in January, his Le Mans 24-Hours winning Porsche 935 K3 was "seized" by Drug Enforcement Administration agents alleging criminal connections. It was an elaborate hoax.

The Porsche Boxster has been named Best Sports Car in the *What Car?* magazine Car of the Year Awards, 2014. The g11 was nominated as the 'Best Buy' in the £50,000-£100,00 category.

The Macan variant that will be the range's biggest seller in Europe will be absent from the US. A two-car line-up will comprise the Macan S and the Macan Turbo, S Diesel omitted. Americans will pay \$49,900 (£30,600) plus state taxes for the Macan S and \$72,300 (£44,300) for the Macan Turbo.

After Porsche released a video of the 1980s g11 rally car, the Paris-Dakar winning 953, being driven by seven times Pikes Peak winner Jeff Zwart, rumours have circulated that a safari version of the g91 might be unveiled at the Beijing motor show in April.

CATCHING UP WITH

ANDREAS SCHWARZ



We find out what makes the man who bought the German tuner Gemballa tick, apart from his very annoying alarm clock

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

I'm 43 and live in Neidlingen, Germany. Gemballa GmbH is located 56km to the west of Leonberg.

What was your big break into the motor industry?

There was no "big break". I have grown into the business, working with cars since I was 17. It was a natural build-up.

Summarise your career

After my apprenticeship as a mechanic, and two final degrees in engineering, I founded two companies, the first in engine and transmission engineering, and the second, which I sold in 2002, in specialist vehicles. In 2010 I bought the Gemballa trademark.

Are you a petrolhead?

Yes. I have 10 years of motocross experience and was racing karts and cars for quite a while. For 20 years I have been the race director of one of the biggest kart series in Europe, and I am the clerk of the course at some DTM races.

What was your first car?

An orange Volkswagen Beetle 1302. Slow engine, fast colour!

What was the first Porsche you ever drove?

An AP22, a 1950s Porsche tractor. The first Porsche car was a 924.

Which Porsche past or present do you like best?

930 Turbo.

What car do you drive?

Porsche Cayenne Turbo.

What gets you out of bed in the morning?

A very annoying alarm clock, which kicks me out of bed at full throttle.

What has been the biggest challenge in your working life?

To put Gemballa back on track.



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SUPERCUP EXTENDED TO 2016

The Porsche Supercup series, which serves as the warm-up race to around half the Formula 1 events, has been extended for another three years, taking it up to and including 2016. The one-make series, in which identical 911 GT3 Cup cars compete (pictured is the 2014 season car), first laid down rubber and debris for the Grand Prix drivers to occasionally complain about back in 1993, and has groomed many of Porsche's works drivers.

In 2014, the 454bhp cars, based closely on the 991-series 911 GT3, will be raced at nine Grands Prix, starting in Barcelona on 11th May. Fixtures after that are Monaco (25th May, last year's race seen here), Austria (22nd June), Silverstone (6th July), Hockenheim (20th July), Budapest (27th July), Spa-Francorchamps (24th August, after the mid-season break), Monza (7th September) and finishing at the debut Grand Prix race in the Russian Olympic city of Sochi. There are two Supercup races here.



EARLY WORK ON GT3

One of the very first of the 991-series 911 GT3s supplied in the UK – deliveries only commenced in November 2013 – went directly from the supplying Official Porsche Centre to be converted into a track car.

Worcestershire-based Specialist Vehicle Preparations, which builds race Porsches, carried out the work on the Carrera White car, this being the first 911 GT3 through its workshops.

The firm fitted a roll cage and race harness, and put it on corner scales to ensure that the weight distribution was optimised (suspension tweaks can help if it is not).

The owner needed his

Porsche back in a hurry. 'Our job was to ensure his new car was all set before a 4,000-km running-in road trip through France and Spain, with a track day at Guadix circuit,' explained SVP managing director, Dominic

Delaney. The owner, who on one day drove 1350km including three hours on track, and burned through five tanks of fuel, did seem satisfied, tweeting: 'Best on-track road car ever.'



OPEN ALL HOURS

Who needs a British motor show when there is a ready-made display area in one of London's most affluent areas, in the form of the Harrods window? That was clearly the thinking of Porsche Cars Great Britain, which put the forthcoming Macan in the "top people's" store in Brompton Road on 6th January, for a month-long stay.

The compact SUV, flanked by a 911 Turbo S and a Panamera S E-Hybrid, goes on sale in the UK in April, priced from £43,300 to £59,300, and Harrods was only its second appearance in public anywhere in the world, after the LA Auto Show in late November 2013. The London appearance began a week before the Detroit Auto Show. The Harrods exhibition windows are claimed by the store to be 'one of the most sought after and visited retail display areas in the world'.



MASTER OF GOING FASTER

Any GT2 RS owners out there feeling their 612bhp, rear-drive only 911 is a bit weak in the horsepower department? If so, a call to OK Chiptuning in Neunkirchen-Vluyn in Germany might be worthwhile, as the ECU specialist has developed a new upgrade for the 997-series car – last seen listed in the UK in 2010, for £164,000 – that hikes power by 10 per cent and torque by just over a quarter.

The 671bhp and 649lb ft pare down the RS's acceleration times, which are already in the blink-of-an-eye category. For example 0-200km/h (125mph) is said to be 8.4 seconds, a clear three seconds faster than standard, while 0-300km/h (188mph) comes up in 21.3sec, 11 seconds quicker. Besides the remap, modifications to the GT2 RS include new manifolds, sports catalysts, revised intercoolers, an Akrapovic sports exhaust and a Sachs racing clutch. The cost of the remap, but not the other items mentioned, is €3500 (about £2900).



FRENCH ADVENTURE

Three years ago specialist Porsche tuner Delavilla, based near Lyon in France, introduced its R1, a Cayman S with a 400bhp, 3.8-litre engine upgrade and suitable modified bodywork. Now the firm has introduced a companion to it, the R1 Club Sport.

It is the same mechanical and chassis recipe, the emphasis being on the interior, which features carbon bucket seats, a roll-cage, harness, sports steering wheel and aluminium pedals. But there are exterior enhancements too: a rear spoiler, engine cover and sections of bodywork in matt black. The CS package is priced at €24,000 (about £20,000) before local taxes.



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BUYING POWER

THIS MONTH'S MUST-HAVES AND PORSCHE ACCESSORIES

On a plate

It may look like a fairly simple piece of metal but this device from Porsche specialist Patrick Motorsports in Phoenix, Arizona substantially out-performs its modest appearance. Designed for the 1974-89 911 Turbo, and also the 1990-04 964-series 911 Turbo, it is a tow-hook, an engine protector and even a jacking point. All for \$185 (about £113) plus carriage.

Looking at the picture, you might wonder how, bolted at four points to the bottom of the engine, it could perform these three functions. However, the firm's designer, Brian Day assures us it can. 'The engine casings are a structural part of the car and designed to take full stress,' he points out. On closer inspection of the photo of it in situ, you will notice that it wraps around an exhaust pipe – that is an uprated system from BB Performance Exhaust, also in Phoenix, for which the plate was initially designed. However, in due course Day expects to formally list the plate for standard and other 911 Turbo exhausts. Further information is available at www.patrickmotorsports.com

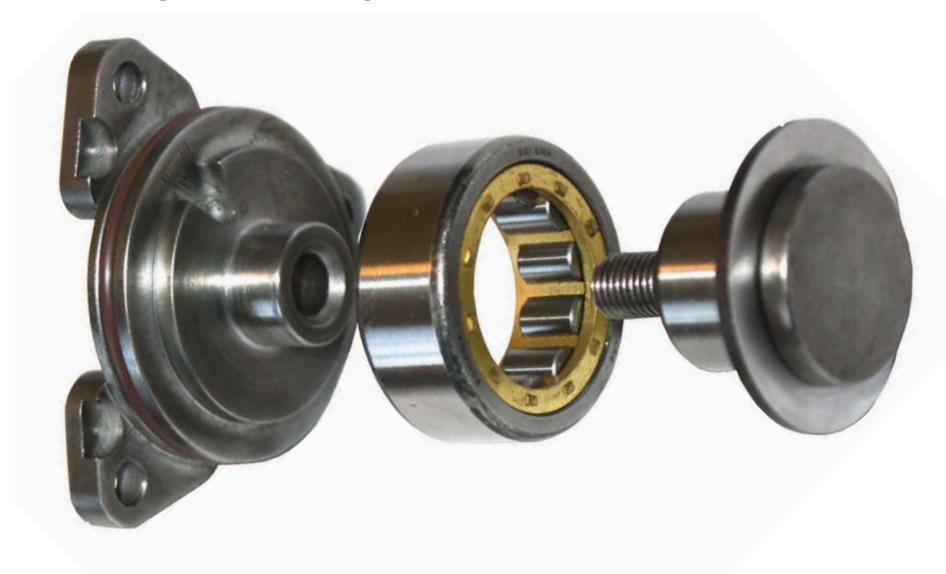


Water world

The water cooled flat-six engines that arrived with the first Boxster and the 996-series 911 in the mid 1990s, and which were used up until the new generation direct injection units introduced in 2009, have a reputation for disintegrating bearings in the intermediate shaft which links the crankshaft and the camshaft. In the worst case scenario, this can throw the valve timing out, and wreck the engine, but even caught early, a worn bearing requires an engine rebuild.

That, of course, is if you take the stricken car to a Porsche Centre, which has no choice but to use Porsche parts and offer a full warranty on the engine repair. However, a much cheaper solution is to fit the IMS Eternal Fix kit from Miami-based European Parts Solutions, which sees the bearing replaced with an uprated item, said to be five times as strong as the original. It is also claimed to have a better oil lubrication feed to it.

Depending on the model of Boxster or 911, the engine transaxle may or may not have to be removed, but once there is access to it, it need not be stripped. From this point, according to Design 911 in Essex, which is importing the kit, fitting is about four hours. That, plus the £558 cost of the parts is going to be rather more palatable than an engine rebuild. There is more technical detail about the kit at www.europeanpartssolution.com and www.design911.com, including installation instructions.



Turning power

This looks like an affordable tool that now and again is going to save you a lot of time when you come up against an awkward and not very accessible screw that has to be undone – a ratchet screwdriver with a head that can be angled for increased purchase and turning power. Made by Laser Tools in Warwickshire, the Ratchet Screwdriver (part number 5734) can be used with the head either straight or angled, and the 45-tooth ratchet is reversible, and lockable for maximum torque.

Typically priced at £34, it comes with six bits, stored in the handle, which are flat 4, 5 and 6mm, and Phillips Ph1, Ph2 and Ph3. They are held in the shaft magnetically, which also holds the screw in place. To find a retailer, go to www.lasertools.co.uk





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Red. 43,000 miles.



1986 Porsche Carrera Cabriolet
Ivory. 44,000 miles, FSH



1989 Porsche Supersport Targa
Blue. 14,000 miles.



1997 Porsche 993 Turbo
Polar Silver. 28,200 miles. LHD



Porsche 993 C4S
Silver. 27,300 miles. LHD



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Lighten up

In last month's *Buying Power* we featured the lightweight glassfibre wings produced by EB Motorsport for the super rare and racy 1960s 911R – or more likely for replicas of it – and now the Yorkshire race car parts specialist has introduced doors of a similar construction for the same model. They are priced at £1320 per pair, including VAT but not carriage, the same price EB charges for the “ordinary” early 911 doors. Claimed to be the most authentic 911R doors available, they are designed to accept factory window frames, which allows the later style of lightweight glazing, and have a panel for internal toggle openers. The doors are supplied in a white gelcoat, which is suitable to be left unpainted, with an option of a black finish for the internal panel.

It is quite likely that the original hinges will not be reusable, because half of each hinge is riveted to the door (the other half is bolted to the body) and cannot easily be removed, but also because the pin sometimes seizes and cannot be extracted from the hinge. Hence for £912 including VAT EB offers a full replica hinge set for both doors, which are machined from billet aluminium and with a detailed aluminium pin and bronze bush. This is more involved than simply using a plain steel pin with no bush, but EB's way makes the hinge last longer and operate without squeaks, the firm says. Each hinge assembly is also 250g lighter than the standard cast steel item, thus saving a kilo of chassis weight – important in the weight obsessed racing world. More details on the doors and hinges can be seen at www.eb-motorsport.co.uk



Eibach goes low and wide on 991

Eibach manufactures a fully TUV-approved suspension upgrade for the current 991 model 911. Their Pro-Kit spring upgrade lowers the car subtly (20-25mm at the front, and 15mm at the rear) without inducing harshness or spoiling the car's balance and is suitable for both the 3.4 and 3.8 variants in both coupe and convertible form. When it comes to creating chassis enhancements for the 991, Eibach has an advantage over other aftermarket manufacturers thanks to its working relationship with Porsche, granting it unparalleled access to all chassis data throughout the 991's development cycle.

To complement the lowered stance, Eibach also offers a range of Pro-Spacers. These are precision manufactured, hub-centring spacers, which are machined from aerospace grade aluminium and available in a wide variety of widths. They are perfect for increasing the track measurement for enhanced steering feel and 'turn in.' The Pro-Kit retails at £317.39+VAT and the Pro-Spacer kits start from £96.52+VAT per pair for the 7mm (per side) versions.

For more info contact: www.eibach.com Tel: 01455 285851.



The Tyre DEPOT

Pirelli spends much time and effort ensuring its tyre outlets match to the expected standard.

Among the biggest concerns when having tyres fitted to your Porsche will always be, 'how good are the fitters?', 'will they scratch the wheels on my car?', or even 'do they know what they are doing!' Pirelli has created the Pirelli Performance Centre or PPC Network, established in 1998, where each Centre's key objective has been to provide high technical skill and commitment to service, allowing the Italian tyre maker to confidently direct drivers of high performance cars to one of its depots. The reason Pirelli can be so confident with this network is that each site has to conform to the industry's most demanding technical audit, which has to be passed twice a year. The audit is constantly evolving, with the current one consisting of over 130 separate items. This ensures the highest standards are achieved, maintained and – crucially – increased in each PPC. The depot with the best audit results for the year is awarded the prestigious title of Pirelli Performance Centre of the Year – an industry recognised achievement.

BMTR in Birmingham was announced as Pirelli's PPC of the Year after achieving a near perfect score in the final 2013 audit, for the second year running. Founded in 1919, it is one of the UK's oldest independent tyre retailers and the family owned independent business is also part of Group Tyre.

Pirelli, one of the world leaders in high performance tyres, is the tyre choice of many leading manufacturers, and has developed a network of dealers targeted at drivers of high performance vehicles. The Pirelli Performance Centres are technically capable of servicing high performance vehicles and hold stock of all key performance tyre sizes.



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PRODUCTS

Pipes of power

US-based Porsche specialist GT Racing has announced a range of exhaust downpipes in various diameters for all 911s from the early 2.0-2.4-litre cars up to the 993-series models of 1993. Manufactured in the US, the European Racing Headers are made from equal length, mandrel bent 16-gauge mild steel and are a three-into-one configuration. They bolt on with no modifications necessary.

No specific horsepower claims are made, but the firm, in Colorado Springs, says 'these extremely light weight systems are built for big horsepower with a broad torque band.' They also look reasonably priced, ranging from \$675 per pair (about £412, and including all the necessary nuts, bolts and gaskets) for early 911s and the 912, to \$905 (£552) for a 993. They must be bought direct from GT Racing, on 001 800 797 2911 or at www.gt-racing.com



Take a seat

Owner of early 911s are being positively spoiled for choice when it comes to reproduction parts (most of the originals having long been discontinued), and among the latest vying for their attention is this Recaro restoration kit from Lakewell Classic Car Interiors in Belgium. It is suitable for models up until 1973, and contains 12 sections of trim to refurbish two seats, plus the foam bolster for the driver's side that has usually sagged or collapsed.

The cheapest Recaro Sport Seat Trim kit comes in vinyl and costs €680 (about £560), to which carriage and UK VAT would be applied. For an extra charge, Nappa leather is available, as is plain or perforated Pepita (hound's tooth, as seen here), or corduroy centre sections. Given that not all 1960s 911s had headrests, a pair of headrest covers is a separately ordered extra. While if purchased on its

own the kit is only offered in black, Lakewell – which supplies for a wide range of classic marques – will make it in most original Porsche colours if ordered as part of a complete interior set. For further information visit www.lakewell.com



Nuts about wheels

Stoddard, the classic Porsche parts specialist based in Ohio in the US tells us it has acquired a large stock of black anodised wheels nuts to fit Fuchs and ATS alloy wheels, both brands standard Porsche equipment on various past models. While not the original equipment nut, Stoddard says they are faithful reproductions of it, and that at \$6.73 per nut (about £4.10) they are less than half the price of the Porsche item. That being the case, buying a full set of 20, for five-stud wheels, could save a fair amount – though if ordering internationally, don't forget to factor in the cost of the shipping compared to ordering the original nuts through a Porsche Centre. More details at www.stoddard.com

Pad promise

Owners of the latest, 991-series 911 are being offered a brake pad upgrade from PFC Brakes, the US firm that supplies brakes to the 991s in the one-make, pre-Grand Prix Supercup race tournament run by Porsche. It is a 'fast road' and trackday pad, and fits in the standard 911 six-cylinder caliper. The pad is a composite carbon material, claimed to maximise stopping power and minimise dust and noise compared to rival pads. It contains no nasties such as lead or asbestos, and exceeds European legislation on make-up. The price, VAT included, is £342 front and £367 rear, and more information is available at www.performancefriction.com



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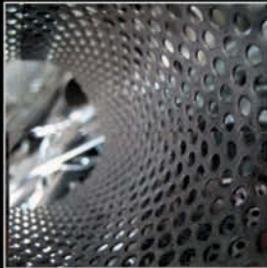
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USUAL SUSPECTS

THE EDITOR GETS HIS TWO-PAGES WORTH AS HE PONDERES THE NEW MOTOR INDUSTRY TECHNOLOGY ARMS RACE, PORSCHE'S RETURN TO LE MANS WITH A HYBRID, FOUR-CYLINDER (A NEW-AGE 917 IT'S NOT) LMP1 CAR, AND A 996 RESCUED TO DRIVE ANOTHER DAY



STEVE BENNETT

THE TIMES THEY ARE A CHANGIN'...

Indeed they are and, as song lyrics/quotes go, Bob's lament can be applied time and time again. In fact it's probably more prescient now than ever if you take time to read the lyrics. There's another too that's regularly trotted out from pretty much the same time. Over 50-years ago PM Harold Wilson talked of the 'White heat of technology' in a speech that is still referred to today, his assertion being that the UK must be at the forefront of the tech and science race of the early '60s. In some ways we were, and in others we fell off the back.

But for many, many years the 'changin' times' and the 'White heat of technology' applied mainly to the space race and the military, or to put it another way: 'Necessity is the mother of invention.' The clever folk were applying themselves to the protection of the species as the cold war raged and our governments spent vast quantities of GDP on the task. Very little of this technology filtered down to the man in the street, despite what Raymond Baxter on Tomorrow's World might have said. It was difficult to get excited about the 'White heat of technology' when your car still had a carburettor and a choke.

These days we apply ourselves to the protection of the species in rather different ways. OK, the last bastion of the cold war – North Korea – is still a worry, but a quick, mutually assured death has been replaced with a slow one in the shape of climate

change. Well, that's the perception that's fed to us anyway. Now I'm not going to come down on one side or the other of the debate, but there's no doubt that enemy number one of global warming is the motor car, and it is this status as the pariah of the planet that has driven all aspects of vehicle development along at an unprecedented rate, albeit under pressure from legislation.

The motor industry's equivalent of the cold war arms race is that of emissions. This is the industry's 'Necessity is the mother of invention' moment, and I have to say it's quite fascinating to watch, and indeed sample the technology that's being driven from this legislation. And, of course, Porsche is at the forefront as witnessed by the new 918 and the plug-in Cayenne and Panamera Hybrid models. Frankly I don't really know whether 'hybrid' is the solution, and I don't think that even Porsche does (although CEO, Matthias Muller, reckons it to be the best answer for the next five to 10 years) but it's certainly a step on the way. I love the idea that a 918 could easily be used in electro mode only as a city/commuter car and probably not even require its V8 for days at a time, plus the fact that in dual power mode it will happily average around 33mpg, which is pretty amazing.

On the flipside I find the weight, complexity and expense a dead end, but then again, for Porsche, this is a very mobile and public means of development and a 'halo' product.

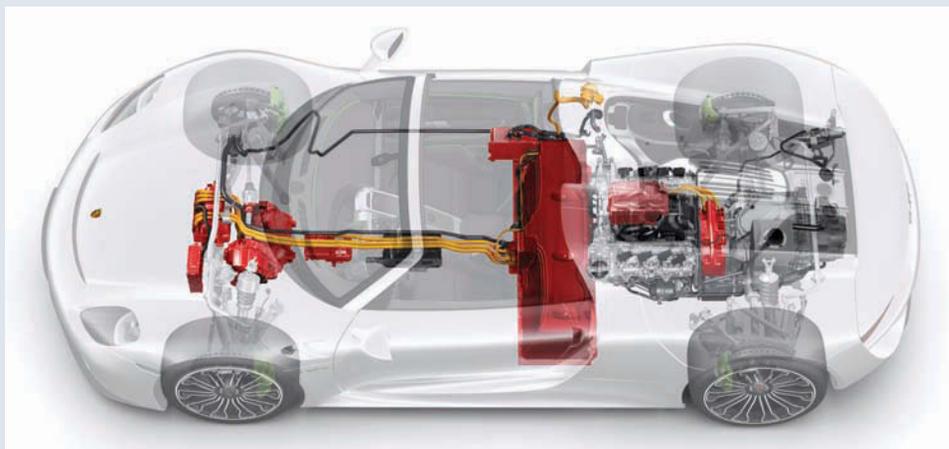
In terms of powertrain, though, I think Muller is right. Plug-in hybrid is the only show in town when it comes to meeting current legislation, particularly if we want to continue to drive large luxury and sports cars, or indeed if Porsche and others want to continue to build such cars. The smaller machinery can take care of itself with downsized engines and fewer cylinders, although such engines will be coming to a Porsche near you very soon too. It's no secret that there will be a four cylinder, turbo Boxster and Cayman and Macan. There will doubtless be a plug-in Macan too, but it's hard to see how such tech could be applied to the mid-engined cars from a space point of view, but then again... Oh, and of course, that the 911 will feature plug-in hybrid technology is an absolute given.

But it's not the end for the internal combustion engine. I love the fact that the drive for efficiency has seen manufacturers like Porsche look at every single component that creates or draws energy from the engine. Direct fuel injection, special low friction coatings for engine components, on demand oil pumps etc and advanced dual clutch gearboxes. I'm not so wild about stop start tech and electronic power steering, and again the complexity does concern, but then I get excited all over again at the thought of composite cylinder blocks and heads, ultra lightweight internals and roller bearing cranks and camshafts.

And talking of lightweight, there's so much yet to be explored from the point of view of lightweight body structure and components. Economies of scale will make composites viable. Hell, if you can buy a carbon fibre road bike for £1000, then it won't be that long before cars will be built from the stuff.

Difficult situations inspire ingenious solutions, and that is exactly where Porsche are at the moment. Bob would probably agree and so would Harold if he were still around. It's going to be an interesting and ongoing ride.

Porsche's 918 is a fascinating riposte to the legislation that's driving emissions down. It may not make Porsche any money, but its technology will surely filter down



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



PAUL DAVIES



CHRIS HORTON



BRETT FRASER



JOHNNY TIPLER



KEITH SEUME

TIMES THEY ARE A CHANGIN'... PART 2

Actually, in this respect, they changed some time ago when Audi turned up to Le Mans with a jolly big diesel engine and proceeded to silently dominate. I remember seeing the Audi LMP1 diesel make its debut at Sebring in 2006, alongside Porsche's Penske run LMP2 Spyder RS. It was an eerie thing to watch as it glided around. At least Porsche's Spyder made a glorious V8 racket, even if it didn't cover itself in glory on its debut. Indeed there was an element of 'well if you're not going to LMP1, or run a factory team, then really what's the point?'

The Porsche RS Spyder did OK in sports car racing, notably in the American Le Mans Series, but Audi was, and still is, the dominant force, turning Le Mans into a foregone conclusion. It seemed unlikely that all the time Audi was racing that Porsche would actually be allowed to go head-to-head, particularly with VW now at the helm of all decision making. Of course Porsche's return is marketing led, but even so fair play to the mighty VW for permitting such an internal struggle.

And now we know a little bit more about the machine, or indeed what it's going to be powered by - specifically a four-cylinder turbo engine, with some sort of hybrid technology/assistance. A surprise? Er, no not really. That single exhaust pointing out the back rather gave the game away in testing, as did

what was clearly a four cylinder, twin cam engine on the dyno in some video marketing material.

At first I was rather non-plussed and my immediate reaction was 'well, that's going to sound rubbish.' But, frankly, if that's what will take the fight to Audi - and Toyota for that matter - and get Porsche back to Le Mans, then bring it on. It's all about reading the regs and keeping your car on the track and out of

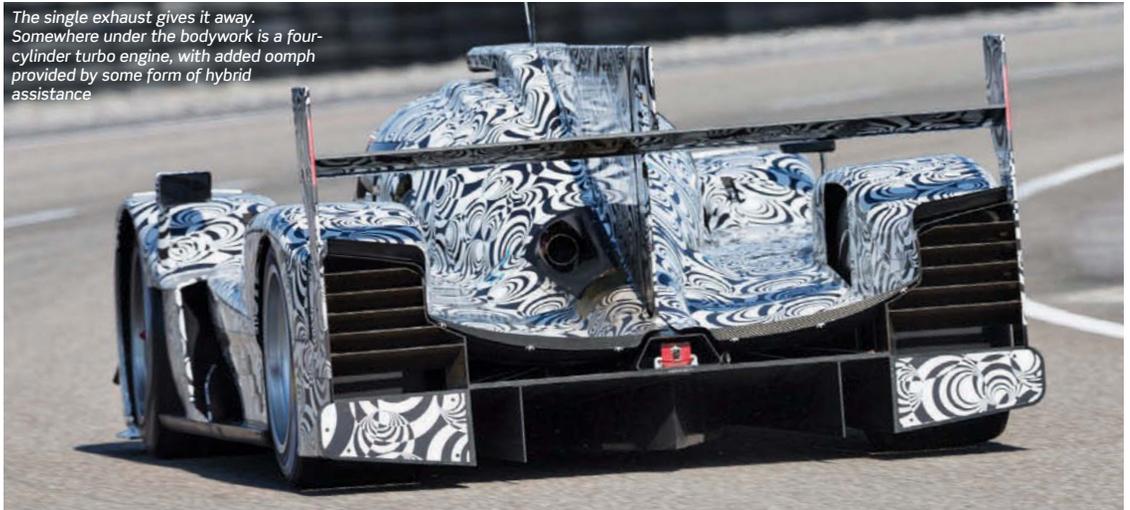
the pits for as long as possible. It is, after all, endurance racing.

