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**T**urbo! Sounds good, doesn't it, and mixed with 911 it sounds even better. Yes, it's 40-years of the 911 Turbo, the car that re-wrote the supercar rule book. Launched in 1974, against Italian opposition, the Turbo was, as you would expect, ruthlessly Teutonic in its approach to the job of going efficiently fast, it's small, 3.0-litre, blown flat-six flying in the face of big multi-carbed V12s. No, it didn't have the drama of a Countach or a 512 BB, but at least it would start.

And so it goes without saying that we had a bit of fun gathering 40-years' worth of 911 Turbo production together in

“It won't come as any surprise that the star of the show was the 930 Turbo”

North Yorkshire, but it won't come as any surprise that the star of the show was the early 930 Turbo, reputed to be the first to be sold in the UK. Belonging to Andrew Mearns, of Gmund Cars, its arrival at the test was never in doubt. Had we been waiting for anything Italian of the era, I would have been worrying.

Elsewhere in this issue we reunited journalist Mel Nichols and Porsche racer, Nick Faure, with a current 991 Turbo. The point? Mel was the first UK journo to experience the 911 Turbo, riding shotgun with Faure, who was appointed by Porsche UK as its chaperone. It's a great, nostalgic read.

**Steve Bennett**

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# PORSCHE NEWS

## OPEN SEASON!

On returning to top level endurance racing, Porsche's results are respectable if not dazzling

His third place in the opening round of the World Endurance Championship (WEC) driving the new Porsche 919 Hybrid (lead picture), achieved behind the safety car in a race red-flagged due to heavy rain, must be judged a satisfactory rather than sensational debut, given the pre-season hype, but Mark Webber

can surely feel satisfied or even relieved at the perfect timing of his departure from Red Bull Racing. Under radical new F1 regulations his former team, that dominated the front of the grid recently, is now struggling with a car uncompetitive to the point that already the chances of a team other than Mercedes-Benz

winning the championship are slim.

The relative success of Webber, along with the two other drivers of car number 20 – Timo Bernhard and Brendon Hartley – in the first fixture of the eight-race series, at Silverstone on 20th April, was in marked contrast to the fortunes of the Romain Dumas/Neel

Jani/Marc Lieb sister LMP1 919 Hybrid. It retired after one hour 15 minutes of the scheduled six-hour race (which ended 24 minutes early), due to a technical problem.

“The retirement of car 14 is annoying for us,” said Porsche’s LMP1 boss Fritz Enzinger of the 919 Hybrid, which had suffered some unreliability in testing, while technical director Alexander Hitzinger promised to have a “long look into the reasons for the retirement.” Characteristically, Webber commented, “We managed to dodge a few bullets and survived some of the tricky stages.”







**PORSCHE'S SEASON SO FAR**

**Silverstone (20th April):**  
 919 Hybrids 3rd and 6th on grid  
 Webber/Bernhard/Hartley third, Dumas/Jani/Lieb retire  
 Toyota TS040s first and second

**Spa Francorchamps (3rd May)**  
 Dumas/Jani/Lieb on pole, finish fourth  
 Leib's free practice lap the fastest of the weekend  
 Webber/Bernhard/Hartley have electrical issues, finish 23rd  
 Toyota TS040s first and third  
 Toyota leads series with 84 points, Porsche second with 36.

For the second race, at Spa Francorchamps on 3rd May, the Dumas/Jani/Lieb car took Porsche' first pole of the season, while Webber/Bernhard/Hartley were 5th on the grid. But the results of the first race were pretty much reversed, with Dumas/Jani/Lieb finishing fourth, after leading for some time, but Webber/Bernhard/Hartley crossing the line a distant 23rd after suffering electrical problems.

Despite missing the podium at Spa, the 919 Hybrid did demonstrate impressive speed, Lieb posting the fastest lap of the weekend, 1min, 59.887sec, in the second free practice session. "After we had achieved pole position and saw very good lap times in the race we certainly hoped for a better result," Enzinger said.

After Toyota's TS040 Hybrids

scored a one-two victory at Silverstone and a first and third at Spa (with Audi's R18 e-tron quattro sandwiched in the middle), the Japanese carmaker led the championship with 84 points, with Porsche, although second placed, 48 points behind.

