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Another month, another collection of record breaking auction results. See the news pages for the full story, but the trend is definitely up, up, up. I don't really like discussing the hard financial side of this Porsche obsession of ours, but it's difficult to ignore when values are rising by the month, if not the week.

There are some experts that feel it's simply the market aligning itself, and that Porsche values have been artificially low for too long in relation to other exotica. Well that's as maybe, but it doesn't change the fact that they are moving beyond financial reality for a lot of folk.

“There is a real growing feeling of missing the boat for many buyers”

Of course I'm talking about anything pre '97. There is a very clear demarcation between air and water here. And there is a real growing feeling of missing the boat for many buyers, which of course just feeds the frenzy.

But what is too much? The market is being tested, but folk are still buying, and if they can't afford a particular 911 derivative, then they will look at the next model line, which then drags that up in value. I'm thinking 993/964 or 3.2 Carrera/911SC.

So what's next? Good water-cooled cars. It has to be. Can't go classic? Well go modern instead. Well that's my plan!

Steve Bennett

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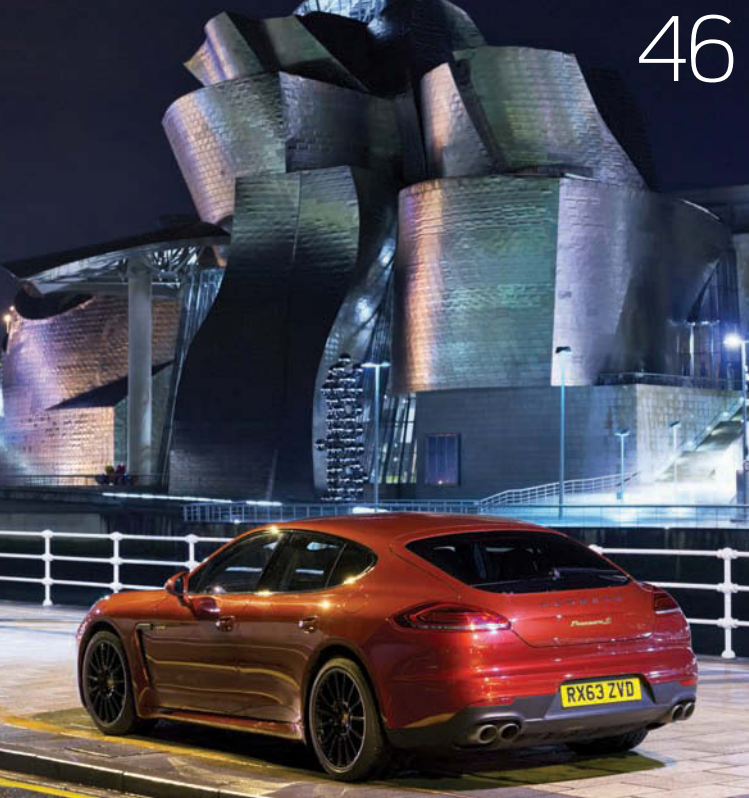
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PORSCHE NEWS

EARLY 911 VALUES CLIMBING



A highlight of the first major international classic car auctions of 2014 was the 1961 718 RS 61 Spyder, originally supplied as a privateer race car, that went under the hammer for \$2,750,000 (about £1,640,826). But perhaps of more significance was how firmly the Scottsdale Auction Week in mid January 2014 in Arizona underscored the increasing collectability of early Porsche 911s, with a clutch of 1960s models going under the hammer for six figure sums. A white 1965 911 sold for \$269,500 (£161,000) a price level usually reserved for excellent examples of the preceding 356.

The short-wheelbase, 2.0-litre 911, one of the first with a factory sliding steel sunroof, had spent most of its 49 years in California, and in long term ownership, and came with a certificate of authenticity from Porsche (chassis 302344, engine 902453). It was



Alejandro Rodriguez

Patrick Erzenen



Eric Fuller

sold by Gooding & Company at the high profile event which attracts all the major auction houses.

Gooding & Company also sold a 1968 911L for \$143,000 (£85,300) and a 1973 911E Targa for \$92,400 (£55,100), while rival RM Auctions hammered down two of the latter, a 1970 example for \$176,000 (£105,000) and a 1973 car for \$140,250 (£83,700). In view of the craze for early 911s, the \$71,500 (£42,700) achieved for a 1970 911E coupe sold by RM Auctions now counts almost

as bargain basement.

Arizona also emphasised the growing collectability of 1980s Porsches, with a 1988, 13,000-mile example of the four-wheel drive, twin turbo 959 sold for \$795,000 (£474,300). It had been imported to the US in 2011 (the 959 was never officially sold there) after a life in Spain, and, says RM Auctions with reference to the US market, 'it is important to note that due to the fact that this 959 is now over 25 years old, it is no longer restricted in terms of annual mileage under the Show and

Display rule, making vehicles of its kind all the more valuable to collectors.'

Another 911 from that era was a 1989 911 Carrera Speedster, which sold for \$126,500 (£75,500). However, there is clearly nothing quite like the "real thing", given that a 1957 356A Carrera Speedster with 29,000 miles was bid up by RM Auctions to \$1,050,000 (£626,500) – but which was not enough for the owner. Various non Speedster 356s made between \$129,250 (£77,100) and \$198,000 (£118,100).



Nail Fraser



Pawel Litwinski

TECHART BOOSTS 911 TURBO

A little under a year after Porsche unveiled the latest generation, 991-series 911 Turbo, specialist tuner TechArt has announced an engine management upgrade for the Turbo S version, the Power Kit TA 091/T1.1. It increases power by 59bhp to 612bhp at 6000rpm, actually 500rpm lower than on the standard Turbo S. Torque rises 99lb ft to 612lb ft, or to 649lb ft on overboost.

Acceleration from zero to 62mph is trimmed by three tenths of a second, which is obviously not a large increment, but with the time down to 2.8 seconds is nearly 10 per cent quicker. Maximum speed rises by 6mph to 205mph. The kit is

effectively an ECU remap using the firm's Techtronic system, the extra output arriving when the Sport button on the console is pressed.

It can be fitted in a couple of hours by TechArt in Leonberg near Stuttgart, or by the UK importer Techg in Liverpool or one of its authorised fitters elsewhere in the country. The price is £4395 fitted, and a similar kit is also available for the Panamera Turbo – see Buying Power after the news pages.

TechArt recently said it would no longer tune current non-turbo Porsche engines, due to the difficulty of extracting more power on a cost effective basis. However it will soon be building on this latest

Power Kit with the introduction of the GTstreet conversion, which in 997 Turbo form saw an output of nearly 700bhp, achieved by modified turbos, manifold and exhaust.

As announced some weeks earlier, TechArt is also supplying its new Aerodynamic Kit for the 991 Turbo. This comprises a modified version of the car's "active" front spoiler that extends and retracts according to speed, Aero Wings for the nose section, Side Skirts and the Roof Spoiler. New, 21-inch TechArt Formula IV five-spoke forged and weight-reduced alloy wheels are also offered, as is a Sport Spring kit and the Noslifit System.



WOMEN LOVE PORSCHE

A Porsche will increase your driving pleasure, of that there is no doubt – but will a man behind the wheel of Zuffenhausen's finest be more attractive to women, as no doubt more than a few owners hoped when they bought theirs? Yes, according to a survey by US insurer insure.com, which, following a survey, concluded that 11 per cent of women felt that the best looking males drive Porsches.

If you want to hone that further, choose a black Porsche, because an overwhelmingly 53 per cent of women preferred this colour. Silver and red came next. The survey, based on a sample of 2000, showed

that it works the other way round too, with 10 per cent of men believing that Porsche driving women were more attractive, red being the favourite colour, followed by black and silver.

Good news for Porsche singletons, then. But there is just one problem – American women still feel that the cream of the male crop drive pickups, the survey reckons.

Other data from insure.com shows, probably to no one's great surprise, that Porsches are among the most expensive cars to insure in the US. However a clutch of V12-engined Mercedes AMGs occupy the top eight places in the 20-car league, with the

Porsche 911 Turbo at number nine, followed, perhaps oddly, by the 911 Turbo S at 10, while the Panamera Turbo came in at 11. The 911 Carrera 4S and Carrera S are 18th and 20th respectively.



OUR TAKE

CLASSIC PROBLEM

The top end of the classic car market is booming, with early 911s surfing the price wave. Good news for owners, but it will eventually spoil the fun a bit, reckons David Sutherland.

With a few exceptions, such as the 1970s RS models and the 1980s 959, it's fair to say that 911s never previously floated collectors' boats. Compared to classic Ferraris and even Mercedes-Benzes, 911s from the 1960s and 1970s were worth little. Maybe that was because Porsche never stopped making the 911, and the evolved models were always a better drive than what had gone before, but retained the iconic looks, thereby weakening the old stagers' appeal.

But anyone still thinking that early 911s, with all their foibles – not least the tail happy handling – were quite affordable would have received a rude wake up call had they perused the results of the classic car sales hosted by the big auction houses in January in Scottsdale, Arizona. As reported in these pages, early 911s, and not just RSs, are going through the roof – the very cheapest one, a 1970 911E went for \$71,500, about £42,700, while a 1965 911 made \$269,500 (£161,000).

These prices were for pretty good examples, but they will inevitably haul up the values of lesser cars, and before long they will no longer be the convenient entry point to the classic Porsche market that they had been for so long. That begs the obvious question: what Porsche is going to shoot up in value next, with the equally obvious answer being the front-engined cars. The remaining 924s, 944s and 968s have been undervalued for too long, particularly given that in a comparison of a classic 2.2-litre 911 and a 1980s 944, the latter would, for many, win hands down on performance and handling.

We tend to think of these four-cylinder cars as a Porsche you buy and sell cheap, and in between have a lot of fun with, not having to worry if it collects a bit of wear and tear. Happy days, but soon to end as they become an investment.





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END OF THE ROAD FOR GT2?

The GT2, the ultimate road going 911, may not be built in 991-series form, bringing an end to a two-decade tradition that started with a hardcore homologation special based on the 993. The most recent incarnation was the 997 GT2, last available in 2010 priced at £164,000, but it seems that the car – effectively an even more powerful 911 Turbo with rear-, rather than four-wheel drive – might no longer be a configuration Porsche sees as suitable for the line-up.

Doubts over the GT2's future emerged in an interview that Porsche's August Achleitner, in charge of 911 development, gave to *Car and Driver* magazine. When asked when the 991 version was due, he told its correspondent, 'Right

now all I can say is that a decision has not been made. There are reasons inside the company, and to write today that there will be a GT2 in the future would not be correct.'

The issue most likely to kill off the GT2 is inadequate traction, a point Achleitner alluded to. A GT2 traditionally tops the power of the 911 Turbo S, the 997 car producing 612bhp, and a 991 version would have to have more than that to retain its halo effect – whether that could successfully be deployed without four-wheel drive is presumably a matter of doubt among Porsche planners. Another consideration is that the GT2 has always had a manual transmission, but with the 991 GT3 available only with a PDK gearbox, a manual shift

might no longer be seen as logical by Porsche.

The original 993 launched in 1994 produced 424bhp and was a stripped out homologation special that was too raw and racy for everyday road use. For the 996 incarnation of 2002 power rose to 456bhp (and later to 476bhp), but it was also a far more refined and comfortable road car. The 997 GT2 used Variable Turbine Geometry turbos to give the 3.6-litre engine 530bhp, allowing the car to break 200mph. The lightened RS version (below) arrived in 2010, its power equalling that of the mid-engined Carrera GT. According to the How Many Left website, there are 130 GT2 and 19 GT2 RSs either taxed or SORN'd in the UK.



NEWS IN BRIEF

On retiring aged 65, Pembrokeshire businessman Dave Amos received a leaving present he could never have expected - the silver 911SC he sold 25 years previously to fund his company startup. His friend and business partner Bill Duke tracked the car down and handed it over at the leaving do.

Porsche delivered 12,225 cars worldwide in January, a 1.4 per cent increase on the same month in 2013. China was the biggest growth market, showing a 29 per cent increase to 4035 units.

On Saturday 13th September, Porsche Club Great Britain will be holding the PCGB Register Rendezvous at Upton House and Gardens in Warwickshire. The National Trust property, with its quarter mile tree-lined driveway, has parking for at least 120 cars, and the event is free to PCGB members. More details, including a possible sponsor, will be announced in due course.

A last minute event for the 968 Register of Porsche Club Great Britain has been organised for Saturday 5th April, at Porsche specialist Hartech near Bolton, the firm which preps racing 968s and Boxsters. Those wishing to attend should call Hartech in advance, on 01204 302809.

Multi-make tuner USP Motorsports in Florida has the fastest 996 GT2 in the world - again. It recently broke its own record, posting a 9.45sec ¼ mile time at FixxFest 10 in Florida in late January.

Canadian Black Book has declared the Boxster and Panamera as its Best Retained Value winners in the Premium Sports Car and Premium Luxury Car categories. The used car data publication tracks vehicle values over a four-year period.

CATCHING UP WITH

SVEN SCHNABL



He's the team principal at Schnabl Engineering, a Porsche race team preparing 997 GT3 Rs as well as Carrera Cup race cars - and he's a Cayenne fan.

How old are you and where do you live, and work?
I'm 44 and live and work in Butzbach, Germany.

Summarise your career
Schnabl Engineering was set up in 1996, preparing Super Touring Cars including a BMW and a Mondeo in the Malaysian Series. In 2003, we moved into Porsches, starting with Carrera Cup and then on to GT3 911s. Now, our main focus is running Japanese tyre manufacturer Falken's Porsche GT3 R in the VLN and N24.

Are you a petrolhead?
I am a Porsche-head - it really started with the 996 for me, though I have never had a road 911, only race ones, and a few Cayennes.

What was your first car?
A Ford Fiesta.

What was the first Porsche you ever drove?
A 996 Carrera Cup car.

Which Porsche past or present do you like best?
I really like the Cayenne.

What car do you drive?
A Porsche Cayenne Diesel!

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HANDBAGS AND GLAD RAGS

Porsche purists who feel that the Cayenne, Panamera and now the Macan have diluted the image of the marque should be prepared for something else to bridle at – Porsche is beginning to emerge as an exclusive high street fashion brand, the Porsche Design Group having opened 50 new stores in 2013, bringing the total to 152 worldwide.

The key opening was the 345-square metre shop in London's Brompton Road, the biggest Porsche Design shop in the world, and close to the existing one that is a concession in Harrods. A store also opened in Dusseldorf, in a building designed by a famous architect, as well as in Hong Kong and Los Angeles. Milan is the next scheduled opening.

The big expansion has made the wholly owned subsidiary of the carmaker a good earner, just like the Cayenne. 'Along with the progress made with the fashion collection and women's handbags, the development of the luxury smartphone segment in particular was very positive, and made a significant contribution to the growth of the company,' Porsche Design said. The new clothing collection has been shot by a famous fashion photographer, Peter Lindbergh.



LE MANS RACER HAS V4 ENGINE

Porsche continues to drip feed information on its Le Mans LMP1 race effort, revealing that the new 919 Hybrid will use a supercharged V4 engine of 'small capacity' – thought to be two litres – aided by one electric motor driving the front wheels, and two energy recovery systems.

And having now officially registered its new works team with the Le Mans organiser, the Automobile Club de l'Ouest in Paris, we now know the name the two 919 Hybrids will run under in the World Endurance Championship: "Porsche Team". The highest profile WEC race is Le Mans, run in France on 14th and 15th June. The two cars, whose drivers include former F1 ace Mark Webber, will carry race numbers 14 and 20.

Porsche has also announced the major sponsors for Porsche Team. They are the technology company, Schaeffler Group, which has a long standing engineering partnership with the car maker on powertrain and hybrid development, and Veltins

brewery. Other partners include the US energy storage specialist A123 Systems, ExxonMobil and Michelin.

Meantime, Porsche has kicked off 2014 – which promises to be its most significant race season since the late 1990s, due to its Le Mans LMP1 return – with a win in the Daytona 24 Hours race in late January, the first round of the new Tudor United SportsCar Championship, in which factory 911 RSRs packing over 460bhp are fielded. Britain's Nick Tandy, Austrian Richard Lietz and Frenchman Patrick Pilet were the drivers winning the GTLM class. However the second 911 retired with engine trouble after

489 laps.

The race – the first to underline Porsche's current motorsport slogan, "Mission 2014. Our Return" – was nail biting, with the RSRs fending off strong challenges from factory run BMW, Viper and Chevrolet rivals. 'I've experienced many 24 hour races, but this one was definitely the most exciting,' enthused Wolfgang Hatz, Porsche's R&D chief. 'When the pace car was deployed in the closing laps it got really close.'

Don't forget you can join 911&PW at Le Mans for our exclusive readers' trip. See page 83 for full details.



GOOD EVENING

Jasmine Porschalink's annual open evening will be held on Wednesday 14th May, at its premises in Nelson in Lancashire. Refreshments will be provided.

The Porsche parts and accessories supplier has also announced that it will, once again, be sponsoring the BRSCC (British Racing & Sports Car Club) Porsche Championship calendar during 2014. The dates are 5/6th April (Silverstone), 10/11th May (Croft), 7/8th June (Zolder), 12/13th July (Rockingham), 9/10th August (Anglesey), 30th August (Oulton Park), 20/21st September (Brands Hatch) and 18/19th October (Donington).



EVENTS

THE PORSCHE MONTH AHEAD

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www.messen.de

Sport

March 29-30

Porsche Carrera Cup/BTCC

Rounds 1/2

Brands Hatch, Kent

www.btcc.net

March 14

MSA British Historic Rally Championship

Round 1,

Mid Wales Historic Stages, Newtown
www.hrcr.co.uk

April 5-6

BRSCC Porsche Championship

Rounds 1/2

Zandvoort, Holland

www.porscheracingdrivers.co.uk

April 18

MSA British Historic Rally Championship

Round 2

Rally North Wales, Welshpool

www.hrcr.co.uk

April 21

Porsche Club Speed Championship

Round 1

Croft, North Yorkshire

www.porscheclubmotorsport.co.uk

April 21

British GT Championship

Round 1/2

Oulton Park, Cheshire

www.britishgt.com

April 21

Porsche Carrera Cup/BTCC

Rounds 3/4

Donington, Derbyshire

www.btcc.net

May 3

Porsche Club Championship

Round 1

Brands Hatch, Kent

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May 3-4

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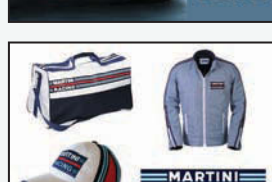
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FEATURED

2.7 R Gruppe 911 - The history file for this car is enormous. The Porsche Certificate of Authenticity tells how it started life as a simple 1973 911T with US equipment, painted in the same 2323 Tangerine with Black Leatherette trim. Read the extensive history and restoration details at www.jzmporsche.com - a real gem.

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996 GT3 - It gives JZM great pleasure to offer this beautifully prepared 996 GT3 with only three owners from new. Lovingly cared for by its current owner of the last three years (a Porsche club member), it has always had money lavished whenever it has required mechanical upkeep.



JUST IN!

997 C4S - A super looking, low mileage C4S Coupe with the distinct advantage of transferable Porsche Warranty and great specification, including a rather expensive factory power kit. Supplied with a clockwork service record and exemplary ECU data.



Cayman S - This is a Cayman we sold just over three years ago (plus continued to service) and it is a pleasure to have purchased it again for our showroom. A clean and tidy example and sensibly priced for first time Porsche ownership.



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NLA-460-420
NLA-460-420-BLU

BUYING POWER

THIS MONTH'S MUST-HAVES AND PORSCHE ACCESSORIES

Solution on a plate

On any pre-1989 911 there is a likelihood that the mountings for the rear spring plates, and those for the front anti-roll bar, will have cracked due to metal fatigue, especially if the car has been used in motorsport. Repair is tricky, given that these mounts are built into the chassis – however Porsche specialist Elephant Racing in Santa Clara in California has devised a neat fix for both ills in the form of its chassis reinforcement kits. They fit any 1965-'89 911, and also the four-cylinder 912 and the 930 Turbo.

The Rear Spring Plate Reinforcement Kit and the Swaybar (anti-roll bar) Reinforcement Kit consist of laser cut 18 gauge steel panels that are welded into place, and actually spread the load slightly beyond the original points. Because the welding process might distort the metal, the former includes a tool to ensure the mounting studs are positioned correctly. The Spring kit costs \$160 (about £97) and the Swaybar kit \$120 (£73), though obviously there will be a fair amount of fitting time. Further information is available at www.elephantracing.com



Hub activity

Essex-based B-G Racing, which specialises in workshop equipment for the racing and tuning industry, is now offering a clever piece of kit that enables a complete suspension setup – ride height, camber and toe angles – to be carried out without the wheels and tyres attached. This, the firm says, is more accurate and also faster than if the setup is carried out in the normal way, when the wheels are on the car, because the car does not need to be constantly rolled on and off the scales. The US-manufactured HubStands are claimed to give measuring accuracy to within 0.01 degree.

The HubStands Proline, as pictured here, come in a set of four and are height adjustable, with a 150x300mm base, and are suitable for cars up to 1700kg. They have a multi-stud pattern plate to fit the majority of four- and five-inch hubs, and also hubs with central locking nuts.

Clearly the Proline, priced at £1500 plus VAT, is aimed at the professional workshop, but there is also a Clubline version at £999 which has less adjustability and would suit the needs of those with the skills to work on their cars at home. Further details can be obtained from Brown & Geeson on 01268 764411, or visit www.b-gdirect.com



Panamera Turbo topped up

Porsche tuner TechArt, located in Leonberg near Stuttgart, has introduced a bolt on power enhancement for the current Panamera Turbo. Its Powerkit TA 070/T1, an engine management tweak using the tuner's Techtronic system, boosts power by 99bhp to 612bhp and torque by 96lb ft to a not unhealthy 612lb ft. This trims the 0-62mph time by two-tenths of a second to 3.7sec, 0-125mph by 1.2 seconds to 12.4sec, and increases top speed 15mph to a somewhat academic 200mph. The extra grunt is released at the press of the existing Sport button on the console.

The UK importer for TechArt is Liverpool-based Techg, which can fit it while you wait, priced at £4395 all in, but can also arrange an authorised fitter in other parts of the country. The modification does not interfere with any of the 4.8-litre bi-turbo V8's electronic features and can easily be uninstalled, Techg says. If desired, the carbon fibre Engine Styling Package, priced at £1395 fitted, can be purchased to add the visual effect. For more information call TechArt on 0151 425 5911, or visit www.techg.ms





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Porsche 928 Series 4
Guards Red. RHD



1986 Porsche 911 3.2 Carrera Sport Coupe
Blue. 55,000 miles.



1987 Porsche 911 Supersport Cabriolet
White. RHD



1997 Porsche 993 Turbo
Metallic Iris Blu. RHD



1997 Porsche C4S Coupe
Metallic Arena, LOW MILEAGE



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Power differential

Porscheshop, in the Porsche parts business for two decades, is supplying updated limited-slip differentials for 911s produced up to and including the 1994-'97 993 model. They are from KAAZ USA based in Garden Grove in California, which specialises in transmissions for a wide range of marques, the units engineered to withstand the added punishment of motorsport. These are imported from KAAZ in Japan.

The type suitable for 911s made up to 1986, with the famously vague 915 gearbox, and also all 930 Turbos, costs £1108 including VAT but obviously not fitting. The one for Carrera 2s with the G50 gearbox, the last batch of 930 Turbos made in 1989, and 964s and 993s, costs £1081. More details from Porscheshop, which is in Halesowen in the West Midlands, on 0121 585 6088 or visit www.porscheshop.co.uk



Cost conscious in California

HRE Wheels has released a new range of rims for the 997- and present 991-series 911s that cost under \$3000 (around £1800) for a set of four, which in the Porsche community probably passes as a budget spend. The FlowForm design comes in 19- and 20-inch diameters, and while it is cast rather than forged, the firm, in San Diego in California says it is engineered and tested to the same standards as its more expensive, forged wheels. It is available in gloss silver and satin black, and also in custom finishes.

'The FlowForm line is for those who have wanted to experience being a part of the HRE family, but simply couldn't afford it,' said HRE President Alan Peltier. The wheels have TÜV approval and also JWL/VIA certification for Japan. There is currently one UK dealer nominated, RPM Technik near to Aylesbury in Buckinghamshire; for further details on the company and its wheels, visit www.hrewheels.com



'Ring master

A visit, or indeed repeated visits to the 13-mile Nürburgring Nordschleife circuit 40 miles south of Cologne in Germany marks you out as a true car enthusiast, someone who has driven at the most celebrated and also most notorious track day venue in Europe, if not the world. Numerous bumper stickers are available to allow you to display your veteran status, but we rather like this enamel grille badge in a period style from classic Porsche parts supplier, Karmann Konnection in Southend-On-Sea in Essex.

Measuring 80mm between the bolt holes and 96mm in height, the badge would probably look particularly good on the engine lid of a 356, we'd think. It costs £90 including VAT, with UK delivery about £4. It can be ordered at www.karmannkonnection.com

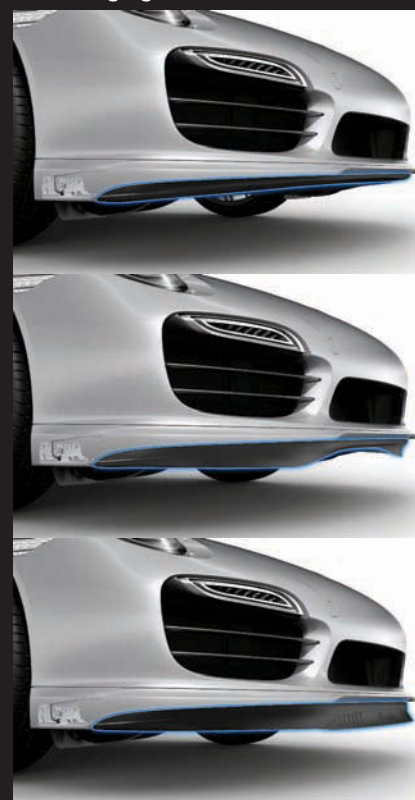
The Tyre DEPOT

Tyre companies' expertise often extends beyond simply producing the round black things

Dutch tyre manufacturer Vredestein has teamed up with Porsche to develop a variable front spoiler for the 991-series Porsche 911 Turbo and 911 Turbo S. The front spoiler is a part of the Porsche Active Aerodynamics system and both companies have a series of patents on it, reveals parent company Apollo Tyres. The spoiler is branded "Air Master by Vredestein".

A car has four rubber tyres and a metal or plastic body. On the New 911 Turbo things are a little different - the body is made from metal and other composites, but Vredestein's front spoiler is also made of rubber. The Turbo and Turbo S are the first two cars to have a mobile, pneumatically-controlled aerodynamic system with several air chambers, this allowing the car to cut through the air more quickly and efficiently, depending on conditions.

At lower speeds the spoiler retracts beneath the bumper to ensure maximum ground clearance, allowing the 911 Turbo to pass over speed bumps without a problem. At higher speeds, the spoiler extends out to the outside to optimise the airflow around the wheels, reducing fuel consumption. In its performance position, the spoiler is fully extended to create extra down force on the front wheels which, combined with the fully extracted rear wing, results in exceptional road holding - in real terms the "Active Aerodynamics" Package cuts more than two seconds off the 911 Turbo's lap time on the Nürburgring track.



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PRODUCTS

Feel the noise

Like a lot of stuff in *Buying Power*, this product comes from California, a hotbed of Porsche tuning, and like a lot of new tuning products for the 991-series 911, it is a sports exhaust. That is partly because modifying the latest Porsche engines – at least the non turbo variety – is very difficult beyond changing the way the gasses exit.

According to Porsche tuner

Shark Werks, near San Francisco, the standard exhaust for the 991 Carrera sounds high pitched, tinny and too mechanical compared to S models, and hence has produced one with a different noise – more aggressive on idle, and deeper. This was achieved by ‘utilising appropriately sized diameter tubing and straightening out the flow,’ says the firm’s Brit-in-exile proprietor, Alex Ross.

But it’s not all about the quality

of the decibels, Ross claiming that the improved airflow will give slightly better performance, and it is also 7lb lighter than the standard exhaust for the 3.4-litre flat-six. By aftermarket sports exhaust systems the price is modest, too, at \$795 (about £480), plus carriage and import duties. Further details, including a video to allow you to decide if you like the way it sounds, are at www.sharkwerks.com



Numbers game

Digital readouts in car instruments tend to fade after some years, and those in early Boxsters and 996-series 911s, both cars introduced around the mid 1990s, are no exception. That has not escaped the notice of Porsche parts supplier Stoddard, which normally sources items for classics but which is now offering a Climate Control LCD kit for these more modern models.