And actually, I don't recall any of us moaning about the sound that four-cylinder F1 Turbo engines of the '80s turbo era made and I don't recall the turbo 956 and 962s being particularly sonorous either. I remember hearing both at Brands Hatch one year almost back-to-back as the 1000km race and the European GP ran within weeks of

each other. I know, I'm old!

And while there's no chance of contemporary F1 cars or sports cars running at Brands these days, there is a way of having your Le Mans cake and scoffing the lot. For old school Le Mans action and noise just head for the Le Mans Classic on July 4-6 and for the high tech, modern version, and the return of Porsche be there three weeks earlier on June 14-15. We will.

The single exhaust gives it away. Somewhere under the bodywork is a four-cylinder turbo engine, with added oomph provided by some form of hybrid assistance



KICKING TYRES

One thing I love about visiting most Porsche specialists is getting behind the scenes and having a good poke around. There's always something interesting on the ramps, or parked up in the corner of the workshop and usually with a story to tell.

As you will see in this issue, we were at Essex based specialist, Finlay Gorham, for the Boxster group test. FG's position in the market is resolutely water-cooled with a thriving turnover of 996, 997, Boxster and Cayman models, plus the odd supercar thrown in for good measure. Unlike many Porsche specialists these days, they're not frightened of putting a warranty on an early 996 either and if I was in the market for one, this is where I'd be looking for a bit of peace of mind.

And so it was no surprise to find a T reg 996 C4 in the workshop awaiting collection by its new owner at just £8000. It looked sound as a pound too, and its 120,000-miles was encouraging rather than off-putting.

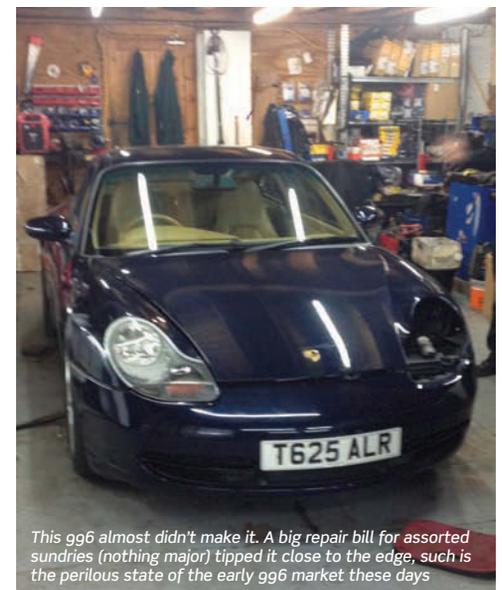
The story? Well it was very nearly a scrapper, saved only by a bit of TLC from the guys at FG. It had arrived in something of a

state for an MOT and other work. It had clearly been parked up with no regard to what long periods of outdoor inactivity can do to a car. The paintwork was covered in detritus and underneath the fuel lines were shot, as were the brakes and coil packs. The cost of bringing it back from the brink was over £4000 and beyond the customer's budget. So she bailed out and FG picked up the car for £2000 and put in the work to turn it around.

Such is the fate of some early water-cooled cars. This one lives to fight another day. In fact many, many of them, because it's now in fine fettle, but it was a close run thing and there are plenty of cars out there in a similar position, now being run on a wing and a prayer, solid thanks to galvanised, modern bodies, but mechanically perilous and values decimated by repair costs that are close to their ultimate value. And let's face it, most near 20-year-old cars went to the scrap yard some time ago.

It is the natural order of depreciation and the start of a 996 cull that will leave only the cars worth saving, which is no bad thing

really. And then, in a few years' time the market will wake up to the good early cars and prices and appreciation for them will start to increase. So put your money into 996s. Yes, you read it here first!



This 996 almost didn't make it. A big repair bill for assorted sundries (nothing major) tipped it close to the edge, such is the perilous state of the early 996 market these days

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Sat Nav, 44,000 miles.....**£42,000**



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LETTERS

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



TARGA! TARGA!

With the release of the new 911 Targa, Porsche has again seen the light in the brilliance of their original concept of a glass rear window and a removable roof section. As a 964 Targa owner, I am wondering why it took so long? Irrespective, the stupid prejudice against the Targa and Cabriolet format still exists.

I am not the Stig and so I am not aware how any lack of torsional rigidity of the chassis would manifest itself. This may matter on the track but if this bothers you on the road then perhaps you should not be driving this way.

In addition to the pleasure of driving a 911 Targa, owners also get the joy of being in touch with the elements and getting the full benefit of the glorious sound of a flat six – weather permitting. However, I am left wondering why *911 & Porsche World* did not mention this exciting new model in the January edition. Is it the old prejudice or just not being ahead of the game?

Bryan Hurst, via E-mail

Steve Bennett replies: *With regards the new 911 Targa, we love it! In fact I personally think it's better looking than the coupé, and we all love the return of the retro-look roll hoop. We posted as much on the 911&PW Facebook page and the response was generally the same.*

We've gone big on the Targa in this issue. We couldn't include the new Targa in the last issue because of the press embargo designed to coincide with the launch at the Detroit Auto Show earlier in the week. Indeed the first time that pictures and info were officially available was on January 13. The February issue actually only went to the printer on December 13, earlier than usual because of impending Christmas deadlines. Now we've seen it, we can't wait to drive it in some UK sunshine (remember that?!)

PROGRESS...

I would not normally bother to respond to anything controversial that I read, but I found the letter from 'I Wilson' (*Letters*, February 2014) incredible, and I was pleased with your printed response.

It is blatantly obvious that this person is living in the past and hence does not understand the power of the Internet, such as how it has led to the demise of private ads. He is probably still the proud owner of a black and white television, shunning any technological progress.

I take offence at his statement that anything water-cooled is rubbish and he should realise that it is often regulations that are pushing manufacturers to produce

engines with better emissions, etc. Along with my Cayman, I own a Harley-Davidson and even they are now having to make a water-cooled design to meet strict pollution targets. This will not go down well with the die-hards as it didn't when the controversial V-Rod was introduced 10 years ago (with the help of Porsche I will add), but it is what is happening and it's called progress!

Thanks for producing a great magazine and, even though I don't own a front-engined model or a 911, it takes all sorts to make a world, and we should get on together.

Alex Lowe, via E-mail

PDK LAMENT

I'm a life-long Porsche fan (owned and loved four of them so far) but I can't help being unexcited about the new models Porsche are releasing. Yes, they're faster and maybe the handling has been improved a little, but they're all automatic only!

I know they say PDK is the future, but it takes a lot of the feeling out of driving the car. In fact, it feels a little like the car is driving me! Part of the thrill of a spirited drive is the perfect timing and balance of your left foot and left hand as you work through the gears. Adding PDK to a car is like a yacht having remote control – it's easier, but it's hardly sailing! Porsche should seriously consider offering manual as an option on the new models.

Neil Richardson, via E-mail

Steve Bennett replies: *Neil, Porsche hasn't quite given up on the manual. The 911, Boxster and Cayman can still be spec'd with a manual 'box.*

DISASTER ZONE

I have been a subscriber for a number of years and read in the latest edition of *911&PW* about the guy that suffered the self destruction of his Boxster engine and decided to drop you a line on the subject.

I had wanted a 911 ever since I can remember. Now in my 40s, I went for it and bought a beautiful 2004 996 C4S with 60,000 miles on the clock. I bought it from a reputable independent dealer and couldn't have been happier.

That was two years ago and I have just sold the car after putting on around 2500 miles, and plenty of polish.

The reason that I sold it was down to fear.

As soon as I bought the car, *911&PW* (Chris Horton in particular) seemed to be constantly highlighting the problems with this model and the highly likely occurrence of the engine lurching itself.

What I have never been able to establish is what the scale of the problem actually is? How many 996s have failed, and to what extent? Was I silly to sell the car, or was it simply a ticking time-bomb?

Although *911&PW* has run some positive stories about the 996, I decided to sell.

Can someone please give a candid and honest assessment of the problems with this particular engine, and the scale of the problem?

I still love 911s and I will continue to be a subscriber even though the 911 has gone. But please can you ask Chris not to have such a downer on the 996...

Peter Hancox, via E-mail

Chris Horton replies: *Far from having a 'downer' on the 996*

and its derivatives, I genuinely believe them to be potentially great cars, and I would love to own one. The fact is, though, that they can (and frequently do) suffer from some pretty catastrophic engine problems, which even for those of us within the Porsche 'industry' can be horrifyingly expensive to rectify – particularly so when you compare them to the relatively low residual values. You refer to the Q&A item about Mike Taylor's unfortunate experience in the February issue, and coming up in the April edition we've a remarkably similar tale of woe from another Boxster-owning reader. I also get to see a significant number of damaged and/or completely wrecked M96s under repair at the many independent Porsche specialists that I routinely visit. I would be doing you, and all our other readers, a great disservice if I simply ignored the evidence, and pretended that everything is OK. Whether or not you should have sold your Carrera 4S I can't say. I don't know how high your 'fear' threshold might be, and even if I had met you, and examined and driven your car, I doubt I could have given you a definitive view on the engine's likely longevity. So, yes, in that sense every one is indeed a ticking time-bomb. You ask for a 'candid and honest assessment of the problems with this engine and the scale of the problem'. Well, don't take just my word for it. Talk to Barry Hart at Harteck, Nick Fulljames at Redtek, or Ollie Preston at RPM Technik – to name just three among many. I suspect – in fact, I know – that you'll get the same answer from all of them.



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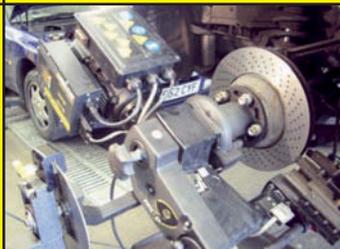
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997 C4 IN THE SPOTLIGHT

That's show business, or not as the case might be for Paul Kent, who prefers his Porsche 997 C4 to be stealthy rather than making an unwanted statement

Words and photography: Brett Fraser

For a man who makes a living out of show business, Paul Kent isn't much predisposed towards showboating, automotively speaking, at least. Because while his company, Pro AV, provides the stages, décor, lighting, audio-visual equipment and organisation for corporate conferences, parties and assorted other shindigs all across Europe – with the aim of providing an impressive spectacle – Paul's choice of car is all about not making an overwhelming visual impact. Well, sort of...

A Porsche 911 (997) Carrera 4, even when painted a low-key shade of winter sky, isn't really going to allow you to slip around the place incognito, but Paul insists that making an ostentatious statement was the very last thing on his mind when he bought the car. 'Well, just look at it,' he implores, 'I bought it in one of the plainest colours and it really doesn't say "look at me" in the way, say, a Ferrari would.'

'I'd reached a stage in my life where I thought I could reward myself, and I got the Porsche to suit me. It's classy, it's fast, and I knew that if I wanted to I could use it every day. In fact last winter (2012/13) I did use it as my everyday car, right through the snow and everything, and I ended up putting 5000 miles on it in about three months. I began to think that perhaps that was too many miles for such a nice car, so recently I bought a BMW 1-Series for the mundane journeys. Even so, I'm not precious about the Porsche – I haven't Hoovered the interior for about a year!'

Although passionate about the marque, Paul's automotive past hasn't always centred around Porsche. As a teenager he was friends with Lotus Esprit racer Ian Marshall; watching Marshall in action triggered a yearning in later life to take to the circuit himself, albeit on trackdays rather than in outright competition. His first car was a Triumph TR6. 'I started off with motorbikes,' Paul recalls, 'but when I was 19 I bought the TR6, partly because a couple of my friends had them, too. I paid £700 for it, and it needed a bit of work to get it through the MoT. I only kept it six months, largely because as it had an

uprated engine it only did about 12mpg!

'I followed that up with a Capri 2.0-litre GL, and then a VW Scirocco GTX. When I was about 23 I treated myself to a "fun" car, a Caterham Seven 1700 Supersprint. It was a road car but I did take it on trackdays. These days I have something similar – a Seven-inspired kit with a highly tuned (Ford) Duratec engine and a Quaife gearbox. The guy I bought it from spent a fortune building it; I bought it from him for £11,500, but when I worked through the car's spec, it came to £37,000's worth... My intention is to use it for trackdays, but to date I've only managed road miles, and not very many of those.'

And it was a trackday that really ramped up Paul's interest in Porsches. 'It was in 1999 and I took my BMW M Coupe to a trackday at Bruntingthorpe airfield. The M Coupe had a fantastic engine but wobbly brakes and wobbly suspension, so although I could keep up with the Porsches that were out on the track at the same time as me on the straights, they disappeared into the distance when we came to the corners; it wasn't long before my discs were warped, too.'

'That was my inspiration to own a Porsche. It wasn't long before I part-exchanged the BMW against a 5000-mile (996) Carrera 2 in Zenith Blue from JCT 6000. I kept that car for about four years and it ran very well. Mostly. I took it on a trackday and bent something in the engine even though I don't recall over-revving it. It cost me £3000 to get the engine fixed by Porsche Cambridge.'

Eventually the 996 was sold to fund other projects, but by 2008 the Porsche itch needed scratching again. 'I wanted to get back to the marque so I bought a used Carrera 2S, in (Speed) yellow from a Leeds dealer. I only kept it a month because I could sense that there was something wrong with it. In certain lights I could see that there had been damage to one of the doors and the paint wasn't quite right.'

'I went back to the dealer with it and we reached a deal where I part-exchanged it for a new 997 C4 that was sitting in their showroom. This was in 2008 when the market was crashing, so although they couldn't discount

Right: Paul Kent and his 997 C4. In many respects it's quite a rare car, with the S models always selling in higher numbers, but to those in the know, the base models are often considered to be the better driving option. Stealth colour is a benefit to Paul too





the 997 we came to an agreement where they allowed an extra £4000 on my part-ex. So I went away with the car as they'd specced it, with standard 18in wheels but carbon-trimmed gear lever and handbrake lever.

'I was very happy with the wheels as they give a better ride than larger diameter rims would. And my two daughters easily fitted in the back, so I quickly realised that I'd be able to use the car on a regular basis. While fuel consumption isn't of primary concern when you buy a car like this, the fact that the C4 could return 29mpg was an unexpected bonus, although the average works out to 24.5mpg.'

Despite earlier confessing to purchasing a small BMW to stem the flow of miles onto the C4's odometer, Paul is almost apologetic about the fact his car has only done 20,000 miles in five years, as if he's betrayed the whole ethos of the 911 as everyday transport. But it's not as though he hasn't tried... 'My girlfriend and I have taken it on a trip to the Alps, complete with a roof-rack with skis; I've also had bikes on the roof-rack which tends to solicit

steering road car I've ever owned,' Paul enthuses.

'It has a good feel to it all-round,' he continues, 'and I'm glad I've got a manual gearbox for the extra element of control it gives. I know that the PDK is very good, but I had a twin-clutch auto in an Audi S4 I owned a little while back, and soon got lazy: I ended up just leaving it to its own devices, didn't use the paddles.'

Not that his 997's gear-shifting mechanism has been all joy. There was a dodgy solenoid or switch on the clutch pedal – the switch prevents you from accidentally starting the car if it's in gear – which I've read on the forums is quite a common problem. What it meant was that I sometimes couldn't get the car into gear. The replacement part itself was relatively cheap – 20 quid or so – but taking the dash apart to fit it cost about £150.'

Other than that, the 997 has proven very reliable. 'I keep to the servicing schedule even though I'm not putting big miles on the car, and have most of the work done by Porsche Colchester. The last service was just an oil and fluids change; I used Taylor's Foundry Motorsport in

“Of all the road cars I've ever owned, this 911 has the best feel on the road”

strange looks from people. For a while I had another girlfriend who lived in Brussels, and I used the Porsche for that journey on occasions; it was very quiet and comfortable for cross-continent cruising.

'On one trip I was coming back with my daughters in the car and got stopped by the French police doing about 120mph. The on-the-spot fine amounted to more Euros than I had in cash, but the police took pity on me and downgraded my speed to correspond to a fine that I could afford! So much for Porsches bringing out the worst in law enforcement officers.

With his Seven-a-like in the garage, Paul has felt no temptation to take the C4 on track. 'It only has a modest power output – about 320bhp – which limits its fun on the circuit. However, of all the road cars I've ever owned, this 911 has the best feel on the road: it lets you know exactly where you are at all times. It's the best handling and best

Haverhill for that, as I occasionally used them for work on my old blue C2.

'The only other recent expense I've had with the 997 is replacing the tyres. The rears lasted 18,500 miles; the fronts were flagged up as getting low at the MoT at just over 20,000 miles. I replaced them with the same Yokohama Advan Sports fitted as standard equipment, and the total cost came to about £1100, which I didn't think was too bad.'

Although not one for showing off – 'the car would have three times the mileage if I wanted to do that' – Paul does confess to getting a buzz out of Porsche ownership. 'I took it to the Goodwood Festival of Speed last year, and it really does make a difference if you turn up to an event like that in a nice car: it adds to the sense of occasion.' Which may be one of the reasons that Paul believes that his 911 C4 is a 'keeper.' **PW**

Paul's C4 is a manual, which he enjoys for the "extra control" it gives. It helps that the 997 'box is one of the best that Porsche has produced. The 3.6-litre engine was a carry over from the 996 C2 and C4S. It's arguably a nicer unit than the rather peaky 3.4-litre engine fitted to the current 991 C2 and C4





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the **TURBO** has **LANDED**

Driving the new 911 Turbo on UK roads is a reminder as to just how talented Porsche's all-weather supercar is

Words: Steve Bennett Photography: Andy Morgan







Above and far right: Active aero in the form of retractable front and rear wings keep the new 911 Turbo pinned down at high speed. Massive 20in wheels accommodate 410mm ventilated carbon ceramic discs – standard issue on the Turbo S

Forgive me if I've mentioned this before, but in the conundrum that is: 'Money no object, if you could only own and drive one car,' then for me the Porsche 911 Turbo is the only choice. It's a no-brainer (although I accept that not having children does make this slightly easier) and in large it comes down to the 'everyday supercar' cliché that the 911 Turbo has been saddled with since it first streaked across the horizon in 1974.

Ah, the 'everyday supercar' cliché. Oh, and let's not forget 'all-weather supercar' either. Trouble is both are absolutely true and so difficult to avoid when extolling the virtues of the 911 Turbo. You cannot detach or play down its incredible versatility and ability. In the same

Crewe. It doesn't have that whiff of midlife crisis, and spec it in a stealth colour and you'll go virtually unnoticed as you make equally stealthy and rapid progress.

And so the 991 Turbo carries on in the same relentless, unstoppable manner and now we've driven it in the UK on road and track and in the sort of conditions that would have you sweating in your Italian Stallions, robbed of visibility and fearful of putting the power down. You see, there is another 911 Turbo attribute that is perhaps less remarked on. It makes you feel safe. Even with 552bhp, a top speed of 197mph and the ability to launch from 0-60mph in under three secs, the Turbo's effortless deployment of speed, allied to its immense four-wheel drive traction and its relatively wieldy dimensions and

“You won't feel faintly embarrassed about driving it as you would something flash from Italy”

breath it is customary to counter 'everyday' and 'all-weather' with 'aloof' or 'lacking in involvement', and yes, compared to a GT3 a 911 Turbo could be accused of such failings, but then frankly I wouldn't want to drive a GT3 down to the shops or to the other end of the country (well, not often anyway). The GT3 exists to be driven and as such other requirements are largely redundant.

That the 911 Turbo will happily keep pace with a GT3, and indeed outpace it in the wet and in a straight line, is just part of the Turbo's long-term appeal. The Turbo has a depth of ability and talent that grows on you. It's a car that you can have a proper relationship with, not just a quickie, and you won't feel faintly embarrassed about driving it as you would something flash from Italy or even

visibility, simply leaves real world driving in its wake. It consumes the drudgery, revels in the extreme and when the road opens out will spin up its turbos and get the hell out. Never do you get the feeling that it's close to its limits in any given situation. The flipside of this is that the rest of the world just feels like it's standing still. Indeed, cloaked in the Turbo you have to recalibrate your perception of speed (no surprise that the last speeding ticket I got was in a 997 Turbo).

In some respects the 991 Turbo is a bit of an easy drive, which again is where the 'aloof' tag can be levelled. Yes, you can jump in, slam the PDK lever into drive and let it do the rest. That's the Turbo at its most superficial, but even in that auto pilot mode you can't help marvelling at how

We had the opportunity to deploy the Turbo's full potential at a soaking Silverstone. It takes a very fast car to make the Northants track feel small, but the new Turbo managed that feat quite successfully



TECHNICAL SPECIFICATION

PORSCHE 911 TURBO S

PRICE:	£140,852
ENGINE:	3800cc flat-six, twin-turbocharged
POWER:	552bhp at 6500-6750rpm
TORQUE:	553lb ft at 2200-4000rpm
TRANSMISSION:	Seven-speed PDK
TOP SPEED:	197mph
0-60MPH:	3.0 secs
SUSPENSION:	MacPherson strut front, independent rear
TYRES:	245/35 R20 front, 305/30 R20 rear

well it does just going down the shops. It still feels like a sports car though. The suspension is stiff but perfectly damped and with very little travel. It feels meaty too, as you would expect with whopping great 20in wheels. It doesn't so much as work with the road as pulverise it into submission. Delicate it is not, but delicacy doesn't have much of a say when it comes to keeping all that power and traction under control when provoked.

Like the 997 Turbo before, and to a lesser extent the 996 Turbo, the 991 relies heavily on its electronic systems. Traction is moved from front to rear and even from wheel to wheel as conditions demand. The rear wheel steer can really be felt pivoting the rear end out of tight corners, tightening the front end in the process. Side-to-side chassis movement is controlled by active roll bars, that give the 991 a muscular feel and, combined with its widened haunches, a body builder's swagger. Active engine mounts keep the motor's wayward influences locked in place, but that said the 991's increased wheelbase and width over the 997 have a more profound effect on stability as witnessed with the 991 across the board.

The 3.8-litre, twin turbo engine is largely unchanged from the 997 Turbo save for some extra thrust. That it doesn't totally overwhelm the proceedings is part of the 911 appeal. It will trickle along on a hint of boost, pick itself up for a spot of light overtaking with just a tickle of the throttle, or launch itself at the horizon in a full display of turbocharged shock and awe. You'll know about it sonically too as the Turbo's ridiculous sound symposer amplifies the exhaust note and plays it through the interior. It's exciting to start with, but becomes tiresome very quickly and makes the Turbo too noisy, particularly combined with the road noise that has always blighted the modern 911 Turbo. No amount of NVH trickery can offset 20in low pros.

The PDK seven-speed gearbox operates across three modes. In its normal 'jump in and drive' default setting it will shift up to seventh just as quickly as possible, while at the other extreme, 'Sport Plus' syncs with the throttle, suspension and active front and rear aero to create 'shock and awe.' As a party piece it's good fun, but for most the inbetweenie 'Sport' setting is the best compromise of PDK shifting and throttle response. If you want to stiffen the dampers up independently you can, but you would have to be a masochist.

While the 991 Turbo is no track day machine, it is perfectly capable of turning in a few quick laps as we discovered at a soaking Silverstone on the short National Circuit. In this environment exploring grip and traction and the Turbo's multitude of electronic and mechanical interactions is a doddle. And thing is, while you know it's all going on, you're not actually aware of it. Time was when these systems were crude in their intervention. Not any more. Rarely did the 991 Turbo feel artificial in its

An open stretch of road and that legendary 911 HUL plate. Wish you were here? Of course you do! This is the sort of terrain that the 911 Turbo demolishes with scary ease





Some folk feel that the Turbo's interior is too similar to that of 911s lower down the pecking order. We don't agree. It's superbly appointed and much of what you would pay extra for on a base 991 is standard equipment on the Turbo S

reactions to driver input and rarely did it have to intervene to keep the show on the track. Instead its assistance was encouraging and cajoling in equal measure to the point where driver input and the on board system would happily combine to create some very real four-wheel drifts that flattered my driving ability.

Beauty is in the eye of the beholder and all that and I can't make my mind up about the 991 Turbo. True, the wide arch look has always been a 911 Turbo design feature, but this is perhaps going too far, and side on the wheels just look plain huge. Rear three quarters is the

on the flipside it's still over £40,000 less than a McLaren or a Ferrari 458. And besides, at these levels no one actually buys outright. The price is what people or companies are prepared to pay in finance on a monthly basis. It will be a few years before anyone buys one of these outright. Oh, and talking of buying, if the 991 Turbo follows the 997 and 996 Turbos in terms of depreciation, then it won't be too long before it starts to make for a tempting secondhand buy.

But enough of all that now. The 991 Turbo is a thrillingly capable and addictive machine. But with power comes

“You really do have to rein in the urge to deploy the Turbo's potential on a regular basis”

best view even if it does demonstrate that the 991 Turbo has a backside ripe for a bit of 'Twerking.'

Inside it's business as usual and anyone that says that the 991 Turbo doesn't have an interior befitting of a £140,000 car should take a trip back and examine the interior of a 996 Turbo. It's only its familiarity that breeds contempt. The reality is well equipped, impeccably trimmed and ergonomically sound. Above all, though, is the typically straightforward driving position that has always been one of the 911's endearing features, no matter what generation.