If you are reading this before 14th June, that weekend sees the highlight of the WEC calendar – the celebrated 24 Hours of Le Mans race (911&PW will be there), which Porsche last contested, and won, in 1998. Webber is unlikely to have forgotten his previous races at the French town, having famously flipped a Mercedes CLR prototype race car there in 1999 – twice. There then follows Austin (USA, 20th September), Fuji (Japan, 12th October), Shanghai (China, 2nd November), Sakhir (Bahrain, 15th November) and Sao Paulo (Brazil, 30th November).



**WEC RULES FOR 2014**

The rules changed significantly for this year's WEC, with the top category, LMP1-H, a class in which manufacturers' prototype racers must be hybrid powered. Besides Porsche, Toyota and Audi are competing in LMP1-H, and Porsche's 919 Hybrid uses a turbocharged, four-cylinder, 2.0-litre petrol engine, boosted to 500bhp by an electric motor, and also features twin energy recovery systems. There are three other WEC classes: LMP2 for private teams, LMGTE-Pro and LMGTE-Am, 911 RSRs and GT3 RSRs competing in these last two, with all four classes running together in one race but obviously classified separately.

**PULLING POWER**

Boys generally believe that girls are impressed with fast cars, but that is not always the case. However World Endurance Championship driver Mark Webber with a 918 Spyder at his disposal surely ought to have increased chance of making a favourable impression on the fair sex, and recently tried it out on Russian born tennis superstar Maria Sharapova when he took for a spin in the countryside outside Stuttgart. He is a Porsche factory driver and she a sports ambassador for the carmaker so the meeting wasn't totally random, but it seemed a good test anyway.

Did it work? We don't know if Maria felt a flutter for the popular Aussie, but the Spyder seemed to do the trick. 'It was very exciting,' she reported, 'you really feel you're in a sports car.' She'd like one in her garage, but the £650,000-plus hybrid sports car was 'a little above my price range.' Perhaps top tennis isn't as well paid as we thought, then.



**RSRS' FLYING START**

While the pair of 919 Hybrids were finding their feet in the early stages of the 2014 WEC, in the same series Porsche's two factory 911 RSRs kicked off the season with the best possible performances. At Silverstone the Porsche Team Manthey RSR driven by Marco Holzer, Frédéric Makowiecki and Richard Lietz won the GTE-Pro class, with Patrick Pilet/Joerg Bergmeister/Nick Tandy in second place. In the second round, at Spa, the team could not however lay on a repeat performance, with the Pilet/Bergmeister Porsche taking second, after a late charge, but the Holzer/Makowiecki car down in fifth place.





## 964 RS THROUGH THE ROOF

It wasn't so very long ago that the main problem in purchasing a 964-series 911 Carrera RS was finding one that hadn't been tracked to death. Now, as the classic car market booms once again the issue is money – a leading international auction house, RM Auctions, has recently sold one for €301,056 (about £245,780) including buyer's premium, a price level normally associated with the original, 1973 911 Carrera RS. The price, achieved at RM's sale in Monaco on 10th May, was £111,000 (£90,670) higher than the car's top pre-sale estimate.

The left-hand drive black car, from 1992, was first registered to an Italian owner and, like the

majority built is the Sport model (usually referred to as Lightweight), as opposed to the higher spec'd Touring. The first owner sold it in 2001, at which point it returned to Germany and would be resold twice more. It has covered a mere 8400 kilometres (5250 miles) and is in totally original condition, the only documented repair a rear bumper respray to fix a scratch.

The 964 RS was lightened thanks to measures including thinner glass, aluminium bonnet, lightweight door trims, composite seats, and pared back equipment and sound proofing. Power from the 3.6-litre air-cooled engine was

increased 10bhp to 260bhp, while the suspension was stiffened and lowered. Its UK new price was £63,500, £15,000 more than the regular Carrera 2.

The same RM event saw a prototype Porsche 959 (pictured) sold for €553,120 (£435,235), about 10 per cent above its top estimate, while two 356 Speedsters made €940,000 (£767,419) and £273,280 (£223,100), both a similar percentage over estimate.

According to Historic Automobile Group (HAG), which tracks classic car values, classic Porsches rose 14.4 per cent in the year until April 2014, and 6.3 per cent during January to April. The Editor is still waiting for 944 prices to climb!