Having a workshop replace the air-con readout unit sounds like it would be expensive, but for \$65 (about £40) the Ohio firm will supply its Climate Control LCD Repair Panel for a DIY job. It includes a new LED screen said to be equivalent to original equipment quality, the necessary connectors, gloves and



an alcohol wipe.

Stoddard describes fitting it as an ‘easy afternoon project’, and that ‘as long as you are cautious and keep the connections clean you can do this project with some very basic tools.’ Obviously we haven’t tried this, but we imagine you’d need a steady hand and, if for example, you’ve tried to change the screen on an iPhone and made a mess of it, we’d suggest buying the kit but getting an expert to fit it. It can be ordered at www.stoddard.com

Model behaviour

Collecting model cars is one thing, finding space to keep them where they can be seen to best effect, or indeed kept safe from poking fingers, is quite another, hence these display cabinets from www.car-art.eu may well appeal to the fastidious model car collector. The firm, based in Nuremberg in Germany, supplies the cases, designed for 1:43 scale cars, for a variety of marques, including four for Porsches: the 365, 911, 996 and race cars, each having an appropriately illustrated background.

Measuring 23x38x7cm, they are aluminium-framed with Plexiglas fronts, and are fitted with a hook on the back so they hang on the wall like a picture. They are priced at €148 each (about £123), but sadly that does not include the lovely models shown here. The cabinets are made to order, hence delivery takes two to three weeks, with shipping to the UK €20 and to the US €40. More details can be seen at www.car-art.eu



Superior studs

Often it’s the small things that delight, and prove very useful, such as these “Cup style” brake caliper studs from Porsche competition suspension specialist, Tarett Engineering in the pleasant city of San Diego in California. Intended for club and professional racers, they are a substitute for the factory studs, which Tarett says can easily strip the threads of the wheel uprights when the calipers are removed for maintenance. Thanks to the design of the Tarett stud, this problem is eliminated, and the studs are also said to make for easier and quicker caliper installation because they guide the caliper into position.

The studs are made from 17-4 PH stainless steel, for strength and corrosion resistance. The Brake Caliper Stud Kit is available for 986- and 987-series Boxsters, and 996 and 997 911s (including the GT2 and GT3 variants). Each kit, priced at \$98 (about £60) includes four studs, nuts and washers, with one kit required for each end of the car.

You can find Tarett Engineering at www.tarett.com



GT3 Lower Control Arm Kit

A very common upgrade to any performance driven late model Porsche, is upgrading the one piece lower control arms to the adjustable GT3 arms. This upgrade allows you to dial in the amount of camber required by simply adding or removing shims (also available). Depending on the level of performance that you require, Rennline also offers inner control arm monoball ends and adjustable solid thrust arm bushings. These kits are available for front and rear of all 996/997/986/987.

Note: These are OEM Porsche GT3 control arms, designed and tested by Porsche factory engineers and proven over years of competition use. Beware of aftermarket kits that claim to be better and stronger than the OEM Porsche parts. As part of our commitment to customer safety, we only sell genuine Porsche factory control arms, as failure in this component would likely lead to catastrophic results.



On Sale!

Adjustable Control Arm Links

If you're serious about how your 993, 996, 997, Cayman, or Boxster handles, you should upgrade the rear suspension with adjustable control arm links. There are two major drawbacks to the factory links: 1) You can't lower your car and maintain proper suspension geometry. The factory links create too much toe-in, which cannot be adjusted out, creating handling problems and excessive tire wear. 2) The factory links have rubber bushings, which make handling imprecise, especially in performance driving when suspension loads are highest.

Rennline adjustable control arm links solve both these problems. Manufactured from 6061 aluminum and feature a turnbuckle design that allows each arm to be lengthened or shortened as needed to restore proper suspension geometry on a lowered Porsche. The FK Teflon-lined rod end bearings ensure precision handling and lock in your car's alignment settings, ensuring predictable cornering under all conditions. Rennline arms come with all required bolts and machined bushings to get the job done.



Competition Wheel Studs

Rennline's competition wheel studs offer customers the ability to get rid of those bulky factory lug bolts that make those quick tire changes so cumbersome. These studs feature a bullet nose end to help locate the wheel, and heat treated grade 8 construction to exceed the requirements outlined by SAE standards. These come standard with a Black Zinc coating which is far superior to the Black Oxide coating found on many other studs in the marketplace. These particular studs are an m14x1.5 thread commonly found on Porsche, Audi, and several other makes, and are available in both the 45mm and 60mm lengths of useable thread.



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Basalt black with black leather,
Sat Nav, 36,000 miles.....**£48,000**



911 (997) 4S 3.8 (2009 - 09)
Silver with black leather, Sat Nav,
21,000 miles.....**£46,000**



911 (997) TURBO 3.6 tip (2007 - 07)
Basalt black with black leather,
Sat Nav, 33,000 miles.....**£46,000**



911 (997) 2S 3.8 (2009 - 09)
Silver with black leather, Sat Nav,
36,000 miles.....**£45,000**



911 (997) 2S 3.8 (2009 - 09)
Basalt black with stone grey leather,
Sat Nav, 23,000 miles.....**£42,000**



911 (997) TURBO 3.6 (2006 - 06)
Basalt black with stone grey leather,
Sat Nav, 44,000 miles.....**£42,000**



911 (997) TURBO 3.6 (2006 - 06)
Cobalt blue with black leather,
Sat Nav, 44,000 miles.....**£42,000**



911 (997) 2S CAB 3.8 (2008 - 08)
Aqua blue with ocean blue,
Sat Nav, 46,000 miles.....**£42,000**



911 (997) Turbo 3.6 (2006 - 06)
Basalt black with black leather,
Sat Nav, 55,000 miles.....**£41,000**



911 (997) "4S" Targa (2007 - 07)
Meteor grey with stone leather,
Sat Nav, 49,000 miles.....**£39,000**



911 (997) "4S" 3.8 tip (2008 - 08)
Basalt black with black leather,
Sat Nav, 35,000 miles.....**£38,000**



911 (997) "2S" 3.8 (2007 - 07)
Silver with red leather,
Sat Nav, 30,000 miles.....**£35,000**



911 (997) "2S" 3.8 tip (2007 - 07)
Basalt black with black leather,
35,000 miles.....**£34,000**



911 (997) "4S" 3.8 tip (2007 - 07)
Meteor grey with black leather,
Sat Nav 45,000 miles.....**£34,000**



911 (997) "4S" 3.8 (2006 - 06)
Silver with black leather,
Sat Nav, 37,000 miles.....**£32,000**



911 (997) "4S" 3.8 CAB (2005 - 05)
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Sat Nav, 44,000 miles.....**£31,000**

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USUAL SUSPECTS

SOMETIMES THINGS JUST DON'T GO ACCORDING TO PLAN. WITH STORMS AND DESTRUCTION RAVAGING THE COUNTRY WE HAD TO POSTPONE OUR INTENDED 991 TURBO FEATURE, BUT STILL HAD A WEEK TO EXPLORE ITS DEVASTATING POTENTIAL. BEING THE CARING, SHARING AND UNSELFISH LOT THAT WE ARE, WE DECIDED TO SHARE THE TURBO LOVE. WELL, BRETT DID AT LEAST

THE BEST LAID PLANS OF MICE AND MEN

We had grand plans for the Guards Red 911 Turbo you see here. Something fun and exciting and nostalgic. But the weather had other ideas. Ideas that involved devastating winds and biblical downpours and warnings about not travelling unless you absolutely had to. On reflection we decided that our trip was likely to fail the 'is your journey really necessary?' test; furthermore, photographers have a hard job holding the camera still in 80mph winds. So rather than put lives at risk and subject a £125,000 Porsche to potential damage, we elected to call time on the job and reschedule it for a less hazardous day.

Frustrating in some ways, but a godsend in so many others, East Anglia – where a number of us from *g11&PW* call home – was a comparative haven of calm when the rest of the country (including our photographic location) was being battered and broken. Which meant that the Turbo wasn't going to become an expensive driveway ornament whilst in our care. But it was going to have to live up to its reputation as the supercar you can use for everyday chores because, well, not every day is a 'head for the empty hills and run it ragged through all seven gears' sort of day.

At home and away from the wondrous abandon of a press launch where the greatest consideration is how quickly you can go, the 991's body seems huge. Sticking out the nose from the end of the driveway is a test of

nerves as you have to commit so much of it into the road before you can actually see what's coming. Rear three-quarter vision isn't too clever, either, sometimes necessitating a leap of faith when pulling out of a parking space and into the traffic flow. And talking of traffic, the automatic stop-start system which no new car hoping to boost its economy and emissions ratings can do without, is irritatingly eager – you don't even have to be static before it cuts the engine, particularly annoying when creeping up to a junction. You can turn off the system, but then you don't get the economy benefits: the electronics just need to allow a few seconds' delay to be sure that you are, really, stuck in a queue.

On a couple of occasions the Turbo served duty as Dad's Taxi. Now when I was a kid, if a mate's dad had rocked up in a Porsche then all of our heads exploded and we all had to stand alongside it and have pictures taken so that we could pretend, incredibly, that the car was ours. My 13-year-old son's mates were mildly intrigued by the Turbo, but not so enthralled that they delayed their beeline flight towards the X-Box by more than a couple of seconds. It was much the same story with my 15-year-old daughter's friends; the lads glanced in the car's general direction, but nobody stuck their nose against the glass or asked to sit inside.

I wonder what that means for Porsche in the future, when some of these kids will have

sufficient money to buy a Turbo – will they have the inclination? People of my generation (growing up in the 1970s and 1980s) had the 911 Turbo poster on the bedroom wall that would lead to later life aspiration, but today's youth seem a bit disinterested in cars, despite the Top Gear viewing figures. If the contemporary 911 Turbo isn't heroic enough for them, Porsche needs to find another clever new way to turn the heads of tomorrow's buyers.

The Turbo is a happy ambler – fortunately enough given the number and duration of the 30mph zones locally – the PDK dropping into seventh gear at about 29mph with only the occasional grumble from the twin-turbo motor. That's quite some party trick. So is the ride quality on those dirty great 20in rims and skinny sidewalled tyres – without doubt it's firm and can become crashy on really rubbish surfaces, but not one of the people I took out in the Turbo thought the suspension was worthy of a single comment.

Taking people out for a spin is what you do when you have a 911 Turbo for limited time.

Life is good when you've got a 911 Turbo parked on the drive. However, today's supercars don't seem to elicit the same reverence from the youth of today as they used to. Fraser's 13-year-old son and mates were only mildly curious, before the lure of the X-Box won them over



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



PAUL DAVIES



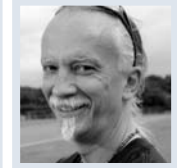
CHRIS HORTON



BRETT FRASER



JOHNNY TIPLER



KEITH SEUME

Because while the kids weren't massively impressed by it, plenty of adults strolled up with yearning writ large on their faces. Even my wife Helen, who normally is unmoved by machines automotive, asked to be taken out. And then screamed for me to slow down before she was sick. In her defence, her ride took place in the dark on a wet surface, and if you floor the Turbo's throttle on a damp road it will squirm and leap from crown to gutter in an excited fashion as all that torque and power overwhelms the four-wheel drive system. Throw a tight corner into the mix and you can end up with a degree of oversteer that you weren't quite expecting in an all-wheel drive car with the traction control still turned on – gets the heart pumping and the wife thumping...

It was drier when I took Shaun Featherstone, a wood craftsman, for a blast. Shaun owns a VW Scirocco R and has earmarked a portion of his first Lotto win for a g11 Turbo; provided he ever does win, of course. He's about 6ft 5in tall but easily managed to fold himself into the passenger seat, albeit with the seat fully back. And he loved every second of the drive.

'My Scirocco isn't exactly slow but the Porsche pushes performance into a completely different dimension. It's staggering how brutally fast it accelerates, and then just keeps on going and going. When you put it into Sport Plus it becomes an animal, with all that noise and violence,' beams Shaun.

'And the brakes: they really are something special. Mind you, they need to be, because you arrive at corners and up behind other cars having gathered such colossal speed – as a driver you must have to up your game mentally and look and think so much further ahead. I've often wondered if I might come away from an

encounter with a Turbo with a slight sense of disappointment – meeting your heroes and all that – but very much the opposite is true.' Shaun is currently plotting to sell his house, and his wife is no longer talking to me...

Bruce Salter who owns local hardware store, The Handyman, had previously never been in anything much quicker than an Escort XR3. He was therefore suitably awestruck. And potty-mouthed. Expletives cascaded from his lips with the intensity of the rain a couple of days earlier.

'When you told me this Porsche costs £125,000 I couldn't get my head around why you'd spend such a huge wedge of cash on a car,' Bruce confessed. 'But after that run, wow! It's crazy fast, like being on a rollercoaster but at ground level. We seemed to be skipping across the road, almost flying. And the way it stops, man, those brakes are something else.'

'I still couldn't see myself dropping such big dollars on a car, but I do now understand why if you like cars and you have the money, you'd get yourself a g11 Turbo. The thrill is just so intense.'

Bruce's last observation there was echoed by Joe Pulford, a martial arts instructor and civil engineer. Joe has driven on a supercar day at Silverstone and previously hitched a ride with me in a Cayman R, yet was staggered by the raw punch of the Turbo. 'Jeez, that acceleration is just wild,' Joe exclaimed. 'It's like I can feel the pressure on my chest as I'm pushed back into the seat.'

'The thrust is absolutely savage, especially when you come out of corners – whatever speed you were doing on the approach to the corner, within a few seconds you're back up to that speed again. I can appreciate that you've

really got to concentrate super-hard to drive this car fast: even on the straight when we tried a 0-60mph run (3.2sec, if you're interested) I could see you were having to hold tight to the steering wheel as the car was trying to snake its way down the road. But what a beast, utterly fantastic.'

Alfa restorer Titus Rowlandson, as chilled an individual as you could hope to meet, laughed aloud at the Turbo's first full-throttle eruption. 'Good grief, that's pretty mad. It's so explosive and the brakes seem stunning. I'm not really a fan of those semi-auto transmissions, but I can really see why the paddles make sense when you're having to shift up so quickly and so often.'

'Frankly I've never been in anything like as fast as this and I will notch it up as one of my most memorable motoring experiences. However, raw speed really isn't my thing – I'd much rather be going slower in a car with good chassis balance and a sense of closeness and involvement.'

When the time arrived for the Turbo to return to Porsche, a couple of things had become very clear: firstly, while you can use this icon to deal with day-to-day drudgery, its supercar heart will always out. And once you've heard its beat, you'll want to be out driving it hard until the fuel tank runs dry. (Which probably won't take long...) **PW**

Left to right: g11 Turbo joy riders. Bruce Salter: "The thrill is just intense." Shaun Featherstone: "When you put it into Sport Plus it becomes an animal, with all that noise and violence." Joe Pulford: "Jeez, that acceleration is just wild. So at least the grown ups enjoyed the g11 Turbo, even if the kids don't care!"



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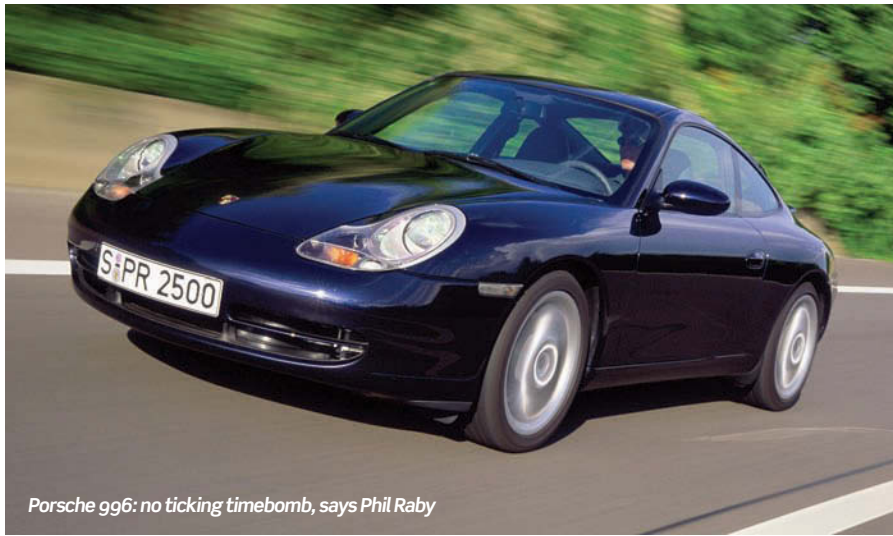
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LETTERS

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



Porsche 996: no ticking timebomb, says Phil Raby

UNFAIR CRITICISM

I fear that my old friend and colleague Chris Horton has been spending rather too long in the company of 996 engine rebuilders (*Letters*, March 2014). All clever people but, inevitably, of course they are going to see a lot of failed M96 engines for the very simple reason that it's their job to rebuild them. Porsche built a huge number of cars equipped with the M96 engine (996, 997, Boxster and Cayman) and the majority are still running fine and enjoyed by their owners.

Words like 'Disaster', 'Catastrophic' and 'Timebomb' only serve to fuel the scaremongers and cause unnecessary worry for owners and buyers (many of whom are your core readers) – and do nothing for residual values of these great Porsches.

I've sold dozens of Porsches with M96 engines, and have been in contact with many more happy owners. Just one car which I sold suffered from bore scoring (and I put my hand up and had it repaired by Harteck), and I've never had issues with IMS failure.

Sister company AW Motor Sport here in Chichester also services a large number of 996s, and the like, and has only ever seen one IMS failure – and that was caught quickly enough not to cause any damage.

I'm not going to pretend that problems don't occur – they do – but I do think that it's important to stick to the facts and keep any potential issues in perspective. The 996, 997, Boxster and Cayman are all superb cars and it's a shame that you're putting people off buying them through this continued hyperbole.

Phil Raby, via E-mail

Keith Seume replies: *This subject is a classic case as far as magazines are concerned of you're damned if you do and you're damned if you don't. There's no denying that the M96 engine has seen more than its fair share of failures, but it's also probably fair to say there are more M96 engines which haven't failed than there are ones that have. Assuming that it is the role of enthusiast magazines such as this to tell the truth, the whole truth and*

nothing but the truth, it would be wrong of us not to make people aware of potential problems, in the same way that it would be wrong of us not to point out how great these cars really can be. Various of our team have run Boxsters and 996s without problem, and really all Chris is doing is telling people that if they do have a failure, all is not lost. With specialists like Harteck around, your M96-engined Porsche can virtually go on forever.

LIVING IN THE PAST?

I thought I would write a note to say thank you for having printed my diatribe against water-cooled Porsches in the February issue, and to Alex Lowe for his by no means unpleasant response in the March issue. I take the points he makes, of course, but I can't agree that they are valid in the circumstances.

His suggestion that I am 'living in the past' has nothing to do with the matter. Water-cooled Porsches (of the 'modern' variety – and, of course, the 928) are fat, ugly,

and essentially little different to their main competitors, albeit a deal more expensive.

For example, there are Audis and Nissans that are arguably just as good (even if they are just as heavy, fat and ugly...). As for the new Targa – in terms of looks, the new Chevrolet Corvette simply blows it away, although sadly it, too, has become 'lardy' these days.

Porsche depreciation is huge, reliability is (still) suspect, the interiors will not last, and the vehicles are the result of accountants being in charge, not engineers. In short, such Porsches are just plain dull, however fast and powerful they might be. Let's face it, it's pretty hard nowadays, even on an Autobahn, to make use of such power and speed in the real world.

Visibility is rubbish compared to older cars: you sit lower relative to the dashboard top, and the windscreen pillars are terrible things, indeed.

The front wings were ruined (with regard to being able to place the car accurately on the road) when the 993 model came along, good car though it certainly is in all other respects.

My 964 needed to be in an OPC for a couple of days last September to have its 'big service' done, including tappet adjustment. The workshop was a bit busy so I was asked if they could hold on to the car, and would I mind if they lent me a Panamera for a day or two?

For the money, it's frankly a terrible car. In fact, for half the price it's a terrible car. It can only seat four, the view out is mostly of tarmac well ahead, the view to the rear quarters is dreadful, it's fat, heavy and it's unbelievably ugly. The interior is sombre and of poor quality.

It's fast – of course it is – but so is my 964 in the real world. The head mechanic at the OPC agreed that the Panamera has a number of 'issues' as a model (already!) and that it will have been recycled well before any well maintained air-cooled version of the marque.

His opinion of the Cayenne's reliability is unprintable. He has a VW Golf as a daily driver and a 911SC for the weekend. Like me, he feels that Porsche lost interest in fostering any kind of customer loyalty when the 996 arrived. Yes, as Mr Lowe suggests, legislation *vis-a-vis* emissions, etc, and so-called 'safety' issues, killed the air-cooled engines and massively added to size and weight, but as above, the result nowadays is that Porsches are little different to many other brands, and 'quantity' (of sales) is all that really matters.

Who in Porsche really cares these days that Joe Bloggs will most likely buy a 991 today, and chop it in for a fancy Audi in three years' time?

The point (and of course I accept that some people actually prefer the likes of 944s and such to 911s) is that I'm talking about 'classics', not 'moderns'. My interest in Porsches is purely based on that presumption. Indeed, it was pleasant this time around, to read a bit more about the air-cooled cars.

One last thing: Mr Lowe is wrong about the black and white telly. There again, I don't have a colour one, either. And I run a modern car, too – a Grand Cherokee SRT8 – so I'm not sure if I qualify for 'living in the past'. Maybe just 'recognising modern Porsches for what they really are'?

I C Wilson, via E-mail

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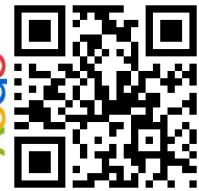
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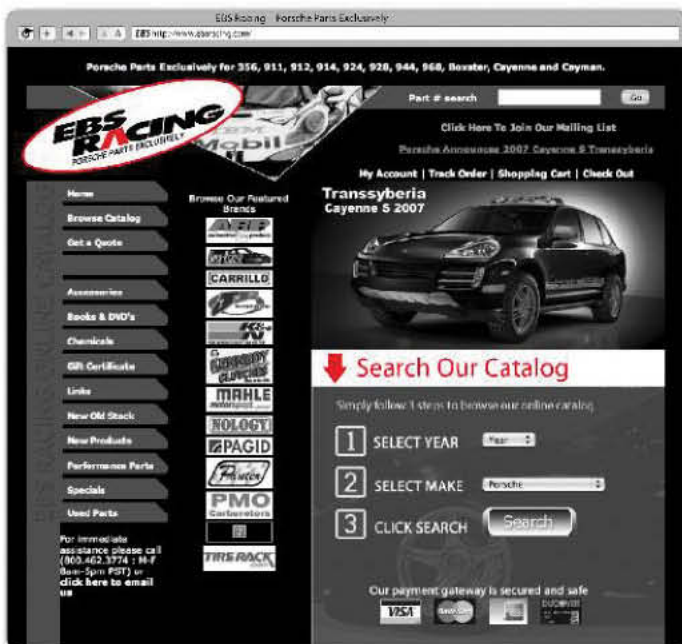
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NEXT STOP LE MANS 2016

Boxster racer, Rebecca Jackson, is aiming high – for Le Mans in 2016 to be precise. We talk to her about plans for endurance racing stardom

Words and photography: Brett Fraser

Books and covers: we've all had the memo about making that snap judgement. Yet even forewarned, the gloss of Rebecca Jackson's public-facing persona can have you start forming erroneous opinions. Initially, at least. She's petite and attractive, immaculately presented, and the tale of her life to date is well rehearsed; she's so bubbly and bright that you begin to suspect that the race-prepared Boxster she's standing proudly in front of might just be an exciting prop to help further a career she's already embarked on presenting ITV4's motoring show, "I Want That Car".

But then she whips out the trophy she won last year, engraved with the text "Production Boxster Championship Winner": it's not a trophy they just give away. And when she explains that her goal at the start of the 2013 season was to win the Production class of the BRSCC Porsche Championship, and that the victory was part one of a carefully thought-through plan to be racing at the 2016 Le Mans 24-Hour race – which she has labelled Project Le Mans in her chase for sponsorship – then you realise that beneath her shiny cover, Rebecca has deep talent and an even deeper determination to win.

Cars have always been in Rebecca's DNA, possibly the result of her father being an engineer who rebuilt engines and maintained classic cars in the garage. 'I've always been interested in cars,' she reveals. 'When I was a little girl I'd have both dolls and cars to play with. Then, when I was a young teenager, a group of us went on some bumper-cars: instead of trying to crash into the others, I instinctively tried to overtake them.'

'By the time I was 16 I was driving cars on private land – a friend had an original Mini and taught me not only regular car control, but how to do handbrake turns, too! Unsurprisingly by 17 I was itching to drive on the road: I got 100% in the theory test and passed the driving element first time, a couple of months later.'

'At university I bought myself a Citroën AX GT that I worked on myself in the street outside the halls of

residence, much to the bemusement of local rugby-playing lads. I got a job as a pizza delivery driver, which as a student was great – I was paid to drive my car around and got fed. And as a bonus, all the other drivers at the pizza place were massive petrolheads, too.'

Meanwhile the urge to drive competitively was taking root in Rebecca's mind. To satisfy the craving she participated in grasstrack racing and autotests, using these disciplines to learn more about car control: a win on her second autotest ignited a fire to prove herself in the more demanding environment of the race circuit. But as we all know, racing is a costly business and proved beyond Rebecca's budget at the time. Still, having set up herself in the used car trade, she was able to finance numerous trackday sessions in a variety of interesting machinery, culminating in a 300bhp Subaru Impreza Turbo – 'it was a monster, I loved driving it.'

Yet the nagging desire to go racing persisted. And with it came the realisation that a vital skill-set was missing from Rebecca's motoring experience to date: rear-wheel drive. 'The best-handling race cars are rear-drive and I knew that I had to master it to progress anywhere in the sport,' she explains. 'So I sold my Impreza and bought a race-prepared Porsche 924 that had already done a couple of seasons. It wasn't very powerful but it handled really well. And besides, I'd always wanted to race a Porsche – who wouldn't? When you're on the edge of grip in a 924 on Paddock Hill Bend, that's a huge thrill.'

Not that it was all plain sailing from the get-go. 'On the Friday test day before my first race in the (BRSCC) Porsche 924 Championship I made a massive rookie error and didn't heel-and-toe on the way into a major corner, causing the car to spin. It stalled and then wouldn't restart, not even after it was towed back to the paddock. Fortunately some of the other Porsche racers pitched in to fix it – such a nice bunch of people.'

'That first season represented a massive learning

Below: Boxster bonnet clearly states Rebecca's ambitions. 'Project Le Mans 2013 - 2016' is the defined mission statement and we have no doubt that she'll make it happen





curve; I had to get to grips with the car, the rear-wheel drive, and the whole business of actually racing.' And learn Rebecca did, particularly about driving in wet conditions, in which she excelled, earning her the nickname of 'Rain Queen': she finished the season mid-way up the rankings.

Bitten by the racing bug, she signed on for a second season of the 924 Championship in 2012, but in the first race of the opening round's double-header at Oulton Park, a brake master cylinder failure ensured she didn't even make it to the grid. The 924 repaired, in the second race Rebecca earned her first podium appearance, finishing third. Clearly inspired, in race one of the season's second double-header event at Snetterton Rebecca climbed to the top step of the podium: though not to repeat that feat in the 924, she made it onto the podium another three times, finishing the season fourth overall.

'I'd been aiming for third,' she sighs, 'but I suffered a number of mechanical breakdowns throughout the season. I couldn't be cross with the 924, though, as it was a 35-year-old car that had had an extremely hard life.'

Despite the mild disappointment, Rebecca was now addicted to motorsport and was soon hatching plans for "Project Le Mans"; and stage one along the trail to competing in the world's most prestigious endurance event by 2016 was to involve another Porsche. 'I knew I that I had to move up to the Production Boxster Championship. Not only would it be a more challenging car to race, the Boxster is also a very good-looking car and that's something that matters to potential sponsors.

'Being in the motor trade, I was able to find an absolute cherry of a Boxster 3.2S that had been its owner's pride and joy and came complete with a full service history and a hardtop. Other people might use a damaged/repaired car as the basis for a racer, or something really ratty, but I believe that if you want a good race car then it's far better to start with

Girl, car and remote reservoir coilover damper! Rebecca started with a peach of a Boxster to convert into a race car, rather than a ratty old wreck. Seems it paid off too with impressive reliability through the 2013 season and a trophy too as Production Boxster Championship Winner

REBECCA JACKSON YOU AND YOURS



Rebecca in action. Boxster 3.2 was her 2013 steed, while much-loved 924 was her introduction to circuit racing
Below: Scuffed door points to typically close racing. Trophy is the reward for all the effort. Le Mans for 2016? We wouldn't bet against it!

a really good road car.