And just to rewind a paragraph here. The price. Yes, we did say £140,000, and yes that is a bit steep, particularly compared to the base 991 Turbo's £118,000 price tag. But

responsibility and you really do have to rein in the urge to deploy the Turbo's potential on a regular basis. But I do love it and could quite happily live with one. Out in the sticks where I reside I don't need a Range Rover like everyone else. A 911 Turbo would be perfect. It's got four-wheel drive for the winter months and enough power to get me past any dawdling tractor or procession of lorries on the few A roads that we have. It might not be the last word in dynamic, but the Turbo's rivals are from within and not from the outside and that's because within the 911 range there is a version to suit every driver. That the same basic model can spawn such diversity is all part of the 911's enduring appeal and at the top of the 911 tree is the Turbo, as it has been for the past 40-years. **PW**



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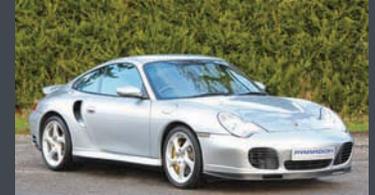
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911 BELOWZERO

Want the ultimate 911 sideways driving experience? How about this then: A full day on the ice and snow in Sweden in properly specced and prepared classic rally 911s with Tuthill's Below Zero Ice Driving adventure

Words: Robert Coucher Photography: Malcom Griffiths







Above: g11s are fully stripped out and rally prepared with roll cages. Instruction comes from Tuthill's crack squad, including Richard Tuthill himself



Winter is here, the northern hemisphere's historic racing season is drawing to an end and cars are being put away in garages or workshops. But don't sling your old racing boots into the cupboard just yet. The chance to enjoy some of the best and most exciting driving you will ever experience is back again: driving on ice in Sweden. There are a few ice driving schools about where you can slide a modern road car around but, for drivers like us, the chance to enjoy a properly prepared classic g11 racer is the real deal.

Professional rally ace Richard Tuthill's Below Zero Ice Driving experience offers this unique thrill. Richard

finished third in the East African Safari rally in 2003 driving a g11. He's also the son of Francis Tuthill, who established the legendary Tuthill Porsche company, one of the best race and rally preparation specialists in the business. 'Our properly prepared, lightweight 260bhp g11s are absolutely fantastic to drive on the ice. They are a constant challenge and, let's face it, a full-blooded slide in a g11 is something most people will never experience unless they come to Sweden,' he laughs. Richard's outfit is based just outside Åre in northern Sweden, where the frozen lake is located.

Åre is Sweden's largest ski resort and is as stunningly beautiful as you'd hope. The place is completely covered in thick snow and is seemingly



Accommodation is at the cosy Kall Auto Lodge hotel, built by the late Colin McRae and fellow rally driver Staffan Parmander in 2005



The 911 of choice is the 3.0-litre SC for good reason. They're mechanically tough and can easily be tuned up to 260bhp. All have close-ratio gearboxes and limited slip diffs

deserted. Arriving in the evening, we decamp to the modernist Kall Auto Lodge hotel, built by rally drivers Colin McRae and Staffan Parmander in 2005. There are a number of other hotels in the area and Åre offers good restaurants and nightlife too, if you have the stamina of James Hunt.

Next morning we arrive at the lake and are met by the Below Zero team and a line-up of half-a-dozen classic 911s. The cars are stripped out late-1970s and early-1980s 911SCs, their 3.0-litre engines producing about 260bhp, and featuring close-ratio gearboxes and limited slip diffs. Their interiors are equipped with race seats, harnesses and rollcages. Simple and effective classic 911s, then, but what you notice is that the cars

are set fairly high on their suspension and the tyres are studded.

This really is an arrive-and-drive experience, and all the cars are ready and on parade with driving instructors and technicians on hand. The idea is to keep you driving for as long as your neck and arm muscles will take it.

The two-day experience begins with a few hours of familiarisation on the handling circuit. Here you learn car control and take instruction from a proper rally driver. Then it's to the ice track, where you get to grips with the 911 on a series of straights and corners. The cars are shod with 3mm buttonstud tyres, allowing them to remain loose and slide about. Later, 7mm



“You have to work a 911; you must tell it what to do in no uncertain terms”



studded competition tyres are fitted for the full 100mph experience. Finally it's the 7km rally stage around the lake's perimeter for the ultimate feeling of driving in a World Rally Championship. Don't worry: those snow banks around the entire course are soft and forgiving. And if you want more then there's the chance for a passenger ride on a special stage with one of the Tuthill crew's fearless and awesomely accomplished rally nutters behind the wheel.

Richard Tuthill is a fast-moving kinda guy and he doesn't waste precious driving time. We climb into the nearest 911, strapping up the racing harnesses. He

fires up the loud engine, grabs first gear and we wheelspin away in a flurry of snow. Instantly I am comfortable as he aims the fast-charging Porsche at the first practice slalom pole. 'I like to disprove the myth that a 911 is tricky to drive. I love to drive them - they are simple, strong, reliable cars and offer a wonderfully raw driving experience,' he says. 'You have to work a 911; you must tell it what to do in no uncertain terms. If you address a classic 911 politely, you're then being driven, and you become reactive. Particularly in classics like these you have to be proactive,' he says, as he sets the Porsche into a series



Vast expanses of snow and ice and nothing to hit if it all goes wrong. Orange car second left is Richard Tuthill's own SWB machine based on a 912, but with a tuned 140bhp, 2.2-litre six



It doesn't take long to master this sort of 911 style drifting: Lift the throttle, brake, turn in, flick the steering wheel in the opposite direction and the 911 is sliding!

of stomach-flipping slides, pin-point perfect down the long slalom test. 'Be positive. The rear of a 911 is the best bit, it's getting the front end to grip that is the challenge,' Richard says, adding a dab of left-foot braking and lifting-off to change direction.

Then it's my turn, trying to remember everything he's told me. I wind it up in second gear, aim at the first pole, lift the throttle, brake, turn-in, flick the steering wheel in the opposite direction and the 911 is instantly sliding. Hold the slide on the throttle then lift, brake, swing the other way for the next slalom. Fantastic! Within seconds I am sliding a 911 about with abandon

because there is no worry about having an off. Get it wrong and the car just nerfs into a soft bank of snow. Confidence builds quickly and soon I am at such acute angles that the steering wheel is cranked fully over on the stop, and there's a trail of snow being churned out behind.

Tuthill gets back in and continues the lesson, pointing out that my slides are slow and I am being too throttle-heavy. 'With a 911 there are three stages to a corner: aggression, then a degree of patience, then power out.' I do as instructed and, sure enough, the car is instantly faster. It is time to attack the long ice

circuit. What an absolute pleasure to hold a 911 on the throttle in such long slides at such ludicrous angles. With the basics learnt the support team swaps the tyres for the more pronounced studs and the difference is immense. Now there's 50% more grip, which equates to more control and much more speed. The fun of sliding about takes on a harder edge as you are soon attacking the corners at about 140km/h on

studs. Richard's commitment is astonishing. He gets the front wing buried right into the apex of each bend on full throttle and dances the car around the circuit at impossible speeds, sideways all the way.

'This is the perfect environment to push a 911 to the limit,' says Richard. 'Most of what you learn here is transferable to racing and it is all relevant for safer road driving.'

“Most of what you learn here is transferable to racing and is relevant for road driving”

the steering stop. Which gets your total attention.

Richard has brought along his personal project car. It started life as an early 912, so it's a light, short-wheelbase car, but shoehorned into the back is a 2.2-litre six-pot 911 engine, which produces around 140bhp. He takes me out for a last blast in this diminutive weapon. The car is not overly powerful but it's taut and eager, and is wearing thinner tyres with even bigger

Initially I never thought I'd find myself capable of sliding and controlling a classic Porsche 911 to this degree. But after a full two days of tuition your confidence and skill improve enormously, to the point at which you find yourself in a full drift doing 140km/h with the rev needle pointing at six thou'. If you really enjoy driving on the ragged edge, it doesn't get any better than this. **PW**

OK, it's not cheap, but then you knew it wouldn't be! A full day's ice driving in a Tuthill 911 is £1750 per person, based on two people sharing a car. However, it's a unique experience



CONTACT/THANKS

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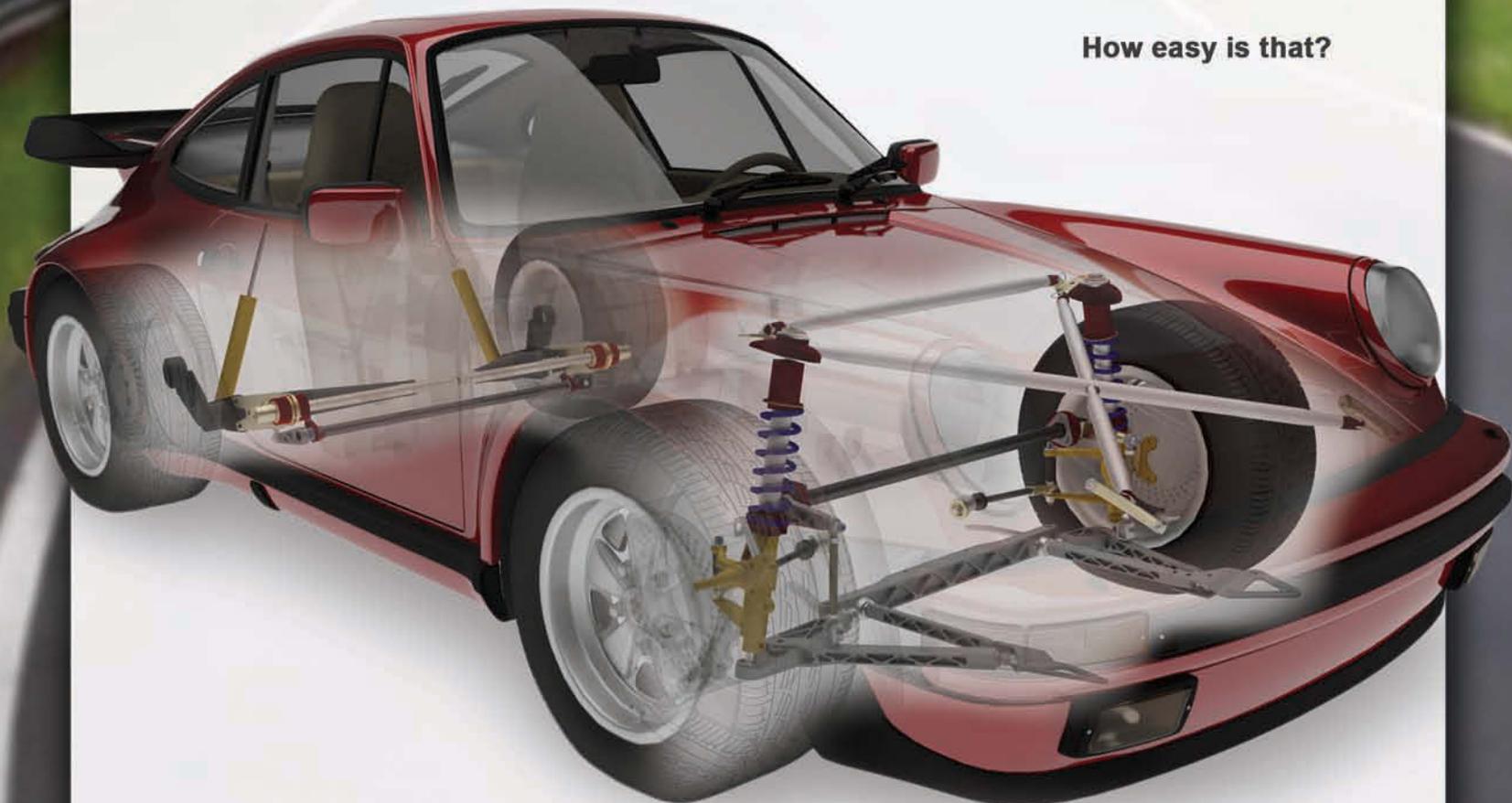
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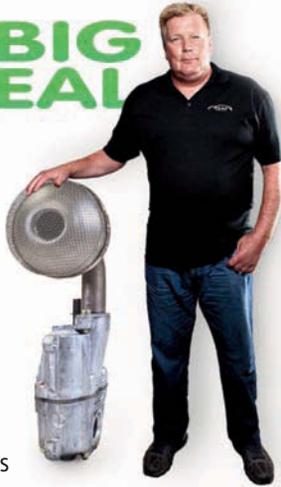
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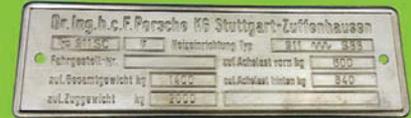
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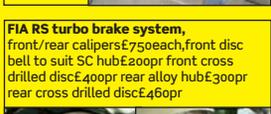
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ON THE PULL

Opposite ends of the Porsche spectrum make for a strange encounter as a 1950s utility vehicle meets a state-of-the-art SUV: we haul a Porsche-Diesel tractor from Holland with a Cayenne Turbo

Words: Johnny Tipler
Photography: Antony Fraser





‘What? Porsche make tractors now?’ ‘Well, no, not now, but they did in the 1950s.’

Check my furrowed brow (geddit?): that’s a typical take on our mission to Holland on behalf of Ruth Archer – sorry, Emma Fraser, farmer extraordinaire and spouse of my snapping colleague – to collect the venerable Porsche-Diesel ‘Standard T 217’ model she’s just bought. To execute this operation, we have the most formidable tow car imaginable, a mighty Cayenne Twin Turbo S, placed at our disposal by The Archers-friendly PCGB execs, with which to lug Mrs Fraser’s classic tractor back to Blighty. They’re both red, our doughty pair, but occupying opposite ends of the utility curve. Both have go-anywhere capability, but one is an austere, 1374cc, (90mm x 108mm) in-line twin-cylinder, single-seater with 26bhp that can do maybe 12mph, the other seats five in luxury and promises 175mph and 550bhp, making it possibly Britain’s most powerful tow car.

An old Dutch friend of Mrs Fraser, Jan Coen, has located the tractor for her, so Ant borrows a Brian James trailer from his old mucker Dobson, which happily mates with the Cayenne’s hidden tow bar (flick a switch on the tailgate and it’s ‘now you see it, now you don’t’). We rendezvous in the docks at Harwich. The overnight crossing to Hook-of-Holland aboard Stena Line’s palatial SS Hollandica is marvellous; not so much a ferry, more a cruise liner, certainly in the culinary department. We’ve

had dinner and gone off to our cabins even before we’ve set sail, to be woken six hours later by the amplified strains of Bobby McFerrin whistling ‘Don’t worry, be Happy’ as we glide into the floodlit Dutch Europort. Liberated from the hull’s metal womb, the unladen trailer is restive over the drempels, but the on-board sat-nav helps guide us effortlessly via a blend of A-road, motorway and urban brick weave to Laren, a village near Hilversum in central Holland. Cue Van Morrison’s “In the days of rock and roll”, where he quotes long-gone radio stations including Hilversum. Jan Coen’s large thatched house (1909) is set in a wooded enclave, and an ambiguous road sign sends us down a narrow single-track cul-de-sac. My cameraman is helming the Cayenne, and he masterfully reverses the rig a cool 100m to get us back on track.

Jan Coen backs the tractor smokily out of his garage, while his dog is driven bonkers by the racket. To fire up the two-cylinder Porsche-Diesel is a matter of switching the ignition on, easing the hand-throttle lever fully down, pulling the glow-plug switch up and holding it for half-a-minute, then pulling it some more and – yippee! – the starter engages. Brrugggerdugger dug-dug-dug, it goes, a plume of black smoke ascending from the stove pipe. Loading the tractor is a matter of driving onto the trailer, stropping all four wheels to the deck and tensioning the winch. And with a waved Tot Ziens! to Jan Coen, off we go, heading for OPC Rotterdam, where we have an assignation with our two-wheeling buddy Cees de Zeeuw (see the sand-beige 2.7’s antics in last month’s issue). Cees’s Porsche-Diesel ‘Junior’ tractor takes pride of place inside the showroom entrance, and it’s a diminutive gem,



so immaculate you could eat your waffles off it, but even so he's arranged for us to have a play with it.

Rotterdam OPC was founded by veteran Porsche racer Ben Pon in the 1960s. It's a spacious, single-storey premises, full of the tastiest Porsches old and new, and situated close to the wide Nieuwe Maas river. We're welcomed by head honcho Harrie van Ham, who gives us a tour of the workshops, and after some delicious Dutch club sandwiches, the Junior is trundled out of the showroom. Ignoring the downpour, Harrie drives it the half-mile onto the levee flanking the river, and I follow suit with Mrs Fraser's Standard T 217. The Schaarwijk towpath is a precarious single-lane road, and though other vehicles don't stop, they are respectful enough to put two wheels on the edge to allow us through. We trundle down the hill

as well. So I'm perched on high, my seat mounted to the tractor by what looks like a large lever-arm shock-absorber, and the steering has to look after itself as I use both hands to shift ratios. And that farmyard dyke is looming awfully close! Woah there! Anchors on and geared down, I haul on the steering wheel and round it comes. These are physically demanding machines, though what would you expect in an agricultural context? The ratios are extremely close together, and there's so much torque I almost needn't bother with the bottom two gears. The lever that operates the transfer box for switching between high- and low-ratios emerges from under the seat and protrudes on the right hand side of the cockpit, just below my right knee. Of the two machines, the single-cylinder Junior is the more sprightly,

If you want to make light work of towing something, then you need a 550bhp Cayenne Turbo S. Most of the time we forgot the trailer and tractor were there! Fuel economy was a bit dented though, at 16mpg

“It's a juggling act, driving one of these tractors, no matter how dinky they may seem”

on the landward side of the levee into a farmyard in a conservation area where there's a huge, circular thatched barn. Its umbrella roof can be hoisted higher and higher up the supporting poles as it fills up with hay, and apparently these barns are fairly common in traditional Dutch farmyards. For now though, it's the sheltered setting for our photoshoot.

It's a juggling act, driving one of these tractors, no matter how dinky they seem by today's leviathan standards. There's a hand throttle, the gear lever's between your legs, and the pedals are either side of the transmission casing, clutch left, brake right. There's a foot throttle too, though I don't discover that till later. The beefy handbrake clasp projects vertically from the right

though it's almost certainly done less grafting than the Standard. However, its clutch is so jerky, the wheelbase so narrow in relation to my elevated saddle that, no kidding, it's actually more alarming than driving an F1 car (and yes, I did once, the ex-Jean Alesi Prost-Peugeot V10 AP03, if you must know). The two Porsche tractors' respective handling and operational quirks are subtly different, given the variations in sizes, and though unrefined at first acquaintance, I've no doubt that, straw in mouth, one would soon become adept at harnessing farm machinery and pursuing agrarian tasks. Ooh argh!

Porsche tractors, though. Only connoisseurs of the marque are aware of this apparently incongruous sideline, hence incredulity is the inevitable reaction to our trek.

A more traditional Porsche off roader! OK, so what we have 'ere is a Porsche-Diesel Standard T217 tractor with a 1374cc, two-cylinder diesel engine, which develops 26bhp and a lot of torque



In fact, the 'Volks-Schlepper' workhorse could have matched the longevity of Professor Ferdinand Porsche's other contemporary pre-war design, the Volkswagen Beetle, if war hadn't intervened. By 1934 he'd produced three prototype tractors, whose specification included a hydraulic coupling between the engine and transmission, a feature of Porsche-Diesel tractors until production ended in 1963. These early '30s prototypes were petrol-engined, as the air-cooled Porsche diesel engine was unproven, and the project was sidetracked by other demands made of the Prof's fertile design talents – like the VW Kübelwagen and the bellicose Elefant and Maus tanks, for instance.

Among his post-war projects, Prof Porsche had four basic air-cooled diesel engine designs on the table: single-, two-, three- and four-cylinder configurations with interchangeable heads and barrels, ranging in power from 14- to 55bhp, and there were also renderings for a four-wheel drive tractor. Getting the tractors into production was not straightforward though. There was the small matter of World War 2, in the wake of which the only German firms allowed by the Allies to carry on manufacturing were ones that'd been operational pre-war – like Volkswagen – and Prof Porsche's prototyping endeavors on the tractor front counted for nought. Besides which, he was summarily ousted from the VW Chairmanship in 1945. After his 20-month incarceration he circumvented this manufacturing veto in 1948 by aligning with automotive steel fabricators Allgaier GmbH and an Austrian firm, Hofherr Schrantz, who incorporated the two-cylinder version of the aluminium-cased Porsche drivetrain into their tractors, identified as Allgaier-System Porsche and Hofherr Schrantz-System Porsche, respectively. Porsche's relocation to Stuttgart-Zuffenhausen in 1949 facilitated the liaison with Allgaier, who were based close by at Uhingen.

Timeline: Porsche-Diesel tractors

1934: Professor Ferdinand Porsche designs three petrol engined prototype tractors, an adjunct to the Volkswagen Beetle.
 1937: German government orders Volks-Schlepper production to proceed.
 1948: Prof Porsche aligns with German Allgaier and Austrian Hofherr Schrantz in joint venture to produce tractors powered by 1-, 2-, 3-, and 4-cylinder Porsche diesel engines.
 1950: Allgaier productionises AP17 tractor equipped with 18bhp Porsche 2-cylinder air-cooled diesel engine.
 1953: Range of green-painted Allgaier-System Porsche tractors launched, including 11bhp, 22bhp, 33bhp and 44bhp. Allgaier water-cooled engine discontinued.
 1956: Allgaier sells up to Mannesmann AG. Tractor production continues under Porsche-Diesel Motorenbau GmbH banner.
 1956: Former Zeppelin factory at Friedrichshafen is restored for tractor construction. New line of red tractors badged PORSCHE-DIESEL includes four models: 14bhp Junior, 25bhp Standard, 38bhp Super, and 50bhp Master.
 1957: Output reaches 17,000 units, including 11,000 home market and 6,000 for export.
 1958: Info and data-sharing deal with truckmakers Deutz-fahr.
 1959: Annual sales reach 20,000 units. New six-model line-up introduced, including 15-, 20-, 26-, 30-, 35- and 55bhp tractors.
 1960: Output falls to 16,000 vehicles.
 1963: Mannesmann AG stops making Porsche tractors, deferring to MTU-Daimler who took over the factory to make NATO tank engines. Total number of Porsche-Diesel tractors is 125,000 units.

The factory they selected for tractor production was not so far away either, located in the Dornier seaplane base at Manzell on the Bodensee (Lake Constance) in Baden-Württemberg district, south-west Germany. No coincidence it was very close to Friedrichshafen, where the presence of much of the German aeronautical industry during the war attracted numerous Allied bombing raids. Thus, the only section of the Dornier premises fit for use post-war was the works canteen, and this building was pressed into service as the Allgaier construction site, where components manufactured in Uhingen were assembled by around 120 workers under the management of Porsche acolyte Dr Albert Prinzing. Professor Porsche, his son Ferry, and brothers Erwin and

*Mrs Fraser (Emma to her friends), wife of 911&PW photographer, Antony and happy as a cow in in s**t (as the saying doesn't go) with her new Porsche tractor. Next step is a spot of light restoration, which we will keep you posted on*





Oscar Allgaier launched the Allgaier AP-17 in Frankfurt on 9th June 1950, and the stage was set for a new line of Porsche-powered vehicles.

As the range developed, Allgaier built 9,452 A-P17 tractors between July 1950 and December 1953. Waiting in the wings were the 12bhp single-cylinder A-P111, a form of which was farmed out to Cisitalia through Porsche's exquisite 360 GP racecar connection – while, by coincidence, another budding supercar manufacturer was just starting to make tractors in Italy: raised on a vineyard, the Miura was not yet a twinkle in Ferruccio Lamborghini's eye, but his tractors quickly cornered the Italian market. Meanwhile the distinctive rotund-nose Allgaier styling was introduced in 1954 with the new 22bhp two-cylinder A-P22 tractor. Touted as a potentially lucrative contract to supply tractors for the Brazilian coffee plantations, Porsche was prompted to send a prototype 312 tractor to South America as a demonstrator. A lack of diesel fuel in Brazil meant it had to run on ethanol, and when an order was placed for the 312 Plantation Tractor in 1952, it specified a four-stroke two-cylinder petrol engine be fitted, to avoid contaminating the coffee plants. Ironically, given the climate, the vehicle was clad in bodywork

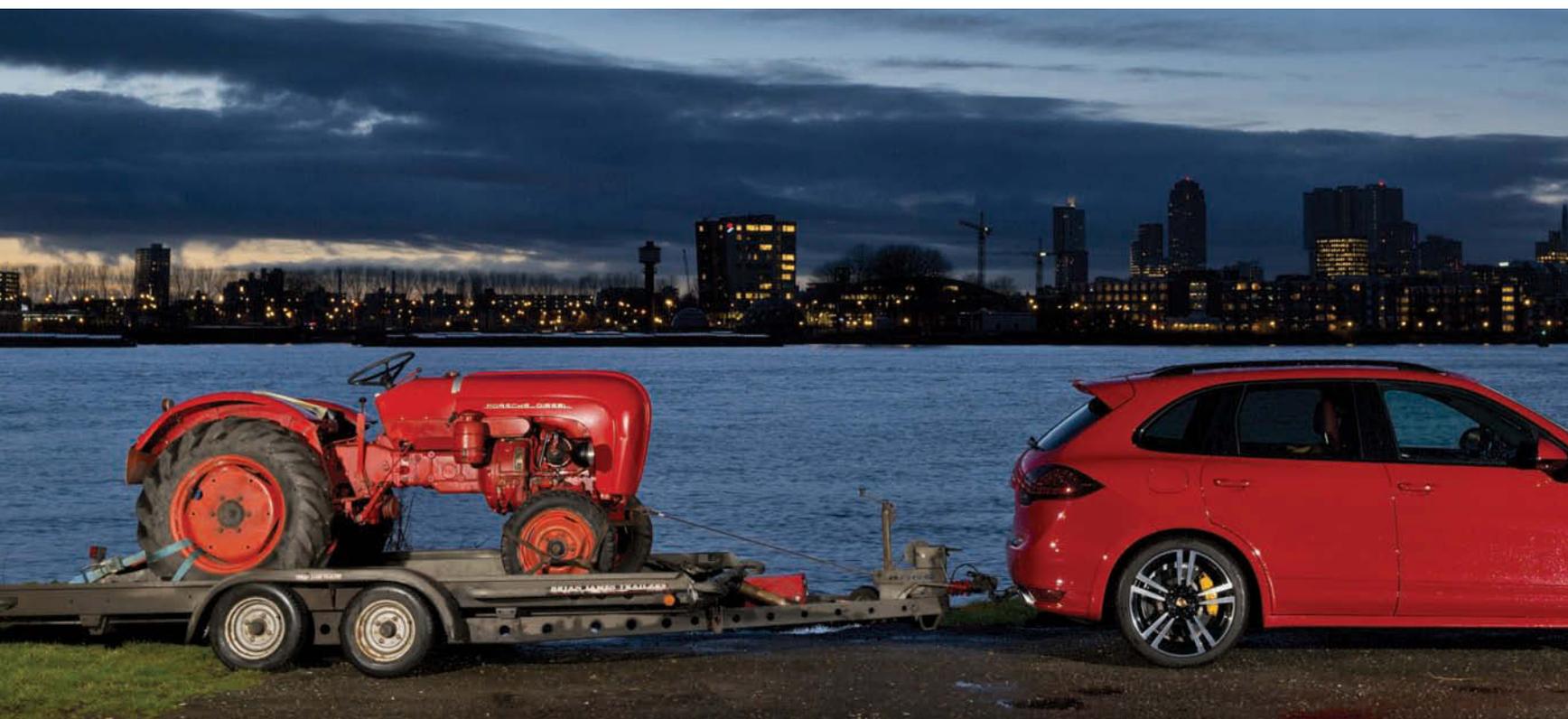
reminiscent of a bobsleigh. It wasn't a big deal, financially, though. Production totalled 220 units, with 200 invoiced in Brazil and the rest exported to Argentina and Columbia. The following year Porsche design Types 535, 536, 537 and 538 were introduced as the A111, A122, A133 and A144 series; the clue to the number of cylinders the engine had was in the designation number, though true to form, their parts were 80% interchangeable. In autumn 1954 the assembly line relocated to a new factory by the Bodensee at Manzell, and by mid-1955 output totalled 50,000 tractors, of which 35,000 were Porsche-based.