## 911 & PORSCHE WORLD PICNIC 2014

We'll be bringing you full details next month, but for now all you need do is mark Sunday, 31 August in your diaries as the date for this year's 911 & Porsche World Picnic.

The big news for 2014 is that we're moving venue, to a beautiful location just north west of Reading, Mapledurham House (pictured), an Elizabethan mansion set alongside the River Thames and accessed off the A4074 Reading to Oxford road. Check it out at [www.mapledurham.co.uk](http://www.mapledurham.co.uk)

More info next month, but in the meantime for all enquiries about this year's 911 & Porsche World Picnic contact Wildside on 0118 947 5200 or [wildside@adren-a-line.com](mailto:wildside@adren-a-line.com)

### OUR TAKE

#### LAW IN ACTION

**There are more twists and turns in the Porsche/VW legal case. Will this excruciating business ever be resolved, David Sutherland asks?**

Where would the European court system be without at least one case rumbling on as a result of Porsche's attempted takeover of VW Group which started in September 2005 and ended in tears in 2009 when the sport car maker nearly went under? The news this month is that Porsche's former CEO, Wendelin Wiedeking and his finance director Holger Haerter are not to be prosecuted (the prosecution could appeal, though), but the case against Wolfgang Porsche and Ferdinand Piëch is going ahead.

It's now coming up for six years since the alleged stock market manipulation took place, and few would be surprised if the affair ground on for many more years. Obviously the legal process must take its proper course, but wouldn't it be nice if the institutions determinedly pursuing the case – the hedge funds with their seemingly unlimited funds – were honest enough to admit that they were comprehensively outsmarted by one of the most formidable management teams the motor industry has ever seen, and put it down to experience.

Stocks and shares are a gamble, so surely no one has the moral right to complain when a bet is lost – especially when the hedge funds were “short selling” VW stock in the hope of driving the price down before buying it back again, a practice which some feel is dubious.

Porsche is highly profitable – no doubt one reason the hedge funds are pressing their case so doggedly – so it can afford to fight its legal corner for ever more, and the signs are that it will never admit or settle anything, simply instruct its lawyers to turn up in court. Good news for the legal profession, but frankly the saga is becoming truly tedious for the rest of us, many of whom no doubt wish the corporate money people would show some good grace for once and back off.





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## CEO OFF THE HOOK

For once, the intensity of legal activity concerning Porsche's acquisition of VW Group shares in October 2008 could decrease, albeit temporarily. While quite recently Wolfgang Porsche and Ferdinand Piëch became the latest high profile VW/Porsche personalities likely to begin a lengthy journey through Germany's court system, as a result of alleged financial fraud, in late April a Stuttgart court threw out the case against former Porsche CEO Wendelin Wiedeking (left) and his right-hand man, financial chief Holger Haerter (right), both of who were dismissed in 2009 after their plan to buy out VW unravelled.

They stood accused of manipulating the VW share price in Porsche's favour, which resulted in a number of hedge funds incurring massive losses when, in the process of "short selling" it, the stock unexpectedly rose rapidly rather than falling.

'The court found that there wasn't enough evidence backing up the charges,' a court spokesman told the news service Bloomberg. 'With the evidence at hand, from today's perspective an acquittal is more likely than a conviction, so the case couldn't move to trial.'

The charges were originally filed in December 2012.

The defence lawyers representing the pair said, 'The ruling is hardly a surprise, it confirms the view of Mr Wiedeking and Mr Haerter that the allegations are thoroughly unfounded.' However the prosecution can appeal.



## CAR AND CASH FOR GT3 OWNERS

Following a report in the Daily Telegraph that UK owners of 991-series 911 GT3s – the 468bhp coupes recalled for a new engine, following two incidences of fire – were being short changed on compensation compared to owners in other countries, Porsche Cars Great Britain has said they are being offered financial compensation or a replacement car for the duration, or in some cases both.

According to the newspaper, US owners were being offered \$2000 (about £1190) a month and those in Germany €175 (£142) a day while their

cars were off the road, and that a British-based owners association, the GT3 Worldwide Action Group was lobbying Porsche in Germany, having been offered nothing. It was reportedly seeking €175 per day for owners, €100 for those whose cars have been delayed in production as a result, and €50 per day for those who had paid a deposit but not yet given a build slot.