'As a testament to the way my car had been looked after, and also to the integrity of Porsche's engineering, throughout the 2013 season we didn't have to rebuild my car's engine, we just changed the oil after every race. I really love driving my Boxster and when you drive a car to victory you form a real bond with it, so I've never had any regrets about stripping out a perfectly good road car to turn it into a racer.'

Robert Quinn of Reading-based Quinntech Racing handled the race preparation of Rebecca's Boxster, which included fitting new but OE-spec brake discs

the car, so the Boxster is in the process of a number of upgrades. 'Quantum Racing Suspension has just supplied me with a set of four-way adjustable dampers,' says a clearly excited Rebecca, 'while Hi Spec Motorsport is making the Boxster a set of bigger discs. There's a bespoke exhaust system coming from BTB Exhausts, and (BTCC racer) Matt Neal's Team Dynamics is supplying a set of 18-inch lightweight wheels. The engine is now out of the car and on the way to JMG Porsche in Dorset for a rebuild and power hike – the Endurance series operates on a power-to-weight basis, so as yet I don't know precisely what will have to be

“Rebecca emerged from the 2013 season as the Production Boxster class winner with 10 wins”

and suspension, a Custom Cages FIA-approved roll-cage, Corbeau race seat, and a quick-release OMP boss and steering wheel. 'And to keep my parents happy,' beams Rebecca, 'we also fitted a Lifeline eight-nozzle fire extinguisher system.'

As mentioned at the start, Rebecca emerged from the 2013 season clutching the silverware as the Production Boxster class winner, with 10 class victories to her credit. Job done. And in 2014 she's giving herself a fresh challenge, although she's taking her faithful Boxster along for the ride. 'To prepare for Le Mans I have to become accustomed to much longer stints behind the wheel, so I've entered the Cartek Roadsports Endurance Series, organised by the 750 Motor Club. The races in the series are 45 minutes long: as well as needing to be extremely fit, you have to have a strong and powerful mind to enable you to concentrate for longer.'

The series also allows for greater modifications to

done to the engine beyond its new ITG intake system, but I know that JMG will do a fab job.'

Being with her Boxster (albeit minus motor) and chewing the fat about racing and cars in general, makes Rebecca light up. Yet all the way through our interview and photo shoot her phone is chirping and pinging like a long message in Morse code as it receives calls and texts and e-mails: because while racing is the end goal of all her endeavours, to get to the start line requires countless hours of courting sponsors, dealing with the media, writing press releases, updating social media and myriad other admin chores. Not to mention her car trading, TV presenting and motoring journalism commitments.

If all this is stressful – and it must be – Rebecca isn't one to show it. Not to outsiders and possibly not even to herself. Because to make it to Le Mans by 2016 will require titanium resolve and 24-carat absence of doubt: you can sense Rebecca is short of neither. **PW**

CONTACT/THANKS

To keep up to date with Rebecca's Le Mans aspirations visit her website: www.projectlemons.co.uk or Twitter: @RebeccaRacer



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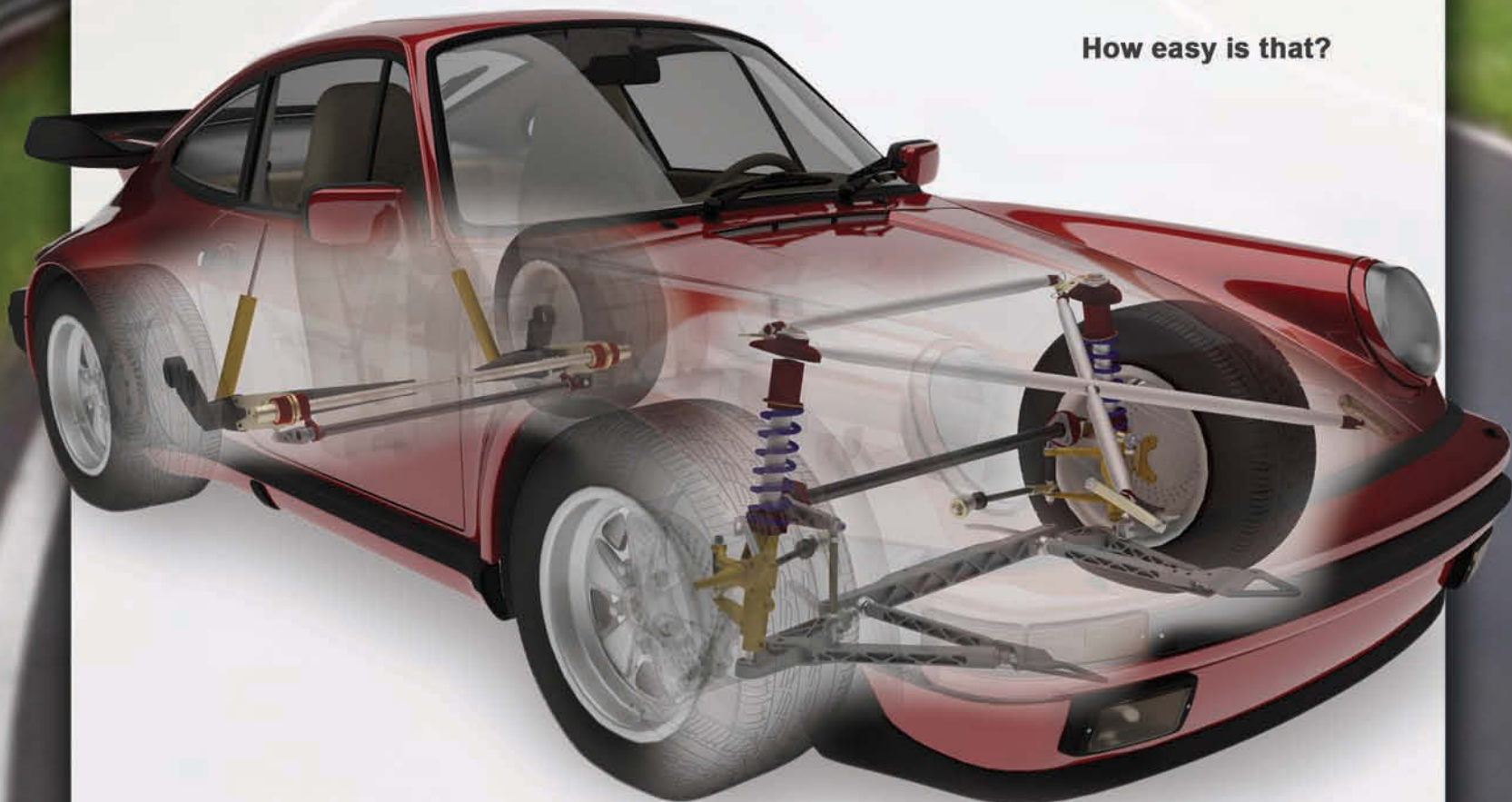
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Words: John Simister Photography: Andy Morgan/Porsche

Small SUVs are the new sports cars, so expect the new Macan to be a sure fire hit

IN WITH THE NEW

Market research wasn't uppermost in Dr Ferdinand Porsche's mind while he created his groundbreaking designs. His was a more purist approach of suitability for purpose, form following function and the other high-minded notions of a creative engineer far removed from the frivolity of popular fashion.

So what would he have made of the new Porsche Macan? It looks like a Porsche for sure, albeit a Porsche-look based on recent morphology rather than anything remotely referencing a 356. Clearly there are elements of Cayenne to be seen, that Porsche hated by purists for being a hefty SUV yet which has made more money for the company than anything else. Such is the power of the Porsche brand that it can attract a whole new category of customers and still keep most of its integrity.

Creating the Macan was a no-brainer for Porsche. Its market segment – compact SUVs – is exploding worldwide, especially in China whose voracious demands now exercise every product-planner's mind. Porsche has obvious access to Audi's components, designs and expertise, and just as a Cayenne is related to a Q7 or a Volkswagen Touareg, so the Audi Q5 was a good

kick-off point for the Macan.

That said, just 25 per cent of components are shared in the final product, none of them readily visible. The turbocharged V6 petrol engines are Porsche's own, and are related to the larger cars' V8s. The body sits lower, has rounded rear side windows and an almost-fastback tail (shades of 911, Porsche would like us to think), and the nose is very Cayenne-esque. Those big intakes under the headlights hint at the Porsche face introduced with the 996 Turbo and now a range-wide feature, too. They're deeper on the top Macan, with thicker strakes.

It's not quite right to see the Macan as a smaller Cayenne, though. It's an altogether sleeker, more rakish machine whose driver sits a massive 100mm nearer to the road. It has four-wheel drive in all versions, of course, and an off-road mode which alters the traction settings, features a hill-descent control and raises the ride if the Macan in question has the air suspension option, but otherwise it's perilously close to being a hot hatchback.

With the Macan, Porsche enters the most mainstream market segment it has ever inhabited. The journey there started from a direction completely opposite from, say, Audi whose business began with everyday saloon cars,

Porsche styling cues abound and there is no doubt that the Macan is related to the Cayenne, but it really is a lot lower and sleeker. Such is the market for small SUVs, the Macan's success is virtually assured

NEW PORSCHE MACAN FIRST DRIVE



but they – along with every other carmaker offering a ‘crossover’ – have met in the middle. Macan is to Nissan Qashqai what BMW M3 is to, say, Vauxhall Insignia, but the fact is that compact crossovers are what people seem to want.

Hot crossover, hot hatch... never have categories been so blurred. But it takes less than a lap of the test track at Porsche’s Leipzig factory to discover there’s nothing blurred about the Macan’s personality. I’m in a gold-painted Turbo, the top model (of three) which is given this name even though all Macans – 3.0 turbodiesel, 3.0 petrol and this 3.6 petrol – have twin turbochargers to feed their V6s. Under my right foot is the promise of 400bhp and a torque plateau of 406lb ft from just above idle right up to 4500rpm; ahead of my fingertips are the paddle-shifters for the seven-speed PDK transmission.

I elect initially for automatic shifts, so those fingertips are curled around a steering wheel rather like that of a new 918 Spyder. Other 918 references include the ‘blades’ on the Macan’s lower flanks, and the design of the tail-lights. There’s nothing hybrid about any Macan just yet, though; that might come later.

There’s a rorty rip from the exhausts as I accelerate away, almost 911-like in tone thanks to some deliberate tuning of the aural signature. This test track contains bends approximately copied from racetracks around the world, including Laguna Seca’s Corkscrew, Spa’s Bus Stop and Monza’s Lesmo, and right now the surface is slippery enough to exercise the Porsche Traction Management, Porsche Torque Vectoring (an option) and Porsche Active Suspension Management (standard only on the Turbo)

vigorously. So there are Sport and Sport Plus settings to explore, with commensurate livening-up of throttle and gearchange alertness, and overrides to consider. In this case I’m starting off with Sport but scaling the damping back to Comfort, because softer damping gives better communication on slippery tarmac.

It’s immediately clear that this is one very rapid, very wieldy 4x4 despite a weight approaching two tonnes. A PDK doesn’t seem quite right to me in a 911 or a Cayman, but it suits the Macan perfectly with its speedy, smooth shifts and uncanny ability always to be in the right ratio at the right time. So I can concentrate on this sinuous circuit, discover steering of surprisingly communicative crispness, and feel a similarly surprising lack of body roll as the nose hooks into a bend and the tail edges out under power for the exit.

The torque split between front and rear axles can shift constantly, and completely if necessary. All of the engine’s efforts can be channelled to the rear wheels on a launch-control start, or all to the front if the rears are on sheet ice. With torque-vectoring those efforts can be metered across the axles, too, all of which is doing a good job of keeping the Macan pointing in the right direction and making me feel more skilful on this damp track than I probably am. That said, switching the PSM off doesn’t make the Macan a slithering liability, because its innate balance is so clearly right.

It’s strange to be driving something shaped like a slightly squashed SUV but with the dynamic feel of a properly sporting car. Then there’s the fact that it will reach 62mph in as little as 4.6 seconds with the right

Porsche buyers demand a certain sporting feel, even from an SUV. The Macan delivers a driving experience that is unlike anything else in the market place. It may weigh nearly two tonnes, but it feels surprisingly wieldy, and in Turbo form (here), is very rapid





tyres, pass 99mph in 10.9 and not stop until 165mph, although not on the winter tyres fitted to this test car. All the while you're surrounded by an interior typically current-Porsche in its design of switches and buttons – high centre console, complexity between a Cayman's and a Panamera's – with a rev-counter dead ahead. There's plenty of space, even in the back, and the rear seats fold as you'd expect a hatchback's to do.

Now, into the Macan S. Here, the V6 has its already short 83mm stroke reduced to just 69mm, which with a broad 96mm bore gives 2997cc against the Turbo's 3604cc. Power drops to 340bhp – still plenty – but the corresponding drop in price from £59,300 to £43,300 may quell your disappointment. There's still 158mph on offer, and a 5.4-second 0-62mph time (5.2 with the Sports Chrono pack, standard in the Turbo, which brings the Sport Plus mode with quicker shifts and launch control).

Yes, it's a bit slower on the track, without quite the huge punch out of corners, but out on the public road the difference seems less significant. There's also the bonus that this ultra-short-stroke engine is sweeter at high revs, although both petrol V6s can pass a light vibromassage through the steering wheel and pedals. The public road proves a better test of the Macan's ability to cope with bumps, too, which is very impressive in Comfort mode. Sport and Sport Plus, as ever, progressively firm the ride, and once the novelty has worn off you'll probably stick to the softest setting which manages to be supple over bumps while still controlling the body beautifully. All our test cars were on steel springs, incidentally.

For all the Turbo's muscle, then, it sounds like the S might be the better bet as a purchase proposition (official CO2 outputs, surprisingly, are practically the same at around 210g/km). But we haven't discussed the Diesel yet, which has 258bhp but even more torque than the Turbo with a 428lb ft peak. Its CO2 output can't be ignored either, at 159 to 164g/km depending on spec.

We encountered the Macan Diesel first on the offroad track, set out on a former arms dump next to the newly-

extended Leipzig factory where all front-engined Porsches are made on the same lines. The Macan coped with every obstacle apart from the wading trough, suitable only for taller Cayennes, but that was expected. Out on the road, the fact that the Diesel is barely heavier than the S at 1880kg, and lighter than the Turbo, means it's on equal terms with its siblings for chassis dynamics, but it has an unexpected trump card to play.

This is a supernaturally smooth diesel engine, both aurally – it simply sounds like a V6, combustion method unimportant – and through your sense of touch. That tingling through the fingers and toes is absent. So too is the crisped edge of a fiery power delivery, but for all its initial softness of energy flow the Macan Diesel is still an effortless mover. Stats here are 143mph and a Sports Chrono-ed 6.1 seconds to 62mph – rapid enough for most needs. The diesel costs the same as the S, too.

So, which would you buy? The Turbo is the blistering blaster that the range has to have, but one of the lesser Macans will provide as much real-world pleasure at less cost. The diesel is the sensible choice, while the S gives greater petrol-fuelled sensory thrills and would be this writer's choice. All of them represent not only a new breed of Porsche, but also a new breed of car in a world full of ever more specialised niches. It will surely sell like no Porsche has sold before. The world will love it.

A compact-SUV-4x4-hot-hatch-sports-tourer-with-up-to-400-bhp. What would Dr Ferdinand make of that? **PW**

Porsche have paid more than just lip-service to the Macan's off road ability. Suitably shod it should make light work of most winter situations, although really deep water might be an issue since it's not as tall as, say, a Cayenne

TECHNICAL SPECIFICATION

PORSCHE MACAN TURBO

PRICE:	£59,300
ENGINE:	V6, 3604cc, twin-turbocharged
POWER:	394bhp at 6000rpm
TORQUE:	405lb ft at 1350rpm
TRANSMISSION:	Seven-speed PDK
TOP SPEED:	165mph
0-60MPH:	4.6 secs
SUSPENSION:	MacPherson strut front, independent rear
TYRES:	265/45 R20 front, 295/40 R20 rear

Expect to see plenty of these on the road, and why not? Love 'em or hate 'em SUVs are hugely popular and by the standards of the niche, we think the Macan is a handsome beast. We particularly like the sloping roofline





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£44,995



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

Meteor Grey • Black Leather Seats • Sports Exhaust Touchscreen Satellite Navigation • 35,490 miles • 2009 (59)

£42,995



911 Turbo (996, Tiptronic S, X50)

Polar Silver • Blue Leather Sport Seats • Porsche Ceramic Composite Brakes • Satellite Navigation • 41,005 miles • 2003 (53)

£34,995



911 Carrera 2 S (997, Tiptronic S)

Basalt Black • Black Leather Seats • 19" Sport Design Wheels • Satellite Navigation • Aerokit • 41,296 miles • 2006 (06)

£32,995



911 Carrera 2 S (997, 6-Speed)

GT Silver • Black Leather Sports Seats • 19" Carrera Classic Wheels • Satellite Navigation • 24,118 miles • 2005 (05)

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Cayman S Sport (6-Speed)

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£28,995



Boxster S (987, GEN II, 6-Speed)

Meteor Grey, • Black Full Leather • 18" Boxster S II wheels • BOSE Sound System • 46,059 miles • 2009 (59)

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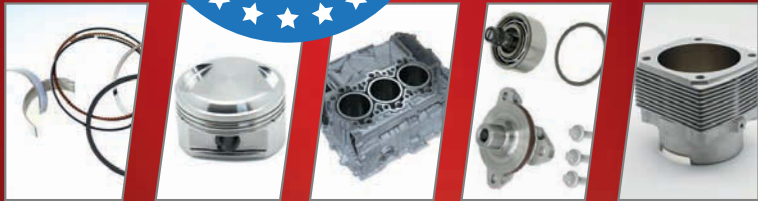
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SORTED for E and WHIZZ

Hybrid is the buzzword of the moment. From road cars to Le Mans and now even Formula 1. We take the Panamera E-Hybrid on a European road trip of hybrid discovery

Frankly I was a bit worried. If you're not an F1 fan, then you might not be aware of the massive regulation changes being imposed for the 2014 season. Specifically these apply to the engines. Out go the screaming 2.4-litre V8s and in come 1.6-litre V6 turbos, with hybrid battery power, energy regeneration and limited revs. Sound familiar? F1, you see, is going green in line with the road car industry, the environment and the general mood of things. That's the same F1 that in one season collectively burns less fuel on track than one transatlantic flight, but hey ho, there you go.

Now I don't mind a bit of technology me, so I'm not averse to the idea of green F1. I've been quite vocal in my support of Porsche's efforts in developing hybrid systems for the plug in g18, plus Panamera and Cayenne too. Use the electric motor for trundling down the shops and employ the combination of the petro and electro for longer journeys. What's not to like? OK, to be cynical

necessity is the mother of invention, and if it wasn't for the EU's draconian Co2 emissions rules, dictating specific averages across each manufacturer's model range, then I doubt hybrid would have got off the ground. But that's the situation, and hybrid, plus downsizing engines, stop-start technology, direct fuel injection and a host of other tweaks, are the response.

So what's the problem? Well it's the noise, you see. An F1 car should rattle your rib cage and damage your hearing. It should be a full on sensory experience. And this doesn't just apply to F1 cars. Cars are getting quieter. Porsches are getting quieter. Why do you think Porsche has developed these ludicrous sound symposer systems to amplify and exaggerate the sound of the exhaust into the car? But surely there's no room for quiet in F1, but the distinct rumour was that the new generation of hybrid F1 cars were going to be rather lacking aurally, with the big turbo acting as a silencer, but we weren't going to know until the first test session at Jerez in late January.

e-hybrid



Well, there was only one way to find out and only one car for the journey. Yes, the new Porsche 918 supercar. Unfortunately the request must have been lost in translation because when we arrived at Porsche GB a Panamera E-Hybrid was waiting for us with a full tank and a full battery. Well, if we were going to make this trip of discovery, then it was only fitting that we rock up in something propelled by the magic of electricity and fossil fuel combined. Oh, and it would have been unfair on the F1 teams if we had turned up in something even more powerful than their own machines, as the 918 actually is. As it turned out, to turn up in a fully functioning hybrid was probably insult enough, but that's to get ahead of ourselves.

As ever co-pilot for this trip was snapper Fraser who, it has to be said, was somewhat sceptical of the suitability of the Panamera E-Hybrid for this adventure. Or perhaps more accurately he doubted that the nature of such a long trip would play to the rather narrow strengths of the electro Panam. Well, that's as maybe, but the Panamera hybrid is hardly a city car. It's a GT of the old school tradition and designed to cruise and crush continents.

And besides, as we negotiate the short hop from the Channel Tunnel early arrivals terminal to the check-in booth, through passport control and then finally onto the train itself, all via the wonders of electricity, it's hard to believe that the Panamera isn't making a case for itself.

There's no getting away from the fact that Jerez is a long way from Calais. In fact it's 790-miles of a long way so we're going to overnight it in Bilbao. We've also got to drop into Le Mans, which is easy enough because it's *en route*. Why? Well, F1 is a latecomer to this hybrid tech malarkey. In the world of endurance racing, where the aim is to go further for longer, this technology has been at the cutting edge of the LMP1 (Le Mans Prototype Class 1) class, with Audi and Toyota (and Peugeot up until a couple of years ago) slugging it out up front. And of course Porsche has thrown its Le Mans hat into the ring too, with Mark Webber leading a squad of endurance racing heavy hitters.

And while it would be lovely to fantasise about Porsche returning with some sort of homage to the 917, or even 956/962, the reality says that in order to compete Stuttgart is going hybrid too, with a hybrid regeneration

Performing an electric power-only lap of Le Mans. In such mode, the Panamera E-Hybrid will crack 80mph on its 97bhp electric motor. Green brake calipers a visual nod to the Panamera's green credentials

Below left: Bennett with the winning tickets - well, two tickets for F1 testing at Jerez, a snip at 10 Euros each!



PANAMERA E-HYBRID MEETS F1

Beauty is in the eye of the beholder and all that. The Panamera has its critics, but Guggenheim Museum of Modern Art in Bilbao beats it hands down for sheer presence and polarising opinion





system, powering electric motors to augment the petrol engine. And here's the interesting bit. Yes, it was common knowledge that Porsche was going for a four-cylinder power plant, but who was expecting a V4? Not us, that's for jolly sure.

Details are sketchy at the moment, ahead of the 919's Geneva show launch (about now as this issue hits the newsstands), but Porsche reckons a V4 (or a V of any description) is more suitable from a structural point of view (a straight-four would have to sit in some sort of spaceframe). It also makes for a very short engine, which can only help with packaging and battery location. Porsche have also confirmed that they will be employing a lithium-ion battery, charged by a motor generator unit driven by a separate turbine in the exhaust system.

It's a long time since such a small vee configured engine has been seen on a car of any description as Fraser and I ponder previous iterations of the concept. Certainly Ford's V4 was never rated, while Lancia's narrow angle V4 was a bit more like it and ultra compact. Whatever the drawbacks of a four-cylinder vee, you can only assume that Porsche have got it all figured out and

the pros outweigh the cons. There's also the fuel saving aspect too. Less cylinders, less fuel used, more time on track, less time in the pits.

Predictably the Panamera makes short work of getting us to Le Mans. Our aim is to do as much of the lap as possible on electric power only, so we've been recharging as we go along. Of course outside of the 24-Hour race weekend it's only possible to do about three quarters of a lap, but that includes most of the iconic bits like the Mulsanne Straight, Indianapolis, Tetra Rouge etc. With its theoretical 22+ miles range on battery power only, it's conceivable that that the Panamera could manage a couple of full laps quite easily, and at some speed too. The reality though is that the batteries do drain quite rapidly at 70mph plus.

So in homage to Porsche's LMP1 hybrid assault at Le Mans off we go. Is this the first Porsche hybrid to trundle around the home of endurance racing? Probably not, but it's a nice thought. On battery alone, the Panamera musters 97bhp with the instant get up and go that you expect from an electric motor. It's eerily smooth, helped by the race track smooth Tarmac. Along the Mulsanne

Above: A long, long way from home. Below: Solar power on a grand scale outside Seville. Our pic doesn't do justice to the scale of the 40-storey tower and its solar absorbing mirror, which is fed by 620 moveable mirrors



This is what all the fuss is about. New for 2014 power units for F1 are V6, 1.6-litres and turbocharged with Energy Regeneration Systems (ERS).

On its own the turbo V6 produces 600bhp, with an additional 150bhp available from ERS, which makes the engines comparable to the outgoing 750bhp V8s.

The ERS system employs two energy recovery systems – one from regenerative braking taking heat and energy from the brake rotors and the second system from a thermal capture device (Motor Generator Unit) attached directly to the turbocharger. This captures exhaust heat and converts it into electrical energy.

On top of this, fuel for 2014 will be limited to 100-litres per race. No wonder, then, all this has posed plenty of technical issues.



the Panam hits 80mph with nothing but a bit of wind and tyre noise. It's a bit spooky, and where you do miss the engine noise is under acceleration, because in reality at a constant cruising speed modern internal combustion engines, whether petrol or diesel, make very little noise anyway.

We leave Le Mans and switch back to the Panamera's dual power mode – that is to say 333bhp supercharged V6, aided and abetted by 97bhp battery and electric motor inline between the engine and gearbox. And Fraser is right in some respects about the Panamera not really playing to its strengths on this sort of long journey because the reality is, at a steady cruise, there is very little for the batteries and electric combo to do. Nor is there much opportunity for them to recharge on a constant throttle unless you specifically employ the E-Charge facility, which hits the economy. True, you will arrive at what is often an urban or city destination

armed with a full battery pack for electric running only, but at what cost to the economy getting there? And then you will use up a goodly chunk of the precious electricity trundling around, unless you have access to a charging point. If your destination is home, then that is a given, if not, then we didn't see a single charge point on our entire journey.

But hey, we're not telling you anything that you don't already know here. And if you want to know more about the realities of day-to-day living with the Panamera E-Hybrid, then check out snapper Fraser's weekend diary sidebar. For me the fact that the Panamera offers options and flexibility is enough. It is up to the individual as to how to use them.

We reach Bilbao mid evening with enough battery left to go zero emissions and trundle round to Fraser's preferred photo location opposite the striking looking Guggenheim Museum. Snaps taken we find our hotel,

AND HERE'S ONE THEY MADE A LOT EARLIER

Nothing's new. John Simister reports on Porsche's first ever car – the electric P1

Porsches with degrees of electric power might be the flavour of the future, but electricity figured heavily in the past. We've already seen the company's re-make of the 1902 Lohner-Porsche Mixte, with an electric motor in each wheel and a pair of De Dion Bouton engines to drive a charging generator: the original was the first hybrid.

Dr Ferdinand Porsche's first own design vehicle, however, was entirely electric. Officially designated Egger-Lohner C.2, referred to by Porsche as the P1 with many of its parts stamped as such, it has just joined the Porsche Museum's collection after languishing in a warehouse for 113 years. It's in remarkable condition, requiring little more than a gentle clean, and the electric motor still turns under its own power. With that point proved, the museum will now let the P1 stay in its original, as-found state.

Dr Porsche designed the P1 in 1898, as his first task on joining Ludwig Lohner's carriage company in Vienna. Horses would soon be out of a job, Lohner was realising, but steam, petrol and electric power were all vying for supremacy. He went for electricity, for its silence and cleanliness, and turned to electric equipment manufacturer Egger where Porsche was a design engineer. Lohner's first electric vehicle had a front-mounted, Porsche-designed motor and rear-wheel steering, and was not a success. So Dr Porsche was brought in-house to design something better.

The P1 was the result, with front-wheel steering and a rear-mounted motor – setting the tone for nearly all of Porsche's subsequent designs. Looking at the P1 today, you can see many neat features. The motor, again built by Egger to Porsche's design, produces 3hp at 350rpm, or 5hp on short-burst 'overboost'. It's suspended on three rubber mountings and drives the wheels via a 6.5:1 differential and pinions meshing on internally-toothed ring gears within the wheels.

There are six levels of forward speed, achieved by increasing the number of battery cells – maximum 44 – in play to raise voltage in stages from 40 to 100, and two reverse speeds. There are also four levels of electrical braking, achieved by switching the commutator connections from series to parallel, but none of the regenerative, battery-recharging braking found in a modern electric car. A spring-loaded touch wheel above the steering wheel controls the braking effort, with mechanical band brakes on the rear hubs to help out if needed.

Top speed was 22mph, capacity of the battery pack mounted on the rear load bed was 7.2kWh, range was up to 50 miles, and the P1 weighed 1350kg. Given its age, the P1 compares remarkably well with a modern electric car.

It has geared steering with a pinion moving a toothed quadrant, but no castor or trail so straight-line stability would have been shocking. That didn't stop the P1 annihilating the opposition in a 25-mile electric-car race held at the 1899 Berlin car exhibition, beating the second-place car by 18 minutes and also recording the lowest energy consumption. Porsche's first car won its first race, driven by its creator. You might say it set a precedent.