For a spot of cross-referencing, our friend Jude Haig, she of '69 911T 'Gloria', hooked me up with her father, Dr Nigel Haig, who owns a 1955 Allgaier A111, bought decades ago at an auction as a wreck. 'It didn't run,' he recalls, 'but most of the parts were there. It has a single cylinder 822cc diesel engine and weighs 18cwt.' He restored it over two years, and it won 2nd prize at the 2003 Kent County Show. 'It was well-designed for post-war Europe,' he believes, 'being usable in all kinds of harsh weather, unlike some contemporaries, for instance, being air-cooled, rather than water-cooled. The original oil pressure system had to be completely redesigned,

This single cylinder Porsche Junior tractor is narrow for a reason. It's designed to operate in vineyards where space between vines is obviously limited. Aboard this contraption is Harrie van Ham, Manager of the Rotterdam Porsche Centre, where the Junior lives

CONTACT/THANKS

Cees de Zeeuw
Jan Coen
Harrie van Ham, Porsche Centre Rotterdam for hospitality and assisting with the photoshoot. <http://www.porschezentrumrotterdam.nl>
Stena Line for the comfortable North Sea crossing, Harwich - Hook of Holland. www.stenaline.co.uk





Snigger ye not, all you tractor doubters. Porsche agricultural machines are starting to become highly collectable. Maybe Mrs Fraser is on to something here?

Below: Cayenne Turbo, with trailer and tractor makes for quite a rig!

though. It was also intended to be driven to market, and it has a simple seat for the farmer's wife on the left-hand rear mudguard. It has four-speeds, both forwards and backwards, and its flywheel weighs rather more than I do!

Back in the mid-'50s, the German economic upturn made steel pressing and metal stamping more attractive than tractor manufacturing, and in 1956 Allgaier sold up to Mannesmann AG in a deal that included the Porsche diesel engine and transmission design as well as the Allgaier chassis. A new division of Mannesmann AG, called Porsche-Diesel Motorenbau GmbH, was established at the former Zeppelin factory west of Friedrichshafen, and the facility was rebuilt and equipped with state-of-the-art machine tools. In 1958 they did a deal with truck makers Deutz to share technical expertise and parts sourcing; years ago I cruised the northern European waterways on

Fortunately, we manage to remain exactly that, as the rain stops, up on our Maas-side towpath. En route to the conservation farm we've checked a spot beside the levee to park the Cayenne and its rig for a final bout of snappery, silhouetted against the sunset, and when we arrive back there in the gathering dusk we disturb a couple hard at it in their car. It's by no means the first time we've had this harrowing experience! Anyway, the tiny beach enclave gives Antony just the setting he needs, and we don't spare their blushes. Plough on, dude!

Hoek-van-Holland isn't far from Rotterdam (cue The Beautiful South: 'Rotterdam... is anywhere, anywhere alone!') so we route through the intriguing, canalised heart of the city, mentally reminding ourselves to return for a nocturnal shoot some day. We've promised Stena Line some shots of their extraordinary cargo on the quay

“A port employee and tractor enthusiast regales us with tales of his collection”

a Dutch barge powered by a mid-'50s Deutz diesel truck engine; its six separate cylinders were air-cooled, it was noisy and smoked badly but was always reliable. I reflect that, if that was an example of Deutz sophistication, no wonder they needed Porsche input! By now, annual output of tractors numbered 20,000 vehicles, just ahead of the newly introduced six-model line-up, which comprised 15-, 20-, 26-, 30-, 35- and 55bhp machines.

Notwithstanding the expanded range, volumes fell to 16,000 tractors in 1960, with 10,000 invoiced in the home market and 6,000 exported. Final innovation on the production line was the incorporation of the new Bosch-Hydraulic ancillary equipment lifting system, enhancing practical versatility. Then, in 1963, Mannesmann AG called time on manufacturing Porsche-Diesel tractors. The assembly process rumbled on into early 1964, though done outdoors outside the factory premises, which had been requisitioned by MTU-Daimler on behalf of NATO as a tank engine building facility. Surely, one imagines, Mannesmann could have relocated tractor production or reached some sort of compromise. But evidently not; that was it, no more Porsche tractors. At close of play, the final tally of Porsche-Diesels created over the decade amounted to 125,000 units. After production ended, Regie Renault was contracted to service Porsche-Diesel tractors worldwide so owners weren't left high and dry.

beside the ferry, which proves mighty hard to achieve on account of a freighter filling up with innumerable container lorries, endlessly to-ing and fro-ing in our line of vision. As we strive to attain at least some prospect that encapsulates our mighty Porsche rig and the SS Britannica in the same frame, a port employee and tractor enthusiast regales us with tales of his collection, and unsurprisingly this is a regular theme when we park up anywhere. People want to know what constitutes a Porsche tractor. Would we attract similar interest as we pass through British customs, we wonder; the Dutch passport control isn't bothered, and as it turns out, neither is the UK Border agency: 'you going to restore it?' is the height of their inquisition.

And that is the fate of Mrs Fraser's new pride and joy: Dobson will go over it mechanically, and Bettinsons of Oakley, Suffolk will likely be entrusted with restoring the paintwork to its former bucolic glory. Meanwhile, Mrs Fraser is, like one of her cows, 'over the moon' with her new purchase, and the herd regards her with new respect, viewing the rumbling red rooster as some kind of deity that's come amongst them. One thing's for sure, though; she has bought probably the cheapest classic Porsche going, or certainly one made prior to 1970. And it can still be a farm workhorse. All together now, "Bumping up and down on a big red tractor, bringing in the hay!" **PW**



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

2012 - 991 C2S PDK COUPE (GUARDS RED) 14,000 Miles
3.8L, Black Lthr Intr, PDK Gearbox + paddle shift, PSM/PASM/PCM - Touch screen Sat Nav/ Telephone/Bluetooth/BOSE sound system/CD Changer/Sports Chrono pack/Sports Exhausts/Multi-function Steering Wheel/Front and Rear Park Assist, Adaptive Sports Seats, Electrically Adjustable/Heated Mirror, Embossed Leather headrests and wheel crests fitted, Porsche Vehicle Tracking System (VTS), Bi-Xeno Headlights, Suede Headlining, 20" Alloy wheels, Porsche Warranty.

2008 - 997 GT2 GUARDS RED CLUB SPORT Specification 11,000 Miles

Carbon interior Pack, Black Leather and Alcantara, Original Roll cage Fitted, Carbon Fibre Sports Seats, Alcantara Roof Lining, PCM Sat. Nav, Telephone, Sport Chrono Package, Radio CD System, PASM, Electric Windows and Door Mirrors, Up-rated Steering wheel, Xenon Headlights, On Board Computer, Climate Control, Ceramic Brakes with Yellow Callipers, 19" GT2 Alloy Wheels with Michelin Super Cup Tyres, Tracker, Alarm, Complete with Full Porsche Service History and 2 Sets Of Keys, Outstanding Condition.

2009 - 997 TURBO CABRIOLET MANUAL (BASALT BLACK) 27,000 Miles

Full Black Lthr Interior, PSM/PCM-Touch screen Sat. Nav/Telephone, BOSE-CD Changer, White Dials, Memory/Heated Seats, Sports Exhaust, Chrono Package Plus, M/F/Steering Wheel, Rear Park Assist, Xenons, 19" GEN II Turbo Alloys, Full Porsche Service History.

2008 - 997 TURBO CABRIOLET TIPTRONIC S (MACADAMIA BROWN) 34,000 Miles

Macadamia Metallic, Sand Beige Full Lthr Intr, Sport Chrono Pack, PCCB Porsche Ceramic Composite Brakes, Heated Seats, BOSE sound system, Door Trim in Leather, Rear Centre Console in Leather, Illuminated Door Entry Guards, PCM Package in Black (Sat Nav), PSM/PASM/sports Exhaust Telephone, Leather Sports Seats, Rear Parking Assist, Porsche VTS System, Xenons, 19" Turbo Alloy Wheels, Total of 2 Previous Owners, FFSH (just had a major service).

2009/58 - 997 C2S COUPE PDK (GEN II) (MIDNIGHT BLUE) 32,000 MILES

PDK Gearbox, Full Grey Lthr Intr, Sports Chrono Plus, BOSE Soundsystem, Sports Mode, Heated Seats, Multi-Function Steering Wheel, Sports Seats, Electric Memory Seats, PSM/PASM/PCM-Touch Screen Sat.Nav./Telephone/On board Computer/White Dials, Rear Wiper, 19" TURBO S Alloy Wheels, Rear Park Assist, Xenon's, Full Porsche Service History.

2006 - 997 C2S CABRIOLET TIPTRONIC (SILVER) 22,000 MILES

Full Metropole Blue Lthr Intr, Sports Chrono, Sports Mode, PSM/PASM/PCM-Sat.Nav, Heated Seats, MultiFunction S/Wheel, Telephone Module, On board Computer, White Dials, CD Changer, 19" Carrera S Alloy Wheels, Rear Park Assist, Xenon's, Original Wind Deflector, Full Porsche Service History.

2006/55 - 997 C2S COUPE TIPTRONIC (ARCTIC SILVER) 33,000 MILES

Black Lthr Intr, PSM/PCM-Sat.Nav, telephone, Bose sound system, CD changer, MF S/wheel, White Dials, Sports Seats, Heated Seats, Sports Exhaust, Rear Wiper, Climate Control, Xenons, Sunroof, Rear Park Assist, 19" Carrera S alloys, Full Porsche Service History

2005/54 - 997 C2S COUPE TIPTRONIC (ARCTIC SILVER) - 59,000 Miles

Grey Lthr Intr, PSM/PCM-Telephone, Computer, BOSE Sound system/CD Changer/Sunroof/19" Carrera S Alloy wheels/Rear Park Assist/Full Service History.

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

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

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

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

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

Full Black Leather Intr, AC, Bolt in cage-stndRd 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 Blk 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, FFSH.

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

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

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)

2004 - 996 C4S COUPE MANUAL (BASALT BLACK) 45,000 Miles

Full Black Lthr Intr, PSM, Heated Seats/Memory Seats/Electric Seats, BOSE sound system, CD Changer, Rear Wiper, Rear Park Assist, 18" Turbo Alloys, Full Porsche Service History.

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

Black Leather Interior, PSM, Telephone Module, Electric windows/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 Up-rated Becker CD Player/Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

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

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

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

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

1996 - 993 C2 COUPE TIPTRONIC (ARENA RED) 73,000 Miles

Black Leather Interior, Sports Seats, Electric Window & Mirror, Part Electric Seats, Sony Radio Player, Sunroof, Rear wiper, Climate Control, 17 Alloy wheels, Full Main dealer and Porsche Specialist Service History

1994 - 993 CARRERA COUPE TIPTRONIC (BLACK METALLIC) - 73,000 Miles

Black Lthr Intr, Kenwood CD Player & radio, Sunroof, Rear Wiper, Electric Window/ Mirror, 17" Alloy wheel, Factory Fitted Alarm System, Full Main Dealer & Porsche Specialist Service History

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

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

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

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

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

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

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.

2006 - PORSCHE BOXSTER (987) 2.7L TIP (BASALT BLACK) 30,000 Miles

Full Black Lthr intr, PSM, Bose sound system, CD changer, Wind shield, Full leather seats with electric adjustment and heating Seats, Air condition, Rear park assist, Xenons, 19" Carrera S Alloys, Full Official Porsche Service History, Two previous owners only.

PORSCHE PANAMERA

2010 PORSCHE PANAMERA 4 TIPTRONIC (CARBON GREY) 25,000 Miles

4.5L V8 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.

2005 - FERRARI F430 SPIDER V8 MANUAL (NERO BLACK) - 18,000 MILES

Manual, Crema Leather Daytona seats with black stitching, Ferrari Becker CD Player & Radio, Electric Seats, Electric window & Mirror, Carbon pack, Ferrari Wing Shield Head rest logos, Climate Control, Ferrari Full Service History, 19" Ferrari F430 Alloy wheels, Just Been Serviced, New ball joints all round

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

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

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

1967 - FERRARI 250 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 Classiche certified, Nardi S/Wheel, Chrome-rimmed Vaglia 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 Black Leather Black Metallic Coachwork with White Stripes Full Black Leather Interior Full Weather Equipment Absolutely Stunning Condition Very Rare With Approximately ONLY 26 Vehicles Manufactured.

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

Manual,2600kms since a full restoration, Soft Beige Leather Interior, 1600 cc, Left Hand Drive, Eligible For Many European Events, Supplied with Porsche Certificate of Authenticity 1 owner for the last 15 years

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 Louis 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 METALLIC) 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, Xenon's, Parking Sensors Rear and Front, 17" Alloy Wheels with good tyres, Full Service History, Spare Key, all original Manuals present



THINKING INSIDETHEBOX

Mid-engined handling genius guaranteed, the second generation Boxster 987 is a hugely tempting proposition so we've gathered the 2.7, 3.2 and 3.4 versions together

Words: Steve Bennett
Photography: Antony Fraser



Social stereotypes and perceived conceptions. We're all guilty of them, particularly when it comes to cars. The current fave is to bracket all Audi drivers as tailgating marauders of the fast lane in their blinged up steeds from Ingolstadt. And while it does seem that the whole world drives an Audi these days, it's based on no more than an Audi's distinctive LEDs being rather more recognisable in the rear view mirror. There's still just as many BMWs, Mercs, Insignias, Mondeos etc hot-footing it to important seminars, it's just that their front ends are rather more subtle these days.

Not that social stereotypes and perceived perceptions are anything new for Porsche drivers/owners. It's one of the things that we have to put up with. It doesn't matter which model you drive, someone will have an opinion on you and it. It even comes from within the family, so to speak. It's a bit like that old Frost Report sketch with John Cleese, Ronnie Barker and Ronnie Corbett. You know: "I look down on him because he's middle class etc. In the world of Porsche it would go something like: "I look down on him because he drives a Boxster..."

Ah, yes, the Boxster. Of course you only drive one because you can't afford a 911. Well that's the uninformed

view that has gained traction and gets trotted out time and time again. It's almost as tiresome as the whole g24/van engine association. I swear that even my gran could wheel that one out.

Of course it doesn't make any real sense, but the 911 sits at the top of the Porsche sports car range as the arbiter of all that a sports car stands for. Nonsense of course, but that's the perception. The absolute definition of a sports car obviously varies person-to-person, but what it isn't, generally, is a fixed head, two-plus-two coupe. No, most people's concept of a sports car is a two-seater convertible – a bit like a Boxster then.

There's a view also that the 911 was the only car that Porsche would and has ever needed, which is rather restrictive for an ambitious company like Porsche. I understand why folk might not get the Cayenne, Panamera and now Macan, but what's not to like about a Porsche entry-level sportscar that takes its inspiration from the 550 Spyder, a car that predates the 911 and is rich in its own heritage? The Boxster is a model in its own right, different in concept to the 911 and with its own dynamic signature, one that in many ways, and to many people, is better than the 911 too.

But enough navel gazing. In short the Boxster is a

“What’s not to like about a Porsche entry-level sportscar that takes its inspiration from the 550 Spyder”

Roof down, wind in the hair and all those other cliches, but thing is driving al fresco is always much more of an occasion, and you get to hear the noise of that flat-six so much better



precision-engineered piece of mid-engined genius that is right up there when it comes to the art of handling and driver interaction. And the point of all this?

Preconceptions and misconceptions aside, this sort of genius shouldn't come cheap, but the fact is that these days, comparatively, it does. Desirable second generation Boxsters are tempting totty right now, which is why we've gathered three 987 models for a shootout. What we have here are Gen 1, 2.7, 3.2 and 3.4-litre Boxsters priced between £10,995 and £13,495, all on the market right now with middling miles and peace of mind warranties if you're of a nervous disposition.

The first generation 986 Boxster was a roaring success and the 987 model built on that, using 30% of the 911 (pretty much the entire front end and the doors) in its construction. Typically the 987 model was an evolution rather than a revolution of the Boxster concept. My own personal experience of the Boxster largely starts with the 987. Yes, I drove a few 986 Boxsters when they were contemporary, but the launch of the 987 Boxster in Austria in 1994 I remember with some clarity. I remember being suitably knocked out (geddit?) by this mid-engined masterpiece and questioning why on earth anyone would buy anything that purported to be a rival – unless they

just didn't like Porsches (or a Porsche that wasn't a 911). And this was before I was writing exclusively about the marque itself for *g11&PW*.

That first drive was in a 3.2 S. Yes, it was spec'd to the max with PASM and Sport Chrono, but essentially the same car is in front of us today – 10-years on – with 77,000-miles on the clock and at £12,495. Sounds almost too good to be true.

But that's not our starting point. The often-maligned base Boxster has its own cross to bear, as does any entry-level model, but we must kick off today's exercise with the 2.7-litre car. Of course that's all about perception once again. To the casual observer it's exactly the same as the other two cars here, but to the Porsche spotter its lack of S badge, 18in wheels and single exhaust tail pipe marks it out. To the hardcore motoring journo it marks it out as the drivers' choice free of dynamic corruption and pure in its actions. The truth is somewhere in between.

In short the 2.7-litre Boxster is a delightful thing to drive. It's noticeably lighter on its Continentals, which is felt though all four corners, and through the chatty and convivial steering. That's what less unsprung weight does for you and there's nothing fancy about the suspension – just passive springs and dampers – on this car.



TECHNICAL SPECIFICATION

PORSCHE BOXSTER 987

ENGINE:	2.7-litre flat six
POWER:	245bhp at 6500rpm
TORQUE:	201lb ft at 4600-6000rpm
TRANSMISSION:	Five-speed manual
TOP SPEED:	160mph
0-60MPH:	6.1 secs
SUSPENSION:	MacPherson strut front, independent rear
TYRES:	205/55 ZR17 front, 235/50 ZR17 rear

That it handles just so is no great surprise when you analyse what the Boxster brings to the ring. It's mid-engined, yes, but it's mid-engined with a difference compared to most middling sportscars. The engine is, of course, a flat-six so not only is the weight centred, it also sits very low, which is exactly what you want for the least possible polar movement. It's the boxer configuration that keeps the 911's weight distribution manageable too. Imagine how wayward a 911 could be if it were a V6 or bigger in the back, with the weight sitting higher. The pendulum effect would be even more exaggerated. As it is it's the Boxster that holds all the cards when it comes to the ideal set up, and not just compared to the 911. There's no other mid-engined sportscar on the market that can boast this potential handling advantage, which

stuff, you'll be loving it, keeping the cams spinning and listening to the engine working for its keep, but sometimes you'll be wishing for that extra grunt.

And so enter the 3.2 Boxster S, which has just that, with 276bhp and 229lb ft of torque at 4600rpm to 6000rpm, not to mention plenty below that too. As I've already said, this version formed my Boxster induction, so how would it feel now? Or to put it another way, how would the years have taken their toll compared to that factory fettled to perfection launch example. Well, pretty close actually. Of course the days of stroppy supercars are long gone, but on the flipside, it's possible to make cars too light and flimsy to drive.

One of Porsche's hallmarks is that fluidity of the controls and it's all here in this Boxster. The relationship

“The relationship between throttle, clutch, gearbox etc is precision Porsche”

makes the Boxster one of the finest handling cars on the planet at any price.

Returning to our base Boxster, that makes its screen price of just £10,995 even more of a bargain. There are compromises though. The 2.7-litre engine with 245bhp and 201lb ft of torque does need some work and is blunted a little by the standard five-speed gearbox. But it's no great hardship and the motoring journo in me would say that it's all part of the appeal and that spanking the flat six is part of that base model charm. And it really is, but sometimes, in the cut and thrust of modern motoring, you have to work the smaller engine very hard to keep ahead of the turbo diesel masses. In isolation it's not a problem. On your fave piece of twisty

between throttle, clutch, gearbox etc is precision Porsche. Light, direct, but in no way awkward and above all obviously linked. It makes for a fluid, satisfying driving experience, one that's starting to go missing in modern era Porsches as the machines take over. Even with a few miles on the clock, this 3.2 S feels every bit as good as I remember it being the first time round. True it doesn't quite have that delicate poise of the lighter on its feet 2.7, but it makes up for that in its more abundant power, which gives you more flexibility and even bigger thrills, should you want them. It's more relaxing too, but I would concede that the bigger 19in wheels blunt the ride and steering feel a little.

The 3.2 S was strangely short-lived and if you want





The Boxster's cabin is a good place to be and quality is a step up from the 986 Boxster. The vast majority will feature leather and hopefully you'll benefit from the original buyer's spec choices. Heated seats, for example, take some of the chill out of winter, top down motoring, as we discovered!

more, than the 2006 Boxster S delivered with 3.4-litres and 295bhp, or the engine that was launched in the Cayman S, which is what we have here resplendent in a subtle dark metallic blue. Like the other cars driven today it's a manual too, which is good in an era when the art of self-shifting appears to be on the way out. Good, also because Porsche's six-speed is about as good as the act of self-shifting gets! The cable operated 'box has just the right amount of resistance before the stubby lever is released and slides into the next ratio. We'll miss all that you know when the self-shifters take over.

Inside, and as with the other cars we've driven today, you're reminded as to what a step up the 987 Boxster's interior was over the original 986, which was a much more basic proposition. Porsche were justifiably chuffed and I well remember much being made of the new surfaces and leather trimmings. They've stood up well to the harsh climate that any car interior has to endure, or maybe it's just that these three cars have been looked after in the manner that a Porsche deserves to be by its owner.

And before we explore the performance potential of the 3.4 S, mention must be made of the Boxster's most excellent hood, which makes top down motoring such a doddle. It may be sunny in these pics, but the fact is it was Jan gth and chuffing freezing when we shot this feature and those hoods were up and down like a very old joke and not once did we have a problem. That said, with the heating up full wack, and the optional heated seats toasting one's rear, driving roof down was a winter treat, it's just when stationary for long periods of photographic inactivity that the cold set in and the hood's power function is very welcome.

But back to the action. If the 2.7 Boxster is 'quick,' and the 3.2 S is 'fast,' then the 3.4 S can be considered to be 'properly fast.' It's not just an extra 15bhp and 15lb ft of torque that counts here, but also some slightly revised gear ratios too. First and second are shorter, while third gear is relentless. OK, it doesn't feel power crazed but the chassis does feel properly tested, and in these very cold conditions the 3.4 was the first to kick it tail wide out of



TECHNICAL SPECIFICATION

PORSCHE BOXSTER 3.2S

ENGINE:	3.2-litre flat six
POWER:	267bhp at 6200rpm
TORQUE:	236lb ft at 4700-6000rpm
TRANSMISSION:	Six-speed manual
TOP SPEED:	166mph
0-60MPH:	6.1 secs
SUSPENSION:	MacPherson strut front, independent rear
TYRES:	235/35 ZR19 front, 265/35 ZR19 rear



CONTACT/THANKS

Many thanks to all at Finlay Gorham, where all three of these Boxsters are currently for sale at very tempting prices and with warranties. Viewing by appointment only at FG's rural location on the Essex/Suffolk border nr Sudbury.
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TECHNICAL SPECIFICATION

PORSCHE BOXSTER 3.4S

ENGINE:	3.4-litre flat six
POWER:	291bhp at 6200rpm
TORQUE:	251lb ft at 4400-6000rpm
TRANSMISSION:	Six-speed manual
TOP SPEED:	166mph
0-60MPH:	6.1 secs
SUSPENSION:	MacPherson strut front, independent rear
TYRES:	235/35 ZR19 front, 265/35 ZR19 rear

a corner as power and torque overtook grip.

The 987 3.4 Boxster S was the first Boxster that actively made you question the need for a 911, its performance was that close to the base 911. Its handling too was and is more nimble and engaging requiring less of the machismo and hustle that the 997 of the era demanded. The same is true today. String together a sequence of bends, whether known or unknown, and the blend of steering input, chassis response and power delivery contrives to produce something as close to

sports car nirvana as you'll ever experience, and that includes the current Boxster generation. The engine doesn't smother the chassis or vice versa, while what little electronic intervention there is (PSM on all three cars) remains mute.

So what are we all waiting for? Time to go out and bag a Boxster surely? Spring is on the way, and summer soon after. What's stopping you? At these prices not much. Of course there is the elephant in the room. Engine woes have to be mentioned – IMS bearing failure and cylinder bores – because they are real concerns, examples of which rear their heads in the Q&A section of this very issue, so we can hardly sweep them under the carpet. Besides we have done more on *911&PW* to bring these issues to your attention than any other Porsche title, and we've documented and tried every fix and solution going. Stick with us and we'll help safeguard your investment.