All 785 GT3s delivered worldwide are being fitted with a replacement engine, with the first of the cars recalled now being returned to owners. The fault – two fires occurred,

## OFF-ROADER'S FOUR

The four-cylinder Porsche is back for the first time in almost two decades – but not as we expected it. The world had been anticipating a high-efficiency, Porsche developed four-pot, possibly as small as two litres, that would see the Boxster and Cayman – and ultimately the 911 too, perhaps – running super lean CO2 levels, thus helping Porsche meet its emissions targets.

But no, the carmaker has plonked a VW engine into the Macan SUV to create a plain Jane entry model to run alongside the three V6s. Looking identical to the others from the outside, it has the EA888 Golf GTi engine except updated to 234bhp/258lb ft torque, and with a list price of £40,276 is just over £3000 cheaper than both the Macan S, which has 335bhp/339lb ft, and the Macan S Diesel with its 255bhp/428lb ft.

Its lower CO2 rating qualifies it for £290 first year road tax rather than the £635 of the Macan S, but it costs more to tax than the Diesel. It therefore doesn't have a particularly strong appeal – and that seems to suit Porsche, which doesn't really want to sell it in the UK and Europe, and certainly not in the US, the press

department having not uttered a word about it until asked.

'Volume will be low – it's a special order vehicle and fits into the range rather like the Cayenne V6,' a Porsche Cars Great Britain spokesman explained. 'It will go to markets including China and Asia Pacific where cars are taxed on engine size.' Meantime, orders are piling for the other Macans. 'Dealers are sold out for this year and some dealer are sold out until 2016,' the spokesman told us.



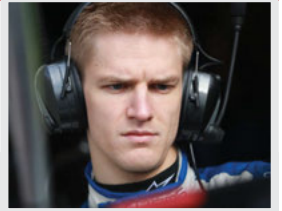
in Italy and in Switzerland – was caused by a loosened screw in the engine con rod, Porsche's investigation revealed.

'Our Porsche Centres have been speaking to customers, and there is a financial element, but it is not one size fits all, it is tailored to individual circumstances,' a PCGB spokesman said. 'It might be, for example, that if the

GT3 is one of many cars owned, a replacement car might not be required.' However as an unqualified goodwill gesture, Porsche is to extend the warranty cover on every GT3, giving UK cars four years in total, and engine details on the V5 document will be amended to ensure that the cars retain their "matching numbers" status.

## CATCHING UP WITH

### ALEXANDRE IMPERATORI



**Starting his karting career when he was four, he's joined Falken's Porsche VLN team and will be racing with the team in a GT3 in this year's Nürburgring 24 Hours**

**How old are you, where do you live?**

I'm 27 and live in Shanghai, though I am from Switzerland originally.

**What was your big break?**

I started karting when I was four. I won the French Championship when I was 13 and moved to cars a few years after, and I decided early on to move to Asia for racing.

**Summarise your career**

After junior single seater racing in 2007, I joined the Swiss team in A1GP, coming second in the 2008-2009 season. I then went to Japan for F3 and Formula Nippon. In 2011 I switched to GT racing and in 2012 won the Carrera Cup Asia and also got a podium in a GT3 R at Macau. For 2014 I am dovetailing Carrera Cup Asia, the Falken VLN and N24 races as well as a World Endurance Championship program in LMP2 that features in the 24 Hours of Le Mans.

**Are you a petrolhead?**

How could I not be?

**What was your first car?**

My mother's old Toyota Yaris.

**What was the first Porsche you ever drove?**

A Porsche 911 997 Carrera at a Porsche track day in Shanghai.

**Which Porsche past or present do you like best?**

The Porsche 917! A real monster.

**What car do you drive daily?**

A 997 Carrera S.

**What gets you out of bed in the morning?**

Training for the next race. Mostly road cycling but all things cardio in general (running, swimming, rowing, hiking etc). It's important to stay sharp.

**What has been the biggest challenge?**

The lack of financial support in the early stages was always an issue. It was a constant fight in the off-season to secure the budgets to be on the grid the following year.

## NEWS IN BRIEF

Following legal discussions, Lancashire-based Porsche specialist Porsch-Apart has changed its trading name to g Apart. The phone number, 01706 824053, remains unchanged, and the former title remains on the firm's website for the time being.