Jerez at last. Worth the effort? Sort of! Our quest to discover the secrets and sounds of the new gen of F1 cars is a mixed bag. Gone is the noise and fury, replaced by a calmer turbo tamed soundtrack, underpinned by the futuristic synthesis of the various energy recovery systems. Or to put it another way: whooshing!

which isn't exactly in the most salubrious end of town, but it does have garage parking. It's late, everything is closed, it's time for bed.

The next morning we trundle out of Bilbao and head for Jerez, which basically means a 400-mile drive across Spain coast-to-coast on utterly deserted autoroutes. Easy, and what cruise control is made for.

So how does the Panamera score as a long distance machine, which is, after all what it was originally designed to do? Well, and as you would expect, it's pretty good in a slightly uncharismatic sort of way. The engine, for all its potential, is rather disappointing, feeling neither fast or sounding especially exciting. But as a mile-muncher it's perfect. Also, the E-Hybrid feels rather less wieldy than

the standard petrol and diesel only models, something to do with having to carry around its weighty batteries which, as Fraser points out, are just along for the ride on most of this journey.

Still, even he can't argue that leaving flood stricken Blighty for the warmth of Southern Spain can't be anything but a good thing, and the closer we get to Seville, the brighter the giant orange orb in the sky burns. And curiously there's another ball of fire in the sky, which turns out to be the solar power tower plant on the outskirts of Seville. Of course Spain is Europe's leading force in solar power, which does make sense as the European country with the most sunshine. We wonder whether solar panels built into the roof of the Panamera

REAL WORLD LIVING WITH THE PANAMERA E-HYBRID

Antony Fraser challenges the Panamera's eco credentials

So, our Panamera may have proved itself to be a quiet and comfy cruiser on a long trip but, at barely more than 30mpg, it wasn't anything like as economical as the diesel would have been. So it's pointless, right? A waste of time. Whoa there feller! Not so fast. This Panamera's forté was never meant to be the endless ribbon of blacktop, Vanishing Point style, but the day-to-day challenge of urban transit.

So it's only fair to give it a chance to prove itself in its chosen arena - in this case, the ghetto battlefield of Chichester. Let's start with the Big Figure: 74.3 mpg. Yep. And this was in proper driving conditions, not all within an extension lead's reach of my house. It included school runs, a 30-mile round trip to a retail park, supermarket forays, the usual sort of stuff that we all have to endure.

How is such parsimony achieved? Well, this is the crux of plug-in hybrid ownership. If you just get in and drive, you'll never get the best out of this car, or any others like it. It really does demand a change of attitude from the driver. Suddenly, you need to be organised. You'll need a proper heavy-duty charging point at your home, and you'll need to be assiduous in actually using it. The same applies when you're out and about; you need to know where the charging points are, and be organised enough to have signed up to the multitudinous schemes, and have your contactless cards at the ready - even the free charging posts will require such a card to unlock them. You'll need to have a word with yourself about your driving style, too. Use an over-enthusiastic degree of right clog to get across a roundabout, for example, and the engine will start, to help you out. And once it's running, it won't stop until it's warmed up a little, just to preserve itself - and all that time it'll be sucking in all that beautiful guzzleene. And you'll be cursing your lack of self-restraint. The question is, can you be that person? Can you

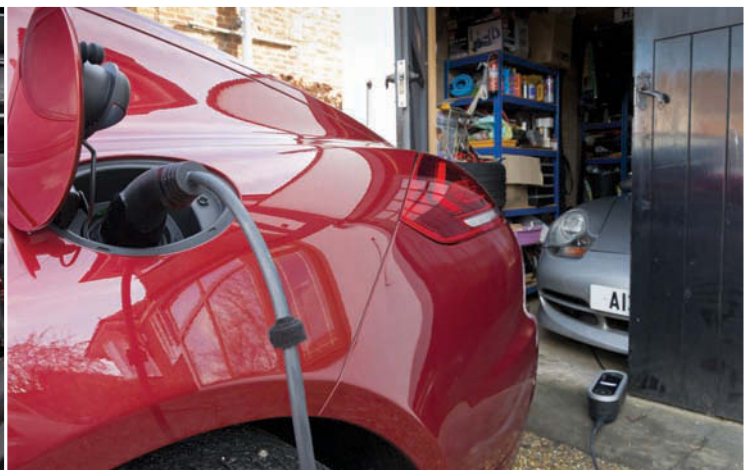
drive in what might be considered as such an un-Porsche manner? Only you know the answer to that one.

There's also the vexatious issue of whether something as long and wide as this could ever really be considered a suitable town car. It's a good point (at least it would be in any logical world) but drive past any mildly prosperous school at kicking-out time and you'll be confronted by a sea of preposterously huge off-roaders. So I'm guessing not everybody sees "town car" in the same light. Half of those mummies would show up in a Challenger tank if you let them. And let's not forget that genuinely nippy, teeny-weeny little town cars are usually so hopeless on the open road that you'd end up buying another car for the weekends, so that's another car somebody has to build. Good for the economy, I'm sure, but perhaps less good for the home planet. Better to have one car that will do it all.

The E-Hybrid Panamera lists at over £20,000 more than the diesel, which is enough to bring brave men to an abrupt halt, but - at least for UK readers - our noble and upright leaders in Whitehall have good news for those teetering on the edge of the verdant pastures of hybrid ownership. Perhaps these nuggets of info could tip the balance:

- £5,000 purchase grant from OLEV (Office for Low Emission Vehicles).
- Benefit In Kind taxed at 5% for company cars. (Rising to 9% for 2015/16 tax year.)
- 100% first year capital allowance.
- Zero Vehicle Excise Duty.
- No TFL Congestion Charge.

So, this Panamera's a bit of an enigma. Whether it makes sense for you will be answered in two ways: firstly, with a calculator, then with a frank and honest look at yourself. This car can be made to operate in an impressively green and economical way - but you'll have to put the effort in, or it's back to the diesel pumps for you!





“The rising tide of anticipation as you hear the rise and fall of an F1 engine at full chat is, er, gone”



Smokey lock up for Ferrari-powered Sauber. No getting away from it, the new generation of F1 cars are rather quiet. Oh, and if we were betting folk, we would be putting our money on something with a Mercedes engine



might not be a good idea for future development.

We circle around Seville and stop for fuel just short of Jerez, where we encounter the Marussia F1 team transporter as a timely reminder as to why we're here. The test is two days into four and we've been keeping up to speed with F1's brave new world all the way down. Marussia is running rather late, aiming to complete the last two days, while Lotus haven't made it at all, opting to continue to work on their new car and pitch up to the second official test in Bahrain. What is apparent is that while Mercedes and Ferrari powered cars are making the great, green leap without too much trouble, the Renault powered cars are really struggling, and that, of course, includes Red Bull. And the noise? Well we need to hear it for ourselves, but the initial on the ground assessment

before and not to mention the V12s. Seems I was right to be worried. Don't you just hate the modern world sometimes?

And while the Fezza and Merc powered cars were running faultlessly, the Renault powered machines were popping and grinding to a halt left right and centre as their integrated engine/hybrid systems failed to, er, integrate. Frankly it was a bit embarrassing. But hold on. Yes, this is F1 and they'll get it sorted. Yes, it is F1 and it should be bloody loud and proud, not meek and mild, sorted or not. That said, and to give the new machines some credit, the new turbo engines have a vast amount of torque, and downforce has been slashed, so at least they move around a lot more now. The sight of Alonso power sliding his Ferrari out of the chicane was

“As the visionaries that we are, we arrive at the circuit on battery power”

from the gathered pundits isn't encouraging.

Outside of Jerez in Santa Maria, we enjoy a top-notch hotel at Travelodge prices and even eat outside, which is just a joy. Day three of Jerez F1 testing dawns bright and glorious and at breakfast you can feel the nervous excitement in the air. Well you can on my side of the table at least. Fraser has always been a bit non-plussed by F1. Perhaps the new hybrid F1 cars will change his opinion.

As the visionaries that we are, we arrive at the circuit on the batteries only and pay our paltry 10 Euro admission (yes, you did read that right). We're in the inner sanctum of F1's brave and very public new world. So is it 'cum on feel the noise?' or 'Silence is golden?' Well put it this way, that rising tide of anticipation as you approach a race track and hear the rise and fall of an F1 engine at full chat is, er, gone. No more will we get out our mobiles and make a call to friends and family and say 'listen to that, guess where I am?' The noise is sonorous, but polite, rather than ragged and frankly rude. Sitting in the grandstand and it's hard not to lament the passing of the V8s and the V10

quite heartening even if accompanied by more tyre than engine noise, oh, and a strange electro whooshing!

I still can't wait to the start of the season though, and as has been suggested by all the F1 folk (apart from Bernie, who described the whole thing as a farce) we will get used to it. With new rules and technology comes uncertainty, and even as I scribble this the first day of the second F1 test at Bahrain is drawing to a close, and already last year's lap record has been broken, and that's despite the new cars having less full time available power and less downforce. How do they do that?

So a long way for a bitter disappointment in a car whose USP is solo battery power over short journeys? No, not really. It's the existence of cars like the Panamera E-Hybrid that has forced/influenced F1 (and endurance racing) to take this path in order to appear to remain relevant in these changing times. In both respects the end result is interesting if perhaps a little futile. Neither will change the world, but each is a very small step to the future and a solution. **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-Xenon 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 Rollcage Fitted, Carbon Fibre Sports Seats, Alcantara Roof Lining, PCM Sat. Nav, Telephone, Sport Chrono Package, Radio CD System, PASM, Electric Windows and Door Mirrors, Uprated 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 Only 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, Xenons, 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, Multi-Function 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, M/F 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 Crsd Sport Bucket Seats, Guards Red Seat Belt, Porsche CD Player & Radio, AC, 18" GT3 Alloy wheels with Cloured Crsd W/Cntrs, On-Board Computer, FFSH, Only 2 Owners From New, Recently Fitted Tyres.

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 Black Lthr Intr, PSM/PCM-Sat Nav with Full set of DVDs for Europe, BOSE, CD Changer, Telephone, Hid & 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 (MERIDIAN SILVER) 44,000 Miles.

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

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

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

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

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

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, Uprated Becker Radio system, Sunroof, computer, Electric Spoiler/ 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)

1987 PORSCHE 930 TURBO COUPE MANUAL (BLACK METALLIC) 140,000 Miles

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

1989 - 911 CARRERA 3.2 CABRIOLET (650 GEARBOX) 124,000 Miles

Manual Gearbox, Matching Numbers Emple, 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.

1984 PORSCHE 911 3.2 COUPE SPORT (BLUE METALLIC) 72,000 Miles

Manual, Black Lthr Intr, Sunroof, Electric Mirror/Window, Factory Fitted Air Condition, Factory Fitted Alarm system, Fully documented service history, Rust Free, Accident Free and Finance Free.

PORSCHE BOXSTER S

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

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

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WHAT'S THE ODDS?

So close and yet so far. With over half the entry of the East African Classic Safari rally made up of 911s - 17 of those from Tuthill Porsche - overall victory seemed like a formality. But, as ever, the Safari has the last word

Words: Franca Davenport Photography: Mcklein



With thirty-two of the sixty East African Safari Classic crews in a Porsche 911, one could have hazarded a guess that there was at least a fifty per cent chance of a 911 winning this epic event. The information in the form book that two World Rally Champions, a double Production Car World Rally champion, an African Rally Champion, a Paris-Dakar specialist and the current Kenyan Rally Champion would all be driving the Stuttgart icon was only going to make the odds even better.

There is a saying that “machinery makes men like itself” and perhaps this was the hope of many drivers, having witnessed Björn Waldegård drive a Tuthill-prepared Porsche 911 to win the last Safari Classic held in 2011. The success for a Porsche did not go unnoticed. Cars from Stuttgart had been trying to win the original Safari since 1968 when Huschke von Hanstein loaned a 911 to the Polish driver, Sobieslaw Zasada. Porsche persisted into the late 1970s but the best results they achieved were when Zasada finished second on the 1972 Safari, when Waldegård was second in 1974 and finally in 1978 when Vic Preston Junior was second and Waldegård was fourth.

It should thus come as no surprise that no fewer than seventeen 911s were prepared by Tuthill Porsche for the 2013 Safari Classic. Furthermore, there were other Porsche preparation companies who had received the message that the “Day of the 911” was

here. There were three from Kronos Vintage, an offshoot of the very successful Kronos Rally Team in Belgium whose Porsches had graced the Safari Classic in past years, four by BMA Autosport, also from Belgium and also with good experience of African rallies, and two from Autosport Kotek in Austria who had also been on the Safari before.

As such the odds might have looked to be all in favour of a second Porsche victory but, as anyone who knows this incredible event will tell you, the outcome of a Safari Rally is never, ever predictable!

Matched against the ranks of Porsche 911s were three competitive Ford Escort RS 1800 Mk2s built in the UK by Viking Motorsport, three well-prepared Datsun 260Zs running under the Team Amigos banner and finally the local lone wolf, the Ford Capri V8 Perana of Ian Duncan, six-times Kenyan Rally Champion and a winner of both the original Safari in 1995 and the Safari Classic in 2009 with a Ford Mustang. To prevent the parc fermé looking too much like a Zuffenhausen car park, there were also some exotic entries such as a Ferrari 308 GT4 and a Chevrolet Corvette GS.

In 2011, the rally had benefited – if that is quite the right word – from an early arrival of the winter rains and the majority of the crews had battled with mud and the glutinous expanses of the much-feared black cotton soil. For 2013 the forecast was for mainly dry weather, and so it proved. But with no rain, dust was the hazard and, despite careful seeding of the crews to



try and put the fastest drivers ahead of their slower fellows, it frequently happened that the three-minute gap between cars on the competitive sections was inadequate. Still, on the whole it was probably better than having to push the cars through mud.

Right from the start, it was clear that Duncan's Capri was going to be the thorn in Porsche's side. Stig Blomqvist may have set fastest time on the first competitive section but it was the BMA Porsches of first Bernard Munster and then Grégoire de Mévius who took fastest on the second and third respectively. But the leader board for the day showed that Blomqvist was leading by a minute from Duncan with Waldegård third, more than two minutes in arrears and a mere second ahead of another Tuthill Porsche driven by Gérard Marcy. One new initiate into the art of African

rallying was in trouble on the second section when Richard Göransson, a Swedish and European Touring Car champion, was caught out in dust on a sharp bend and lost over twenty minutes extricating himself. However, even those familiar with this rally were taken off guard as Steve Troman and Kenyan co-driver Andrew Doig hit a railway crossing hard and rolled, leaving their 911 with a rather crumpled face for the rest of the rally.

As the route headed into Tanzania, circumnavigating Kilimanjaro and finishing at sunny Arusha, de Mévius was clearly in his element on the twisty roads of the Taita Hills, setting fastest time again on the re-run of this section from the previous day. However it was Waldegård who took fastest time on the long section coming up to the Tanzanian border, keen to show he

Stig Blomqvist looked to have the event wrapped up but for a puncture on the final day, which dropped him to second place



The Safari can go either one of two ways: Early rains can bring glutinous mud or, as was the case in late 2013, it can be a complete dust bowl as Grégoire de Mévius (left) and Gerard Marcy (right) discover

Right: Servicing East African Safari Rally style
Far right: Richard Tuthill (left) and Stig Blomqvist (right)

Below: The rains did strike in localised areas, but a shove was never far away. The Tuthill crew start to unload equipment needed to run 17 cars a long way from home



“The 911 was out of the rally and with it Waldegård’s chances of a win”

was still in the fight. He remained in third place, whilst his team mate Blomqvist slipped behind Duncan.

Indeed this game of musical chairs between leaders was to become a pattern over the final days of the rally, but unfortunately it was not one that would involve Waldegård. Five miles into the first section of the third day, the Swedish father-and-son crew hit a double dry river crossing at top speed and rolled the car. The crew were unhurt but the 911 was out of the rally, scuppering Waldegård’s chances of a third Safari Classic win. It was a sad moment for everyone, since all the crews cherish driving on the same Safari as this great driver. In terms of teamwork, BMA won the day, clocking fastest times on all three sections with Munster and de Mévius. The latter moved into third place, three minutes behind Blomqvist who was hovering a mere fifteen seconds behind Duncan.

For those who have never done the Safari finding one’s pace can be tricky, but on this year’s event with such a high level of competition even Safari veterans were finding it difficult. Not so for Gérard Marcy who admitted that he and co-driver Stéphané Prévot had taken an executive decision to drive at “ninety per cent”. This played to their advantage on the fourth day heading back into Kenya. Trouble hit the BMA drivers with de Mévius (who had just managed to take the lead after winning the first section) breaking a drive shaft in the second section whilst Munster broke a ball joint in a rear damper. The leaders were not without their problems either. Duncan’s Capri suffered no less than four punctures while Blomqvist spent some unplanned

time on a sandbank due to brake problems.

Nevertheless at the halfway stage it was the Swedish 911 driver who was ahead of the Kenyan crew by just under a minute. Marcy had moved into third, whilst two Kenyan crews in Porsche 911s – Onkar Rai/Baldev Chager and David and Alex Horsey – had moved up the leader board to sixth and seventh respectively. Behind them was Philippe Vandromme whose rally so far had been relatively trouble free. This was not the case for fellow Kronos Vintage Porsche driver, Jean-Pierre Mondron, who had broken a bolt in the rear suspension on the previous day. However, the crew were not without entertainment as they waited, since the Masai put on a show to keep their minds off their mechanical misfortunes. One of the sad retirements from the rally was Franz Wunderlich who had hit a drift hard in his Tuthill prepared steed and put a hairline fracture in one of his vertebrae.

With 1,370 miles gone and 950 miles still to come, it seemed the greater proportion of the distance had been covered but, as the crews moved north to Naivasha for the next two days of rallying, a variety of challenges awaited them. Localised rain and slippery mud was the first followed by deep sand and a series of technical (and for some social) river crossings. Touring car driver Göransson had clearly found his pace and seemed unfazed by these sections, setting quick times that belied his lack of experience on these surfaces.

When the rally turned south towards the finish in Mombasa with two days remaining, Blomqvist’s



Björn Waldegård and Stig Blomqvist - two of the most famous rally drivers of all time, both world champions and both still up for the gruelling challenge that is the East African Classic Safari Rally. Sadly for Waldegård, his event finished when he rolled his g11. Blomqvist was unlucky too...

Porsche was at the head of the field with a fifty-nine second lead over Duncan with Marcy twenty two minutes behind in third. The Porsches of the Horseys and Rai/Chager were still chasing the fourth placed Datsun 260Z of Steve Perez while two new entries to the top ten in ninth and tenth positions respectively were the Porsches of Manvir Baryan and Patrick van Heurck. Both these crews had driven an impressively paced rally, climbing up from 29th and 21st respectively.

On the first competitive section, Blomqvist was fastest while behind him the Capri had a puncture and lost three minutes. 'It wasn't one of our best efforts at wheel changing!' Duncan ruefully admitted. But on the second section, it was Blomqvist's turn and he lost

over four minutes struggling to jack the car in a difficult place. The upshot of all this was that, with one day to go, Duncan was back in the lead with a gap of just nine seconds to Blomqvist's Porsche.

The last day contained three competitive sections very similar to those run on the first day. It was clear that the two leaders were going to tackle them with 100% commitment and, on the first, they set equal fastest time, nearly half a minute quicker than anyone else. Thus with the gap still at nine seconds, they tackled the second section of the day, a forty mile jaunt on quick roads in a massive sisal plantation. Here, it was the locals who lost time, allowing Blomqvist a thirty-eight second lead going into the last section. Blomqvist was over half way through this fifty-mile and

“One day to go and Duncan was in the lead with a gap of 9 secs”



Left: Tuthill didn't have the complete monopoly on g11s running in the event. Belgian outfit BMA Autosport were also running a quartet of g11s, with two of them finishing in the Top 10 with de Mevius and Marcy

Final overall results

1 Ian Duncan/Amaar Slatch	Ford Capri V8	16hr 54m 46s
2 Stig Blomqvist/Staffan Parmander	Porsche 911	16hr 58m 00s
3 Gérard Marcy/Stéphane Prévot	Porsche 911	17hr 39m 45s
4 Steve Perez/John Millington	Datsun 260Z	17hr 50m 49s
5 Onkar Rai/Baldev Chager	Porsche 911	17hr 54m 16s
6 David Horsey/Alex Horsey	Porsche 911	18hr 04m 16s
7 John Lloyd/Gavin Laurence	Ford Escort Mk2	18hr 16m 18s
8 Grégoire de Mévius/Alain Guehenec	Porsche 911	18hr 32m 54s
9 Manvir Baryan/Jaswinder Chana	Porsche 911	18hr 51m 44s
10 Patrick van Heurck/Alain Lopez	Porsche 911	18hr 57m 59s



typically dusty road when his Porsche suffered the last – and most costly – puncture of the rally. He and Staffan Parmander had to stop and change it and their only chance was that Duncan would also have a problem but this wasn't the case.

It was victory for Duncan and tremendous disappointment for Blomqvist. Behind these two came Marcy, proving that consistent and steady is an excellent philosophy for a Safari Rally. Fourth was the Datsun of Perez who by virtue of a sterling drive on the last day was not overhauled by the two Kenyan Porsches. Behind them was the Escort RS1800 of John

Lloyd in seventh place with the Porsches of Grégoire de Mévius, Manvir Baryan and Patrick van Heurck filling out the top ten. Another crew worthy of mention were the only ladies crew on the event, Samira Khan and Chantal Young, who had completed every day in their 911 and won the meritorious award. Indeed, thirty of the thirty-two 911s that started the Safari Classic finished with the only ones to miss the finish being that of Waldegård and Wunderlich.

When the East African Safari Classic is run again in 2015, one suspects that the odds will favour a victory for a Porsche 911. **PW**

Q&A WITH RICHARD TUTHILL

Is this the biggest operation for Tuthill Porsche so far?

Yes. In fact I have no way of researching and proving it but I think this is the biggest rally team ever. The most likely person who could claim something similar would be Malcolm Wilson, but I'm pretty sure it's the biggest team ever assembled in terms of numbers of cars... so that's something to hang your hat on!

What kind of numbers did it involve?

We ran seventeen arrive-and-drive cars on the event but there were also several of our cars there with their own service and we gave them friendly support. Alongside the seventeen drivers and seventeen co-drivers, we had

fifty-one technicians, twenty-seven support staff and twenty guests. So about 130 people altogether and about thirty vehicles other than the rally cars.

What would you say was one of the major challenges on the event?

Each crew had a maximum allocation of thirty-six tyres for the event but a few of our drivers were on Michelin and the rest on Dunlop and then we had different types of wheel. So the logistics of tyres and wheels was one of the biggest problems, especially as they all have to be marked, but our tyre manager and tyre fitter were just amazing! In fact I think the whole team spirit was fantastic – you wouldn't believe how

much effort goes on behind the scenes. We've been doing the Safari Classic since it first started in 2003 and I think we've finally found the key to the magic box that holds the secret of how to prepare for this incredible event. Amazingly it was easier this year than in 2011 when we had fewer crews. I guess, just like developing cars, it takes time and experience to develop the best system for managing a team on this rally.

Were you disappointed with the final outcome of the rally?

Of course. As we waited on the finish line of the last section I had prepared myself for a result either way but I felt just so frustrated for Stig. But it was a fantastic result to get so



many cars in the top ten and to come first and second in the team awards.

Have the preparations for the 2015 Safari Classic started already?

I'm desperately trying to do

nothing but we've got new customers interested in the 2015 event and current customers saying they want to do it again. It seems a long time away but it will come around very quickly!

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THE QUIET ONE

Four subtly different incarnations of the 993:
but one stands out on all counts

Words: Johnny Tipler

Photography: Antony Fraser

High on the moors in God's Own County, I'm pounding along the undulating country lane aboard a hot 993. Suspension jittering on the bumps, it's the 3.8-litre X51-spec version of the normally aspirated 3.6-litre Carrera 4. There's plenty of attitude in its demeanor, and its barking "graaghhh..." is exultant on acceleration and the overrun as I set it up for the bends and the crests. Oh, yes, I think to myself, this has to be the one!

But is it? After all, it's only the first of the four 993s I've sampled, and things could change. Our pal John Hawkins from Specialist Cars at Malton has presented us with a conundrum. Which, out of this quartet of silver salvagers, would we like to take home? It's a hypothetical question – he's a generous man, but not insanely so – and it does indeed provide food for thought (besides hanging around outside the

Pickering pork pie shop, that is).

He proffers the keys to a bag of sparkling silver in the shape of a standard Carrera 4, a Carrera C2S, a Carrera 4S with the X51's 3.8-litre motor, and a 993 Turbo. I've had a go in examples of each one fairly recently, though not all on the same day, which is the task that now faces me. I gained an impression of the X51 on a shoot in Belgium late last year, a barnstormer of a car, though hard to evaluate on a narrow airfield perimeter road; and a 993 Turbo, also ex-Malton, during our quest for the all-time Top Ten 911 last summer. We took a 993 C4 to Bruntingthorpe on a 'wide boys' shoot a few years back but, apart from high-end max-outs, it's difficult to truly assess a car on those broad V-bomber runways. The C2S was the one I was most looking forward to driving: visually it's the queen bee, but would its normally-aspirated 3.6 flat-six that





provides the motive power belie its purposeful, broad-beamed, Turbo-esque stance?

Let's catch up a bit on the specifications and sort out the differences between them. The basic 993's 3.6-litre flat-six develops 272bhp, rising to 285bhp in its later Varioram form, and it comes with either six-speed manual or Tiptronic transmission, and in C2 two- or C4 four-wheel drive format. It is configured as a coupé, cabriolet, or wide Turbo-bodied Carrera 2S and 4S if the wide arch look is preferred. The 993 also showcases the complex Weissach multi-link rear suspension and Varioram induction technology, and the 993 Targa unveiled in 1996 is the first 911 to feature the ingenious sliding glass sunroof. Five other, more powerful, versions of the 993 include the 408bhp 993 Turbo, the 430bhp 993 GT2 racer, and the 300bhp 993 Carrera RS, spartan Club Sport, and 315bhp Carrera Cup racer. The X51 designation I've already mentioned is not a model in its own right, rather a factory performance upgrade offering similar power output to the 993 RS, though mounted in a heavier C4S shell it won't be as quick.

The 993 Turbo was released in 1995, its 3.6-litre engine employing a pair of KKK K-16 turbochargers and Motronic engine management, driving via the same four-wheel-drive transmission as the normal Carrera 4.

The bulbous bodywork – 25mm wider than the C2/C4 – with its larger front air intakes and integral fixed rear wing, houses upgraded suspension, larger 'Big Red' brakes and star-shaped hollow-spoke 18in alloy wheels. It accelerates from 0- to 62mph in 4.5s and is capable of 180mph. End of the line 993 Turbos feature stronger driveshafts.

In 1996 the C4S was announced, based on the Turbo 4 chassis and suspension, and housed in the wider Turbo body and running on Turbo-style 18in wheels. In short, it is basically a Turbo 993 without the turbochargers, and even the fixed Turbo rear wing could be specified to complete the impression. Ventilated, cross-drilled brakes and four-pot calipers are perhaps slightly over the top, though you can never have too much braking ability. The Turbo's 8in and 10in 'Technologie-Rad' wheels fill out the bulging arches. Resembling Ninja throwing stars, these lightweight five-spoke 18in alloys are not to everyone's taste on a car that manages to retain the last vestiges of classic 911 styling, and they are not standard, although most C4Ss seem to have them. In the absence of an intercooler the Turbo's fixed spoiler is omitted in favour of the normal 993's, retractable wing. Not only does the C4S provide vice-free handling and optimum traction via the multi-link LSA, (lightweight stability

Predictably the 993 Turbo is pretty rapid, even by today's standards. It certainly shows the wide body pretenders a clean pair of heels. Interior is restrained and features hard back sports seats

The great pretender. Full Turbo S body shell right down to the air scoops and biplane wing, but this 993 flatters to deceive. It's a C4S, but with the X51 engine pack, which means a 3.8-litre engine and 300bhp





993s are the hot ticket when it comes to used 911s at the moment, and for good reason. The last of the air-cooled line and thus the the most developed of the original 911 concept. They're all good, but predictably the Turbo packs the biggest punch



agile) rear axle and all-wheel drive, the cabin environment includes leather upholstery, air-con, electrically adjustable seats and ten speaker sound system. A broader body without the aid of forced induction means more wind resistance, and even the factory admitted the top speed was 3mph slower for the C4S compared with its narrow-bodied C4 sibling, at 168mph and 171mph respectively, with 0-60mph in 6.3sec for the C4S against 5.7sec for the slimline Carrera 4. So, one way to address the C4S's (slight) performance deficit is to acquire the factory's advanced X51 specification, but that would have set you back around £9 grand, back in the day. This conversion takes the form of the RS-spec 3746cc flat-six, engine code M64-05S, though lacking the RS's lightweight crank pulley. The C4S anchors up with 993 Turbo brakes, and runs Turbo-style wheels and suspension, installed in the C4S's wide body. And it's this model, in 3.8 X51 guise, that I'm being let loose in.