The fact is that the Boxster is the undisputed king of the roadsters and still the standard reference point for what makes a sports car. **PW**





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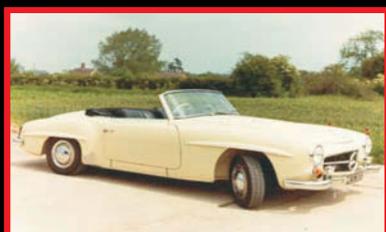


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FOR ALL THINGS PORSCHE

PORSCHE ARCHIVE

FOUR TO THE FORE

With vehicles like the Cayenne and Carrera 4 in the current line-up, you could be forgiven for thinking that the words 'Porsche' and 'four-wheel-drive' are relatively recent bedfellows. But you'd be wrong. In part one of a two-part archive feature, Keith Seume looks at the early days of Porsche's foray into the world of all-wheel-drive, starting with the Lohner-Porsche...

Words: Keith Seume Photos: Porsche Archiv

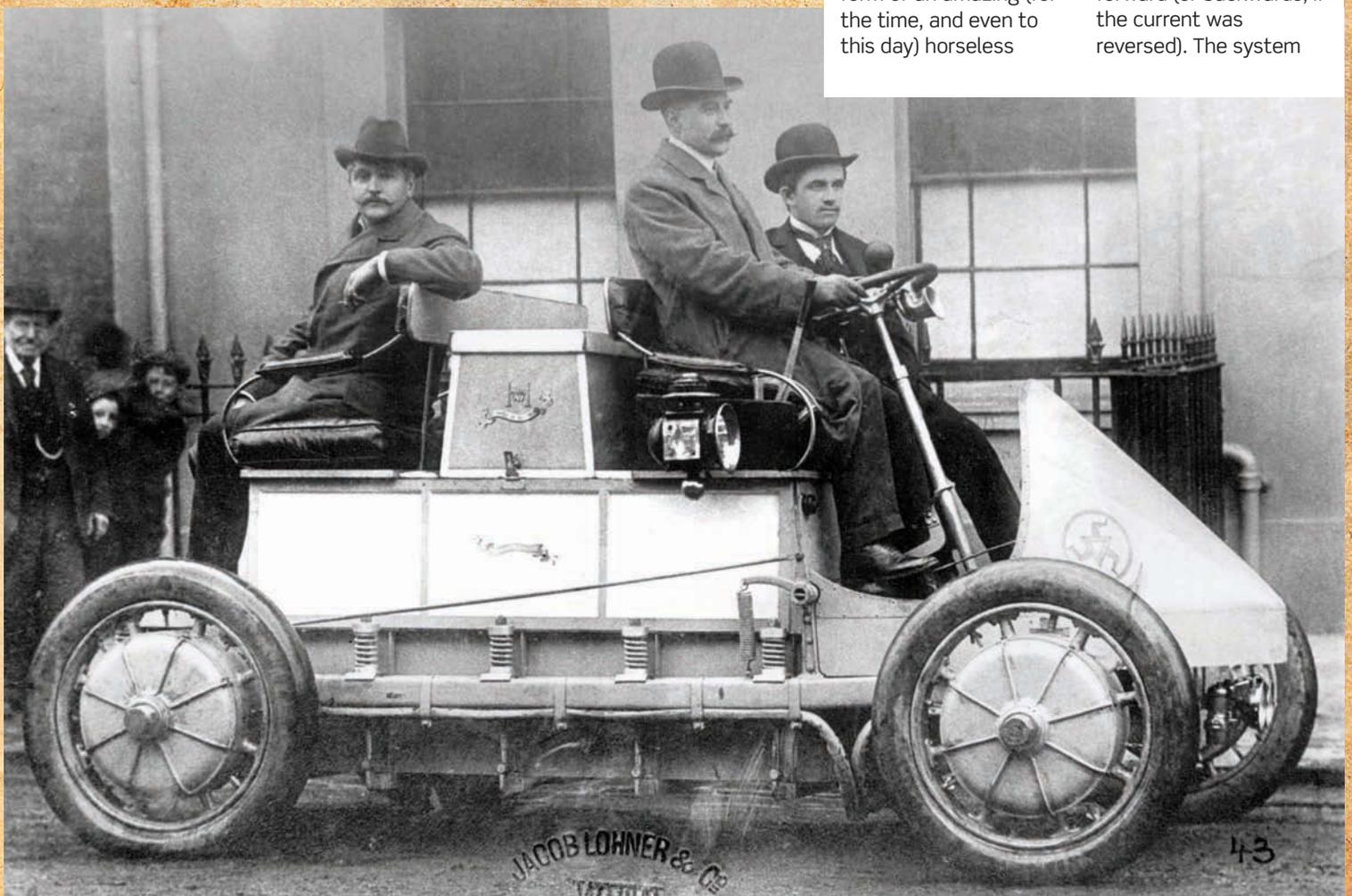
Looking back, most readers will be familiar with the technological masterpiece that is the 959, the ultimate 1980s four-wheel-drive supercar, and likewise the 'Carrera 4' moniker which first appeared on the 964 back in 1989.

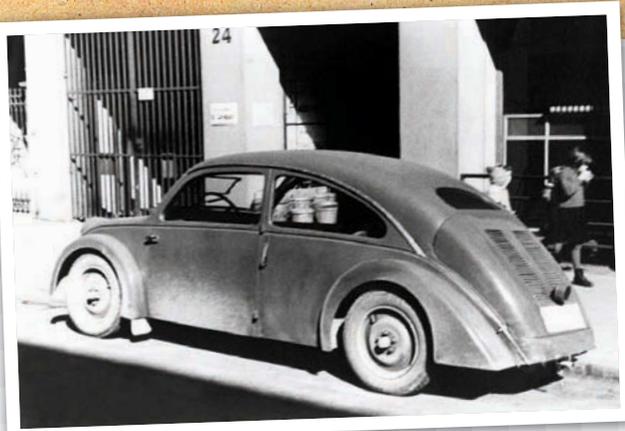
But did you know that the first all-wheel-drive Porsche-designed vehicle was built as far back as the 19th century? Or that an amphibious Porsche-designed military 4x4 swam rivers in World War II? And how about a post-war 'Jeep' with an air-cooled, four-cylinder Porsche engine located in the rear?

Ferdinand Porsche's first foray into the world of four-wheel-drive technology took the form of an amazing (for the time, and even to this day) horseless

carriage known as the Lohner-Porsche (and please note the correct spelling: Lohner, not Löhner...). Born in 1875, Ferdinand Porsche left his home town of Maffersdorf and travelled to Vienna to take up employment with Jacob Lohner, who entrusted him with the task of developing an electric drivetrain for his open coaches.

Porsche's design was brilliant, yet in many ways remarkably simple. The rim of each wheel was attached directly to the rotor of an electric motor, the stator (the part that normally spins in an electric motor) forming the axle. When power was turned on, the rotor (with rim attached) revolved around the hub, propelling the vehicle forward (or backwards, if the current was reversed). The system





Above: Porsche-designed NSU Type 32 was one of the Volksauto prototypes. There were thoughts about building a four-wheel-drive version of this car, to tackle poor road conditions in rural areas, but it never materialised

proved to be remarkably efficient (achieving as much as 85 per cent efficiency, it is said) and created quite a furore in the press.

The system provoked sufficient interest to prompt an order from a British coachbuilder, E W Hart, for a system to propel a four-seat vehicle capable of running on both petrol and electricity – the world's first hybrid that also just happened to be the world's first four-wheel-drive vehicle. The date? 1898. Powered by what was known as the System Lohner-Porsche, Hart's 'car' was enormous, weighing some four tonnes, with each motor weighing in at 145kg! However, this all-wheel-drive propulsion system was sufficiently advanced in concept to be the inspiration for the lunar rovers built by NASA when exploring the surface of the moon in the late 1960s.

Ferdinand Porsche was fascinated by the technology and went on to apply it to commercial vehicles, too. In 1906, he was appointed technical director at Austro-Daimler

in Vienna and there, six years later, was responsible for the design and development of the 'Landwehr Train' (named after Ottokar Landwehr, the person who pioneered the concept). This gargantuan eight tonne machine was designed to run on both road and

railway, and featured a hybrid driveline, with a six-cylinder 100 horsepower petrol engine running in conjunction with hub-mounted electric motors.

Each 'train' consisted of a number of wagons (five on the road, or up to ten on the track), along with a generator car. Each wagon could carry a five tonne payload. The six-cylinder engine was connected to a 70kW generator, which provided power to the electric motors fitted to every second axle of the train.

This multi-wheel-drive system meant that the Landwehr Train could tackle a nine per cent slope, a considerable achievement on either

road or rail at the time.

Moving ahead, Porsche's fascination with all-wheel-drive continued even when his work took him into the realms of developing a People's Car. Among the first of his *Volksauto* projects was the NSU Type 32, the sole surviving example of which can still be seen in Volkswagen's Autostadt museum in Wolfsburg.

Although it reached prototype stage as a rear-engined, rear-wheel-drive saloon, in 1934 Porsche's chief designer, Karl Rabe, penned a design for a four-wheel-drive version, his drawing showing a driveshaft exiting the front of the transmission casing and heading

“The world's first hybrid vehicle, which also happened to be the world's first four-wheel-drive vehicle...”

Below: 'Landwehr Train' was powered by hub-mounted electric motors fed by a petrol-driven generator mounted in one of the wagons. This colossal commercial vehicle could run on road or rail





Above: Porsche designed a four-wheel-drive version of the Kübelwagen, called the Type 87. Right and below: Ill-fated Mercedes T80 Rekordwagen was a six-wheeler, with the four rear wheels powered by 3000bhp V-12 engine. 4WD allowed T80 to gain traction despite narrow tyres...

forward to a differential unit mounted in the front axle assembly.

In this instance, the design never made it off the drawing board, but it paved the way for what was to prove one of the most remarkable military vehicles of all time: the *Schwimmwagen*, the roots of which can be traced back to a designer by the name of Hannes Trippel, who had previously drawn designs for an amphibious military vehicle with buoyancy tanks to keep it afloat.

Late in 1939, Porsche's design team in Stuttgart drew up plans for an amphibious version of the two-wheel-drive military *Kübelwagen* (also known as the Type 82E). This was at the behest of the *Waffen SS*, which had

asked Porsche if it would be possible to fit one of his four-cylinder air-cooled engines into a motorcycle frame to produce a lightweight all-terrain vehicle for their use.

Porsche was unimpressed by this suggestion and instead began to sketch out some ideas for a more sophisticated machine. The resultant prototype was known as the Type 128, the first example taking to the water in 1940. Work also commenced on a four-wheel-drive system (known as Types 86 and 87), the technology behind which eventually led to the final version of the amphibious *Schwimmwagen*.

The Type 128 first took to the water in the fire-pond at the KdF factory (what is today known as Wolfsburg), where it showed potential, even if the 'crew' did have to be rescued on more than one occasion when it broke down. The main problem was the shape of the body, which was little different to that of the *Kübelwagen*

from which it was derived and allowed the interior to be swamped.

A second version was much improved, featuring as it did a more boat-shaped body which resulted in better stability and manoeuvrability in amphibious mode. By the end of September 1940, several examples of the revised Type 128 had been built and extensively tested in the Max-Eyth-See, close to Stuttgart.

Mechanically, it was almost identical to the Jeep-like *Kübelwagen*, with the exception of a four-wheel-drive system, with drive taken from the nose of the gearbox to a differential located between the torsion bar tubes of the front axle.

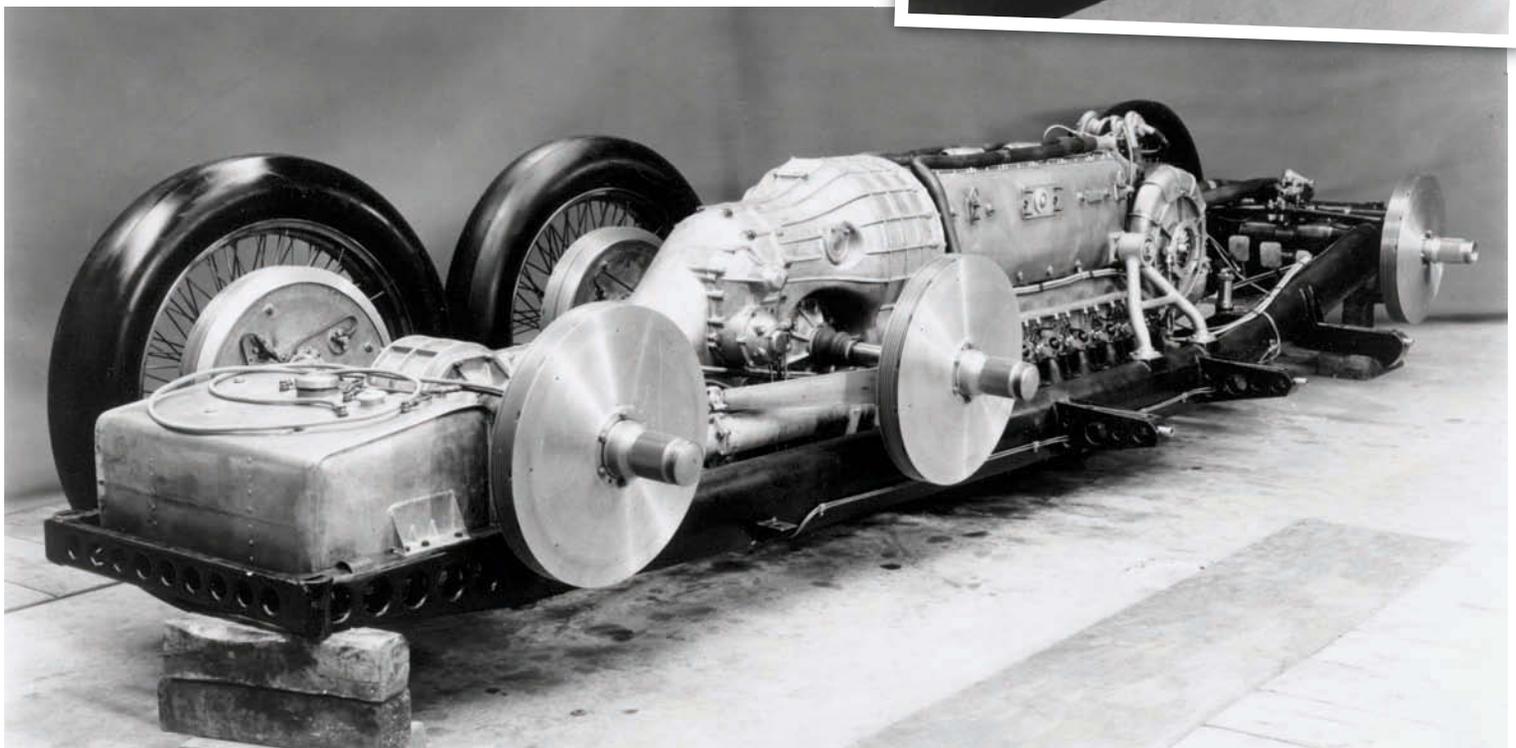
A rear-mounted

propeller used a chain-drive off the crankshaft, while a hinged coupling allowed it to be pivoted out of the way when the vehicle was to be driven on dry land.

The Type 128 proved a success and an order was placed for some 30 improved prototypes. As a consequence, Porsche was given the go-ahead to develop the design still further – the result was the Type 166

Schwimmwagen, which appeared late in 1942.

This was very similar to its immediate predecessor but had a shorter wheelbase (2000mm as opposed to 2400mm) and narrower body to make it more agile in battle conditions. To overcome the losses





Probably the most successful of Porsche's early four-wheel-drive designs was the Type 128, which ultimately evolved into the legendary Type 166 Schwimmwagen (bottom left).

had a Type 877 assembled from parts discovered at the factory.

Speaking to the author a few years ago, he recalled how badly the car behaved on Tarmac: 'It felt like the front and rear wheels were constantly fighting against each other. It was virtually impossible to drive in a straight line.'

But then, with no differential – and certainly nothing as sophisticated as a viscous coupling – between the front and rear axles, that's not much of a surprise!

Before we head off into the post-war period of four-wheel-drive, there is another rather intriguing machine for which Porsche was responsible, and that's the mighty, but ultimately ill-fated, Mercedes T80 Rekordwagen. This Leviathan was actually a six-wheeled streamliner, of which just the rear four wheels were driven.

Sanctioned by Adolf Hitler, work on the project began in 1937, with a targeted speed of 550Km/h (342mph), although this goal was ultimately increased to some 750Km/h (465mph) by the outbreak of war two years later.

Power was provided by a huge 44.5-litre Daimler-Benz DB603 'inverted' V-12, a derivative of the engine used in the wartime Messerschmit

associated with the all-wheel-drive system, the engine size was increased to 1131cc, and power output from just 23.5bhp to a heady 25bhp.

The Type 166 Schwimmwagen was another of Porsche's many success stories, for it earned great respect from soldiers on both sides of the front line. Indeed, captured Schwimmwagen became prized trophies among Allied troops and are among the most sought-after of all historic Volkswagens today.

Porsche also developed a four-wheel-drive version of the KdF-Wagen, known as the Type 877. Commonly, but incorrectly, referred to as the Type 87 (that

designation really refers to a prototype four-wheel-drive version of the Kübelwagen), this versatile vehicle became known as the Kommandeurwagen, and was intended for use by officers in the field.

However, this avenue was never fully developed, largely because the body panels were in short supply, production at the factory having turned from the KdF-Wagen to the supply of the more versatile Types 82E and 166. Of the latter, more than 14,000 examples were built before the end of hostilities.

The late Major Ivan Hirst (REME), the British officer credited with getting the VW factory back in operation after the war,

“It felt like the front and rear wheels were constantly fighting against each other. It was virtually impossible to drive...”



Bf109 fighter plane. This was mounted behind the driver, feeding power to a transaxle unit, alongside which were two wheels, with another pair on a separate axle mounted at the rear, driven by a shaft off the end of the gearbox. The massive V-12 powerplant was modified to produce in the region of 3000bhp, an almost 100 per cent increase over that of the original aero-engine!

The onset of hostilities meant that the ambitious project had to be put on hold, although the car did survive and is currently on display, unrestored, in the magnificent Mercedes-Benz technological museum in Stuttgart.

Once the war was over, many people's thoughts turned once again to motorsport, among them was one Karl Abarth – he later changed his name to Carlo Abarth, having relocated to Italy from his native Austria. Abarth was married to the secretary of Anton Piëch, Porsche's lawyer, and ultimately established regular contact with Ferdinand Porsche by mail. A third person entered the scene at this point: Rudolph Hruska, an Austrian engineer based in Italy.

As the three-way relationship blossomed, Porsche enquired whether Abarth and Hruska would like to become his agents

in Italy, not to market cars, but to promote his studio's design skills.

Abarth's contacts led to a project to build a Grand Prix car for Tazio Nuvolari, the famed pre-war Italian racing driver, the prospect of which excited Porsche. The only problem was one of funding.

The solution to this 'minor' matter lay in the hands – or rather, the bank account – of Piero Dusio, head of the Cisitalia company in Italy.

Dusio had made his fortune by supplying boots to the Italian army and, despite a lack of engineering knowledge, he was an enthusiastic sponsor behind an ambitious project to build a racing car.

It was no easy task for Porsche to design a new car from scratch, the restrictions placed upon German citizens by the occupying forces in the immediate post-war period meant that all engineering projects had to be given the OK – even a racing car.

The outcome was the Type 360 Grand Prix car, a pretty little mid-engined single-seater powered by an amazing 1.5-litre flat-12 engine. This was projected to produce in the region of 400 to

450bhp, giving a top speed of around 300Km/h, with the engine turning at up to 12,000rpm.

But, as was so often the case in the days of narrow tyres, traction was clearly going to be a problem. To combat this, the Cisitalia 360 was equipped with selectable four-wheel-drive – the car would normally be driven with rear-drive only but when accelerating out of tight corners, or up hill, the driver could push a lever and engage drive to the front wheels, too.

In addition, the Cisitalia 360 also featured a sequentially-shifted synchronised gearbox designed by Leopold Schmid. Impressive stuff for 1947...

Sadly, this all-wheel-drive engineering masterpiece never took

to the track, Dusio turning his attentions to producing Cisitalia sportscars for road and competition use. He had other ideas, too, including the production of a low-cost (to build), high-price (to sell) sportscar based on a relatively simple driveline. Inspiration for Porsche's 356? Undoubtedly...

With the formation of NATO in 1949 came the need for a simple, mass-produced vehicle in the style of the wartime US military Jeep and Porsche was one German company vying for the opportunity to equip NATO with a suitable off-road vehicle. The two other companies which expressed an interest in designing such a machine were Goliath and DKW.

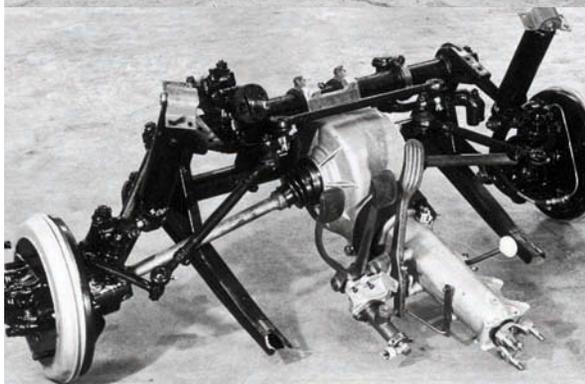
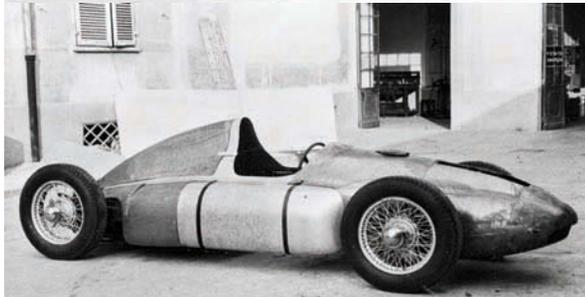
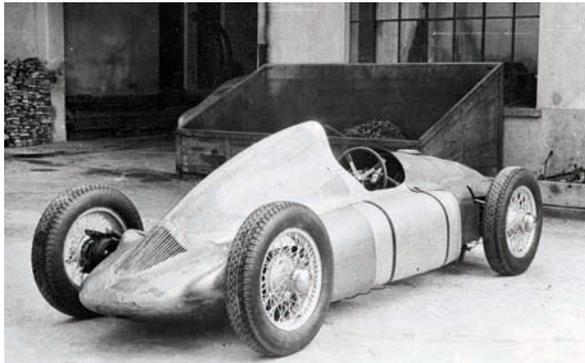
Now the idea of

Above: Type 166 front axle, showing water-proofed driveshafts and differential. Below left: All-wheel-drive Type 166 lent itself to use in all situations!

Below right: Type 877 was a KdF-Wagen with Schwimmwagen drivetrain

Porsche once again entering the military 'market' might seem strange, but this was a period when every manufacturer was looking for work of any kind in order to generate much-needed revenue – the aforementioned Cisitalia project is proof of that. Porsche was also in a strong position, having access to a pool of the finest engineers. Goliath, an offshoot of the Borgward company, struggled as a manufacturer of small





“By engaging a simple dog-clutch by pushing a lever, drive could be transferred to the front wheels...”

vans and was in a poor financial state. This was a last chance for the company to survive. DKW had also fallen on hard times, its passenger cars with their puny two-stroke engines lacking mass appeal.

Goliath's design was doomed from the start, for the powers that be in NATO doubted the company had the wherewithal to fulfil a military contract. DKW, on the other hand, submitted an interesting lightweight design, which promised to be cheap to build, but was powered yet again by a two-stroke motor. Called the Munga, it was to prove Porsche's Nemesis.

By comparison, Porsche's design, known internally as the Type 597, but later more popularly as the *Jagdwagen* ('hunting car'), was far more sophisticated than rival efforts, with part-time four-wheel-drive, torsion-

bar suspension and a five-speed transmission equipped with an ultra-low ratio for serious off-road use. The first cars were fitted with a 1488cc engine, but production models relied on a 50bhp 1582cc unit, a detuned 356 engine, with lower compression and a single Zenith 32NDIX two-barrel carburettor.

In normal road conditions, the *Jagdwagen* ran in rear-wheel-drive, but by engaging a simple dog clutch by pushing a lever forward, drive would be transferred to the front wheels for off-road use. It was a simple system without the benefit of free-wheeling hubs but perfectly adequate for the intended military use.

The bodywork can best be described as basic, with ribbed body panels for strength, and seating for four or five soldiers. The spare wheel was located vertically at the front of the vehicle, providing some protection in the event of a collision as well as placing some much-needed weight over the front wheels.

In testing, the *Jagdwagen* proved superb. A military version

was exhibited at the Geneva motor show in March 1955, with the promise of a civilian model becoming available for those who wanted the best in off-road vehicles. There was even a sales brochure printed, proclaiming that the *Jagdwagen* 'will carry four passengers over hill and dale to hunting lodges and fishing spots'.

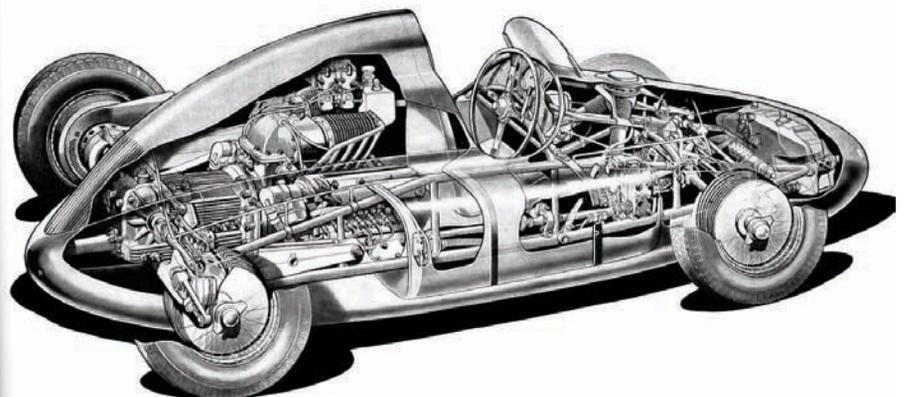
Considering that at the time the 'opposition' in this market comprised little more than the crudely-equipped British Land Rover, the type 597 could have become a legend like the British-built off-roader has.

But it failed at the last hurdle – the cost of production was simply too high, and the simple, cheap DKW Munga won the NATO contract.