The Porsche money making machine carries on in top gear, with profits up nearly a quarter to €698m (about £568m) in the first quarter of 2014, which is over £6m per day. The rise in profitability comes despite an increased workforce and heavy Macan development costs.

Porsche has celebrated the 'topping out' of its future North American headquarters in Atlanta. The 28-acre site, which has so far involved over 1200 construction workers and engineers, and cost \$100m (about £60m), will have facilities include training, classic car restoration and a 1.6-mile test track for customers.

On Sunday 18th May, to mark the 37th International Museum day (initiated in 1978), the Porsche Museum was offering free admission, and there were tours of the workshop, not normally open to the public. Porsche clubs displayed cars on the Museum forecourt.

In the first four months of 2014 Porsche delivered over 55,000 vehicles, a five per cent increase over the same period last year, with the Chinese market especially strong, the carmaker says. Porsche's UK January-April sales were 3054, up 28 per cent.



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## RAISING THE 'ROD STANDARD

It is not known what became of the former custodian of this engine – a 1981 Porsche 928 – but its large V8 engine went on to enjoy what might well be a unique second career, that of the motive power for a hot rod, based on a 1932 Ford Phaeton. It is usual for Ford hot rodders to use a General Motors V8, but this particular vehicle, begun back in the mid 1980s by Jerry Brassfield in California, not only employs a 928 engine but also its rear-mounted transaxle gearbox in a custom built tubular chassis, fabricated by Paul Newman of Newman Cart Creations, with independent rear suspension.

Bosch injection was considered a step too far even for this project, so four Dell'Orto carburettors were bolted on, Newman designing an intricate throttle cable system. Additional Porsche componentry was used: the 928's drive shafts and joints, and its instrument panel, plus 930 Turbo brakes. The hot rod, which took years to complete, spent time in the renowned Petersen Automotive Museum in Los Angeles, and is now for sale at Canepa Design, priced at \$125,000 (about £74,300). Visit [www.canepa.com](http://www.canepa.com)



## MUSEUM ON A ROLL

The Porsche Museum in Stuttgart has outlined its busy 'Rolling Museum' calendar of events for the summer, which kicks off with an entry to the Mille Miglia, a recreation of

the legendary Italian road race run until 1957, in which Porsche chairman Wolfgang Porsche will roll up his sleeves and undertake a driving stint. On the 15-18th May, 1100-mile

event he will be accompanied by one time Porsche racing driver Jacky Ickx, and the Museum's entry will be a 550 Spyder, two 356 coupes and a Speedster.

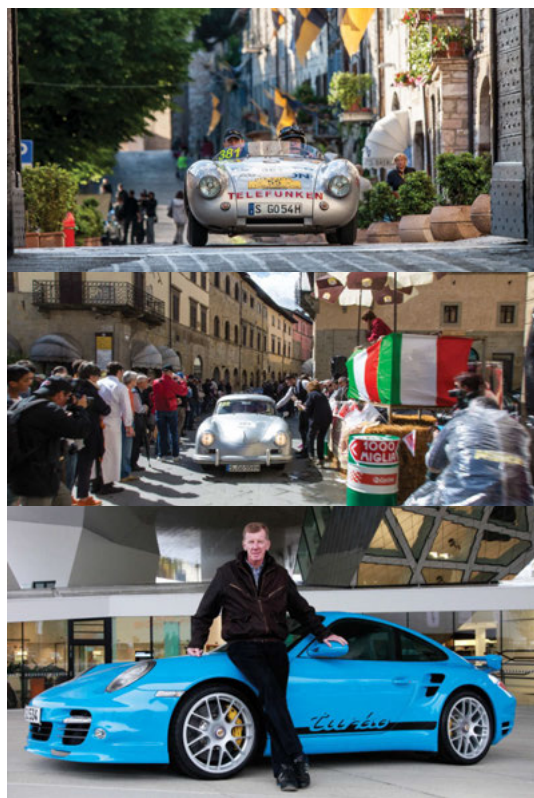
The 26-29th June sees the Museum at the Goodwood Festival of Speed in West Sussex, presenting a Turbo theme and with a display including the stillborn 959 Group B racer, 964- and 993-series 911 Turbos, and a 935 known as the 'Baby' due to its 1.4-litre engine. Two 917s will be on show, one a Le Mans winner and the other a CanAm car. At the Le Mans Classic on 4-6th July, visitors will see a 911 Carrera RSR Targa Florio, the Porsche 935/77 Group 5 car, a 911 Turbo Cabriolet and a 911 Turbo 3.0.