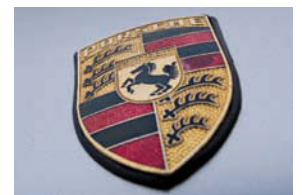
But before we get going, here's the gen on another of our frolicking foursome. Twelve months later, for the 1997 model year, and just ahead of the 'kettle' revolution, the swansong C2S came out, also featuring the broad-shouldered Turbo bodyshell but the regular 993 C2 suspension and running gear – like the C4S, set up a tad lower, though 18in Turbo wheels were

optional. The naturally-aspirated 3600cc engine is not tuned up in any way, though it features the unique two-section grille in the engine lid, which contains the electrically-operated wing, and aerodynamics are uprated by a small spoiler mounted on the trailing edge of the roof. Units produced numbered 6,948 of the C4S and 3,714 of the C2S. Not so many, then, considering the volume construction 996 that was already in the frame.

We leave Specialist Cars' premises and motor the few miles up to the turnoff onto the moorland road that winds up to Blakey Ridge. First off, I'm driving the 993 Turbo, and to start with, the steering wheel is too close to my knees, so I play around with the driving position, tilting the seat to rectify that. Its sixth gear provides a nice lazy overdrive, where 2,000rpm equals 60mph. But obviously it also feels extremely powerful, with instant throttle response, and when the turbo kicks in it's away like a streak of lightning. The ride is very firm, the suspension hard, and it loves to follow the contours of this rippling hill road. DDDrrrrrr!!! A cattle-grid loosens the fillings. Not so much cattle as wandering sheep to watch out for, lurking just over a blind crest more than likely. Forewarned is forearmed. What I like about 993s is their solidity, and one of the 993's greatest assets is its build-quality, and that

Carrera 4 looks rather puny compared to the other wide boys tested here. However, it proves to be the most driveable and best suited to the wild North Yorkshire moors. Yes, it's the one that we would take

993 C2S is perhaps the best looking of the bunch, but is somewhat over-wheeled and tyred. It offers no performance advantage over the base C2, but looks brawnier with its Turbo body





means you shouldn't hear any rattles or squeaks from loose trim. I can't entirely endorse this Turbo in that respect as the dash top creaks and groans on our moorland bash. It also has very minor braking and handling issues, though no doubt these are fixable. Fundamentally, though, I'm just not convinced its stupendous performance is actually so usable – or relevant – in an everyday context.

We pause for breath – and a black pudding bun – on the summit by the Lion Inn. There's quite a crosswind, but the sun is lightening the khaki tint of the fell grass and gorse, a rather wonderful camouflage patchwork quilt. I ease into the cabin of the X51-C4S, resplendent in blue leather with walnut veneer dash and door trim. Ye Olde English wood panelling is redolent of a classic Jaguar and at odds with the upbeat image this hotbed-up 993 seeks to project. The motor zings into life and I pull onto the road. It's clear for miles, snaking erratically as it follows the contours of the barren tracts. As expected, the four-wheel drive C4S chassis is not so different from the Turbo – a little harder perhaps, but it's instantly more excitable – as well as torquier with its 3.8 conversion, making it much more alive than the rather pleased-with-itself, 'I'm so bloody quick', Turbo; the X51 is definitely the street fighter of the two. It's shod with 285/30ZR 18 Bridgestones on the back and 225/40ZR 18s on the front, which grip

pretty well, though I am getting quite serious bump steer in the potholes, which are chucking it around a fair bit. I'm working the X51 much harder through the gears and really using the throttle, whereas the Turbo does all that sort of work for you. The Turbo is ferocious point-and-squirt, while the X51's lively nature makes it the more involving drive, the one where you've always got to think what you're doing, whereas the Turbo is a genteel version of the same chassis, if you want it to be. On the brakes, too, the X51 is superior to the Turbo. With the X51 there's no question, just solid linear brake performance, while the Turbo weaves about. We speculate that maybe the dampers need re-valving. The X51 is not a docile beast, and that's how a proper sports car should be. But eventually I conclude that it is too much a mixture of specifications. And that includes cosmetics too: granddad's woodwork trim doesn't really belong in something you're capable of misbehaving in. It's been mucked about with too much; if the walnut was on the original order form, and then they've gone for the 3.8 engine conversion, I don't really get what they were trying to do with it. I would find the X51 a trifle irritating day-to-day, because it is relatively bonkers, compared with the orthodox models.

The 993 C2S is arguably the best looking of the four, its broad-arched Turbo body with the classic sloping

TECHNICAL SPECIFICATION

PORSCHE 993 CARRERA 4

ENGINE:	3600cc
POWER:	285bhp at 6100rpm
TORQUE:	251lb ft at 5250rpm
TRANSMISSION:	Six-speed manual
TOP SPEED:	171mph
0-60MPH:	5.3 secs
SUSPENSION:	MacPherson strut front, independent rear
TYRES:	205/55 ZR16 front, 245/45 ZR16 rear

TECHNICAL SPECIFICATION

PORSCHE 993 CARRERA 2S

ENGINE:	3600cc
POWER:	285bhp at 6100rpm
TORQUE:	251lb ft at 5250rpm
TRANSMISSION:	Six-speed manual
TOP SPEED:	167mph
0-60MPH:	5.4 secs
SUSPENSION:	MacPherson strut front, independent rear
TYRES:	205/50 ZR17 front, 255/40 ZR17 rear

TECHNICAL SPECIFICATION

PORSCHE 993 CARRERA 4S X51

ENGINE:	3800cc
POWER:	300bhp at 6600rpm
TORQUE:	262lb ft at 5400rpm
TRANSMISSION:	Six-speed manual
TOP SPEED:	175mph
0-60MPH:	5.2 secs
SUSPENSION:	MacPherson strut front, independent rear
TYRES:	205/50 ZR17 front, 255/40 ZR17 rear

TECHNICAL SPECIFICATION

PORSCHE 993 TURBO

ENGINE:	3600cc
POWER:	408bhp at 6600rpm
TORQUE:	398lb ft at 4500rpm
TRANSMISSION:	Six-speed manual
TOP SPEED:	180mph
0-60MPH:	4.5 secs
SUSPENSION:	MacPherson strut front, independent rear
TYRES:	225/40 ZR18 front, 285/30 ZR18 rear

tail-end, unencumbered – at a standstill at any rate – by a prominent rear wing. Of course, aero is crucial at high speed, and the electronic wing is simply tucked away at rest, ready to emerge when it hits 50mph. This C2S has been retro-fitted with imitation split-rim Cup-style wheels, as well as broad spacers on the back to widen the track, and I note the worn edges on the tyres and black rubber skimming the wheelarches where the tyres are fouling the bodywork, and that is not very clever. The oversize spacers appear to be bolted to the hubs and the wheels bolted to the spacers. It probably ought to have Turbo type 'Ninja throwing star' wheels with blade effect on the spokes, and thinner spacers, if any at all. Unlike the 911 'S' of old, the 993 C2S offers no performance advantage over the regular 993 C2, though in fairness it does get up and go enthusiastically, and with no driven front axle it does have better feel and is appreciably keener on turn-in than the four-by-four brigade.

I drive the C2S as fast as I can along the swoops and cambered curves of the big dipper which is Blakey Ridge, and it is certainly an exciting car to drive, despite the terrible graunching over the bumps as the rear tyres snag the bodywork. I can't argue with the zing of the flat-six and the spritely performance; it most definitely wants to get up and go, and I perceive much more of a sporting persona than the C4 X51, which must be down to the two-wheel drive chassis. Despite the bumps the C2S is remarkably good fun, and a harder ride than the standard C4. One of the positives about the rear-drive C2S is that it turns in smartly, possibly because of its broad rear track, which means I can brake late going into a corner and get through the turn with a nice degree of agility. It also makes me wonder if we had a regular C2, instead of an S with absurdly wide rear track, then that also might give our shootout a different outcome. The C2S cabin is steeped in maroon leather, which is a little bit like sitting inside a candy bar. It's intriguing at first sight, but I'm not sure that I could live with it. The C2S seems more sorted, more together than the X51; I don't think that one quite knows what it wants to be, and in fact this wild child with its wider-than-wide rear end is also slightly over the top.



Up to this point, I'm liking the C2S best. And now, here I am in the stock 993 C4 and, frankly, I'm not expecting any fireworks. I've left the dullard till last, reminding myself that this too is an innocuous four-wheel drive model. The lack of an on-board computer and an RS sports steering wheel with no air bag give the impression of a rather more spartan cockpit environment, though in truth the blue leather seats and trim are in the best nick of the four cabins here. Something niggles, though. Were I in the market for a C4, if this car wasn't in such good condition – it's only done 48,000 miles – I would pass, because I rely on the computer for telling me the outside temperature (-0° means ice on untreated roads) and how many miles there are left on the fuel. Hmm... perhaps I'm a little bit too prejudiced, because out on the open road a different story starts to emerge, as I soon realise that this Carrera 4 is the easiest of the quartet to drive and use on a daily basis. It is very compliant, it's well balanced, it revs nicely and it steers easily, so I suppose if you wanted an easy life then this would be the fella. Everything about it feels taut, whereas the other three are like overhyped kids overdosed on saccharine in a playbarn. This is a very taut car, and the A-road performance is perfectly adequate; it accelerates beautifully smoothly, holds the road perfectly and the ride is good, and in a real world scenario it has the legs of its three siblings. It is, quite simply, the most effective and together of all of them. And this, I remind myself, is a standard car.

So it's pretty obvious by now where our fancy's been tickled. Yes, as they say, it's the quiet one you have to watch. The one that silently gets on with the job, doesn't make a fuss, while all the others are jumping about, showing off, waving their arms in the air and making a big song and dance. That'll be the standard C4 then. I've surprised myself, as I generally love the grit of a feisty hot-rod, but there's no getting away from it, the C4 is the most rounded candidate here in terms of performance, ride and handling, even cabin ergonomics; it simply does everything more competently than any of the others. Who'd have guessed? Not me; generally I like 'em raucous and in your face! **PW**

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PORSCHE ARCHIVE

FOUR PLAY

In the second instalment of a three-part review of Porsche's first experiments with all-wheel-drive technology, Keith Seume looks at the company's forays into long-distance rallying and circuit racing with the Paris-Dakar 953 and 959, and the 961 Le Mans entry

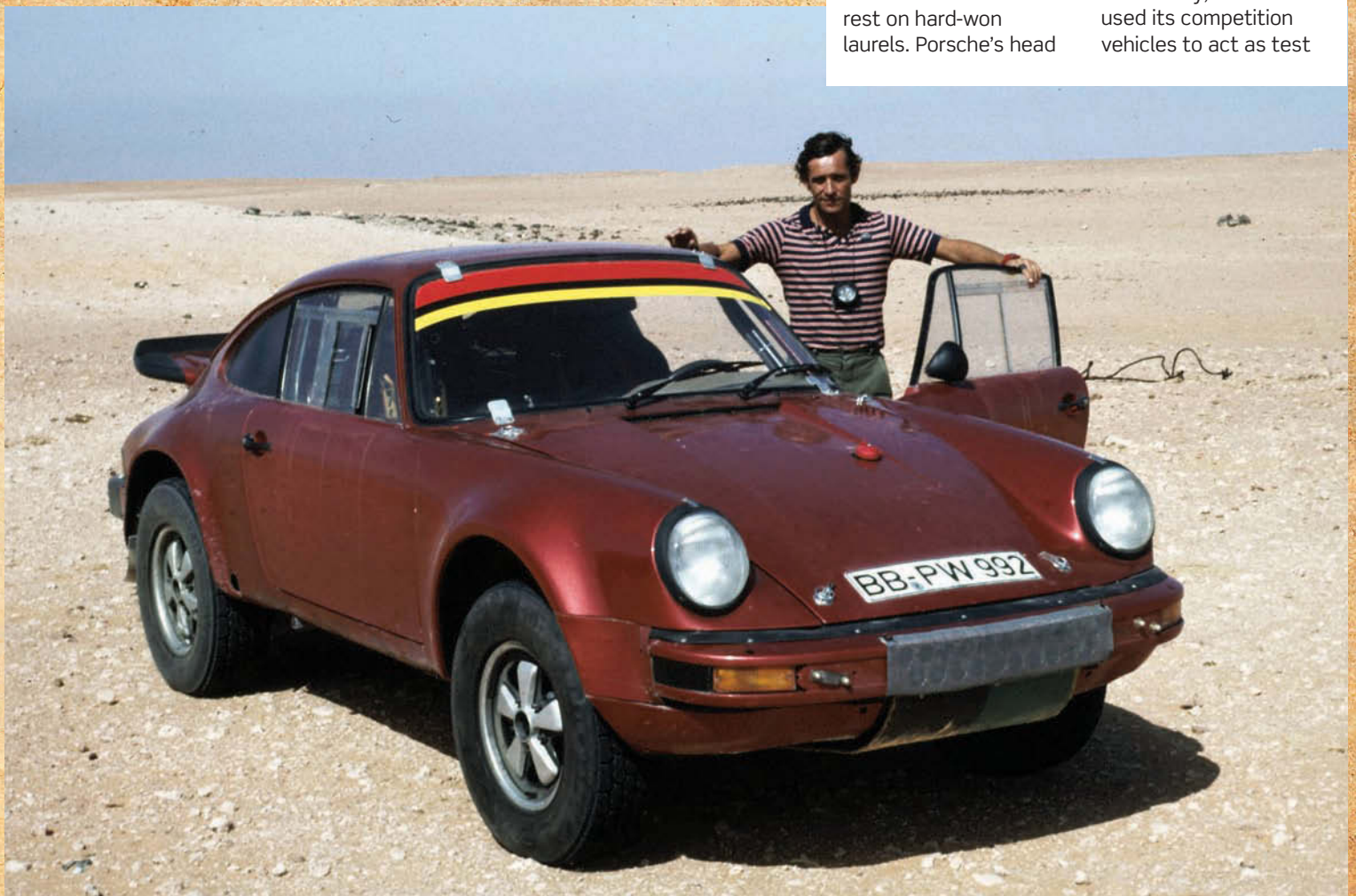
Words: Keith Seume Photos: Porsche Archiv

As far back as 1979, Ferry Porsche had come to appreciate the advantages of four-wheel-drive. Audi had taken the world – the rally world, that is – by storm with its all-conquering quattro, the five-cylinder turbocharged Group 5 monster tearing up the forest tracks and mountain passes, leaving the opposition choking in its dust. With world-class drivers like Walter Röhrl and Michelle Mouton at the wheel, the boxy Audis simply destroyed the opposition.

Ferry Porsche was no fool – while he would always stand by his company's rear-engine, rear-wheel-drive doctrine, he knew that this was not time to rest on hard-won laurels. Porsche's head

approached star engineer Ernst Fuhrmann to look into the idea of converting the 911 to all-wheel-drive. On paper at least it wasn't that tall an order, for the original VW transmission had been modified relatively easily (in engineering terms) to provide drive to both the front and rear wheels of the amphibious Type 166 *Schwimmwagen* and the *Kommandeurwagen* Type 82E staff car.

It is a matter of record that Fuhrmann didn't share Porsche's enthusiasm for the concept. Certainly he could see that there were some advantages but to him they didn't quite outweigh the development costs and, possibly, rather limited sales benefits. Historically, Porsche had used its competition vehicles to act as test





*Above: The Type 954 (911SC/RS) was the inspiration behind Porsche's venture into four-wheel-drive
Right: Porsche showed this one-off 4WD Turbo cabriolet at the 1981 Frankfurt show*

beds for new technology – only half a decade earlier, the turbocharged race cars laid the foundations for the road-going 930 Turbo, for example – but it would be a few more years before the idea of a four-wheel-drive 911 would bubble to the surface again.

The seed from which the new technology would grow was the Type 954. This is better known outside the factory as the 911SC/RS, a lightweight competition version of the production 911SC.

Built to allow Porsche to enter Group B competition, there had to be a run of at least 200 production cars from which the evolution model would be derived. With the 911SC being the mainstay of the Porsche line-up at the time, there was no problem satisfying the FIA in that respect.

Just 20 SC/RSs would be built, each powered by a 3.0-litre motor producing 250bhp at 7000rpm, and 184lb ft of torque at a slightly lower 6500rpm. The cylinder heads were those of the turbocharged race-only 935, with 10.3:1

compression. Adequate cooling was achieved by the use of two oil radiators placed on each side of the nose. To offer protection against rock damage, the pipes were routed through the sills.

The 911SC/RS was a two-wheel-drive design, with the revised 915-style transmission derived from that of the new Carrera 3.2. The rear suspension was lifted from the production Turbo model, as were the brakes, while the front end was identical to that used in the old 1974 Carrera.

Each 911SC/RS

weighed just under 1060kg, almost 100kg overweight compared to the Group B minimum set by the FIA, despite the use of aluminium body panels and glassfibre mouldings for the front and rear bumpers. The SC/RS was an obvious choice to adapt to four-wheel-drive, the benefits of which were clear to anyone who monitored world class rallying.

In 1981, Porsche displayed a one-off four-wheel-drive Turbo cabriolet at the Frankfurt show, the purpose of which was to prove to sceptics that Porsche was capable of thinking outside its own apparently rather restricted box.

Although there hadn't been much evidence of development in this direction, the lessons learned from the Type 597 *Jagdswagen* in the 1950s and other military projects in more recent times gave Porsche the



confidence to pursue this new technology with renewed enthusiasm.

The Frankfurt show car used a front-mounted differential connected to the nose of the rear transaxle unit by a rigid torque tube, similar to that used on the front-engine, rear-drive 924 and 928. It has to be said, in hindsight the choice of a cabriolet as the base for this one-off seems slightly strange but doubtless Bott had his

Below: The first of the Type 953 rally cars being prepared at Weissach. Note the torque tube connecting the modified five-speed Audi transaxle to the front differential



reasons... However, outside forces were about to have a major influence over future Porsche drivetrain design.

Rothmans, the tobacco company which was a major sponsor of Porsche's racing efforts, had its sights set on winning the gruelling Paris-Dakar rally. This long-distance event had grabbed the attention of the world's press and was an obvious place for sponsors to promote their wares, and for manufacturers to demonstrate their grasp of all-wheel-drive technology. Rothmans' dream gave Porsche the impetus to go full steam ahead, taking the 911SC/RS as the inspiration for a new car, the Type 953.

This four-wheel-drive machine used the

production Carrera 3.2 as its base, rather than the 911SC of its predecessor, complete with a detuned version of its 3164cc engine. Developing just 225bhp, the engine was built with a reduced compression ratio to cope with poor fuel and high ambient temperatures in the desert.

This robust and well-proven engine was bolted to a five-speed Audi transaxle which had been modified to allow drive to be taken from the nose of the casing forward to the front-mounted differential unit. This forward differential was a conventional design but that in the rear Audi transaxle was replaced by a spool – a solid locked unit, much like that fitted to many of the endurance racing Porsches of the time.

Adapting the 911's unitary body and suspension to accept a four-wheel-drive drivetrain presented certain problems at both the rear (the torsion bar housing was in the way!), and the front. Here, the regular lower wishbone assemblies were retained but the standard front struts could no longer be used as they would have got in the way of the driveshafts. Instead, a short upper A-arm assembly was used in conjunction with a new hub-carrier, with a pair of telescopic dampers fitted on each side.

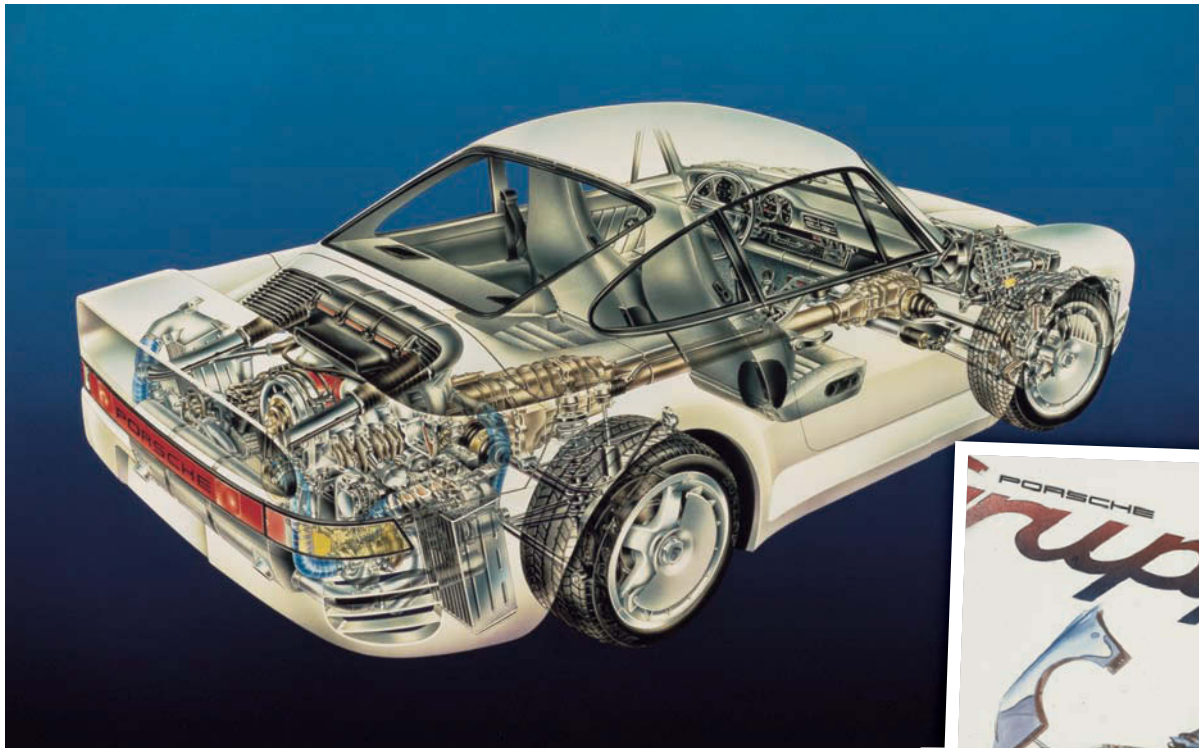
Time was fast running out if the new car was to be ready for the Paris-Dakar, which was scheduled to take place

in January 1984. A crash course (not quite literally, but not far off...) of testing was carried out at a military off-road facility at Ehra-Lessien in Germany and also at a similar site in southern France. Once happy with the initial results, further tests were carried out in Niger, the majority of which was in the hands of Le Mans legend, Jack Ickx.

Rothmans-Porsche entered three cars in the Paris-Dakar rally, driven by Jacky Ickx (co-piloted by Claude Brasseur), René Metge (with Dominique Lemoyne) and Roland Kussmaul (Erich Lerner). Kussmaul finished a lowly 26th despite making a promising start, while Ickx finished a creditable sixth. The surprise winner

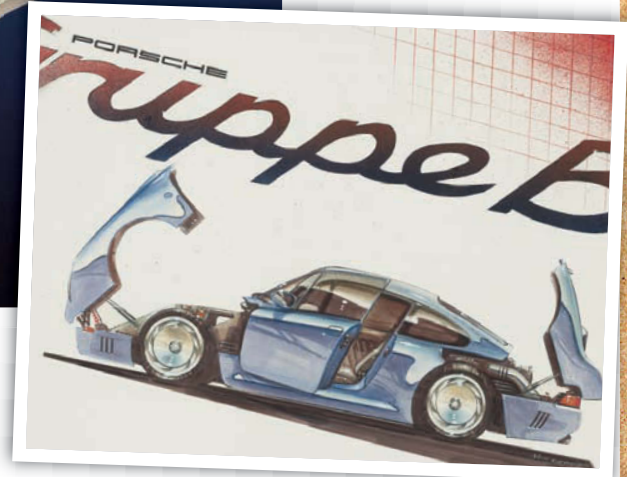
Right: Much of the testing of the prototype 953 was carried out at a military facility in southern France. Pre-event tests also took place at a snowy Weissach (far right). René Metge drove a 953 to victory first time out at the 1984 Paris-Dakar rally





Left: the 959 laid bare. The brainchild of Helmut Bott, this was a technological tour de force for Porsche. It began with what was known as the 'Gruppe B', a styling sketch for which is shown below

Bottom: the very first 959 prototype leaves Weissach. The project was first shown to the public at the 1984 Frankfurt show



(only because few expected such a relatively untried car to be so instantly successful) was Metge, who completed the course over two hours quicker than second-placed Zaniroli/Da Silva in their Range Rover.

Over the years, there have been many examples of the benefits of going racing (or rallying) as a way to develop new technology. Disc brakes, a feature we take so much for granted today, were perfected on the race track, as has been more recent technology, such as Porsche's famous PDK semi-automatic twin-clutch transmission (see *Archives*, November 2013 issue). And as far as four-wheel-drive was

concerned, matters were no different.

The foundations laid by the 1983/4 Type 953 served as the base on which to build a whole new car aimed squarely at Group B competition. Helmut Bott was the driving force behind this project which, on paper at least, promised to be very special. Even before reading through the Group B rule book, Bott knew that Porsche would have to build 200 cars to satisfy the regulations, as in this instance there was no current production model on which to base the new car. This would, therefore, have to be an entirely new venture.

Bott's plan was to build a four-wheel-drive coupé powered by a remarkable new engine. His proposal

called for a 2.8-litre flat-six, with water-cooled cylinder heads, each with four valves per cylinder – this multi-valve technology had proved successful in the contemporary water-cooled 944 and 928 siblings. The engine was to have titanium con-rods, double overhead camshafts per cylinder bank and two sequential turbochargers. With a multiplication factor of 1.4 imposed by the FIA on all supercharged cars, this was the equivalent of a 4.0-litre engine, and it was expected to produce anything between 400 and 550bhp depending on whether it was for use in a road or competition car.

The plan was to use this new engine with a drivetrain consisting of a

rigid torque tube connecting a front-mounted differential to the rear- (or, strictly speaking, mid-) mounted PDK transmission, similar to that developed in the 962 Group C cars.

The car was to be a veritable technological tour de force, with self-levelling, height-adjustable suspension, the damper rates being adjustable from within the cockpit (common practice today, with so many cars having 'Sport' and 'Comfort' settings selected by the press of a button, but an exciting development back then).

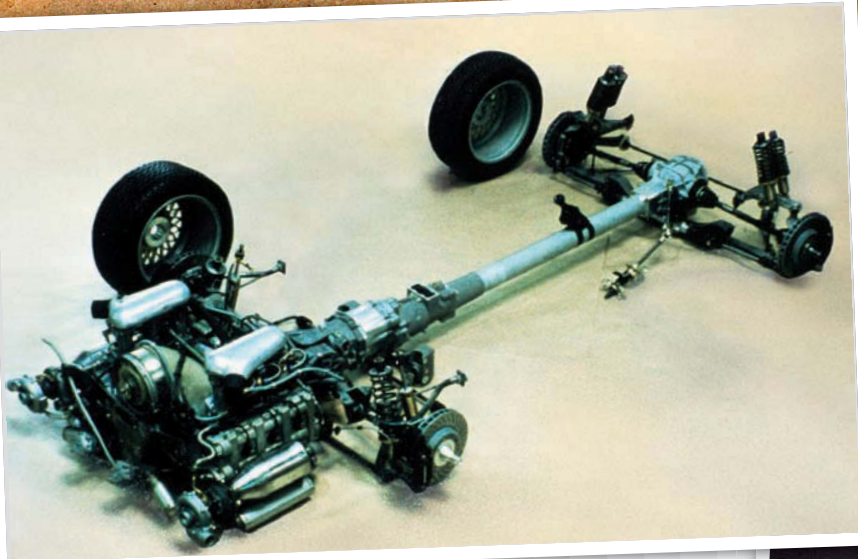
Wishing to exploit the regulations to the full, Bott anticipated that the new car should weigh no more than 1100kg, the minimum demanded by the FIA Group B rule book. Obviously, with the proposed all-wheel-drive system, complex suspension

and a somewhat complicated dual-turbocharged engine, Bott's new baby would be no lightweight under the skin. So, to keep the overall weight to as low as possible, it was decided that the new car make as much use as possible of aluminium and composite components.

Referred to by its internal project number, Type 959, this revolutionary Porsche was to be recognisable as a member of the 911 family, yet stand alone as a model in its own right. With the green light given in March 1983, the aim was to have the car ready for homologation by 1985.

Two versions were proposed, the first being a 400bhp road car, the second a 450bhp (or more) rally version, with the eventual aim being to build a new 911, called the 961, which would be powered by a more conventional 3.2-litre motor. That idea,





however, never reached fruition, but the same number was used for another project, as we shall see.