It was a bitter – and costly – pill for Porsche to swallow. With just 71 examples built, the *Jagdwagen* fell into the 'what might have been' category in Porsche history. It would be more than a decade before Porsche ventured once again into the world of all-wheel-drive, and that is a subject we'll look at in next month's issue... **PW**

Top left and below: Amazing Cisitalia 360 Grand Prix car featured part-time four-wheel-drive

Left: Type 597 Jagdwagen was designed for NATO. Front axle assembly was similar to that of Type 166



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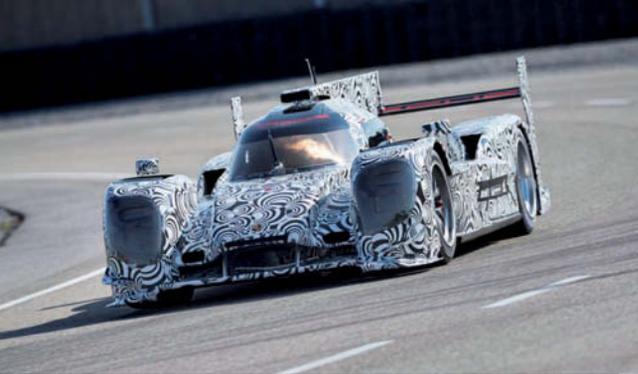
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ON THE SPORTSWAGEN

WITH THE CLASSIC PORSCHE SCENE BOOMING, THESE ARE GOOD TIMES FOR THE RESTORATION OUTFITS THAT REALLY KNOW THEIR STUFF, AS SPORTSWAGEN'S RECENT EXPANSION CONFIRMS

Words and photography: Brett Fraser

The irrepressibly entertaining Bruce Cooper, owner of Essex-based bodywork, paintwork and restoration specialist Sportswagen, has an amusing turn of phrase for his company's recent expansion into the next door premises. 'It was rather like buying a bigger pair of jeans,' he muses. 'Without us really realising it, our existing building had been growing increasingly uncomfortable over a number of years. Taking on the building next door – which essentially doubles our floor space as it's exactly the same type of unit – is exactly what we needed. And now we wonder how we ever managed to squeeze into the old jeans.'

Sportswagen acquired the new building back in March 2013 and uses it for car storage, reassembly work, detailing, mechanical fettling, and various other operations that benefit from being away from the dust generated by cutting up metal and rubbing down paintwork. And as Bruce explains, 'it's the perfect place to escape the madness and noise of the main workshop.' On the day we visit there are comparatively few cars in the new building, but even so, you can understand why Sportswagen was desperate for the extra space – if this lot were all stashed in the original workshop there'd be no room left to actually do any work.

The cars in the new workshop on the day of our visit are nicely representative of the bulk of Sportswagen's business. There's a 356 SC being dismantled prior to blasting and restoration; an assortment of early 911s awaiting either collection or minor bodywork repairs; the shell of a 356 Pre-A Speedster in bare metal that's undergoing full restoration; a sympathetically modified (by Sportswagen) 1989 911, affectionately known as the Chavster, that's in for some engine tuning; and a 996 GT3 sporting a multitude of war wounds.

'There's a funny tale attached to the GT3,' regales Bruce. 'The front wing damage was inflicted by a native in France – we used to have a lot of that sort of work,



Above: Sportswagen's 'irrepressibly entertaining' Bruce Cooper and canine companion. Above right: Bruce and the crew



Early Porsches are a Sportswagen speciality, but the road to restoration can be long and expensive. Real rot boxes can take up to a year and cost up to £100,000

including light trackday damage from the City boys, long since all dried up – but the dented roof and smashed rear window are something different. The guy who owns it is a keen all-terrain cyclist and when he and his wife went on their honeymoon they put a roof-rack on the GT3 and took the bikes with them. Anyway, they were in Italy and whilst his new wife was driving, she inadvisably attempted to park in an underground car park... Ripped the roof rack off and then punched the bikes in through the rear screen – that also damaged some of the interior trim panels.

The GT3 is an insurance job: from the early days of the company, Bruce ensured that Sportswagen earned all the necessary Vehicle Body Repairers Association (VBRA) accreditations to put it on the radar as far as the insurance industry was concerned. Sportswagen also has ISO 9002 XL quality certification as further independent (and rigorously monitored) evidence that its standards are the very highest.

Not that you really need official certificates to establish the fact that Sportswagen does things correctly – you only have to look around the place and listen to Bruce for half an hour to understand that there's a passion for perfection in play here. And the boss is uncompromising: 'We'll do anything you like, but we won't bodge it. If we find rust after we've removed the paint and coatings from your car, you will either agree to have the job done properly, or you will take your car away. We either do something 100% or we don't do it at all.'

That keenly focussed approach gained recognition from the Porsche factory when, in 2012, a Pre-A 356 that had been bodily restored by Sportswagen was put on display in

the Porsche Museum as part of the company's 60th anniversary celebrations. In fact, the owner of the Radium Green car, Paul Rui, (see the feature in *g11&PW*, October 2009), was fussier even than the factory, so when he said he could 'highly recommend Sportswagen to everyone,' it was quite some accolade.

The 356's starring role at the Porsche Museum generated some fortunate consequences, as Bruce explains: 'A Swedish 356 expert, Lasse Knöppel, arranged for us to see the car on display, and the museum's co-director, Dieter Landenberger, set it up so that we could visit on a Monday when the Porsche Museum was closed. It was a fantastic invitation and allowed (colleague) James Lay and I the opportunity to crawl all over the Gmund cars taking measurements and pictures to see how they were made and what an original car is really like: sadly, few in the museum are.

'What we discovered is that they were about as symmetrical as an orange box built by a blind man. And there were lots of mistakes in those original Gmunds. Which is why when I see some of the "perfectly restored" examples that win events such as Pebble Beach, I can't help think that they've over-cooked the restoration and created a car not true to the original build at all. The devil, after all, is well known to loiter in the detail, and with that in mind we've reintroduced build anomalies to number 31 that were there when the car was built.

Small wonder, then, that Sportswagen has become the "go to" bodyshop for top quality European 356 restorations: on the day of our visit there were a dozen coupes and drop-tops dotted around the establishment, including the 100th car off the line, and the #31 Gmund





car. We're not allowed to photograph the latter, but Bruce does lift its cover and talks us through the amount of work that has already gone into it. 'It really was in a bad way when it arrived,' he reveals, 'we've had to fabricate major sections of the bodywork researching each weld and riveted joint.'

'Then there are all the small detailed parts, such as we've fabricated the glovebox lid and the little deflectors that channel the ventilation up to the windscreen. And based on technical drawings and photographs, we've made door catches from scratch.'

While originality is a core discipline at Sportwagen, the guys aren't shy about taking on personalised projects. The Chavster, the black, fat-arched 911 mentioned earlier, is a prime example. 'That car started life as a red, narrow-bodied 1989 3.2,' reveals Bruce. 'Its owner, Andrew Dyer, had a vague idea of what he wanted; sort of retro, sort of racer-ish, not really a replica of anything in particular. So now it has wide arches, it's stripped out and lightweight, and is powered by a highly-tuned 3.4-litre engine courtesy of Steve Winter at Jaz Motorsport.'

What's planned for the 100th 356 that's currently in the new building is even more interesting and may petrify purists. 'That car is owned by a Swedish collector with strong Scottish ancestry who owns a staggeringly impressive collection of Porsche cars including Gmunds, some of the finest split-screen cars to be seen anywhere on the planet, and naturally one of everything else.'

'The idea with this car is that it should look as though a tartan cloth has been thrown across the roof, complete with pleats around the C-posts. So we've enlisted the services of an artist friend for the job, Paul Karslake, brother of Jo Wood, ex-wife of Ronnie Wood of Rolling Stones fame, and whose father, Mike, is credited with starting the Lambretta revolution in the 1960s. Paul has



already had a trial run, painting up an old guitar which has met with approval.'

While the depiction of the Douglas tartan will be a painstaking process, so too is the regular painting that Bruce and his nine-strong band of merry men do on a daily basis. Once a bodyshell has been cleaned and media blasted, then built on a jig, welded, lead filled and adorned with fresh metalwork where necessary, it's put into the paint oven to de-stress the panels; this prevents the panels from buckling after the paint has gone on. An epoxy etch primer is then applied, followed by as many as six primer coats, each of which is rubbed down by hand before the next one is sprayed over it.

Unlike your common or garden bodyshop, Sportwagen lets the primer coats dry for at least a month before setting about the bodyshell with three or four coloured topcoats. As with the primer, each coat is flatted off with wet and dry paper to rid it of orange peel; even the final coat gets this treatment, after which the paint is left alone for two to three weeks. When the waiting's done, the flatted paintwork is brought – laboriously – back to life with a machine polisher and then finally is hand-finished.

Unsurprisingly, a Sportwagen restoration is neither cheap nor quick. If your car is a complete rot-box, then it could take a year or more to restore. And even with a comparatively modest hourly labour rate, a major restoration on, say, a 356, could see you writing a final cheque for the thick end of £100,000. Yes, that is a lot of moolah, yet it's comparable with what Porsche Classic in Stuttgart suggests is the going rate for a ground up restoration. And the fact that Sportwagen has had to expand its premises, and its workshops are full, tells you that whatever the cost, there are plenty of people out there who believe that it's worth it. **PW**

Above left: Affectionately dubbed the 'Chavster', this black retro look 911 is a pastiche of nothing in particular and based on a 1989 Carrera 3.2.

Above: Floor pan undergoing restoration

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Story and photography by Chris Horton

STRING THEORY

It sounds like a thoroughly daunting task, but removing and replacing your 911's windscreen and other fixed 'glasses' requires little more than care and patience – and a length of suitable cord



There are a number of reasons why you might need to remove – and then, obviously, to refit – your Porsche's windscreen, backlight and/or rear side windows. (Backlight here being the generally accepted motor-industry term for what is often called the rear

windscreen; 'light' is in this context a rather old-fashioned synonym for window.) Or, having read what follows, why you might well wish to pay an expert to handle the work for you.

For the windscreen alone the most likely motivation will be the fact that the glass is cracked, or otherwise damaged beyond

repair – badly scratched or stone-chipped, for instance, within the area swept by the wiper blades, and thus an MoT-test failure point. The remaining windows, normally made from toughened glass rather than

laminated, are by their nature and situation less susceptible to stone damage (albeit not to vandalism and/or break-ins), and will in any case tend to shatter into tiny fragments rather than merely fracture, and so their

First step in removing the windscreen is to take off the wiper arms; pretty obvious, really. Rust here was a sign of things to come. We had hoped to be able to push the glass out, after first working the inner lip of the rubber seal away from the headlining, but the glass soon cracked (below). The simplest solution then was first to cut the seal (bottom left) and then just tear it all the way round



HOW-TO: REMOVE AND REFIT 911 WINDOWS



removal would under those circumstances be merely messy rather than technically difficult.

But all four windows ought to come out if you want to make a decent job of repainting the adjacent panelwork, or even to replace the headlining, and many cars will now be suffering from rainwater leaks of varying severity. You can squirt, push, smear or inject all manner of high-tech compounds between rubber, glass and body in an attempt to cure those, and in the short term you might even be partially successful. Ultimately, though, the only solution is to remove the glass(es) and fit a brand-new, original-quality rubber seal(s). That will also allow you to tackle the rust – surface and/or fall-blown holes – that may well have developed within the windows' rebates, and which if

left untreated will inevitably cause still further problems.

The car we chose to illustrate the required procedures is a 1985 911 Carrera 3.2 (see the sidebar, below right). As such, it is in this respect typical of all 911s from the start of production up to and including the 993, and so the techniques described will apply to all those other vehicles, too. Unsurprisingly the 356 uses the same relatively simple 'system' (as do many other makes and models built as recently as the late 1980s), but the majority of 924s and all 944s have a bonded-in windscreen, as well as that unique glass tailgate with its bonded-on metal frame, and so only their rear side windows can be removed and refitted as explained in this feature.

Our original intention was to concentrate on our guinea-pig

Even then the glass was surprisingly reluctant to start moving, such was the quantity of sealant that had previously been used, presumably to try to stop a leak. Trick is to start at one corner, then the other, all the time trying to use firm but gentle force, rather than localised pressure. Once it was out it was immediately obvious that the visible rust at the base of each pillar had been just the start

Carrera's windscreen alone, refitting it with its original rubber seal, but that idea soon had to be abandoned. Normally the glass is carefully pushed out

from inside the cabin, after first peeling back the innermost lip on the seal, where it meets the headlining. Here, though, such was the quantity of silicone 'goo'

On to the rear side glasses, then – and with luck we would get at least one out without breaking it or damaging the perimeter seal, and thus be able to show how to string it back into place. First task here was to peel back the door seal, and then ease out the plastic 'pin' securing the lower front part of the window seal to the base of the 'B'-post (below). Not obvious, but easy when you know how. Car (far right) has definitely seen better days – but then it has done well over 300,000 miles

'OUR' CAR – AND YOU'LL BE SEEING A LOT MORE OF IT, TOO

Regular readers of *g11 & Porsche World* might have noticed a new name among our advertisement pages of late: Auto Umbau. ('Umbau' is the German for reconstruction, or rebuild.) Based near Silsoe in Bedfordshire, it was established during 2013 by long-standing Porsche enthusiast, and former head of engineering for GM special vehicles at Millbrook Proving Ground, Robin McKenzie, as a spin-off from his day-to-day work converting new vehicles for use by a number of UK police forces.

I met up with Robin in November, to find out what stories and projects we might be able to collaborate on, and within just a few days of that conversation the latter had very generously bought this 1985 911 Carrera 3.2 – partly to restore, and perhaps ultimately to sell for what we suspect will prove to be a fairly modest profit, but primarily in order to provide us with what could well turn out to be an almost limitless series of these how-to features. Top man.

The car is, by any standards, on its knees. (But then it has done over 313,000 miles.) There is barely an outer panel that is neither rusty nor dented (or both), the inner structure has more holes in it than the *Titanic* – the 'B'-posts have to be seen to be believed – and the interior is in ruins. Mechanically the news is little better. The engine runs, the (915) transmission changes gear, and the suspension, brakes and steering do more or less what they are meant to, but all will need a complete rebuild, with many new components, before the car stands even a hope of reliably running again.

'It's a shed,' says McKenzie, simply. 'And I am under no illusions about either the scale or the potential cost of the project. But it is also 100 per cent complete, and typical of an increasing number of 911s of this period – and there is nothing in it that a company of our ability won't be able to put right.' Watch this space, then. I, for one, think we are all in for a fascinating and thoroughly uplifting journey. And ultimately an 'Umbau' to be proud of.

Auto Umbau is at Wrest Park, Silsoe, Bedfordshire MK45 4HS; tel: 01525 861182; www.classicporscherepairs.co.uk.





Once the vertical part of the seal has been freed from the pillar, work your way round the innermost lip again; these hook-shaped plastic tools are ideal gently to break its natural grip on the headlining. Periodically use one of the same tools under the outer lip of the seal, too (above right). It's important to start pushing the glass out at its narrow rear end, and finish with the vertical front edge. It will have to be replaced front first, too: imagine how it would open if hinged - as some early ones are

that had been used in an earlier attempt to cure a leak, and the resulting adhesion between the various elements, that almost immediately the glass cracked.

Man of the match, Robin McKenzie, had a spare that we could have used, but then - not altogether surprisingly - we

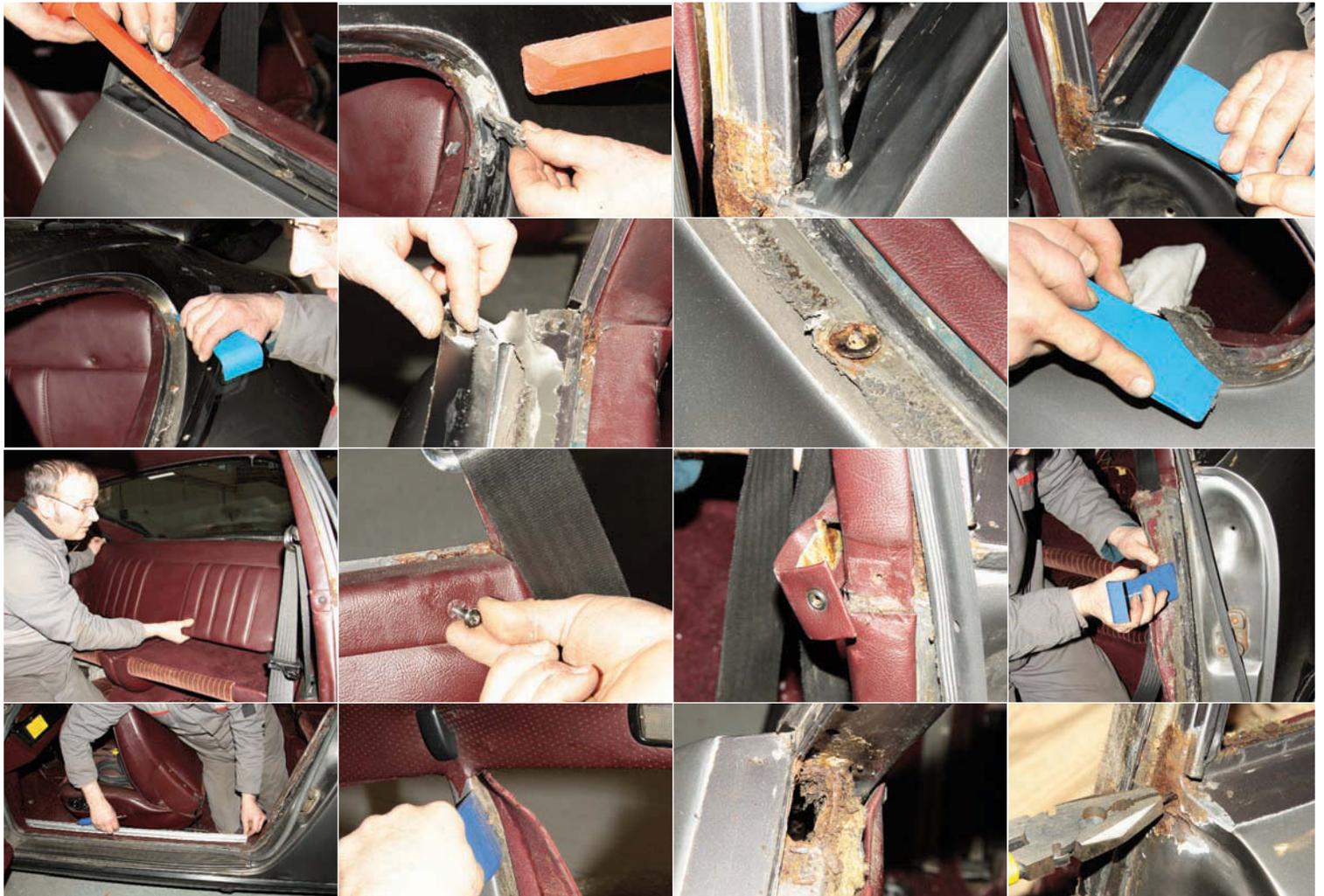
discovered that the rebate area would need substantial remedial work. Even that wouldn't have prevented us refitting the glass purely for demonstration purposes, but to save time and effort Robin had subsequently cut the original rubber seal in order to extract the now cracked

glass, and there was no way that just two days before Christmas we could have sourced either a new one - or even a worthwhile second-hand item.

On to Plan 'B', then. We would remove just one of the rear side windows - which was at some

point going to have to come out anyway - and then, using the same time-honoured 'string' technique as required for the windscreen (and the backlight), ease it into position again. Even that, needless to say, turned out to be less simple than we had

Sequence below is something of a diversion from the business in hand, but a perfect illustration of the many corrosion issues you will probably face unless your car is genuinely rust-free in every way - and you will in any case need very carefully to scrape away all the old sealant you find, both above and beneath the black-anodised trim, which is secured by tiny cross-head screws. Bottom two rows show the lengths you will have to go in order to remove the glass's inner waist trim, starting with the bulkhead cover - and what you will probably find in the depths of the window aperture, unless the car has been regularly pressure-washed to prevent the build-up of mud in the wheelarch



HOW-TO: REMOVE AND REFIT 911 WINDOWS



hoped – primarily due to further rampant corrosion at the lower front corner of the side glass; see the accompanying photos.

Robin then suggested removing the backlight – partly because he was concerned (wrongly, as it turned out) that we might not generate enough material from the windscreen and side windows alone, but also to show how to deal with the wiring for the heating element. Such is now the scarcity and

thus the cost of these rear windows, however, that for safety's sake he simply cut the seal from the outset, rather than risk pushing out the glass and breaking it. Again, then, it remains out of the car for the time being, but we shall be back to deal with that next time.

This car, as you will see from the panel on page 93, is going to be quite a long-term project. And Rome wasn't built – and certainly not glazed – in a day. **PW**

To 'string' the glass back into place – assuming you have repaired all rust, and refitted the anodised trim with the approved Porsche sealant – all you need is, well, a piece of string; an unused plastic nozzle from an ordinary adhesive cartridge helps push it fully into the appropriate groove in the seal. Push lower front corner into position, and then gradually pull the string out from under the inner lip of the seal to help it slip smoothly over the flange in the window aperture. In all cases any 'filler' trim in the outside face of the seal must be in position first; you will never be able to fit it with window in

Next month: removing our Carrera's backlight, without damaging the wiring for the demisting elements; how we set about dealing with the corrosion in all four window rebates; where to buy replacement seals (and perhaps even windows); and not least how much you might end up paying for all the necessary spare parts. Essential reading for *all* air-cooled 911 owners!



TOOLS & EQUIPMENT

You will need surprisingly little in the way of tools or equipment to remove and refit these rubber-sealed (as opposed to bonded-in) windscreens and side glasses – and some of the more basic items, including a sharp knife, you will probably have in your kit anyway. There are, however, a couple of essentials, which for both convenience and the subsequent longevity of the rubber seals it is worth taking the trouble to source.

The blue, broad-bladed hook-style gadgets, used to ease the inner edge of the rubber seal away from the headlining, so that they will start to slide over the flange in the window rebate without sticking or tearing, are made by Sykes-Pickavant (www.sykes-pickavant.com). They cost roughly £12 for a set of five. The orange-coloured plastic 'chisel' shown in a couple of the photographs is available as part of a roughly £15 set of four from Screwfix (www.screwfix.com). Plastic is naturally the preferred material.

Key to refitting the glass is a suitably long piece of the appropriate string – or in this case smooth and thus inherently slippery nylon cord – of about 4.0mm in diameter. (And it does need to be long enough to pass round the largest window, and then for convenience to leave two free ends, each up to about a metre long.) Add to that a tapered plastic nozzle from a tube of builder's adhesive or similar (to push the cord fully into the relevant groove in the moulded rubber seal), and a suitable rubber lubricant (to help the seal slide back into position), and you are good to go.

For that lubricant Robin McKenzie (pictured, right) uses an American product called P-80 Grip-it. This is described by the maker as a quick-drying, water-based surfactant and polymer mixture; crucially it also aids the sealing ability of the rubber extrusion. It costs around £10 plus VAT and shipping for a one-litre bottle (details at www.ipcol.com), but Auto Umbau is an established distributor and can now supply small 10ml bottles for the occasional DIY user for around just £2 a time.



THE KNOWLEDGE

'Stringing' a rubber-sealed window, such as our Carrera's side glass, into its aperture in the body shell sounds impossibly difficult, but with a length of cord and the right know-how – and assuming that you have properly prepared both aperture and seal – should be relatively straightforward; no more difficult, or injurious to the components, than stretching a tyre over a wheel.

Having first lubricated the seal, and most importantly its innermost lip, thread one end of the cord into your tapered plastic nozzle until there is at least half a metre poking through. Starting at the middle point of the seal's uppermost run (or at the middle of the *bottom* run for the windscreen or backlight; more on this in a moment), use the nozzle to push the cord down into the groove in the outer edge of the seal that is normally occupied by the projecting flange on the body shell. At the same time pull the nozzle – and thus the cord – all the way round the groove until it crosses your start point, overlapping by about half a metre.

Offer the window back up to the rebate in the body, making sure that the headlining and/or any other trim that will have to sit behind the seal's inner lip is correctly positioned. For the Carrera's side glass that means easing the lower front corner in first (that was the section that came out last); for either the windscreen or the backlight start with one or other of the top corners, and as much of the adjacent seal as will at this stage seat reasonably comfortably. (In the case of the windscreen and backlight you need to fit the top edge of the glass first because it will subsequently be far easier to push it upward to help it into position rather than downward. This also explains why the crossover between the two ends of the cord is in this scenario at the bottom.)

Now, with an assistant carefully applying gentle but firm and consistent pressure on the glass from outside, start to pull one or other end of the cord. (Sometimes you can pull one end all the way out, and then the other; sometimes it helps to alternate between the two.) This will gently pull the lubricated rubber lip over the flange in the body, and – almost as if by magic – the glass-and-seal assembly will start to slide back into place. Smiles all round!

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JOHNNY TIPLER

964 C2 'PEPPERMINT PIG'

The Monte Carlo Historic Rally beckons, so on go the winter Nokians for tackling the snow, with a new set of ContiSports due for when we get back. The right hand windscreen blower is bust, but do we fork out £550+VAT and fitting for a new motor, or do we buy a chamois leather? Other than that, the 'Pig' is just fine.



MATT STONE

911 CARRERA 3.2

The Carrera has served admirably over the years, but its list of small foibles was growing, plus it's time for a serious tune-up, fluids flush, tyres and dampers, so I'm planning the Big Service. Several 911 friends offered well-thought referrals, so I'm interviewing shops and making my To Do List. More in next update.



CHRIS HORTON

944, 924S

So, did the Christmas holiday give me the chance to put the 924S back on the road? Er, no. But by dodging the downpours I was able to get the 944's brake calipers pretty much back together, and a trip to see Nick Fulljames at Redtek in Brackley has generated a cunning plan to make a drilling jig to extract the broken water-pump screw. Result!



STEVE BENNETT

944 LUX

The 944 really racked up the miles in December and over Christmas, so it's been in the garage during January having a well earned rest. Augment Automotive have a new map for the ECU, which will get the most from the ASNI injectors, and who knows, while I'm there I may get them to fit their new cam, too.