During 6-7th July the Museum will also participate in the Paul Pietsch Klassik, a 280-mile event through south west Germany.

Two-time world rally champion Walter Röhrl (pictured) will drive a 911 2.7 RS while former F1 driver and DTM champion Hans-Joachim Stuck will be at the wheel of a 911 Speedster.

Wolfgang Porsche will be back in action at the Ennstal Classic on 10-12th July in the Tauern Mountains on the Austrian/Italian border, driving a 911 2.2 Targa, as will Jacky Ickx who will drive a 550 A Spyder. Current factory driver Marc Lieb will be demonstrating Porsche's 1998 Le Mans winner, the GT1, and Walter Röhrl will take to an early 1960s 718 WRS racer.

The Schloss Bensberg Classic, held around the Grandhotel Schloss Bensberg, takes place on 18-20th July, and the Museum's August dates are Pebble Beach Concours d'Elegance in California on 14-17th and the Sachsen Classic rally in Saxony, on 21-24th.



## EVENTS

### THE PORSCHE MONTH AHEAD

#### SHOWS AND EVENTS

June 1

##### Goodwood Breakfast Club

Goodwood, West Sussex  
Get up early and take a drive to Goodwood for a spot of breakfast on some great roads before the rest of the world wakes up. Soft-top Sunday is the theme.  
[www.goodwood.co.uk](http://www.goodwood.co.uk)

June 6-8

##### Jersey International Motoring Festival

Jersey, UK  
Largest event of its type on the Channel Islands, complete with sprint and hillclimb events  
[www.jerseyinternationalmotoringfestival.com](http://www.jerseyinternationalmotoringfestival.com)

#### Sport

June 7/8

##### Porsche Club Speed Championship

Round 5-6  
Loton Park, Shropshire  
[www.porscheclubmotorsport.co.uk](http://www.porscheclubmotorsport.co.uk)

June 7/8

##### Porsche Carrera Cup/BTCC

Rounds 7-8  
Oulton Park, Cheshire  
[www.btcc.net](http://www.btcc.net)

June 7-8

##### BRSCC Porsche Championship

Rounds 5-6  
Zolder, Holland  
[www.porscherracingdrivers.co.uk](http://www.porscherracingdrivers.co.uk)

June 14

##### Porsche Club Speed Championship

Round 7  
Blyton Park, Lincs  
[www.porscheclubmotorsport.co.uk](http://www.porscheclubmotorsport.co.uk)

June 14/15

##### Le Mans

Le Mans, France  
Need we say more?  
[www.24h-lemans.com](http://www.24h-lemans.com)

June 21

##### Porsche Club Speed Championship

Round 8  
Gurston Down, Wilts  
[www.porscheclubmotorsport.co.uk](http://www.porscheclubmotorsport.co.uk)

June 21/22

##### Porsche Club Championship

Round 3-4-5  
Silverstone, Northants  
[www.porscheclubmotorsport.co.uk](http://www.porscheclubmotorsport.co.uk)

June 21-22

##### British GT Championship

Round 5-6  
Snetterton, Norfolk  
[www.britishtg.com](http://www.britishtg.com)

June 28

##### MSA British Historic Rally Championship

Round 4  
Scottish Gravel, Dumfries  
[www.hrcr.co.uk](http://www.hrcr.co.uk)

June 28-29

##### Porsche Carrera Cup/BTCC

Rounds 9-10  
Croft, N-Yorkshire  
[www.btcc.net](http://www.btcc.net)



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**Porsche 911 Factory Targa Turbo**  
Guards Red. One Owner. 10,200 miles. RHD