There were plenty of problems to overcome as far as the drivetrain was concerned. By its very nature, all-wheel-drive means that a car becomes less 'throwable', even by an experienced driver. Among the possibilities considered was some way of disconnecting drive to the front wheels by way of a foot-operated switch which the driver could operate as he saw fit.

In the end, the system chosen featured what was referred to as PSK (*Porsche-Steuer Kupplung*, or 'Porsche Control Clutch'). Drive was taken from the front of the rear transaxle via a small-diameter shaft inside the torque tube to the front differential unit. In this was fitted the PSK unit – a multi-plate clutch system, which varied the front-rear torque split according to road conditions and driver preference. It sounds simple but was not.

The PSK determined the optimum torque split after analysing four main parameters: throttle position, g-force (lateral and linear), turbo boost and steering angle.

PSK was very advanced

for its day, offering the driver the choice of four different settings. Most of the time, the PSK distributed torque in a 40:60 ratio, front-to-rear, but under hard acceleration as much as 80 per cent of drive was transferred to the rear. If the road conditions were poor, such as in heavy rain, then the split would be an even 50:50, front-to-rear. When conditions were particularly severe, the 'Traction' setting locked the front differential completely, effectively turning it into a spool.

Speed sensors on each wheel worked in conjunction with a throttle position sensor, and information was also gathered from the management system to monitor turbo boost. This way, the 959 was able to deliver optimum suspension and driveline settings according to both road conditions and driving style. It was as near foolproof as you could get – especially in the mid-1980s.

The 959 used a Borg-Warner transmission, referred to as the Type 950. It was decided that the new car should be equipped with a six-speed gearbox in deference to its anticipated use as a rally car. However, adding the extra ratio would add to the overall weight and

possibly cause packaging problems due to its increased length. Although defined as a six-speed unit, the Type 950 was really a '5 + 1', with the lowest ratio marked 'Gelande' – off-road. This was intended solely for arduous conditions where slow speed might be essential, such as in heavy snow or mud. For most purposes, the 959 was driven as if it had a five-speed gearbox.

One of the main aims of the whole project was to allow Porsche to participate in Group B competition in both rallying and circuit racing. The first test was to be a second crack at the Paris-Dakar event, which had been such a success for Porsche in 1984. The specially-built vehicles were 959s by shape and name, but under the

lightweight Kevlar-reinforced plastic body panels they were quite different to the normal 'production' version.

The engine was, once again, the normally-aspirated Carrera 3.2-derived unit, this time featuring a lighter magnesium crankcase in place of the original aluminium casting. However, in a reversal of that situation, the 959's drivetrain, which normally featured magnesium castings, was remade using aluminium for greater strength.

The PSK system was retained and also incorporated at the rear, with the driver having total control over the settings. This way he could alter the effect of either differential, running

Above left: twin-turbos, six-speed gearbox, self-levelling suspension, the 959 had it all – and 4WD! Above and below: Porsche hoped to repeat the previous year's success at the 1985 Paris-Dakar with the 959, but it was not to be

with little or no lock-up at the front for most of the time, with a 40- to 50 per cent lock-up at the rear.

As for front-to-rear torque distribution, drivers tended to prefer a rear bias to allow the car to be thrown around more easily, with an even 50:50 split favoured for high speed sections.

Taking new cars to Paris-Dakar for a second year in succession was a brave move. Early testing showed weaknesses in the rear suspension,



The 961 – the race version of the 959 – had a superb first outing, finishing sixth overall at Le Mans, beaten only by five Group C 962s. It was a most impressive debut



necessitating eleventh-hour remedial work to solve the problem. However, in the end, all three Rothmans-liveried cars failed to finish, Ickx and Mass crashing out, while Metge's steed lost most of its oil.

Porsche returned to the Paris-Dakar in 1986, using cars which were more akin to the production 959. This time the PSK system could be activated by means of a stalk on the steering column, which offered four different settings once more. However, this time, one of these allowed the driver to manually adjust the torque split rather than relying on specific settings, such as 30:70, 40:60 or 50:50, front-to-rear respectively.

Another interesting departure was that when the driver applied the brakes, the PSK system locked the front:rear drive, helping to prevent wheel lock-up as there was no ABS fitted.

In the end, after what has been described as the toughest Paris-Dakar ever, Porsche emerged victorious, Metge finishing in first place with Ickx second, almost two hours in arrears. The third 959, driven by Kussmaul, finished in sixth place.

So the 959 had proved itself on the dirt, now how about Tarmac – and, more specifically, endurance racing? That was the task of the Type 961. Helmut Flegl was entrusted with investigating the aerodynamics of the new project, as it was felt that for circuit racing it was better to concentrate on keeping the car glued to the road using managed airflow rather than relying solely on complex suspension technology.

Indeed, to achieve maximum downforce, the production 959's 'answer' was to raise the tail slightly, relying on the air to push the nose of the car more firmly against the road surface. That, of

course, meant the centre of gravity was higher, a far from optimum situation for a race car, mid-corner. Flegl spent six months developing a computer model which allowed his team to carry out a detailed study of the 961's aerodynamics, leading to a programme of wind tunnel testing using 1/5th-scale models.

The new car, powered by the 959's twin-turbocharged multi-valve 'six', was readied for its first outing at the Le Mans test day in May, where René Metge found the car unstable at speed (it was capable of over 200mph on the Mulsanne Straight) and nervous on the quicker corners.

As it turns out, much of this instability was probably caused by faulty rear suspension mountings, rather than poor aerodynamics.

The 961 became the first four-wheel-drive car ever to run at Le Mans.

Because it didn't exactly fit into any existing FIA class, it ran under IMSA GTX rules for the purposes of Le Mans – that was fitting as Porsche hoped to sell the 961 to US customers.

At the flag, the sole 961 crossed the line in a creditable sixth place, beaten only by five other Porsches, all running in the much faster Group C class. It was a worthy demonstration of Porsche technology at its best.

Between the two events, Paris-Dakar and Le Mans had allowed Porsche to prove beyond doubt that its complex four-wheel-drive system was the best in the world.

Realistically, of course, it was far too costly to put to use on a regular production car, such as the forthcoming Porsche 964 Carrera 4, launched in 1988. What the exercise did suggest, though, was that four-wheel-drive was going to play a major part in Porsche's future. **PW**

Below: Porsche may have failed to win Paris-Dakar in 1985, but they returned a year later to finish one-two
Below right: seen here resplendent in the iconic Rothmans livery, the 961 represented the ultimate incarnation of the 959





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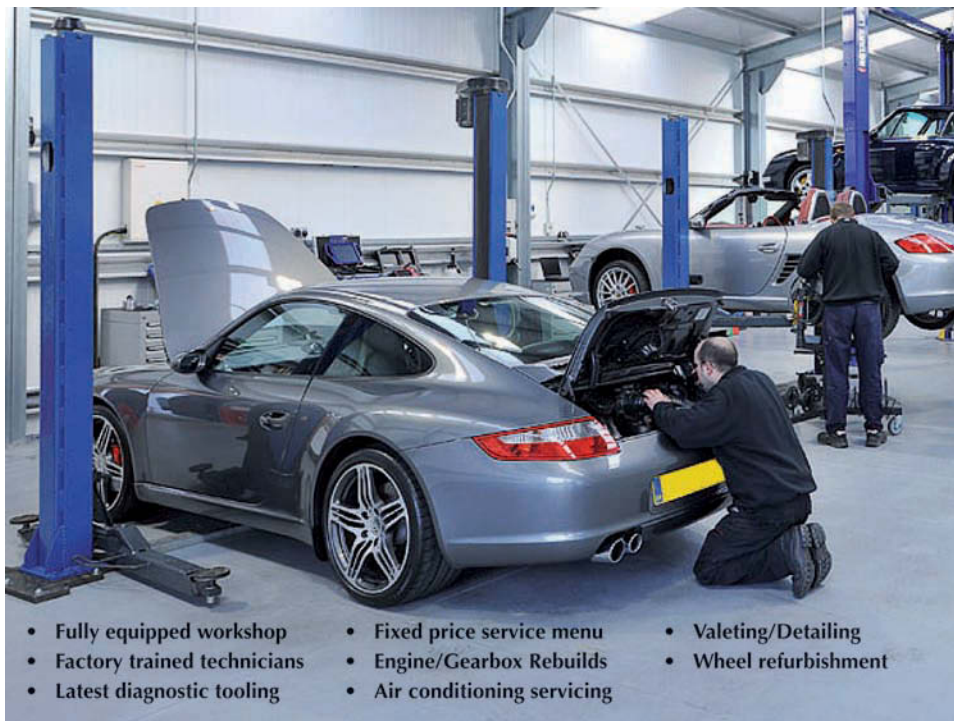


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NORTHWAY PORSCHE

RAY NORTHWAY WAS PORSCHE GB'S FIRST APPRENTICE. NOW HE RUNS HIS OWN THRIVING AND RENOWNED PORSCHE SPECIALIST BUSINESS JUST A STONE'S THROW FROM THE PORSCHE MOTHERSHIP

Words and photography: Brett Fraser

You get a clue to Ray Northway's background from the way he refers to his staff. The four-strong team are never mechanics or fitters, they're technicians or techies. Boss Ray has great respect for them and their abilities because he intimately understands the value of what they do: he's a technician, too, and still spends a good portion of his working day wielding spanners and getting grease under his fingernails, despite all the other competing and compelling pressures involved in running a thriving automotive business.

Ray may not have been always destined to work with Porsches, but his childhood experiences certainly helped steer him in that direction. He grew up around Reading 'and when I was out on my bike I'd see Porsches with trade plates on them, which obviously caught my young eye.

'Later I had a moped so I could go a little further afield, and saw yet more Porsches with trade plates on them. I soon discovered that Porsche Cars GB was based locally, back then at the Caversham site. Around that time I was friends with a guy who was a rep for the Aston Martin Owners' Club and used to go with him to various club meetings. At one of those meetings, at The Bell at Boxford in Newbury, I met a guy selling a Porsche 356B with the engine in bits in a cardboard box; the crankcase was completely knackered. I paid £100!

'When I left school I was offered an apprenticeship at the Royal Berkshire Motor Company (VW) which I almost accepted. But by chance at the same time there was a careers convention in Reading which Porsche attended, represented by John Kemp. I got chatting to him, told him I was restoring a 356B and that my brother-in-law worked in Porsche GB's bodyshop; John suggested that I drop him a line once my apprenticeship with Royal Berkshire Motor Company came to an end.



Above: Northway's thriving workshop has five ramps and on average the same number of cars pass through each day. Cayennes hold no fear for Ray and the crew, with a number of fixes devised for things like the air suspension

'Then, a couple of weeks later and out of the blue, I got a call from Porsche GB asking if I'd like to be their first ever apprentice technician.'

No prizes for guessing Ray's response. 'It was a great place to work with a good feeling of camaraderie,' recounts Ray. 'You could learn a lot because the place had a workshop, a PDI area and a bodyshop, and all the company's training and technical departments were in-house, too. I was still with Porsche GB for the move from Caversham to the current site at Calcot, but in 1986 or 1987 I left to join a company called Carrera Sport – I believe that the name still exists but these days it's a different outfit.'

'At Carrera Sport I was essentially in charge of the workshops, but after a couple of years I decided to set up on my own. I was working out of a double garage in my garden, and partly to hide that fact I offered free collection and delivery, as well as a labour rate of just £15 an hour.'

Despite essentially being a bloke in a shed, Ray's business grew until about 20 years ago it was time to expand. 'We kind of lucked into our current location (tucked away behind an industrial estate to the south of Reading and the M4, near Aldermaston railway station),' concedes Ray, 'and when we got here there were no paddocks or stables (Ray's wife keeps horses), the workshop area was an open barn, and our house (which is on-site) was just a small bungalow.'

Two decades on and a substantial timber-framed house has replaced the bungalow, the open barn has been converted into a secure storage area, and the workshops have grown to accommodate five ramps,

including one to check suspension geometry. And to accompany the servicing and repairs sides of Northway's business, Ray is also enjoying a hearty trade in used car sales.

'The sales side of things began to take off about 10 years ago,' explains Ray. 'It started the way so many sales operations do, with me buying a car for myself, a customer seeing it and asking if it was for sale, me making a bit of money on the deal, and going on to buy two more cars. Initially I stuck to the types of Porsche I know best – rear-engined air-cooled and front-engined water-cooled. And I preferred to trade several 10-grand cars rather than invest all my cash in a single car costing 50K.'

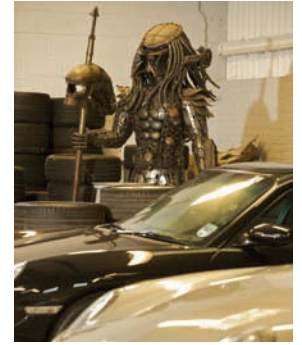
'Now it's different in that I have more expensive cars in stock, such as a 997 and Cayenne Turbos, but I tend not to touch the true classics, anything older than impact-bumper 911s – our age range is from about 1978 through to Caymans and Boxsters and 997s that are a couple of years old. Models with 3.4, 3.6 and 3.8-litre engines need to be bought in with great care, but get it right and then, say, a 3.8-litre 997 is extremely good value. Because Northway provides a 12-month warranty, there's extra incentive for me to look over cars with very keen eyes.'

'I sometimes buy in stock from Porsche Financial Services, sometimes from other dealers, and often from existing customers – that way I know that the car I'm buying has been looked after properly! But I won't touch damaged-repaired cars, nor any US-spec models or anything from the Arab Emirates.'

'Right now there's massive demand for 964 and 993

Below: Car sales started with a bit of 'wheeler dealing' on Ray's side and now form an important part of the business. 964s and 993s very popular at the moment, water-cooled stuff needs to "be bought in with great care" according to Ray





manual coupes. Soaring prices of the RS and Club Sport models has dragged up the values of the regular cars, especially as you can build up an RS-look machine for about 25% of the cost of the real thing.'

When I point out to Ray that it's unusual to see so many Cayennes at a Porsche specialist, he chuckles and explains that you just need to understand them and have the equipment to tend to them. 'I'm not a big fan of early Cayennes which had plastic coolant pipes sitting in the vee of the V8 that doomed them to failure through the heat. But the Turbos are wonderful – and fantastic value – and the diesels are good news. Our diagnostic machines and suspension setup equipment both have Cayenne settings, so if I'm selling these cars it makes sense to look after them, too.'

'We've also devised a couple of ways to make them more affordable to run: we can rebuild the pumps for the air suspension and repair the propshafts, whereas an official Porsche workshop will recommend brand new items. Our fixes are about half the price.'

On average Northway books in five cars daily for servicing or repair, which explains why it's so frantic on the day of our visit. As with the company's car sales, the workshops tend to go only as retro as impact bumper 911s. 'To be honest,' admits Ray, 'we simply don't have the expertise to look after the classics and they don't fit into the way we work. Often you can't get the bits for them. Almost always someone else has already messed about with them, adding to the problems of getting them sorted. And then the owners don't want them back – they're away in Hong Kong and could you just hang onto the car for another nine months...'

'Our customers want their cars back quickly, and have a budget in mind so can instantly kybosh non-essential work – "I can live with that foible, it makes no difference to how the car drives." The classics guys tend to want perfection, even if they have to wait for months while you hunt down or fabricate rare parts.'

While Northway farms out bodywork and automatic

transmission rebuilds to trusted specialists, it does everything else in-house, including electrical work and complete engine rebuilds. 'Mind you,' says Ray, 'we do try to spare our customers a rebuild where possible. For the troubled 996 motor we've had developed a modified and uprated intermediate bearing that can be fitted with the engine in-situ. And we have a method of removing the crankcases to have them machined and individual cylinder liners inserted.'

'If we do have to embark upon a rebuild it can be between £4000 and £6000: you have to compare that against the £12.5K Porsche will charge you for a new short engine because their dealers simply don't have the flexibility to fix things rather than replace them.'

Ask Ray if there's one particular mechanical malady that Northway sees more often than others, and he'll run through a long and detailed list of Porsche problems before conceding that his team sees a bit of everything, really, and has experience of fixing it all. And what of the future?

'Funnily enough, I was talking about this with my accountant today. We're either a big small business, or a small big business. Stagnate is really the wrong word, but right now Northway is in a good place: the workshop is very busy, yet it's manageable, and to grow the sales business any larger would mean employing a salesman and, well, I'm a bit of a control freak... Plus, the team works very well together; we all have our specialities, but anyone here can deal with anything. Ultimately, though, I'd like a new building to house more of the sales stock.'

By now it's 6.00pm and the phone's still ringing – a customer from several months back has just a few moments ago crashed her Porsche and could Northway please arrange to have it recovered and repaired. Given the hour and his already long day, Ray feigns exasperation, but you know he doesn't mean it – he'll be there whatever time that breakdown truck rolls in, examining the damage and looking after his customer's best interests. **PW**

Above: No shortage of space at Northway's semi-rural location. Over the years premises and buildings have grown, as has Ray's on-site home from a bungalow to a large timber framed house. Top right: Don't ask!



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The precise cause of scored cylinder bores in modern Porsche engines may remain to be identified, but a simple piece of technology can at least allow you to monitor their possible development



Knowledge may, indeed, be power, but there are some things in life better left unknown. Crucially not among those, however, is what might be termed the overall health of your Porsche's hard-working engine. Certainly a little learning can in any context

be a dangerous thing, often leading some of us to either unwarranted confidence or unnecessary anxiety, but by and large it is better to have as clear and accurate a picture as possible of precisely what might be going on inside any machine – and this is no exception.

Time was when that would

have entailed a more or less complete stripdown, with all of the obvious inconvenience and not least cost implications – and which meant that no one outside a professional race team was likely ever to bother. But thanks

to a clever but now essentially simple technique known as endoscopy it is entirely feasible not only to see deep inside the cylinders (and other relevant and practicably accessible areas of the entire vehicle) but also to

No obvious oil leaks from this 3.4-litre Mg6. RPM Technik health check centres around removing the coil packs and spark plugs to see inside the cylinders with an endoscope, and that process starts with the removal of the six coils' two heat-shields. This does reveal evidence of a long-standing leak from each camshaft cover – or possibly the Variocam solenoid. Either way, it's a job for another day!





Inspecting all six bores requires slow and precise rotation of crankshaft to place each piston at the bottom of its stroke. Only safe way to do that is to remove the airbox for access to the pulley bolt. Compression check is carried out, with all six plugs removed, by spinning engine on starter motor - remove fuel-pump fuse to avoid petrol fumes. Flexible extension is essential to fit the Mg6's rather inaccessible plug holes. Consistency of readings as important as overall figure, here all about 11 bar

lighting techniques and lenses - never mind medical ethics - and the subsequent miniaturisation and flexibility that came from fibre-optic cables, as well as electronic imaging, has in the 21st century pushed the whole 'science' even further ahead, and beyond doubt helping to save countless lives.

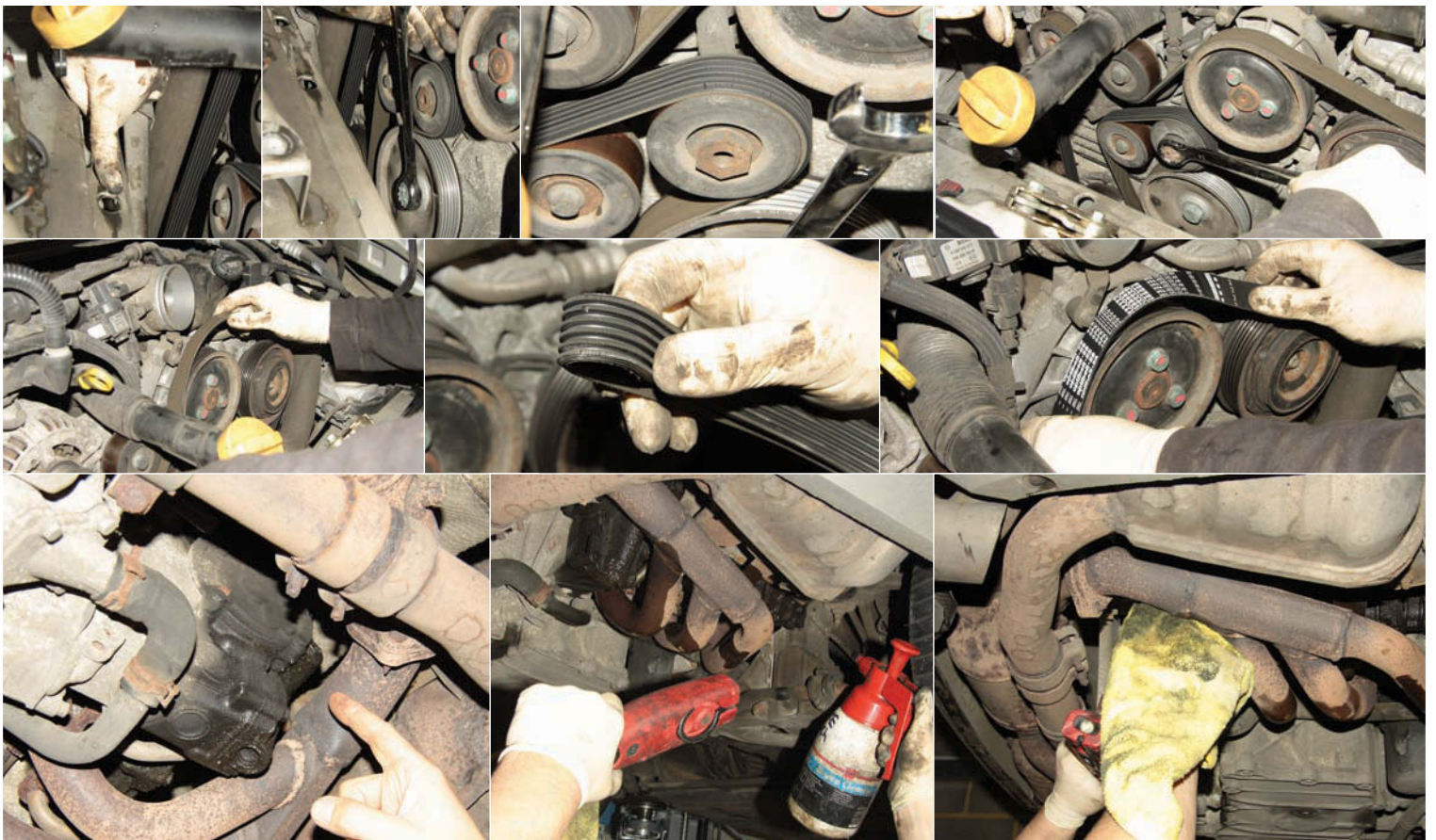
The process has long been extensively and routinely used in industry, too. In that context the device - the endoscope - is generally known as a borescope (or, colloquially but less correctly, as a boroscope), but the underlying principle remains exactly the same: the close inspection of areas that were

once completely hidden and/or inaccessible without invasive and in some cases destructive dismantling - the turbine blades of a jet engine, for instance.

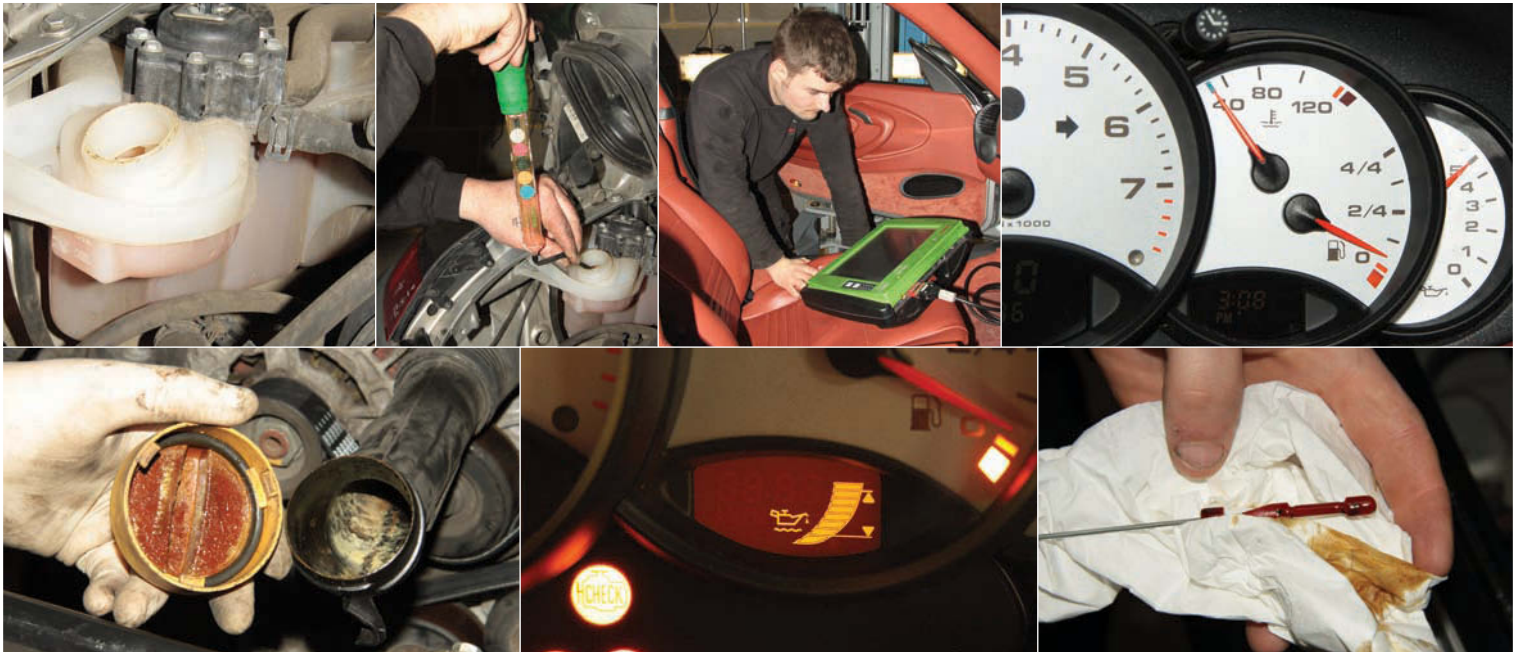
The first borescopes were rather clumsy devices, with straight, rigid bodies that limited their use to, well, perfectly

straight bores to which there was easy external access - and some, designed for specific applications demanding the sharpest images, remain so. Again, though, fibre-optics, powerful LED lighting and high-quality, sub-miniature lenses have come to the rescue, not

First two pics, below left, show one of the mounting holes for the airbox - one or other of the rubber buffers often goes missing - and spanner on crankshaft pulley. Remainder of images from the first two rows highlight how easy it is to change auxiliary drive-belt, but if necessary (and as advisable here) you might just as well do it now, while you have the chance. Not a lot that can be done about those top-end oil leaks (bottom row) during a simple health check, other than to clean off the gunge and note any subsequent build-up when the engine is run to normal running temperature



HOW-TO: ENGINE HEALTH CHECKS



only allowing the operator to see inside the tiniest and most inaccessible cavities (and to capture meaningful pictures), but also driving down the cost. Today you can buy a half-cent and certainly perfectly usable borescope for £50 or less.

If you are the owner of a water-cooled 911 or a Boxster you can probably see where this is heading. The M96 and then later the M97 engine found in all of these post-1996/1997 Porsches has gained a reputation for (among many other things) scoring and in some cases completely shredding its cylinder

liners. Being able to see inside those bores won't necessarily prevent or halt that or any other damage, of course, but it could well enable you to take the appropriate action.

What that action might be is difficult to say. It could conceivably start with not buying the vehicle in the first place – although persuading any vendor to subject your potential purchase to this level of inspection may be another matter entirely. You might elect to move the car on while you still can (and assuming that your likely buyer hasn't read this

RPM assessment continues with a check on cooling system – primarily strength (and purity) of the coolant/anti-freeze, but also for obvious leaks; header tanks can crack, especially in older cars. System tester reads and where appropriate clears any fault codes that are flagged up; customer is advised accordingly, via report sheet shown on previous spread. Oil pressure should be a steady 5.0 bar after a cold start; this one is fine. Small quantity of 'mayonnaise' in filler cap not significant. Final check is oil level, first via dashboard gauge (here slightly over-reading) and then dipstick: all OK

story, of course), or less cynically to schedule an engine rebuild (and concomitant upgrade, perhaps) for when you know you will be able to afford it, rather than when a blow-up dictates that you have to find the money.

You might even simply monitor the situation, and either learn to live with some modest and arguably almost inevitable scoring or, still more positively, to build the results of regular

inspections into a body of evidence ultimately to be presented as part of the car's overall service history. That, at least, is how independent specialist RPM Technik is marketing its new Engine Health Assessment, so we decided to see what you will get for your money, and how that information is acquired. And, as ever, to show how you could do the work yourself if you wished. **PW**

TOOLS & EQUIPMENT

The most obvious requirement if you wish to carry out your own programme of engine health assessments is a borescope. Inevitably there are many different units on the market for all manner of industrial and engineering applications – and at widely differing price levels – but we doubt you'll go wrong with a mid-range unit from the likes of well-known UK-based tool supplier Sealey (www.sealey.co.uk).