BRETT FRASER

BOXSTER S

For mechanical numpties like myself, Internet tutorials on car maintenance are a godsend: I learnt that the loud bang you hear when prising out the entire headlight unit of a Boxster simply to change a blown bulb, is entirely normal. More concerning, though, is an MoT advisory about an oil leak - gulp!



LPG CAYENNE

John's swapped his Subaru Outback for a V8 Cayenne S. Now, if he can just discover how to make moving it around more affordable...

When the offside front corner of Dominic

Delaney's (of Specialist Vehicle Preparation) 2004 Cayenne S encountered a Subaru Impreza at a

Worcestershire roundabout, my dreams of Cayenne ownership came a little bit closer. I'd been eyeing the Porsche since the SVP Porsche MD first bought it in 2009. He'd run it for a year, bought another for his wife, sold the first to his father-in-law and then bought it back. Running two Cayenne V8s was rather indulgent, but Dom was sold on their usefulness.

Post-Impreza damage was minor: a cracked wheel rim, scratched bumper and dented front wing. Such is the nature of UK insurance, his insurers sent a new Range Rover as a temporary substitute. Then the Impreza driver disclaimed liability. By the time the third party admitted his fault, the hire car bill was over £12,000. Within sight of the full retail value, the insurers wrote off the Cayenne.

Fixing the Porsche was simple enough. Wing and

bumper were repaired and repainted, and 19-inch wheels and tyres from a later Cayenne were fitted. SVP checked the alignment and headlight aim, and the car was back in business.

Weeks later, I was at SVP one Saturday morning, discussing other projects. Constantly checking his 'phone, Delaney's Cayenne was about to finish on eBay. We'd discussed a deal on the other Cayenne once or twice but Dom had stuck the black one on eBay with a £5k start bid and no reserve. Rough pictures and Saturday finish time do not make a great eBay sales price. Long story short: I won it.

At point of purchase, the Cayenne had 117,000 miles and drove like a champ. SVP offers ECU upgrades for all modern Porsches, and the 340bhp V8 had been flashed up to a claimed 400bhp. Allowing for manufacturer marketing licence and saying 380+, it still feels quicker than standard.

Buyers' guides all say go with air suspension. I say different. Stick with 18-inch wheels (I've come down an inch) and the ride

JOHN GLYNN

CAYENNE S

Occupation: Porsche journalist/blogger

Home town: Woodford Halse, Northants

Previous Porsches owned: 5

Cars: Cayenne S, 944 Lux, 911 Carrera 3.0, 924 Turbo

Year: 1994, 1983, 1976, 1981

Owned for: 1, 3, 5, 2 years

Mods/options: Mostly standard. Cayenne on LPG

Contact:

porscheworld@chpltd.com

THIS MONTH IN BRIEF:

The small matter of an LPG conversion for the Cayenne

on steel springs is superb on all surfaces. Air suspension feels good on the road, but look at the cost to repair a burst strut, or to track down a warning light source. The compressor also takes up space in the boot, which I needed. I steered clear of Bose for the very same reason: no boot-mounted subwoofer.

I was also keen to avoid a sunroof. Sunroof drains split, and pour water into the footwells, flooding the ECUs that live in the floor. You can imagine the cost to repair. The same thing can happen with the rear washer pipe on its join in the driver's A-pillar. I took mine apart and repaired it, so should be OK.

One thing kept the Cayenne from perfection: no heated seats. Aftermarket kits are available and easy enough





to install. Until I drove Delaney's new Cayenne Turbo S, I'd not felt the lack of them, but will definitely add this kit later.

More than ten years after its introduction, some folk perpetuate anti-Cayenne speak, mainly for appearance but also because they perceive big 4x4s as spending most of their life on school runs and in supermarket car parks. "It's vastly over-specified for the driving it does," goes the chant. By that logic, no one needs a 911. The big picture always brings quiet.

As for appearance: don't judge a book by its cover. See past the aesthetic and judge on ability. In truth, part of me likes the brave styling. I certainly like it at speed, when the slippery shape does its work. Top Cayenne speed so far is a comfortably

sustained 135mph.

I accept it's a bit of a pig: I call it Big Pig, the kids call it VaderPig. I also accept that urban 4x4s rarely use four driven wheels to accomplish their mission. But I live in the sticks, where 4wd comes in handy. I also do the school run, with two schools, three kids and bulky PE bags, musical instruments and mountains of cooking gear. Space is a must: anything smaller than a big estate hurts.

Subaru Legacys were my previous transport of choice. I owned five in six years and adored them. Highest driving position was the Outback – not as high as a Cayenne – with worrying petrol economy. All I was losing to move to Cayenne was Japanese reliability and a few mpg, while gaining a Porsche badge, more space and a

loftier perch. The Porsche badge was somehow important, as I earn my living in and around the marque. The economy question could be solved with some gas.

Apart from my last 3.0 Spec B Legacy, my Subaru had all been run on liquid petroleum gas (LPG): the only affordable route to a 24mpg daily driver in modern-day Britain. Some I'd bought converted, some I'd had done at Rob Campbell's Racing Restorations in Pershore, Worcestershire. Robert has worked on my cars for over twenty years, and is currently restoring my 924 Turbo. I took the Cayenne out to Rob and we had a good look.

The Cayenne's boot is small for the class. The lack of a seven-seat option is the main reason people choose BMW X5s

or Volvo XC90s instead. I'd been tempted by an XC90, lured by the more comfortable driving position and that massive back end. The Cayenne's dynamics won out, but getting a good-sized LPG tank into this would be tricky.

My Cayenne came with a spare wheel, and I won't swap that for a can full of tyre foam. Foam won't get you home on a dark night at the Nürburgring. The LPG tank choices were a toroidal tank in the wheel well and move the wheel to the boot, or a cylinder tank in the boot and leave the spare where it was. With the boot regularly used to move building materials, I chose the wheel well.

Due to ridges pressed into the floor panels, a maximum 50-litre toroidal (donut-shaped) tank

Above: John Glynn's Cayenne S or the 'VaderPig' as his kids like to call it. It's the first Cayenne that we've had on the 911&PW fleet, so it will be interesting to see how he gets on with it, particularly as this one is approaching ten years old

The spare wheel well is perfect for a 50-litre LPG tank. Of course it means that the spare has to live in the boot, but it's a spacesaver, so not too much of an issue. Rather than a can of get you nowhere goo



RUNNING REPORTS



would drop in the wheel well. That would lift the internal boot floor by an inch, which I'd have to address. Campbell could cut out the steel boot floor and remake it to take a tank with a greater capacity, but this and making me some secondary cat bypass pipes (more on this later) would be almost a week's work. Racing Restorations was fully booked on historic race car builds and Porsche/BMW rust repairs for six months. Now spending £400 a month feeding our VaderPig, I went back to the Internet.

I've run three Subaru and a Honda CR-V on OMVL gas equipment and never had a problem. "I wouldn't run OMVL on a Porsche," one converter

told me, "it's cheap equipment that will not do the job. We will only fit Prins VSI and their precision Keihin injectors. The conversion is £2300."

I emailed Prins and asked for my nearest recommended converter. The fitter sent excellent pictures, but again quoted more than £2k to convert, including the electronic valve lubrication system, which the Cayenne and some other cars need to stop valve seat recession in the switch to LPG.

Google searches kept bringing one eBay page up: Avon Autogas in Bristol, offering Cayenne conversions from £1350. I dropped the owner a line. He could do a VSI 2 Prins kit with a 50-litre wheel well tank and electronic

valve lube for £2200, older VSI Prins for £2k or OMVL for £1500. The £500 difference was tempting, so I quizzed more on OMVL: was it good enough?

"We've done more than twenty Cayenne V8s and Turbos with this kit. It works well," said Avon Autogas owner, Dominic Hawkins. Convinced, I booked a hire car and dropped the Cayenne off in Bristol a fortnight later. The only debate was on filling point placement, which I wanted under the rear, as I'll put it near the towbar when we make up a new one. It means I can stop either side of a pump.

The conversion took two full days and a few hours to map. Collecting the Cayenne, Dominic told me all had gone well, it was

driving OK, but to run it in over 1000 miles and then come back for a final setup. Filling the gas tank, I zeroed the trip and set off up the M5 towards SVP Droitwich at a reasonable canter.

Topping the tank up just before I arrived, the first mpg tally came with a drum roll: 75 miles in less than an hour at 16mpg. Doesn't sound great, as I was doing more than 20 mpg on petrol. But, with LPG costing less than half the price of unleaded, it's the equivalent of 35mpg on unleaded. I think I can live with that.

Next time: More LPG details, DAB radio, new ignition coils, brake change, winter tyres and transmission issues. Never a dull moment! **PW**

Above left: Green light means Glynn is running on gas. Start up takes place on petrol, until the correct operating temp for the switch is automatic

Above: Additional gas injectors run in tandem with the standard injectors. Fuel economy on gas is 16mpg, but because LPG is half the price of petrol, that equates to 35mpg. All of a sudden running a Cayenne makes sense

CONTACT
SVP Porsche:
www.specialistvehiclepreparation.com
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FIRE UP THE TARGA, IT'S MOVING TIME!

More Dansk panels have landed at HQ and it's now time to get the Targa relocated so we have the space to manoeuvre around the car for the big conversion. Watch this space!

The Targa has been fired into action this week, with a jump start from the daily driver. It took a few turns and Project Backdate was running. Oh, and what a lovely sound that Tuthills 3.4-litre engine makes roaring on those Jenvey throttle bodies! It did make me smile and made me want it back on the road sooner rather than later. I've

managed to score some space at a good friend's unit over in Guildford who specialises in Volkswagens. He has asked for some work on his Golf Rallye in return. I just couldn't say no to that so the Targa will finally be moved to a space where work can commence. Fingers crossed, of course.

I have been sent the rear end conversion from

Dansk and the panels look pretty good. The plan is to try and get the Targa looking as pre '73 as possible but with the added 3.4 Jenvey power plant sitting in the back. The Dansk narrow rear wings will help the look. As I've said before this is an all steel conversion – even the bumpers.

Reading through this issue you may have noticed the new 991

Targa in our news pages. Looks like Porsche love the old Targa look as much as I do. It's going to be the year of the Targa, I reckon.

The one thing I do like is the clear Targa roof panel on the later models, which is why I'm looking into the GTS conversion as it's a tinted panel and will transform the look of the car. I just need to locate a couple of seals!



PETER SIMPSON

911 3.4/996 C4

Occupation: Studio Manager, CHPublications

Home town: Horley, Surrey

Previous Porsches owned: 1

Cars: 911 Carrera 3.2, 996 C4

Years: 1989, 1999

Mileages: 107,657; 66,694

Owned for: 6 years; 3 years

Mods/options: In total, far too much to list here!

Contact: pete@chpltd.com

THIS MONTH IN BRIEF:

Everything is looking good for Project Backdate – it's moving out! The rear end is going to be stripped back and the torsion bars are being replaced by a Rebel Racing coil over conversion kit.

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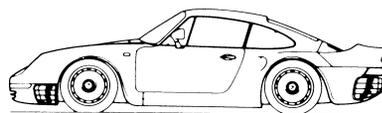
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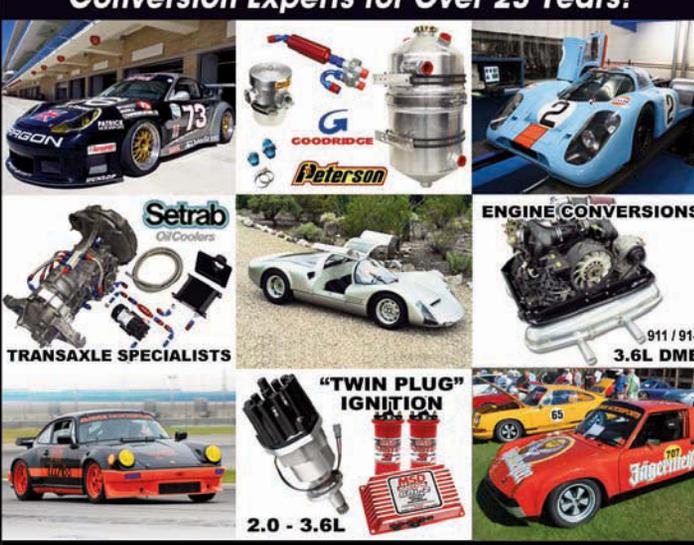
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Welcome to *g11 & Porsche World's* Q&A pages, edited and assembled by the magazine's technical man and incorrigible do-it-yourselfer, Chris Horton (right). It's much the same format as you would expect - you ask, and our experts answer - but we have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



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g11 & Porsche World



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MEET THE TEAM

USE IT OR LOSE IT? THAT ALL DEPENDS ON HOW YOU STORE IT

As I am sure you will remember, I bought my GT3-look 996 Carrera, T130 DUY (and now registered L20 NCS) in May 2011, and so far have enjoyed Porsche ownership enormously. I find, though, that I don't use the car much during the week, unless both the weather and the destination are appropriate. Turning up for a meeting in a *g11* usually begins or ends with a comment of: 'You must be making too much money'. Given that my 996 cost me less than many people must spend on a family hatchback it seems odd to get remarks like that, but then that's how many of us (quite wrongly) still view Porsche ownership.

My question this time relates to the use of the vehicle. The car is always garaged when not in use (partly for insurance purposes), and for most of those periods lives under a genuine Porsche indoor cover - I think I mentioned how I came by that here in Q&A a few issues ago. I also have a trickle-charger attached, which I can switch on for 24 hours every week or so, just to make sure that the battery does not go flat.

Given this lack of frequent use, then, is there anything else I should be doing on a regular basis to ensure that I don't damage my beloved Porsche in any respect? Before putting the car away, if I have washed it, I always take it out to warm the brakes up and thus dry them off, and then make sure that I don't leave the handbrake on while it is in the garage. Actually, I always leave it with one wheel chocked both front and rear, and with the gearbox in neutral.

When I do use the 996 I routinely check the oil level prior to firing it up (and I always depress the clutch when cranking it on the

starter), and then carefully ease it out of the garage. I leave it to idle on the driveway for several minutes, and take the opportunity to check the tyre pressures and the coolant level. The first few miles are always driven very gently, and then gradually - as oil and coolant temperatures rise - I feel satisfied that the car is ready for more serious action.

So, is there anything else that you or your colleagues would suggest I do, if the car is to be left unused for three or four weeks - or sometimes even longer during the winter?

With regard to long-term ownership, I'm not sure what the future holds. I genuinely love the car, but I am conscious that it sees little use, and if this is likely to cause it more harm than good I might consider selling it on during 2014. That way, another enthusiast can have the benefit of what, in my opinion, must be one of the very best 996 Carreras in the UK.

Graham Lancaster

Chris Horton, *g11 & Porsche World*: *It sounds to me as though you are already doing everything practicably possible to ensure the longevity of your 996 (right). Certainly far more than I ever do for any of my poor vehicles, I'm ashamed to say - and even they somehow seem to survive, albeit not looking quite as good.*

By and large cars do benefit far more from (careful) regular use than they ever do from standing idle in a garage, but at least

yours is then under cover (I wish!). Additionally, you are not only minimising the number of cold starts - always one of the most stressful moments for any engine - but also, by the sound of it, making them as easy on the then especially vulnerable crankshaft bearings and cylinder bores as they could ever be outside of a factory-run engine-testing laboratory.

Personally, I would say simply continue to do more of the same, and not to get too hung up about it. Structural corrosion is rarely an issue with any of these 'galvanised' modern Porsches, unless they have been damaged and poorly repaired - although you do need to check your rigid brake lines; see our April 2011 issue - and while anecdotal evidence suggests that your engine could let go at any moment (and see Mike Taylor's tale of woe in the February 2014 issue, as well as Dave Venman's story in this), having both driven your car for a Tried & Tested story in our August 2012 issue, and now heard the details of your 'regime', I would be quite surprised if yours ever did. But don't hold me to that...



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997 TURBO'S VIBRATIONS MIGHT JUST BE A FACT OF (PORSCHE) LIFE

I have a 2007-model 997 Turbo. It's a fantastic car, probably the best I have ever owned. During the last few months, however, I have noticed what I can only describe as a strange 'fluttering' in the drivetrain under power at higher speeds. Sometimes it feels almost like a misfire, but the engine checked out OK on a diagnostic system tester, and it has in any case had new spark plugs fairly recently. I have had the wheels balanced, too. Several times, in fact.

The car has been fastidiously maintained – it has a full service history – and I always treat it very sympathetically. It's my dream car, it took me a great deal of hard work spread over many years to afford it, and I am not going to do anything to jeopardise it. So do you have any idea what might be causing this vibration? And is it even something that I should be bothered about? I could live with it if I really have to, but by the same token I would quite like to fix it if I can.

Peter McCormick

Chris Horton, 911 & Porsche World: You don't state the mileage your clearly cherished 997 Turbo has covered, or even whether you bought it new or second-hand, but either way we have to assume that the figure will be in the 'average' range for the car's age – say 40,000–50,000, and quite possibly a lot less.

The most likely cause of this fluttering, I believe, will be very slight wear within the front-axle final drive – most probably the output-shaft bearings, and this will tend to allow similarly slight but obviously undesirable vibration to be transmitted to the drive shafts, and thence to the chassis.

You could, in theory, have the final-drive assembly fitted with new bearings, but the complex work involved in that – and with no guarantee of 100 per cent success – is such that if you really want to do anything about it you need a complete replacement. Porsche will sell you a brand-new unit (part number 997 349 02 50) for £3515.28 plus VAT. Second-hand, then? Even allegedly good ones

are now fetching nearly £2000 – and given the relative scarcity of the Turbo they are never going to be exactly thick on the ground and thus easy to find.

In both of those scenarios you will have the added cost of fitting – probably several hundred pounds, even at independent rates – and there is obviously no guarantee that even if in near-perfect condition when installed (and how are you going to know otherwise, before you use it?) the second-hand unit won't eventually suffer from the same problem. A pessimist might even suggest that if the original diff could wear this much within as little as probably 40,000 miles, then so might another brand-new item within a similar distance.

I took the accompanying photos of a 997 Turbo front final drive being replaced with a used item at Autofarm last year – I think it was the second such job they had done within just a few months – and as a precaution technician Mark Henderson was also installing brand-new, original-equipment output-shaft seals. There were obvious signs of leakage from the seals in the original unit, and even those in the 'new' casing looked like they might have been weeping very slightly. Draw your own conclusions from that.

The naturally aspirated 997 Carrera 4, by the way, has a broadly similar layout, but as far as we can tell its front-axle final drive (£2258.31 plus VAT, exchange from Porsche) is not interchangeable with the Turbo's. And, perhaps not surprisingly, it tends not to suffer from the same symptoms, in any case.

Strange 'fluttering' from your 997 Turbo drivetrain? It's possibly wear inside the front differential/final drive – and specifically, we suspect, the output-shaft bearings. Cost might preclude a new unit, and even a second-hand one will warrant new oil seals. Be aware, too – or gently remind your chosen fitter, perhaps – that there are two level/filler plugs. Final drive needs 75w90 Mobil 1; viscous clutch (arrowed) uses a special 75w80 – £30 per litre from Porsche



993'S TWIN ALARM SYSTEMS CLOUD THE DIAGNOSTIC SITUATION

I have owned a 1995-model German-market 993 Cabriolet Tiptronic for about 10 years now, without any problems. About six months ago, however, one or other of the two immobilisers suddenly started playing up. (The car has had the Porsche Drive Block system from new, but at some point in its life has also been fitted with an after-market PA2000 alarm.)

In order to start the engine I have to press the button on the PA2000 fob, turn the ignition on, and then within 30 seconds press the button on the original Porsche fob; this then turns off the immobiliser. But periodically the immobiliser(s) does not disengage, and I cannot start the engine. The problem is now getting worse, or in other words more frequent. Naturally I have changed the batteries in both fobs.

The car is in Portugal, where I live. I have taken it to the local Porsche Centre, but the staff there say that they have not seen this system before, and unless the fault is present when the car is actually on the premises, and plugged in to their computer, can neither define nor diagnose the problem. Needless to say, your early help would be much appreciated!

Peter Bird, Portugal

Paul Stacey, Northway Porsche: This could actually be quite a tricky situation to rectify if you don't have access to either a Porsche Centre whose technicians happen to be well clued up on alarm systems and/or a competent auto-electrician.

In theory it could be either the original Porsche Drive Block system or the after-market PA2000 device causing the problem – which obviously makes diagnosis doubly difficult. The reason your Porsche Centre in Portugal doesn't recognise the system is because the PA2000 device was marketed here in the UK for insurance-industry-backed so-called 'Thatcham' approval, and although it has the Porsche name on the remote-control, it would actually have been made by a British company, Hamilton & Palmer.

The PA2000 incorporates several cut-outs that immobilise different electrical systems within the vehicle, such as the fuel pump, the ignition system, and the starter motor. You will need to have the starter cut-out eliminated from the equation in order to ascertain if it is that at fault, or else the car's original factory-fitted Drive Block facility.

Any good auto-electrician ought to be able to find the starter 'cut', which is normally under the dashboard on the back of the ignition switch. You will most likely find that the original yellow starter wire, which is roughly 2.5mm thick, will have been cut, and the two ends connected to two black wires. Reconnecting the two yellow ends (to each other) should eliminate the PA2000's starter-motor immobiliser.

If, after removing this starter cut, the fault still persists, then the fault is either in the car's original Drive Block system (which as a Porsche system your Porsche Centre should obviously be able to tackle) or else the starter motor itself (ditto). The Drive Block control module is located under the left-hand seat next to the DME control module, and is a little harder to remove. Alternatively check for a cranking feed to the solenoid on the starter motor when turning the ignition key (that same 2.5mm yellow wire again).

I believe this information will help you – or your auto-electrician – to isolate the fault, but do let us know if the problem persists and we shall see what else we can come up with.

LET THE SUNSHINE IN - BUT IDEALLY ONLY IN MEASURED DOSES

This is going to sound like rather an odd question, but do please bear with me. I hope it might also serve as a timely warning to others, who - as I was until last summer - may be completely ignorant of the risks they could be subjecting themselves to.

I have been diagnosed with a number of what are known as actinic (or solar) keratoses on my forehead, as well as on my forearms and the backs of my hands. Small areas of skin damage caused by long-term exposure to the sun, basically. They are not in themselves cancerous, but could become so, especially if not treated.

I had always believed that glass was an effective barrier against the ultra-violet light that causes sunburn, and my doctor confirms this, but he also tells me that crucially it does not absorb the much more harmful shorter-wavelength rays that can initiate these keratoses and any subsequent carcinomas.

I certainly don't mind 'covering up' and/or wearing a hat when I am out in the open in the summer, or driving with my 964 coupé's windows raised on sunny days - it's more comfortable with the air-conditioning on, anyway, and obviously much quieter at motorway speeds. But I am not at all keen on still having to smother myself in SPF50 to stop being slowly but surely fried, even through the glass. And I am not the type to wear driving gloves and/or a baseball cap.

So my question is this. Is there some sort of film, tinted or otherwise, that I can apply to my car's windows to counter this rather worrying effect? I wouldn't want anything with too dark a shade - and I believe there is a legal limit to the 'darkness' of what can be applied to any vehicle's front side windows - but I have read that many office blocks now have special UV-resistant glass, or else can have a film applied to ordinary clear glass. Surely the same technology can be used in cars?

I have already done an Internet search - before you ask the obvious question - but most of the Google results that came up are for window-tint fitting companies, rather than for film manufacturers, as such, and I am looking for something a little more than the usual gangster-style 'bling'. I also want my Porsche to be legal, of course.

Either way, I would like to draw your readers' attention to the surprising fact that they might still be at quite considerable risk from the sun, even when seemingly safely cocooned inside their air-conditioned vehicles.

Name supplied, but withheld as requested

Chris Horton, 911 & Porsche World: You raise an interesting question that potentially affects every one of us. Basically, yes, the UVB that causes sunburn is by and large absorbed by ordinary domestic and automotive glass, leading most of us (me included, or at least until I started researching this subject) to believe that we are perfectly safe either indoors, or else in a closed vehicle. But it is apparently the still shorter-wavelength and thus more penetrating UVA that does the real, lasting damage to skin, and that, perversely, is generally not absorbed or reflected by conventional glazing materials - even those, such as you will find in many cars, that are lightly tinted during the manufacturing process.

The answer, assuming, quite understandably, that you don't wish to use sunblock all the time, is to fit a UV(A)-resistant film on the inside of the glass. To many people that does, indeed, conjure up images of blacked-out stretch limos, or equally tasteless Tarmac-scraping hatchbacks, but it doesn't have to be like that. I spoke to a number of tint- and film-installation specialists, and it became apparent that the better ones - such as Alan O'Callaghan of XGraphics in Milton Keynes, Buckinghamshire - are fully cognisant of both the physics and the aesthetics of the situation, and no less importantly the current law.

Let's take the legal side first. Basically, you can have more or less any percentage tint you like on any windows to the rear of the car's 'B'-posts, up to and including, well, 100 per cent black. But any side windows forward of the 'B'-posts must allow through at least 70 per cent of any available light, and the windscreen at least 75 per cent. For vehicles first used on or before 1st April 1985 the windscreen figure reverts to 70 per cent. The police (or VOSA, the Vehicle Operator Services Agency) can and will stop you if they believe you are infringing this rule, and test the precise shade of any tint with a special meter.

This does not necessarily mean, however, that you can legally have a 30 (or 25) per cent tint on those front windows and windscreen, respectively, because even clear standard glass absorbs a measurable amount of light (and it may even be



Recent Porsches naturally tend to have high-tech UVA- and UVB-resistant glass - obviously essential in the 996- and 997-model 911 Targas (above) - but the front and rear windcreens and side windows in older models won't necessarily offer much long-term protection against the radiation that can cause skin cancers. Window films can be useful, but it's best to avoid the darker tints, we suggest, and to make sure that anything you do have installed really will absorb the harmful wavelengths. A reputable fitting company should be able easily to prove as much

lightly tinted to start with). You are also not permitted to have any kind of mirror film on these front windows, because that too will not only almost certainly fail to meet the required figures, but will also prevent the all-important two-way eye contact between the driver and other road users. More on this (for the UK, obviously) at www.gov.uk/tinted-vehicle-window-rules.