Its VS8221, for instance (below right), is listed at £323.94 including VAT, and comes in a convenient pistol-type body with an 89mm colour screen and a 5.5mm diameter camera. The 128Mb internal memory allows the storage of up to 80 images, or 90 seconds of video, and this capacity can be increased via an ordinary Micro SD card. The camera, meanwhile, has a digital zoom control, and can also be fitted with a mirror for improved lateral vision – obviously very useful inside a cylinder. The unit is powered by a mains-rechargeable lithium-ion battery (the necessary mains charger is included, too), and comes with both AV-out and USB cables.

You will ideally need a compression tester, too. Again Sealey offers several, and its CT955 (£59.94 including VAT) ought to serve the needs of all the relevant Porsche engines, not least by virtue of a 400mm flexible extension to allow easy attachment to the spark-plug holes in the cylinder head(s). It measures up to 300psi (roughly 21 bar; more than enough for all but the highest-compression engines), comes with 10mm, 12mm, 14mm and 18mm threaded adaptors, and no less importantly temporarily 'stores' the reading until the pressure is released via a pushbutton.

Sealey tools are available on-line direct from the company itself in Bury St Edmunds, but can also be ordered from any branch of Euro Car Parts (www.eurocarparts.com).



THE KNOWLEDGE

There are several previous features from this now long-running how-to series that might give you some useful background information, and certainly as far as the water-cooled flat-sixes are concerned.

For more on removing coil packs and spark plugs, for instance, see pages 88-91 of the March 2011 edition. For an examination of the M96 and M97 engines' wider reliability issues see the October 2012 issue (pages 70-80), and for an analysis of the synthetic waterless coolant that we believe could go a long way to solving many of those see both the June 2013 and October 2013 editions (in both of those cases pages 98-101).

For back issues, or where necessary PDF copies of the individual stories please go to www.911porscheworld.com, or call 020 8655 6400. RPM Technik, to whom we extend our thanks for its help in preparing this feature, is in Long Marston, Hertfordshire. Call 01296 663824, or go to www.rpmlink.co.uk.



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THE TEAM

KEITH SEUME

912/6 EL CHUCHO

Finally happy with the fit and finish of the body panels, and now it's time to start on the glass and the interior trim. Oh, and there's good news about the engine, too, as Bob Watson and Canford Classics are getting stuck in. Can't wait to get the show on the road, although living in the West Country as I do, I may be using it as a boat!



PETER SIMPSON

996 C4/CARRERA 3.4 TARGA

Project 996 has been collected from RPM and I've been enjoying a few drives out in it. It's currently sitting in the garage keeping dry and out the lovely weather we've been having. Hope to push on with Project Targa over the next few weeks so I should have an update next month!



CHRIS HORTON

944, 924S

Seriously, you expect me to have made ANY progress on ANY of my cars? Mercifully my home hasn't flooded but, even so, it's like a swamp out there. Big plans for the first warm, dry weekend, though: pressure-wash all the green gunge off the 944, wheels back on, and trailer it to Nick Fulljames for expert attention to that pesky water-pump screw



STEVE BENNETT

944 LUX

By using the 944 almost exclusively for long journeys I always look forward to the trip. Such exercise can only be good for it and it also excels on the long runs. No, it's not as quiet as more modern machinery, but it's not far off. It will be even better when I get the new Porsche O/E engine mounts fitted, too.



BRETT FRASER

BOXSTER S

The digital read-out on the dash suggests woeful oil consumption, yet a check with the good old-fashioned dipstick proposes otherwise - think I'll believe the physical evidence rather than the electronic. Glad to learn that the 3.2 survives a whole season's Boxster Championship racing without the need for anything beyond servicing.



PEPPERMINT PIG'S PORTUGUESE PILGRIMAGE

Like a hiker's rucksack, last time Johnny Tipler's 964 went to Portugal it bore a roof box. Mercifully, it was spared that burden on its most recent trip and allowed to let rip, unfettered, on the marvellous Iberian Autovia

Even the pilgrims are sidetracked. Lonely walkers earnestly striding the Camino de Santiago glance our way, distracted for a moment from their pensive perambulations by the resonant bark of the Peppermint Pig's flat-six as it glides by on the adjacent Autovia.

We're heading across the Castilian plateau between Osorno, León and Benavente in northern Spain, after landing at Santander, having crossed the Bay of Biscay aboard Brittany Ferries' SS Pont Aven on the 24-hour voyage from Plymouth. Roadside attractions include ancient mud-built rotunda dovecotes, and troglodyte grottos buried in manganese-red hillocks, plus the crisscross pilgrimage routes and their bowed backpackers focussed on reaching Santiago da Compostela. Smooth as glass, the new Autovia are a delight for the

Porsche motorist; light on traffic and toll-free, they provide a sublime route over the Cantabrian mountains down to Portugal. They are sufficient reward for this particular pilgrimage, just to be able to drive footloose and fancy-free.

All plain sailing, then? Not quite. As we peruse the pilgrims, my co-piloto Telle, who's on highway patrol alert, spots the two Guardia Civil motorcycle cops who emerge ahead of us (fortuitously) from a slip-road, enabling me to throw out the anchors and cut our velocity from the steady 95mph/158kph we've been trolling along at to a more legit 80mph.

Later on, we maintain a rather higher speed for a while, having earmarked the frontier town of Puebla de Sanabria as a halfway-house on the run down to the Douro, as we need to get there before the 10.00pm curfew that provincial hotels seem to

JOHNNY TIPLER

964 C2

Occupation: Freelance writer/author
Home town: Norwich, Norfolk
Previous Porsches owned: 1
Car: 964 C2
Year: 1991
Mileage: 315,000 kms (196,000 miles)
Owned for: 5 years
Mods/options: Cup wheels, Cup pipe, cat bypass, strut-brace, Rook Sportsystem suspension set-up, RS style rear spoiler
Contact: john.tipler@paston.co.uk, www.johntipler.co.uk

impose, pilgrimage route or not. The welcoming lights of Puebla de Sanabria beckon. Having checked into our hostel, we find a bar-restaurant – in Spain no one thinks of going out for dinner till 9.00pm in any case – then enjoy a nocturnal promenade of the steep narrow streets and floodlit hilltop castle.

After breakfast we hit the most spectacular section, the trans-moorland run over the Parque Natural da Montesinho from Puebla de Sanabria in Spain to castellated Braganza in Portugal, through mists and then breaking out into brilliant sunlight and autumnal shadows, on a succession of bleak hairpins, mostly Armco lined and flanked by gorse, heather and gum-cistus; amazing scenery. The lonely border crossing is





midway along this 30km stretch, and like almost all European frontiers – bar the UK and Switzerland – this one’s long abandoned. We encounter just one other car, though I only straightline the corners I can see around, and it’s an exhilarating workout for both me and Peppermint Pig. Captured on GoPro if anyone’s interested!

The Portuguese Autovia then tracks southwest over the barren, boulder-strewn peaks of the Tras-os-Montes. We’re aiming for Vila Real where they held an international sportscar street race in the ‘60s, and Peso da Régua, the world’s port wine capital. There are two kinds of highway on our journey. In northern Portugal, as in Spain, the EU funded motorways are equally new and billiard-table blacktop; traffic is sparse, and foreign plates meaningless to electronic tolls. Breathtaking stilted sections soar majestically across valleys and chasms, with long, artfully cambered curves provoking the Porsche driver to go

ever harder. Though the maximum speed limits are similar to the rest of Europe, Germany excepted, these motorways are without doubt the most congenial on the continent, enabling the kind of (illicit) progress that took us from Santander to Puebla de Sanabria in such short order. Although they’re perfectly decent, designated service areas are not so numerous, and instead, adjacent villages are often signposted as sources of services, which is true of Puebla de Sanabria.

It’s staggeringly rugged country, and the first glimpse of the mighty river from on high is breathtaking. It’s obsessively terraced in the port-wine district, and that’s why we’re here. Laura – my wife – and I have owned a riverside house for a number of years, on the basis that, 300 years ago, her family was one of the founders of the Port trade. But now the time has come to bite the bullet and get our house on the market.

Despite 20 juicy orange trees and a similar number of olives and cork oaks up on the terraces, plus a few vines, lemons, grapefruit - and persimmons laden like pink Chinese lanterns – we just don’t go there enough to warrant keeping it going. It’s an amazing landscape, with a network of great driving roads incised into the hills, rising ever higher into the remote Serra da Estrela (max altitude 1,993m) to the south and Serra de Marão (1,415m) to the north, distant, intersecting horizons pinned by lines of wind turbines. The broad river is half-a-mile wide, swimmable in summer, and a powerful little ferry whisks us over to Caldas d’Aregos on the south side for a spa and cerveja. We’re right by a little railway station too, so Porto is less than two hours away for a blast of rampant city life – plus the fab, biennial round-the-houses Historic Grand Prix meeting. Fancy a project? Make us an offer!

We close the shutters for the winter, and as Telle and

I prepare to depart, it’s still summer-hot, despite being mid November. We do the return run to northern Spain’s Cantabria in an easy five-hour stint, with a half-hour stop at León for café con leche and a tankful of Repsol’s finest g8 octane. We pause at Ribadesella on the Asturian coast for a tipple of the local cider, and then make for Santander. Brittany Ferries kindly put us on board first, which means Peppermint Pig’s on pole at Portsmouth. The voyage is brisk and buffeting due to gales and choppy seas, and I make sure the Porsche is soundly chocked, though the ship is otherwise comfortable.

Resplendent with its mint green gauges, installed before the journey by Julian Reap at Reap Automotive Design, the Peppermint Pig has acquitted itself as well as ever, and it’s great to bask in the power and fortitude of the g11Motorsport engine rebuild. A slight oil leak turns out to be nothing more than cam cover studs needing to be nipped up,

A pleasant late autumn trip to Portugal for the Peppermint Pig, plus Mr and Mrs Tipler. Above PP emerges from the Portsmouth to Santander overnight ferry, the only way to travel for man and machine

(thanks to ST-Racing) and now I’m formulating plans for another run in the Spring, incorporating a visit to the long-established Porsche specialist in Porto – Aurora Garage – who promises to line up a few project cars for us to drool over. So, another Portuguese pilgrimage calls – and not on foot: the Pep Pig will be riding those Autovia speedways again!

CONTACT
Brittany Ferries:
www.brittanyferries.com
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www.turismosanabria.es/parque_natural.html
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Below: Spectacular roads abound through Spain and Portugal as the PP poses on the spectacular transmoorland run over the Parque Natural da Montesinho from Puebla de Sanabria in Spain to Braganza in Portugal



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BIG BILLS FOR 968

Ken Coad's 968 is 20-years-old now and has covered 160,000+ miles. Perhaps not surprisingly it requires some biggish bills every now and again. Still, with a new clutch, it's fighting fit

It's been a while since my last update, mainly thanks to a fractured femur, which necessitated five months off driving and learning to walk again! During that time the 968 was run up occasionally, but did not turn a wheel. However, when I was able to contort myself into the car I started to put on the miles and have enjoyed using it ever since. I admit to being totally convinced what great Porsches the front-engined machines are, and 20 or more years on, they still perform remarkably well. I have owned a 993 C4 (as regular readers will remember), but personally prefer the 924S and 968. On a circuit they are so predictable, and just as good on the road.

Driving an older car it is essential the suspension is in good shape and my KW set up ticks all the boxes, as do the Bridgestone S02 tyres, which are in my opinion better suited to the car than the Continentals

I wore out. Another worthwhile improvement are the Mintex 1147 pads I fitted. They even impressed the MOT tester who reckoned they stopped the car to supercar standards.

Regularly I have been a spectator visiting race circuits, mainly helping a friend prepping his MGB racer. To further my interest I have motored off in the 968 to see a round of the Porsche Cub series, and also keeping abreast of a mate, Andy Duncan, proprietor of Ninex Motorsport, who have been involved in fettling my car. Andy races his own 968, but these days rule changes have allowed later cars into the series. As a result well sorted Boxsters and 996s are up front leading the races.

During these trips I noticed the alternator was not keeping the battery charged and, after a few push starts, I had it rebuilt by a company in Uxbridge – DBJ Auto Electrics. The results were immediate

and at a fraction of the cost of a new alternator. Then the starter motor was intermittent and Ninex sorted that and, at the same time, reset the suspension and aligned the steering geometry, which improved the handling.

A trip to France and some high-speed motoring was enjoyable, then I noticed in hot weather the temperature was higher than usual. A new thermostat partly cured that. An irritating groan, when turning the steering wheel at slow speed, was difficult to pinpoint. Ninex cleaned and replenished the power steering fluid, then my local Porsche specialist, JZM, reckoned the front engine mounts were a possible issue, so they were changed and replaced with genuine Porsche parts, as was the steering linkage near the exhaust manifold, which almost cured the problem, and in so doing made the steering lighter and more responsive.

Then, after a great day

at Goodwood Revival, and some two hours trying to get out of the car park plus crawling in heavy traffic, the clutch became impossible, slipping and getting heavier. I had to stop on a number of occasions, eventually making it home. JZM came to the rescue fitting a new SACHS clutch, which transformed gear changing. Money well spent.

As mentioned the engine temp has often got close to the red so a new replacement radiator was fitted, plus a replacement water pump and timing chain. So much work in one go but I bit the bullet and let JZM sort it, which has improved the cooling. I have added some 6000 miles throughout this period and, remembering the car was new in 1994, some 20 years ago, it has averaged 8000 miles per year, so some mechanical attention is inevitable. It's been a bit steep recently, but when the work improves the car, it's hard to begrudge.

Work, work and more work on Ken's 968. A new clutch is always a big job on a 968, while cam timing chain was also replaced

KEN COAD

968 CLUB SPORT

Occupation: Semi retired Marketing consultant
Home town: Kings Langley
Previous Porsches owned: 2
Cars: 968 Club Sport, 924
Year: 1994
Mileage: 161,000
Owned for: 2-years
Mods/options: Club Sport spec with KW suspension
Contact: coadspeed@ukgateway.net
THIS MONTH IN BRIEF: Putting on the miles now after seemingly endless work to get the 968 just so. Not quite there yet. Amazing what it takes!

Already plans are in hand for a trip to Classic Le Mans and other events not yet finalised.

Last Christmas I treated myself to a standard coupe centre console clock at great expense on eBay, as you do. Meanwhile I'm looking forward to a low expenditure year. Oh, I forgot to mention the 924S track day car I share with my godson. That's up and running and has been promised a Nürburgring track day outing. Might take the 968 as well! **PW**



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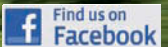
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Welcome to *911 & Porsche World's* Q&A pages, edited and assembled by the magazine's technical man and incorrigible do-it-yourselfer, Chris Horton (right). It's much the same format as you would expect - you ask, and our experts answer - but we have 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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MEET THE TEAM

944 THROTTLE RESPONSE CAM: SOMETIMES THE SIMPLEST TUNING IDEAS ARE ALSO THE BEST

I have just bought my first Porsche - a 1987-model 944. It is completely standard and unmodified - which I have to say I am entirely happy about - but I have read somewhere that what seems to be known as a throttle response cam will make a big difference to the performance. Is this correct, and if so where can I buy one? Will it be easy to fit?

George Baldry

Chris Horton, 911 & Porsche World:

Yes, implausible though it may seem, this clever little after-market gadget, which I believe originated in the United States during the early days of the 944, really does seem to improve all of these cars' throttle response, especially at lower speeds.

All it is doing, of course, is very slightly increasing the rate at which the throttle butterfly first opens in response to the

accelerator pedal, rather than boosting either power or torque (and thus the car's overall performance), but this does bring a marked improvement in, well, throttle response - and crucially without any apparent reduction in the vehicle's level of refinement.

Why Porsche itself persisted with its original snail-shaped device (right), which gives not only a relatively slow throttle opening, but also a somewhat longer-travel pedal, is a complete mystery.

I have had a throttle response cam on each of the several 944s or inherently similar 924S models that I have been involved with over the years, all bought from the Porscheshop in Halesowen (www.porscheshop.co.uk; 0121-585 6088). The device is currently listed at just £25.46 including VAT, and comes with simple fitting instructions.

The only tool you will need is a 13mm ring



Eight-valve 944s had as standard this roughly snail-shaped throttle 'cam', but circular after-market device offers much better response

spanner for the central retaining nut, and possibly two 10mm open-enders to adjust the free play in the throttle cable, and the task should take no more than five minutes. It really is that easy, and I highly recommend that you buy one as soon as you can.

WHICH WHEELS FOR A 911 CARRERA 3.2? LESS IS PROBABLY MORE



What is reckoned these days to be the ideal wheel set-up for a 911 Carrera 3.2?

There are several options, as I understand it. Earlier cars, or in other words those built up to 1986, seem to be equipped with narrower wheels, whereas those built from 1987 seem to have wider rims - as on the dark-blue car

that was shown on the cover of the December 2013 issue of the magazine.

I remember reading an article some time ago in which Steve Bennett wrote about changing the wheels on the 3.2 he owned at the time to those from a 930 Turbo, which I assume would have been seven and eight inches wide at front and rear, respectively - or perhaps even seven and nine inches wide.

Trouble is, I can't find the article. Can you recall when it was, and did this set-up work?

Graham Lane

Steve Bennett, 911 & Porsche World:

I did, indeed, have Turbo-pattern Fuchs wheels (7.0J x 16 inches and 9.0J x 16) on my Carrera

3.2. In truth that made the car somewhat 'overtired', although it did look rather good, particularly since it was modestly lowered, too. But there was actually way too much grip, and perhaps not entirely surprisingly this combination made the steering rather heavy as well, particularly at parking speeds.

Standard specification on Carrera 3.2s built up to 1988 was 6.0J x 15 inches at the front, and 7.0J x 15 at the rear. As an option you could have 6.0J x 16 inches and 7.0J x 16. From 1989 the standard set-up was 6.0J x 16 inches and 8.0J x 16. Personally, if I were to have my time with the 911 Carrera 3.2 again, I would stick with the standard 15-inch wheels. They make the car feel much more agile.



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YET ANOTHER M96 MELTDOWN: CONSIDERING THE OPTIONS, AND FACING UP TO THE FACTS

I saw the letter from Mike Taylor in the February issue of *g11 & Porsche World* about his wrecked Boxster 'S' engine. I can commiserate with him, since I have a very similar tale of woe.

In March 2013 I bought an 03-registered, 32,000-mile Boxster 2.7 for just under £8000. Relatively little servicing had been done during the previous three years, but such history as there was looked OK, and an independent inspection had given it a clean bill of health – as far as these things can ever go, anyway. Immediately after I acquired it the car was treated to a major service (the first new oil in three years!), and over the next few months various other stuff was done, as well.

Last June there was a failure of a hydraulic valve lifter on cylinder bank two – £1500 to fix, if it hadn't also caused consequential damage to a camshaft, tappet 'ladder' and the oil pump. In fact, the total bill was nearer £3000. After that the car was fine until about September, when a series of misfires and a long-term and difficult-to-track vibration resulted, during November, in what appears to have been a broken inlet-valve spring in cylinder number one, followed by failure of the collets allowing the valve to drop. That has completely destroyed the piston, and scored the liner, plus the cylinder head is damaged and there is swarf all over the intake plenum – so who knows what else has happened throughout the engine.

The initial estimate from Steve Bull in Devizes to get that same engine back in to the car and running was £5000 – and it would likely be more than that, because the 'WYAIT' factor that you frequently and rightly remind us about would clock up perhaps an LN Engineering IMS bearing, a low-temperature thermostat, a new dual-mass flywheel and clutch... and so on.

The car is currently in a barn, most of the engine and other bits and pieces are still at Steve Bull's place, and some of the parts are even stored in cardboard boxes in a cupboard in my house. Have a look at the accompanying photographs of first the lifter problem and then the result of the current meltdown – if you aren't squeamish, that is.

At this stage I believe I have several options:

1) Buy a new engine from Porsche. But at £10-12K (ish) this is plainly silly given that the car cost me just under eight grand to buy in the first place.

2) Buy a reconditioned engine with a warranty: perhaps £4000 plus VAT, plus fitting, plus WYAIT items like a metal-bladed water pump, low-temperature thermostat, upgraded IMS bearing (if not already fitted), new clutch and dual-mass flywheel if considered worthwhile. Feasible, but the bill is already going upwards, and obviously the engine number won't match the car's VIN.

3) Buy a second-hand engine from a Boxster that has had a front-end crash, perhaps in the region of £2.5K. Assuming I can find a decent one, from a vehicle in which the DME records no range 1 and range 2 ignitions, there is still a risk because the general state of the engine will be unknown. Add the cost of fitting and a warranty and you are up to about £4000 or so (£1000 for a warranty, £500 to fit...) plus all the usual clutch stuff.

4) Have the car's original engine rebuilt. If the swarf hasn't damaged anything else it's still a starting point of £5000 for a new cylinder head, replacement cylinder liner and the labour involved, plus again all the usual WYAIT stuff. But at least the numbers will match, and I know that the opposite cylinder head and camshafts etc should be OK.

5) 'Break' the car. The accessories are in generally good condition, the bodywork is OK, the electrics are good. How much could I realistically expect to achieve this way?

I would naturally be very interested in any thoughts you, your team, or even any of your readers might have on this. Also, perhaps an article on either after-market warranties or how to diagnose problems like mine or Mike Taylor's may be in order at some point.

Despite all of this, I am very keen to get back in to a Boxster of some description. If nothing else, the drive is utterly sublime compared to anything else I have ever owned!

Dave Venman, Wiltshire

Chris Horton, *g11 & Porsche World*: You pose some very difficult questions. If I was unlucky enough to find myself in the same situation I would most likely try either to find a second-hand engine (I don't think Boxsters have yet reached the dizzy heights of needing so-called 'matching numbers' to maintain their value), or else to use my contacts within the Porsche industry to help me have the existing unit rebuilt as cheaply as possible – and in both of those scenarios I could (and would) do much of the spannerwork myself, further minimising the cost. Neither is anywhere near an ideal solution, however, and I suspect that the project would probably sit around for months, if not years, while I summoned the necessary enthusiasm, the time, and not least the funds to see it right through to the bitter end.

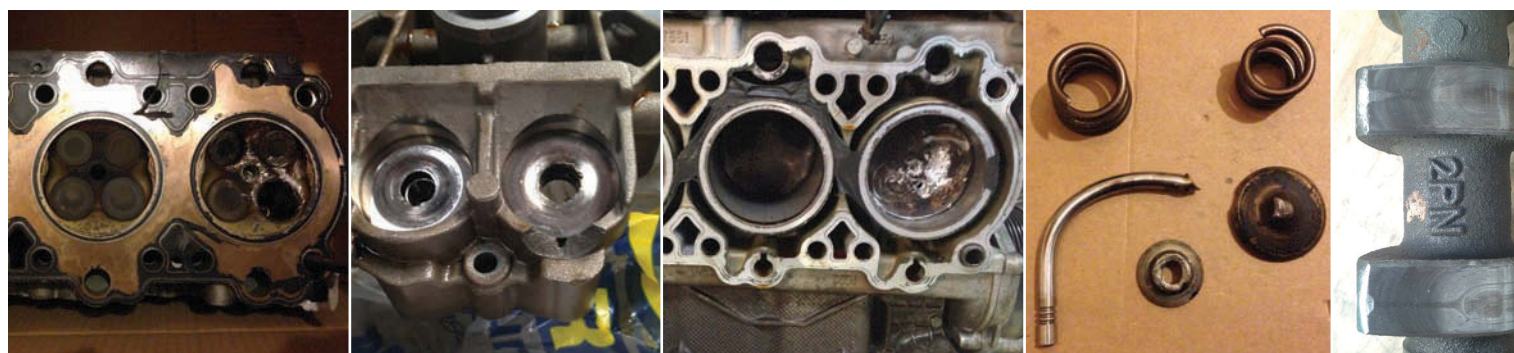
On that basis, then, I would once again be

inclined to direct you to the likes of Redtek in Brackley (01280 841911), who as we know from the February issue quickly sorted out Mike Taylor's similarly wrecked engine. Yes, it would be quite a lot of money (OK, then, a huge amount of money) to spend on a vehicle that cost 'only' £8000 to start with, but that obvious consideration aside would, in practice, be relatively painless. Hand over the 'dead' car, the money, and not least the boxes of bits in your cupboard, and get back a living, breathing Boxster that, as you suggest, will once again be a lovely machine to drive. And which, given (for instance) Nick Fulljames' expertise, and subsequent routine servicing on your part, could then last pretty much indefinitely.

The third option, which as you know we discussed on the phone at some length over the Christmas holiday, would be not to dismantle the car (which takes time, effort, and not least quite a lot of space to store the bits), but simply to move it on as it stands; as a project. Far be it from me to suggest that there is someone out there who will misguidedly see it as a route to a quick profit but, well, there almost certainly is someone out there who will misguidedly see it as a route to a quick profit – and as a result could be tempted (without any coercion or deception on your part) to pay quite a lot for it. They will, of course, face exactly the same difficulties as you would have done, but as (perhaps) an independent specialist or a DIY mechanic might – like me – have the facilities and the contacts to see it through. Either way, it becomes their problem, not yours.

I am sorry if that or any of those other solutions sounds cynical or even defeatist, but age and experience (and a driveway full of automotive lost causes) have taught me that sometimes you just have to be hard-nosed about cars – even Porsches – and treat them as might a big company's finance department. Don't throw good money after bad, basically.

Another tale of M96 woe. The car came without much service history, admits the owner, but mileage stood at only 32,000 when a hydraulic valve lifter failed, also damaging tappet 'ladder', camshaft, and oil pump. That was fixed – at great expense – and then a valve spring broke, causing serious damage to piston, cylinder wall, and not least cylinder head. Our advice? Sell car as it stands – and try again



HOW TO MAKE FITTING A NEW BATTERY A SIMPLE PLUG-AND-PLAY JOB

I will soon need to replace the battery in my 2002-model 996 Carrera 4. I think I have read somewhere that disconnecting the leads will cause the alarm siren to sound, but that this can be avoided by first turning on the ignition. Is this correct? And is there anything else that I should be doing to safeguard the car's electrical system during this procedure? Will I need a code for the radio, for instance?

Robert Gibbons

Chris Horton, 911 & Porsche World: You are correct. The official workshop manual for your car states that in order to prevent the alarm sounding (the siren, where fitted, is on the right-hand side of the battery, and so rather too close for comfort), the leads must be disconnected (and by definition reconnected) with the ignition switched on. Always disconnect the negative (or earth) lead first, and then reconnect it again only after you have fitted the positive lead.

Make absolutely sure, though, that all other electrical 'loads' are switched off. This is partly to avoid what you might call any possible electronic problems within the vehicle's complex wiring system, but also to prevent a spark between lead and terminal as you disconnect (or reconnect) them, which could in turn cause any hydrogen gas still escaping from the battery to explode. Which, as you can surely appreciate, would be a Very Bad Thing.

The car's radio will most likely revert to what is known as the Code function when the battery is disconnected (or fully discharged,

for that matter), especially for longer periods, and thus may not work when you reconnect it. Enter when prompted the code printed on the special card that came with the vehicle, or if that is unavailable have it read from the DME control module by an independent specialist (or an official Porsche Centre) with the appropriate diagnostic equipment.

There are various other immediately obvious side-effects from disconnecting the battery, or of allowing it to become completely discharged. These range from (not surprisingly) the trip counter resetting itself to zero, and the clock to either 12.00 or 01.00, to the limit positions of the electric windows being deleted. The latter can be remedied by 'manually' raising each window as far as it will go, and then releasing and pressing again the rocker switch to close it.

Less obvious, but potentially still significant – and possibly quite awkward for a DIYer to rectify – will be the loss of ECU settings for the engine and (Tiptronic) transmission. The idle speed might change or fluctuate briefly, for instance, and what is known as the (fuel) mixture adaptation will also be lost.

In earlier cars, with DME 5.2, the engine will 'learn' the required settings within just a few minutes of being first restarted (as will the Tiptronic gearbox when you drive the car), but in later vehicles with DME ME 7.2 it is necessary to carry out a learning and adaptation 'routine'. To do this, switch the ignition on for one minute, but without starting the engine. Do not touch the accelerator

pedal. Switch off the ignition for at least 10 seconds, and then start the engine as normal.

Deeper still within the system, there may be issues (albeit fully rectifiable) with the PCM and sat-nav, and in Carrera 4 and GT3 models, which have a saddle-type fuel tank with two distinct compartments, with the subsequent fuel-gauge reading. Essentially, you need to make sure that the tank contains at least 19 litres when the supply is interrupted and then reconnected. If not, you may find that the gauge later reads higher than it actually should – and if there was less than 10 litres in the tank it is even possible that the warning light for low fuel may no longer work.

The most practicable solution to all of these issues is either to take the car to a good independent, who for a modest fee ought to be able to reset all of the relevant systems (and even to fit the new battery in the first place), or to invest in a special memory-saving device to maintain a low-current, 12-volt supply to the car's battery leads, even while they are detached from the battery itself. UK tool manufacturer Sealey does one, powered by an additional 12-volt 'slave' battery, that quickly and easily (and above all safely) links to the electrical system via the cigarette lighter socket.

The normal on-line price of this device, code-numbered VS207, is around £30 including VAT, but at the time of writing it's available for £23.94 inclusive. More details at www.sealey.co.uk – and see also this month's how-to story on pages 92–95.

944 TRANSAXLE REMOVAL: A LOT LESS DIFFICULT WHEN YOU KNOW HOW

I am planning to change the clutch in my 944S2 later this year. I realise that I will have to take out the rear-mounted gearbox before I can slide the torque tube far enough back to be able to remove the clutch housing. What I am not too sure about, though, is how to deal with the short splined tube that I believe connects the rear end of the torque tube to the gearbox input shaft. Can you offer any advice, please?

James Noakes

Chris Horton, 911 & Porsche World: The rear end of the main drive shaft, inside the torque tube, is connected to the gearbox input shaft by a splined

sleeve clamped over the end of each shaft with a couple of socket-headed pinch bolts. The rearmost bolt is accessible through an aperture in the lower part of the dome-shaped housing at the rear end of the torque tube (the aperture is normally closed off with a shaped rubber bung), and the front bolt through a smaller circular hole about six inches ahead of it, and again normally sealed with a rubber plug. The pinch-bolt heads are 180 degrees apart, and so you will have to rotate the shaft as required to get at them in turn.

You'll need an 8mm hex key to undo the bolts – use one that comes as an integral part of a 3/8-inch-drive socket, rather than a simple 'L'-shaped device;

the latter will never give you enough leverage – and make sure that it's pushed fully home into the head of each bolt before you attempt to undo it. Don't panic if it does slip and chew up the head, though. The outside of the bolt is completely round to start with, but you should be able to grip it with one of those special reverse-fluted sockets designed for undoing rounded-off nuts and bolts – so you might want to buy yourself the appropriate kit of those before you start. Try Sealey (www.sealey.co.uk), via Euro Car Parts. New bolts would be a good idea, too. They're relatively costly – roughly £4.50 a piece – but still readily available from Porsche, and well worth using. The part

number for those is 931 421 240 00.

When you have removed both bolts, slide the sleeve to the rear, towards the gearbox. With the transmission out of the car, identify the sleeve's orientation with a marker pen, and remove it from the splines to check both ends for damage. Inspect the threaded holes, too. When you refit the sleeve smear the splines with a small quantity of grease, and torque the bolts to 80Nm.

Key to removing 944's gearbox is a well-fitting 8mm hex key to undo the pinch-bolt at each end of the blue sleeve – or, if they become damaged, one of these special sockets (below) to grip their outer circumference



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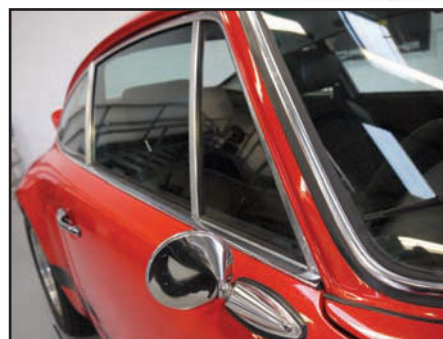


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911S 2.4 1973 SPORTOMATIC

SUNROOF COUPE LHD, in light yellow,
this is the original colour, exceptional
example and was the last of the early
production 911Ss with a powerful 2.4
litre engine (producing 190bhp), only
1430 911S Coupes were built for the
1973 year, the electric sunroof was a
special order option at an additional cost
(approx 10% where special order with
the electric sunroof option). These cars
are getting very hard to find now, this

particular car is an unfinished project, car is 95% finished, all matching numbers,
very solid and rust free example with perfect floor pans and front suspension pan
still on its original sills and kidney bowls and no signs of rust, car has just had
total repaint and the only reason for that is the paint had faded. The car has only
covered 69,000km, been in storage since 1980, the engine will need
recommissioning but turns over freely. The car was special order and the options
included factory Recaro Sport seats, electric sliding sunroof, also came with
7x15 Fuchs alloys all round and plastic fuel tank. All parts for the car are available
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find and is only increasing in value. If you would like more information please
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LEADING FROM THE FRONT

A Porsche handling legend for just £12k.
Why would you want to buy anything else?

Words: Steve Bennett Photography: Antony Fraser



SPECIFICATION

PORSCHE 968

Engine2990cc, 4-cylinder, 16v, DOHC
TransmissionSix-speed manual
Max power240bhp at 6200rpm
Max torque225lb ft at 4100rpm
BrakesVented 297mm front and vented 300mm rear discs

Wheels & tyres ...7.5x17in (f), 9x17in (r)
225/45 ZR17 (f), 255/40 ZR17(r)

Weight1335kg (Club Sport)
0-60mph6.5 secs
Top speed.....156mph
Price when new £27,750

What's the rarest car that Porsche has produced in the past 25-years or so?

It's the Porsche 968 of course and, on a number of levels, it's one of the best cars Porsche ever produced. Best? Well it was the final incarnation of a model that started in 1976 with the 924 and as such benefited from years of development and tweaking. Rarest? Indeed. Between the 968's launch in 1992 and its demise in 1995, just 12,776 968s were built. In current production terms that's micro car building.

So back to the first bit. Why is it so good? Why when anyone (particularly motoring journals) starts talking about ultimate handling cars and track day weapons, does the 968 always feature? Because in the next

breath they'll start talking about the 968's near perfect 50/50 weight distribution, a feature of its front engine/rear mounted transaxle layout. And it's true; it really does give the 968 an amazing handling balance.

The other rather good bit is the unusually large 3-litre, four cylinder engine. This normally aspirated unit features Porsche's take of variable valve timing, called VarioCam, and provides the engine with an unusually broad spread of power. It produces 240bhp at just 6200rpm and an impressive 225lb ft of torque at 4100rpm. In real world driving terms the 968 has got it all where you want it, but it will also rev to its near 7000rpm red line with a smoothness that is assisted by the twin balance shafts that cancel out the bad vibes inherent in a large four-pot.

Performance? Porsche's rather

conservative figures are a top speed of 156mph and 0-60mph in 6.5 secs. All that forward momentum is accessed via the 968's chunky shifting six-speed gearbox that lives in the transaxle. The clutch is bolted to the rear of the engine and drive to the gearbox is via a torque tube, which is effectively a prop that spins at engine speed within a tube.

Suspension-wise the 968 is relatively conventional with MacPherson struts up front connected to lightweight lower alloy wishbones, and at the rear there's semi-trailing arms with torsion bars. Brakes are discs all round with four-pot alloy calipers front and rear.

Above all the 968 has the build quality that you'd expect from Germany's master sports car builder, and it shows everywhere. It is from that era when the likes of

Porsche, Mercedes and VW/Audi went over-engineering mad.

MODEL VARIATIONS

The model that gets all the press, and the one featured here under the glare of studio tungsten, is the Club Sport, which is the version that we will concentrate on. Assume that described above is the standard 968, complete with niceties such as proper reclining seats and full sound proofing, and you'll have the range pretty much covered.

The Club Sport followed a long Porsche tradition of binning unwanted weight to create a car dedicated to the dynamics of driving. Items such as central locking, electric mirrors/windows, rear wiper, back seats and more went in the skip. Lightweight bucket seats, lowered suspension and larger 18in wheels arrived.



Taking things further, there was also the Mo30 kit, which introduced a limited slip diff, adjustable Koni dampers and bigger g11 Turbo spec front brake calipers. This is the Holy Grail of g68 Club Sports. In all only 2000 Club Sports were built.

Other UK models included the Sport, which basically featured the Club Sport's suspension mods, but had full trim and the electric bits. There was also a cabrio and an ultra rare Turbo S of which only a handful were ever built.

WHAT TO LOOK OUT FOR ENGINE

It's a Porsche engine so naturally it's super-tough. The bottom end features a steel crank and rods and forged pistons in a lightweight alloy block with steel liners that are Nikasil lined. You shouldn't need to worry about it and there are plenty still going strong at well over 250,000-miles.

It's the top end that you need to pay attention to. There are a lot of belts whizzing around on the front of the engine and these need changing regularly. The cam belt drives the exhaust camshaft, which in turn drives the inlet cam via two sprockets and a short chain. The sprockets have been known to break and lose teeth, so it's worth lifting the cam cover. The chain should be changed every 70,000-miles. The cam belt tensioner needs to be renewed every 50,000-miles, too.

The twin balance shaft belts also need to be changed every 50,000-miles along with the cam belt. If there is no evidence of all of the above having been done in the last 50-70,000-miles, then just do it anyway for peace of mind. The VarioCam system has no particular weak spots.

Bottom line. Engines are tough and should run and run with proper maintenance. Servicing is

every 12,000-miles although we'd change the oil at 6000 to be safe.

GEARBOX/CLUTCH

The rear-mounted Getrag six-speeider is generally reliable and rewarding to use. However the transaxle can suffer from pinion wear, which will be audible from a whining from the rear especially on the overrun. It's a gearbox out job to sort and some owners suggest that replacing the gearbox oil every 20,000-miles is the way forward.

The front mounted clutch will last the distance with a more sympathetic owner. It gets heavier as replacement looms but at least Porsche have thoughtfully incorporated an inspection slot in the side of the clutch housing, which means a new unit can be just slotted in rather than removing the torque tube, clutch housing etc.

SUSPENSION AND BRAKES

A couple of niggles here. First the lower alloy wishbones can suffer wear to the ball joints connecting them to the stub axle. This will become apparent with vibration through the steering wheel. Porsche sells this as a complete unit and it's expensive at £400 per side (£175 from an independent). However, there are a couple of options that are a lot cheaper. Lancashire based g44/g68 experts, Hartech, will supply exchange wishbones with new ball joints at a fraction of the cost. Dudley-based Porscheshop can supply modified steel versions as fitted to earlier g44s, for £270 per pair. And despite being steel they are barely any heavier.

Otherwise there are no real problems with the suspension other than bushes and dampers wearing out over time.

WHAT TO PAY

Prices for g68s are very much a two-tier scenario. Basically Club Sports command the big money, and then there is everything else. With so few cars built in the first place, it's not exactly a buyers' market either. However, Club Sport prices have averaged out at around £15,000 for a decent, dealer supplied car. Really low mileage cars can be significantly higher. Indeed at the time of writing, one dealer had a 44,000 mile Club Sport up at £28,000.

There are bargains to be had, particularly privately. Under £15,000 will get you a g68 Sport, which is basically a comfort spec Club Sport, and none the worse for that. £10,000 and under and you're looking at standard Coupe models. Few g68s seem to have suffered in the same way that some g44s have, so you're unlikely to find any really neglected cars. That said, a bad one is probably beyond economic repair.

The front alloy brake calipers do over time develop a specific problem. The brake pads sit on a stainless steel plate screwed to the top and bottom of each caliper. Over a period of years this steel plate lifts from the alloy caliper thanks to corrosion and a reaction between the two metals. This eventually gets so bad that the brake pad can't be removed. The only solution is to remove the calipers, clean up the corrosion and replace the steel plates. You'll probably want to give the calipers a lick of black paint at the same time.

INTERIOR AND EXTERIOR

The body shell is galvanised so any flaky bits will probably be down to accident damage. If you're looking at a Club Sport then check it thoroughly for track abuse. The polyurethane nose, side skirts and rear section can become slightly deformed and, with some colours, the paint can start to fade at a different rate to the paint on the steel panels.

The rear tailgate and its massive glass area can be the source of all sorts of annoying

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WHAT THE PRESS SAID

On the road the 968 not only out-handles its closest rival, the Maxda RX-7, but also every Ferrari, Lamborghini and even the Honda NSX. And underneath all this sophistication, the 968 is just a simple, old-fashioned sideways machine
Autocar, Jan 1993

Whether you dawdled or boogied, the 968 worked with you. On a certain type of road - smooth, winding, with the off-camber corner - the car was disturbingly close to perfect. Few cars were as well balanced as a 968.
Russell Bulgin, Autocar, Jan 1996

We like driving the new 968, but no matter how artfully Porsche face-lifts this old soldier, it has become much too long in the tooth to compete against newer designs such as the Nissan 300ZX Turbo, the Mazda RX-7 or the Corvette
Car and Driver, May 1991

squeaks. It's locked down by a couple of pins with a retaining mechanism. These can both be replaced and usually you'll find that cures the problem.

Inside the trim is pretty hard wearing although the constant sliding in and out of the low-slung driver's seat can take its toll on the side bolsters. Overall if the car has been well looked after, then the interior should be in good shape.

Another common problem is with the heating and ventilation. It's a complicated system featuring vacuum pipes and stepper motors and an electronic control unit in the dash. Often the control unit will go on the blink causing the heater to go haywire. Fortunately exchange units are available from Porsch-Apart for around £80. The rods controlled by the stepper motors can become detached leaving you either baking or freezing. Remove the inside of the glove compartment and you'll doubtless see one of the rods

hanging limply. Clip it back into position and you'll be back in business.

RUNNING COSTS

It's unlikely that you would take a 968 to an official Porsche dealer. Indeed, most probably haven't seen one for years. However, there are plenty of independent Porsche specialists out there with very reasonable hourly labour rates. Average servicing costs are: 12k service, £250; 24k service, £365; cam belt change, £320; clutch change, £680.

Service parts can be surprisingly cheap and even Euro Car Parts stock a lot of OE parts at very competitive prices through its carparts911.co.uk brand. Add to that outfits like Porsch-Apart, which carry new and second-hand parts, and running a 968 needn't be too pricey. In terms of depreciation the 968 has pretty much levelled out too, so you should see your money back when you come to sell.

BEHIND THE WHEEL

This is what it's all about. We've touched on the driving experience, now let's elaborate.

Clamped into the Club Sport's fixed bucket and gripping the chunky RS spec wheel and the 968 feels pretty dammed good, and that's before you've even moved off.

The engine turns lazily - as it would given the size of the pistons - and there is a charismatic rumble to it. Gear selection (it's a six-speed 'box) is biased to the centre so first requires a little pull over to the left before slotting into place. The clutch is meaty but light enough.

On the road and you're swamped by the initial flow of feedback. The engine has a power band that seems to stretch like elastic, while the gearshift is chunky and quick. The steering has a weight and a feel to it and sitting low to the flow in that thinly padded bucket seat just accentuates the feedback from the chassis.

Hook the above together and point the 968 down your favourite stretch of Tarmac and be prepared for the penny to drop. This is what a good rear-drive chassis is all about. It has a balance and a poise that you can feel and exploit. It corners near flat and as the apex unfurls you can feel the rear end dip as you put the power down and the big four lugs itself out onto the next straight. This is a deeply satisfying car to drive. **PW**

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'I BOUGHT ONE' ANDREW LEWIS

For me it was a natural progression. I'd had a 924, then a couple of 944s - a Lux, followed by an S2 - so a 968 was the next step. Why the front-engined cars? Well, they are just great to drive and great value for money too and they feel modern in a way that some 911s really don't.

Initially I was after a 968 Club Sport, but when I was looking a few years ago, they were a very popular track day option, and so many of the cars I looked at were hard-worked and worn. Don't get me wrong, they were healthy enough, but track work does take its toll mechanically and cosmetically.

I decided to open out my search to include 968 Sports. With so few on the market or with dealers, I knew that I was going to have to seriously entertain the thought of a private sale, and the risks (no warranty or comeback if anything goes wrong) that go with that. Still, at least a private sale would be potentially cheaper than a dealer sale.

And I struck lucky. A Sport slipped onto the market via Autotrader (perhaps not the most obvious place to look for a 968). It was a probate sale, a 1993 car, with, wait for it, just 50,000 miles on the clock and only two previous owners. The Holy Grail then and just £10,000. I didn't even haggle.

I didn't waste any time in going to see it. It was everything I had hoped for. Genuine mileage, a great service history and even the right colour - silver, with a black interior. As you would expect, it drove like a new car - tight, no rattles and with a feeling of solidity that not even the best of my 944s had.

Starting with such a good car makes a huge difference to the ownership experience. With some of my earlier front-engined cars, I was always running to keep up on the maintenance front. Now, though, it's just a question of ongoing management. Oh, and did I say it's fantastic to drive?

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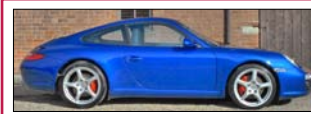
911 (964) CARRERA 2 TARGA, 1991, 105K miles, black with white interior, recent clutch, oil pipes and KW suspension, lovely car with no expense spared, MoT/tax Aug, £16,850. Tel: 44 7714 894396. Email: georgedouglasdmw@gmail.com (W.Loethian). P0414/018



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TRIED & TESTED

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

997-MODEL 911 CARRERA 4S ■ 2005/55 ■ 33,363 MILES ■ £30,000

I like to think that if I owned a Porsche as competent and as 'complete' as this I would have driven it considerably further than just 33,000 miles in eight years. Either way, that modest odometer reading explains why washing the car prior to taking the photographs below revealed, in several nooks and crannies, tell-tale traces of the green algae indicative of standing idle for periods of time. (My own project cars, of course, show beyond doubt that I know all about green algae.) And it certainly means that whoever now buys it should be acquiring a machine with the greater part of its working life left to run.

That algae is absolutely no reflection on the level of preparation you can routinely expect from RSJ Sports Cars, by the way. We needed a *Tried & Tested* car in a hurry, and this one, taken in by the well-known Slough-based independent only a few days earlier, was still as bought – warts and all. Not that there were too many 'warts', I hasten to add. Like any prudent and reputable specialist, RSJ's business model is based around selling only the best vehicles, which not surprisingly means buying only the best in the first place – or those that clearly have the potential easily to be so. And the fact is that this one is going to need little more than a wash and brush-up to return it to the top line; more on that in just a moment.

As a Carrera 4S the car has both four-wheel drive and a 3.8-litre 355bhp engine, and in this instance the standard six-speed manual gearbox. Wheels are the usual 19-inch Carrera 'S' five-spokes. Colour, as you can probably tell, is Arctic Silver, and inside there is both black leather and an Alcantara headlining – a sunroof, too. Climate-control air-conditioning comes as standard, plus here you also get PCM2 with sat-nav, Sports seats, cruise-control, Sports Chrono, Porsche Stability Management, Porsche Active Suspension Management, a multi-function steering wheel, the Bose sound package (with a CDC-4 changer in the front compartment), Litronic headlights, and not least a Porsche Sports Exhaust system. (I'm not normally a great fan of 'toys' like that, but it sounds fantastic.) There is also iPod and Bluetooth connectivity, the former via an after-market lead pushed through the base of the cubbyhole at the rear end of the centre tunnel. (I noted, too, some additional wiring taped to the inside of the rear panelwork, behind the engine; I have no idea what that might be for.)

Good to see, too, a wheel-nut key in the glovebox, plus a full set of handbooks and associated paperwork. I didn't see the rest of the history, but I am assured by RSJ's Darren Street that it is both up to date and complete. (The car will have a full service before it leaves, as well as a year's MoT, but you will have to road-tax it.)

There are a couple of chips in the paint here and there, but nothing serious or suspicious – or which won't have been remedied by the time you read this. No marks on the windscreen, and few of any note on the lower front apron – and both the radiators and air-con condensers are clean and dry; no leaves jammed in them, either. The wheels, too, are all good to very good, with one small scrape on the left-hand-rear rim, and a few bubbles in the enamel at the front – an easy refurb job – and even the wheel nuts are rust-free. The characteristic 'S'-pattern red brake calipers are reassuringly clean, and the discs and pads in good order – although the front rotors are a little ridged in places. Tyres are Bridgestone Potenzas all round, and all four with a fair amount of tread left. Date codes show the fronts to have been made in late 2010, the inevitably faster-wearing rear covers toward the end of 2012.

Inside, the trim is in good order throughout, with just a few light scuff marks on the sill kickplates, and some modest wear on the outer part of the driver's seat. It's the same story in the front compartment (although the moulded carpet could fit a little better), and likewise the engine bay shows signs of only good, honest toil – and the underside of the power unit is bone-dry. There's good oil pressure – the needle is in roughly the middle of the gauge at hot idle – and the temperature gauge sits confidently in the middle of its own scale, too. The battery is a Unipart job rather than a genuine Porsche item, but the connections are both secure and spotlessly clean.

The car is great to drive. Performance is very strong, the 'sport' settings for throttle response and dampers associated with the PASM system giving it even more bite. The clutch feels a little juddery at times – although that lessened as I became accustomed to it – and there is a slight steering-wheel wobble at high speed, but that is almost certainly down to a displaced balance weight. Unusually for one of these *Tried & Tested* stories, I racked up at least 70 miles, but would happily have done 700, or even – over a few weeks, of course! – 7000. **PW**

CHECKLIST

Background: An essentially unremarkable early 997 C4S – and none the worse for that. Classic silver-and-black, manual transmission, and a good range of options. Five owners from new, but an average of only about 4000 miles a year. Comes with RSJ's usual warranty, plus full service history and MoT, but no tax. Pre-sales preparation will include – as for all RSJ's cars – repainting the front end, refurbishing the wheels, as well as revitalising the leather trim

Where is it?

RSJ Sports Cars Ltd is based at STS House, Bristol Way, Slough, Berkshire SL1 3QE. Call 01753 553969, go to www.rsjsportscars.co.uk, or e-mail joel@rsjsportscars.co.uk

For: Condition (even before any pre-sales prep; see main text), specification and options (including a switchable Porsche Sports Exhaust), colour, low mileage. All the usual factors, basically. And good to go!

Against: Potential (and we do stress the word 'potential') engine issues that come with any such water-cooled unit – although the 3.8 seems better in that respect than the 3.6. Still has some way to go on the depreciation curve, too

Verdict: A nice, relatively simple – but deceptively quick and thoroughly usable – modern Porsche that surely very few of us would be unhappy to own. I thoroughly enjoyed it, anyway. It's impossible to say what the future holds for the engine, but it feels 'right', I'm confident that RSJ buys in only the best it can find, and if I had the cash I'd be hard-pressed to turn this one down. As always, worth a look!



Value at a glance

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

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PRIVATE PLATE FOR SALE 'BIG9976', £1000. Tel: 07766 032557. Email: richardhewlett@btinternet.com. P0414/001



PORSCHE RS REGISTRATION on retention certificate, also suits Audi/Jaguar RS models, £4750, could be an investment as suits a wide range of upmarket models. Tel: 01636 830582. Email: pcuthbert250@btinternet.com. P0414/008



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911 CARRERA 3.2 CABRIOLET ■ 1988/'F' ■ 70,718 MILES ■ £26,995

It had become something of a long-standing joke between me and RPM Technik's Darren Anderson – entirely good-natured, of course – that none of the company's cars featured in these *Tried & Tested* stories over the years had ever managed the full quota of four rows of five ticks in the *Value at a glance* panel at the bottom of the page. Happily, though, I can now redress the balance by giving this genuinely lovely 911 Carrera 3.2 Cabriolet precisely that top rating. It is just about flawless in every significant respect.

Registered on 1st August 1988 – hence the 'F'-prefix registration – it has had seven owners in its 26 years. RPM has known the car since 2006, last May selling it to professional valet and detailer Rob Goulding, now based in the building right next door. Rob spent the next few months, plus several thousand pounds' worth of brand-new parts and his own and others' labour, turning what was plainly already a very good car back into a truly exceptional one. But he always had his heart set on a 997 of some description – partly to help promote his then new business – and late last year did a deal with Darren on a white Gen 2 model, part-exchanging the 3.2 back to RPM.

I shall return to the car's stunning condition in just a moment, but first let's look at what you will get for your money in terms of specification and equipment. Guards Red paintwork, obviously, and inside the cabin a beguiling mix of cream leather with red piping, and black carpets. Those are protected by after-market black overmats, again with red piping. Gearbox is the later G50 five-speed manual unit – so much better than the now generally terrible 915 found in earlier 3.2s and previous 911s. Wheels are colour-coded Fuchs five-spokes (with locking securing nuts), and all four tyres recently fitted Pirelli Cinturato P7s. Back inside again, there is a modern and as a result perhaps slightly incongruous Sony head unit, and also a Viper alarm/immobiliser, which I am pleased to report is – unlike many similar systems – almost seamless in operation. There is no air-conditioning – it was a rarity back in those days – and I can't tell you whether the quirky semi-automatic heating and ventilation system works precisely as it's supposed to, but it certainly cranks out plenty of hot air from all the right places. (Although you might want to take a look at the blower control; one of the fans seems to be running permanently at low speed.)

The car's condition, as I have suggested, is genuinely breathtaking. There has plainly been some new paint over the years, not least to eradicate unavoidable front-end stone-chips, but it was clearly to a very high standard, and many hours of expert machine-polishing by Rob Goulding (with not a trace of 'product' residue to be seen) has left the entire car with a deep, glossy lustre that's hard to resist touching simply for the sake of it. There remain a couple of tiny chips – primarily on the leading edge of the right-hand wing, and on the trailing edge of the left-hand door – and the lower front apron is plainly original and thus in need of a refurb, but the overall impression is of a brand-new car, and most definitely not a 26-year-old.

No less impressive – unsurprisingly for a professional detailer – is, well, the detail. Bumper bellows, front 'smile' (the strip beneath the leading edge of the bonnet), the so-called shark's fins behind the doors, sill and bumper strips, and not least the trailing edge of the classic whale-tail rear wing: all straight, black and perfect. Likewise the recently refurbished wheels – the red enamel is like glass – and the manually operated convertible hood, both inside and out. The fabric looks new, and the plastic rear window is unmarked. I didn't lower the hood, but I have no doubt that it works impeccably. The front seats, too, were professionally cleaned and refurbished during Rob's tenure of the car (Furniture Clinic; 01582 380750) and unlike some similar items we have seen look absolutely superb; like new. Thanks to what must be fairly new struts both front and rear lids remain fully open unaided, and everything inside both of those compartments is exactly as it should be: spotlessly clean, and simply as new. Remarkable.

The car drives – of course! – as well as it looks. No rattles or squeaks (and not too much wind noise), a nice, pliant ride, light steering that loads up reassuringly as you turn in to a corner, and predictably great brakes (all four discs are unmarked). A broad spread of pulling power from that classic and famously torquey engine, and not least the precise, easy gear change that the 911 had deserved right from the start. If I was being picky I might suggest that the clutch is rather heavy, and bites quite near the upper end of its travel, but it's smooth and progressive. The door windows, too, are a little slow in operation. But neither would put me off the car, and certainly wouldn't warrant deleting one of those crucial ticks! **PW**



CHECKLIST

Background: A classic 911 Cabrio that has had the benefit of being owned and at the same time modestly refurbished, inside and out, by one of the UK's up-and-coming detailers, leaving it essentially perfect – and an ideal basis for a concours contender. Good service history – comprehensive, but not overwhelmingly so, and nicely presented. Road tax to the end of May, MoT to early June, and obviously comes with RPM's usual generous warranty

Where is it?

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

For: Condition. It's that simple! Colour, mileage, history and provenance, too, of course – and even as a Cabrio-sceptic I'd be quite happy to live with that rather pram-like hood for the sake of everything else this amazing vehicle offers

Against: Not much at all. One or two very minor gripes – clutch and windows; see main text – but neither should be a deal breaker. And it's probably not a car you would – or even should – use every day

Verdict: These earlier 911 Cabrios can be an acquired taste, but I think there will be a long queue of eager buyers for this one, so best get your skates on. If you'd like Rob Goulding of Extreme Detailing to work his magic on your Porsche, by the way, call 01296 660000, or e-mail him at sales@extremedetailing.co.uk

Value at a glance

Condition	✓✓✓✓✓
Price	✓✓✓✓✓
Performance	✓✓✓✓✓
Overall	✓✓✓✓✓

✓ Poor ✓✓ OK ✓✓✓ Fair
✓✓✓✓ Very good ✓✓✓✓✓ Excellent

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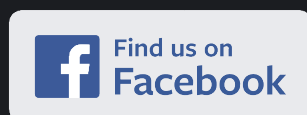
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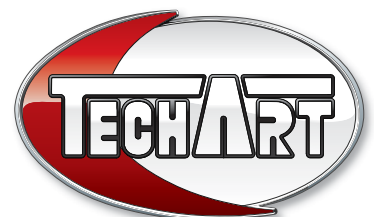
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