XGraphics, for its part, offers four levels of tinted film: Ultra-Light (primarily for the front windows), Smoke ('Noticeable but subtle'), Dark Smoke, and Limo Black ('If you just don't want to be seen inside the car'). The last three, as you will have deduced, can be used only at the rear of the vehicle. But the good news, from our point of view, is that even Ultra-Light absorbs up to a claimed 99 per cent of UVA and UVB (which will also help protect interior trim from fading and/or cracking), and given its modest tint can in theory be applied to the windscreen, as well as to all the other windows - although the practical difficulties of tackling the former may well be another matter entirely.

Whether that amounts to a long-term solution is up to each of us to decide - and maybe for our long-term health either to prove or confound. Personally, I have never been keen on any add-on window film, either clear or tinted, because of what I have always believed (possibly wrongly) to be the potential peeling and scratching issues, never mind the difficulties of removing any other trim required to install it. Now, though, I am not quite so sceptical. Having to slather yourself in sunblock, even when you drive a fixed-head and fully air-conditioned modern car, seems utterly daft, as well as awkward and eventually quite expensive, and any inconvenience arising from the fitting and subsequent care of any UV-reducing film a relatively small price to pay.

XGraphics - which also offers bodywork 'wraps', and even headlight tinting (so they have presumably never driven a 944 or an early 911 at night...), is at 5 Clarke Road, Mount Farm, Milton Keynes MK1 1LG; tel: 01908 365460; e-mail: cartintsuk@outlook.com. Alternatively, see the company's website at www.carwrapsmk.co.uk. For some rather sobering additional reading you might also want to have a look at www.skincancer.org (a US-based site), www.nhs.uk, www.sunsmart.org.uk, or www.cancerresearchuk.org.

SOMETIMES THE AFTER-MARKET LEADS AND PORSCHE FOLLOWS

As an aside to the above item, which I started researching a little while ago, before the unveiling of the latest 991 Targa (below, far right): is it just me, or does this actually rather appealing - and certainly remarkably clever - modern take on the convertible theme bear a striking resemblance to the GTN Classic-Hardtop? That, as regular readers might recall from the technical appraisal in our January 2012 issue (pages 90-93), is the after-market but beautifully engineered Targa roof 'system', for want of a better term, designed as a relatively simple add-on for otherwise standard 997 Cabriolets (right).

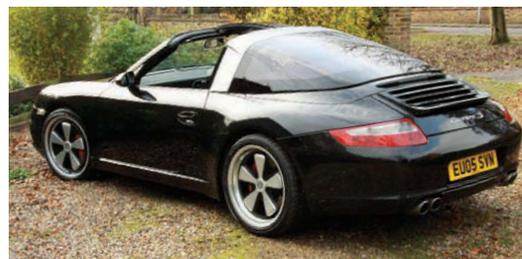
There are a number of differences between them, of course. The GTN device, whose rear section is, when required, lowered and secured over the folded Cabriolet hood in the same way as the optional factory hard-top, has a manually removable three-piece forward section, above the front seats. In the 991 Targa the rear section is (presumably) a more or less integral part of the structure, and the forward part folds back fully automatically at the touch of a button. Crucially, however, both have revived the style of the classic roll-over bar of 964 and earlier 911 Targas, eschewing completely the rather complex sliding glass panels of the factory 993, 996 and 997 versions.

And both, I think, look absolutely fantastic; so much more stylish than any full 911 convertible.

Of course, neither is what you might call inexpensive. The new 991 Targa will start at 109,338 euros when it goes on sale this May, we are told (and 124,094 euros for the Targa 'S'), and the GTN Classic-Hardtop was priced at around the £10,000 mark when we featured it in the magazine, so perhaps not surprisingly UK importer JZM has so far sold only a handful. Either way, we can envisage the GTN system enjoying something of a revival, with 997

Cabriolet owners suddenly realising that they can create a pretty convincing 991 Targa lookalike for perhaps as little as 30 per cent of the price - and even allowing for the not inconsiderable cost of a suitable 'base' car. Time will tell. But remember, you read it here first!

Even if you are a die-hard coupé fan it's hard to deny the elegance of the latest 991 Targa (below) - or the striking resemblance it bears to the after-market GTN Classic-Hardtop, shown here on a 997 in 2011



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PORSCHE 911 3.2 Carrera

The 911 3.2 Carrera is the final incarnation of the original 1963 911 and the end of the G-series cars era. As such it's the most developed of the 911s and much sought after, for good reason

Words: Steve Bennett Photography: Antony Fraser

SPECIFICATION

911 CARRERA 3.2

Engine:3.2-litre flat six
 Max power:231bhp @ 5900rpm
 Max torque:194lb/ft @ 4800rpm
 Transmission:Five-speed manual
 Weight:1160kg
 0-62mph:6.1 secs
 Top speed:152mph
 Price when new:..£23,366



The 911 Carrera 3.2 is the 911 that Porsche never intended to build. Hit by a blast of modernism and an internal struggle that was being won in favour of the front-engined, water-cooled cars, the 911's last hurrah should have been the 911SC launched in 1978. But that, of course, was to reckon without the sheer passion of the 911's hardcore support both within Porsche and from 911 drivers and enthusiasts the world over. It took a change at the top to save the 911 and arguably the resulting Carrera 3.2 is not quite

as radical as it might have been had a proper development path been followed, but it was, none the less, very well received and was a useful step forward over the SC. Oh, and Porsche built 80,000 of them, so not only are there still plenty out there, it was also justifiably popular. It helps also that the 3.2 Carrera arrived in a period of economic worldwide boom to which the 911 became the poster car of that upwardly mobile generation.

Arriving in 1983 the Carrera 3.2 is pretty much identical to the SC on the outside save for the Carrera badge on the rear, which

means that the Carrera was basically still using the same bodysell architecture and torsion bar suspension as the original 1963 911. The major changes were, however, under the distinctive curves. Out went the 3-litre engine to be replaced by a 3164cc unit, which used the same 95mm Nikasil cylinders as the outgoing SC but with the 74.4mm crank of the Turbo to achieve the desired displacement. Porsche could have gone bigger still on capacity, but it was reckoned that the resulting 231bhp and 194lb/ft of torque at

4800rpm was probably about as much as the existing 915 gearbox would handle.

To complement the increase in capacity the revised engine also received oil fed cam chain tensioners, while fuelling and ignition were controlled by the new, ultra-modern computerised Bosch LE-Jetronic system. This added a new level of refinement and driveability to the 911, not to mention impressive efficiency and economy for a car that could crack 150mph and hit 0-60mph in under six seconds.

At the time of its launch, it was really only the bigger engine that

911 CARRERA 3.2 BUYERS' GUIDE



distinguished the Carrera 3.2 over the SC, but that extra 30bhp was a useful improvement. Other less tangible improvements came in the shape of better interior materials and seats, and slightly better refinement. Indeed the only major mechanical upgrade that the Carrera 3.2 received in its six-year production run was the arrival of the G50 (G for Getrag) gearbox in 1987, which superseded the g15 'box. The transformation was night and day and made the Carrera 3.2 a truly driveable everyday proposition, aided by the adoption too of a hydraulic clutch system, which is lighter and more progressive than the outgoing, rather springy cable operated clutch.

That's not to say that g15 gearbox cars should be avoided though. It is, after all, the same 'box as you'll find in the '73 Carrera RS, and no one moans about that too much. It is, though, a slower and bulkier design, which doesn't like to be rushed. Bottom line, G50 'box cars tend to command higher values, but then they are later models to start with.

The Carrera 3.2 came in a multitude of guises starting with the purist Coupe and the Targa and Cabriolet. To cash in on the popularity of the Turbo, a wide body 'Super Sport' was produced and then, of course, there was the Speedster too. Most UK Carrera 3.2s are 'Sport Equipment' models, which means lowered sport suspension, front and rear spoilers and 16in Fuchs wheels. It's a desirable spec. Non Sport models came sans spoilers and with 15in Teledial wheels. This spec was popular in Germany, usually in a sober colour, but didn't suit the UK in the '80s. We can't think why!

What's it like to drive? Well, it's a g11 so weird and wonderful in equal measure. Once you've got used to the offset, floor mounted and hinged pedals, and long throw gearshift, you'll frankly revel in the visibility and placeability of the g11. From the top of the steering wheel you can extend one digit and touch the windscreen. Cornering is enhanced by aiming the perfectly visible front wings at the apex. And then, of course, there's the trademark g11 driving experience, undiluted by any form of nanny electronics. Oh, and it's plenty fast enough even by modern standards, helped by a svelte 1160kg kerb weight (G50 equipped cars weigh more at 1210kgs).

With its longer stroke compared to the 3-litre SC, the Carrera 3.2 doesn't quite have its predecessor's revving willingness, but it makes up for it with a more torquey and relaxed nature. Indeed, sitting as it does 20 years and counting into the g11's production timescale it's no surprise that it feels like the ultimate development of the 1963 car, which of course it is.

ENGINE AND TRANSMISSION

What can we say? Compared to some of the horror stories that surround modern Porsche engines, the Carrera 3.2 is a paragon of unburstable reliability. Put simply it eventually wears out and requires rebuilding. At no point will it self destruct and leave you with a catastrophic bill.

Of course, there's a bit more to it than that. Part of the appeal of Porsche's air-cooled engines is their rugged simplicity. With no cooling system and simple twin cam, 8-valve heads, there's very little to go wrong or break.

The bottom ends are virtually

indestructible and will go on and on, while the top end valve gear will eventually require refreshing, but that very much depends on useage, although these days there will be few cars around that haven't had a top end refresh. Assume that an engine will happily do 100,000 miles plus before this is required, and you're looking at pretty small running costs.

The two types of gearbox are suitably rugged too, although it seems to be the g15 'box that wears out first, with the synchros usually giving up,

particularly if treated with a less than sympathetic hand. The G50 'box appears to be long lasting with no apparent issues. Clutches typically will last for up to 80,000-miles, but can easily last longer depending on driving style.

Servicing under the Porsche regime is every 12,000 miles, but there can be few Carreras that cover that sort of mileage these days, so once a year is vital. Other than vital fluids and a spot of tappet adjustment every couple of years, running a Carrera 3.2 is simplicity itself.

WHAT TO PAY

Prices for good Carrera 3.2s are on the up and of that there is no doubt. As the pre impact bumper 'classic' g11s rise in value then the impact bumper post '74 cars are being dragged along in their wake, and the Carrera 3.2, being the last of the G-Series cars, is arguably the most desirable.

Yes, you can still pick cars up for under £15,000 privately, and you might hit lucky with a good solid car too, but more likely you'll be looking at a tired example with the onset of rot and probably in a less than desirable colour.

Good cars are up in the high teens and marching on to £20,000+, while exceptional Carreras can now be seen with dealers approaching £30,000. For that sort of money you are looking at a late model, with a G50 gearbox, sub 100,000-miles and a desirable metallic colour. Lovely!

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WHAT THE PRESS SAID

Once again Porsche have come up trumps where it does matter – more performance, more economy, more exhilaration. Arguably still the ultimate ‘trip’ on four wheels, the 911 is not so much a car as an institution

Motor, Oct 1983

The 911 has been developed carefully, steadfastly and, let’s face it, spectacularly over the years, but I suspect that a newcomer to the marque, making a choice between a 911 and the up-coming 944 Turbo, would opt for the latter

Autosport, Apr 1985

Many cars will feel potent at 100mph or so, but the 911 sweeps through this mark with about as much fuss as most machines at 60mph. Once an experienced driver is familiar with the car, it is all so undramatic

Fast Lane, Apr 1984

SUSPENSION, STEERING, BRAKES

Like the engine, the suspension, steering and brakes on a Carrera 3.2 are simple and reliable. With MacPherson struts up front and semi-trailing arms at the rear, combined with mono tube dampers and torsion bars all round, your only real worries are worn dampers and bushes. Torsion bars have been known to snap, but this is rare. The brakes – discs all round, obviously – are excellent even by modern standards. The calipers may not be fancy aluminium four pots, but they are powerful and don’t suffer from any of the associated problems that Porsche’s later calipers can suffer from. Likewise the steering set up is wonderfully simple too. Being non power assisted, there’s no hydraulic rack to worry about or associated pump etc.

BODY, INTERIOR AND ELECTRICS

So it’s all good news regarding the Carrera’s bullet proof underpinnings, now for the not so good news. What can kill a Carrera 3.2 is rust, although not nearly as quickly as some of its contemporaries. Yes, all 911s of this era were galvanised, and the Carrera 3.2 did come with a 10-year anti-corrosion warranty from 1986 onwards, but nothing lasts forever and the 911’s complicated body structure, with a myriad of rust traps, does eventually give in to the elements. There are very few cars out there now that are not harbouring some corrosion. Where? Well anywhere really, although the obvious spots are the front wings around the headlamp kidney bowls and the seams, plus the B pillars, sills and rear wings. Many Carreras have been lost to the rot, but such is

their market value now that cars that would once have been scrapped are now being restored, which is good news. Our advice? As always get any prospective purchase checked out because it’s body repairs that can really mount up and often you can find yourself chasing your tail and spending far more than you would had you just bought a rot free car in the first place.

Inside, aside from some of the dubious colour choices of the ‘80s era, it’s relatively good news. Interiors are robust and most trim is widely available and specialists such as Southbound are geared up to provide trim and carpets and can also retrim seats in original materials. Targas and Cabriolets offer certain challenges, which is why we would opt for a Coupe for a simple life.

Electrically the Carrera is pretty straightforward, although look out for dodged alarm and immobiliser installations.

The heating system is a bit ‘Heath Robinson’, drawing in air from the heat exchangers that shroud the exhaust system. The various sliders and cables can seize up and the fan motors behind the dash can conk out too.

Air con is not as rare as you might think, and post 1986 cars came with bigger and better interior ventilation ducts. **PW**

IN THE CLASSIFIEDS

1989 CARRERA 3.2

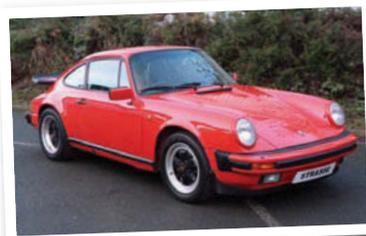
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‘I BOUGHT ONE’

STEVE BENNETT: EDITOR, 911&PW
My first 911. What a day that was. I part-exed my BMW E30 M3 for a Carrera 3.2 with Paul Stephens a good few years before I settled into the Ed’s chair of *911&PW*.

These were different times in the Porsche market (2002), different times in the M3 market too, as you will see.

Money was tight, so really I could only afford a left hooker. No problem for me, that’s what I was used to with the M3 anyway. PS had a Swiss 1984 sourced Carrera in for £11,995 – the very same car featured right here, and yes, it really was as good as it looks under the studio lights. You won’t guess by looking, but it was actually a non-Sport model and when I viewed it it was running on Teledials. Amazingly, though, someone wanted them and so Paul gave me the option of standard or Turbo Fuchs at no extra cost. I took the fat ones obviously. This was pre Fuchs going through the roof pricewise.

The car had 90,000 miles on the clock and lived up to the reputation of the Swiss being a fastidious bunch. I think I got about £7k for the M3 in part-ex. It was a concours winning car that today would be worth at least £20k. Ah well, easy come, easy go, and besides me and the M3 had never really hit it off.

Not so the Carrera 3.2. I loved that car. It was truly rot free and looked amazing lowered on those polished Turbo Fuchs minus the rear wing too. It was the epitome of Porsche reliability requiring only routine servicing, dampers and a clutch replacement in the six years that I owned it.

Sadly a failed business venture meant that it had to go and I sold it for marginally more than I paid for it. Not bad going, but the same car today would be winging its way back to mainland Europe for £20,000 or so. Would I have another one/will I have another one? I sincerely hope so. Still, better to have driven and lost, than never to have driven at all...

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944 TURBO ■ 1990/'G' ■ 130,968 MILES ■ £9995

Whatever else you might look for in a used car, there is generally one factor that overrides all others: condition. In which case – and always assuming, of course, that it is by and large the sort of machine you are seeking – this 944 Turbo is going to tick pretty much all of the other important boxes, too.

Never mind that it has had fully nine previous owners, or that the odometer is now showing just short of 131,000 miles. Ignore, too, the thinning (and actually quite elderly) Continental tyres, the inevitably rather saggy elasticated luggage cover, and the similarly weak bonnet struts. Put out of your mind the budget stainless-steel after-market rear silencer, the quick-release battery connections (although the battery itself is the proper Bosch job), the slightly wonky tailgate release switch, and the squiffy plastic trim at the lower rear end of the right-hand front wing; even the tiny rust bubble beneath the paint, near where the left-hand front wing meets the apron. Because apart from those all relatively easily fixable issues this now nearly 24-year-old is practically flawless, and with only a modest amount of effort and additional expenditure could – if you so wished – be a pretty convincing contender in the rarefied and competitive world of concours d'elegance.

The history file says it all – literally. Neatly arranged in reverse chronological order in a special Porsche Club GB folder, it must surely contain just about every invoice the car has ever generated, together with many mileage-corroborating MoT certificates and road tax discs. There is a full photographic record of the two-stage rust repair to the right-hand sill member during first 2007 and then 2011 (and without which you would almost certainly never suspect that the metalwork was not entirely original). And the most recent major service, at Northway Porsche in 2013, was itself almost as comprehensive as some cars experience in an entire lifetime: camshaft and balance-shaft belts (and their subsequent retensioning); front-suspension tie-rods and tracking; new Koni rear dampers; new tailgate pins and rubbers; a new ignition switch; and not least some interior refurbishment and relatively minor paintwork. No surprise that the Guarantee and Maintenance booklet is a replacement – not because the original one has been lost or stolen, but because it is full.

You are going to get quite a lot of useful equipment for

your money, too. (No surprise, either, that the history file contains a recent print-out listing all of the factory-fitted options. It even suggests that the car may once have been a member of Porsche Cars GB's press-office fleet.) There is any 944's usual lift-out sunroof, of course, plus air-conditioning (although it was difficult to tell how effective that is in mid-December), headlamp washers, rear seat-belts, and not least a Blaupunkt radio/CD player (albeit just a little too modern-looking for the car), with a handy four-disc storage module beneath the head unit.

Seats, with facings in cream-coloured leather (known as 'Linen' in Porsche-speak), have manual fore-and-aft and backrest adjustment, but electric height control. Unusually for a 944 they are heated, too, but again I can't confirm whether that worthwhile facility still works. The steering wheel is a later 968 Club Sport device, bought brand-new in 2013 – and very nice to use, indeed. (The rear spoiler is the later 'bridge'-type device from a 968, too.) There is a simple but effective touch-key immobiliser, a top-tinted windscreen – free from stone-chips, as by and large is all of the Panther metallic paintwork – and in the luggage area the usual complement of space-saver spare wheel and tools. The only omission, some might suggest, is a limited-slip differential, but that wouldn't trouble me.

The car seems as good mechanically as it is in cosmetic terms. The engine starts easily and idles smoothly, with good oil pressure, even when hot. No obvious leaks (or any other under-body issues), and no dramas from the gearbox or final drive. The brake discs are smooth, if dull from lack of recent use, and the pads quite hard to see, but I would be surprised if they needed replacement any time soon. The calipers look somewhat 'gnarly', and could do with a repaint, but the distinctive Design 90 road wheels have been refurbished quite recently, so no issues there.

Driving the car, however, is not (yet) an unalloyed delight. Like any 944 Turbo it has relatively leisurely performance until the blower is genuinely blowing – at which point, of course, it positively hurls itself forward – and for some reason this one seems very sensitive to changes in road surface and camber. Twitchy, basically. My money would be on new tyres and a further full geometry set-up. And then – if, as I have suggested, you are absolutely certain a 944 Turbo is the Porsche for you – this one will be a real gem; definitely one to keep. **PW**

CHECKLIST

Background: A nine-owner but fully documented and clearly remarkably well-cared-for 944 Turbo. No expense ever spared, basically. Mostly all original, but has been fitted with a 968 Club Sport steering wheel and bridge-type rear spoiler. Right-hand sill member has been expertly (and also invisibly) repaired; all details and many photographs in the massive service-history folder. Will be sold with a full year's MoT

Where is it?

Maundrell & Co is based in Letcombe Regis, Oxfordshire OX12 9LJ; tel: 01235 762033; www.maundrelland.co.uk

For: Condition. It is neither perfect nor 100 per cent original – see main text – but then it's not so very far from that desirable state of affairs, either. Nice, timeless colour scheme, too. Air-con and even heated seats are a bonus. Great provenance, too, of course

Against: The performance, like that of pretty much any pre-996 Porsche Turbo, is all-or-nothing. If you do a lot of town driving you might be better served by a 944S2 (if you can find one this good), or even a 2.5 or 2.7. This car felt particularly 'twitchy', too – although that could just be the ageing tyres, and the need for a full geo alignment

Verdict: Not a model I would buy – I like my performance to be a little more easily accessible – but if you want one of the best examples of one of the more iconic 944s this one will be hard to pass by



Value at a glance

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

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TRIED & TESTED

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

964-MODEL 911 CARRERA CABRIOLET ■ 1990/'G' ■ 70,349 MILES ■ £22,000

The second of this month's two *Tried & Tested* candidates is by chance both another 1990 model and one that I would never consider owning – not that you should let that factor alone influence your own buying decision. Rightly or wrongly, I just don't 'do' Cabriolets (with the possible exception of the Boxster), and certainly not 911 Cabriolets from a time when their folding roofs looked like an old-fashioned pram hood. You will understand my surprise, then, when I realised that I rather liked this one. Still not enough to part with more than £20,000 for it, but the fact remains that if a 964 of any description is on your 2014 Porsche wish-list, then this one ought to be a pretty strong contender.

The car is on sale at Elite Motor Tune in Northampton, on behalf of a long-standing customer. Proprietor Ben Lane has known and worked on it since 2003. In May 2012 he oversaw a £4000 engine rebuild to cure the oil leaks that have afflicted many 964s over the years; and within just the last few months his staff have overhauled the hood mechanism to eradicate the now no less common problems in the operating mechanism – and which, if left unattended, can wreck the entire frame. What you also need to know from the outset is that said customer is at this stage testing the market, and for that reason will be seeking the full asking price shown above. Fair enough.

So what might you be getting for your £22,000? Well, one of the then largely new 3.6-litre cars, of course, with coil-spring suspension in place of the earlier torsion bars, and many other worthwhile improvements over all previous 911s. This one is a rear-drive Carrera 2, with a five-speed manual transmission. Colour scheme is the iconic Guards Red with a black leather interior (the seats have contrasting red piping round their edges), and the wheels the Cup-style five-spokes more commonly associated with the 993; originally this car would most likely have had Design 90 rims, like those on the 944 Turbo overleaf. You'll note the later so-called teardrop door mirrors, too, I hope.

Inside, there's quite a nice after-market steering wheel (a Fittipaldi Personal, according to the badges, or maybe that's a Personal Fittipaldi...), a Pioneer radio and single-disc CD player, and one of the familiar Hamilton & Palmer key-type immobilisers of the period – working perfectly. Security is enhanced by a Tracker system, presumably

able to be activated by any subsequent owner, and locking wheel nuts. Seats have manual fore-and-aft adjustment, but electric motors to raise and lower both squabs. There is no air-con. Up front, beneath the typically untidy carpet, is the (seemingly unused) space-saver spare wheel, plus the jack and tools, and a newish-looking and certainly adequately sized battery. (I couldn't see the make.) The only 'omission', if such it can be called, is the distributor breather pipe that many 964s of this vintage had retrofitted to cure the tendency of the internal drive-belt to break, possibly leading to engine damage, but that would be just as easy to add now as it was back in the day.

Not much to complain about condition-wise – and crucially no sign of the now often catastrophic corrosion at the base of the windscreen pillars. The bonnet has sufficient stone-chips to warrant a respray (there is also quite a large 'bulls-eye' at the base of the windscreen), but the front PU is good (suggesting an earlier paintjob), and apart from a few scrapes beneath the nose the underside is clean and tidy. You will need a couple of front sidelight lenses, and a right-hand fog-light, plus gas struts for both bonnet and engine cover. The latter panel also seems to snag against the lower part of the hood as you open it, but the hood itself seems good throughout. It – and the plastic rear window in particular – might benefit from a cleaning session, though. The driver's door doesn't fit as well as it might, but Ben Lane reckons it has always been like that, and it doesn't appear to be the result of accident damage. The left-hand rear wheel is a bit battered – it looks like it has been laid face down on gravel – but the Pirelli tyres are pretty reasonable (half-worn at the rear, about a third at the front), and all four brake discs smooth and rust-free.

The car is a genuine delight to drive. The nominally 250bhp/310Nm engine pulls strongly – it has good oil pressure, even when hot – and the typically precise gear shift and smooth, progressive clutch make even heavy traffic a breeze. There are no squeaks or rattles from the hood, just a modicum of the inevitable wind noise at higher speed, and on all but the worst road surfaces a smooth, supple ride that belies the car's age. There is a very slight wheel wobble above about 60mph, and it took me a little while properly to balance throttle and clutch when pulling away from rest – but if those are the worst criticisms I can level at it I think I probably ought simply to keep quiet. **PW**

CHECKLIST

Background: An essentially standard 964 Cabriolet. Six owners to date, and now for sale if the current custodian deems it worth his while – see main text. Not perfect, but well cared for, structurally about as good as you will find, and both looks and drives very nicely – and I say that as a 911 Cabrio-sceptic. Basically just a wonderful modern(ish) classic that will make an ideal long-term keeper – and a potential investment, too. No road tax, but almost a full year's MoT

Where is it?

Elite Motor Tune is based at 55 St James Mill Road, Northampton NN5 5JP; tel: 01604 757510; www.elitemotortune.co.uk

For: Condition, specification, colour, history (not full, but certainly pretty extensive), provenance: all the usual considerations, essentially. A recent engine rebuild, and more recently still the hood mechanism was extensively refurbished – so the entire car should need little more than routine maintenance for the foreseeable future

Against: Not a lot. Unless, like me, you would much prefer a coupé – and the 964's (and 993's) hood is pretty risible by modern standards. But then even I could be persuaded by the charms of a Cabrio this good. Not exactly inexpensive, either – but then such is the ever-growing cachet of any 964

Verdict: An acquired taste, yes, but one that it would arguably be very foolish not to consider. Porsches this good, this iconic, and at the end of the day still this usable, are not going to be any cheaper next year than this

Value at a glance

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





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