**1989 Porsche 911 Speedster**  
Guards Red. 9,000 miles. RHD



**1993 Porsche 928 S4 Automatic**  
Blue. 74,750 miles. RHD



**1997 Porsche 911 993 Turbo - RHD**  
Metallic Black, 46,100 miles.



**Porsche 996 C4S Coupe**  
Manual. Lapis Blue. 11,700 miles



**1989 Porsche 911 Speedster**  
Silver. 16,250 miles. RHD



**1987 Porsche 911 Supersport Cabriolet**  
White. 47,600 miles. RHD



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



**1996 Porsche 993 Turbo - RHD**  
Metallic Midnight Blue, 21,450 miles.



**1984 Porsche 930 Turbo**  
White. 39,100 miles. RHD



**1994 Porsche 911 S GT2 recreation**  
Solid Guards Red. 51,300 miles. LHD



**1999 Porsche 911 Tiptronic S Carrera - RHD**  
Metallic Blue. 65,000 miles.



**1991 Porsche 911 964 RS**  
Metallic Amethyst. 58,500 miles. LHD

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997 GTS Convertible – Two registered keepers and just 24,780 miles from new. Supplied with a fantastic factory options list which we feel will only make the decision that little bit easier. This 997 also benefits from a transferable Porsche Warranty until April 2015.



Low Mileage Spyder – Summer is nearly upon us! This Boxster Spyder is supplied in superb cosmetic and mechanical condition, recently serviced by the local OPC and also benefits from a transferable Porsche Warranty that will take the car through to the middle of January next year (2015).



964 C4 Cabriolet – We are very pleased to be able to offer this beautifully prepared 964 C4 Cabriolet with only 38,210 miles from new. This C4 has a full service history with OPCs and reputable Porsche specialists (18 stamps in the service record), it also benefits from a file full of past invoices.

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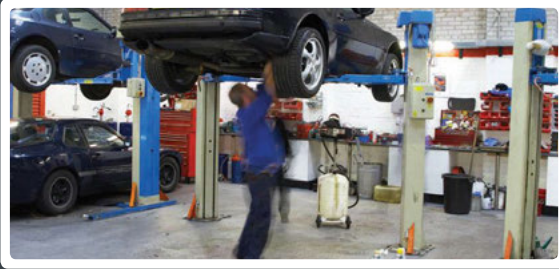
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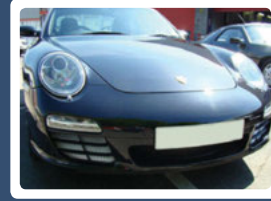


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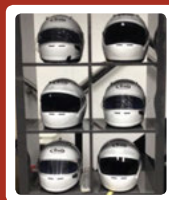
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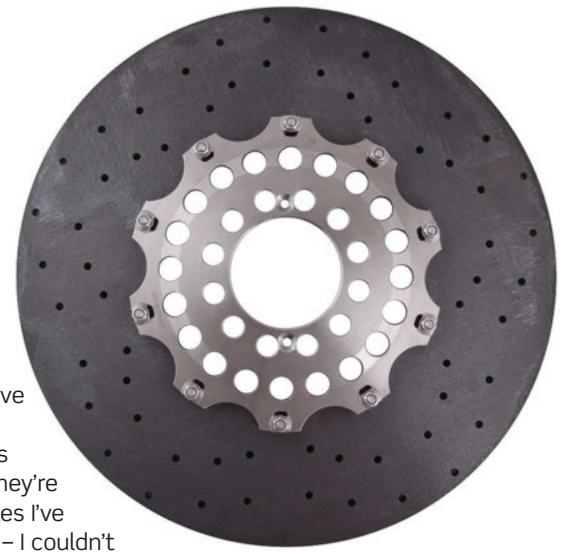


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# BUYING POWER

## THIS MONTH'S MUST-HAVES AND PORSCHE ACCESSORIES



### Hot stoppers down in price

This is what we like to hear – a potentially excellent, performance enhancing product that has been slashed in price, making it much more accessible for Porsche owners. Some readers may recall that in *Buying Power* in the March 2013 *g11&PW* we reported on a carbon brake disc system developed for Staffordshire brake/clutch specialist Alcon and designed as a direct replacement for the Porsche PCCB ceramic originals, and which were lighter to reduce unsprung weight, thereby providing a handling advantage.

With the front and rear discs priced at £12,000 plus fitting, the kit found few takers, according to Steve McHale of Hertfordshire-based Porsche specialist JZM, which stocked it. He felt the cost did not compare well to the factory discs even though Porsche dealers charge £4000 for each PCCB

replacement ceramic disc. Now however, the price for a set of four discs is £6,000 including VAT but not fitting (about an hour per disc), and in the meantime more testing has been carried out.

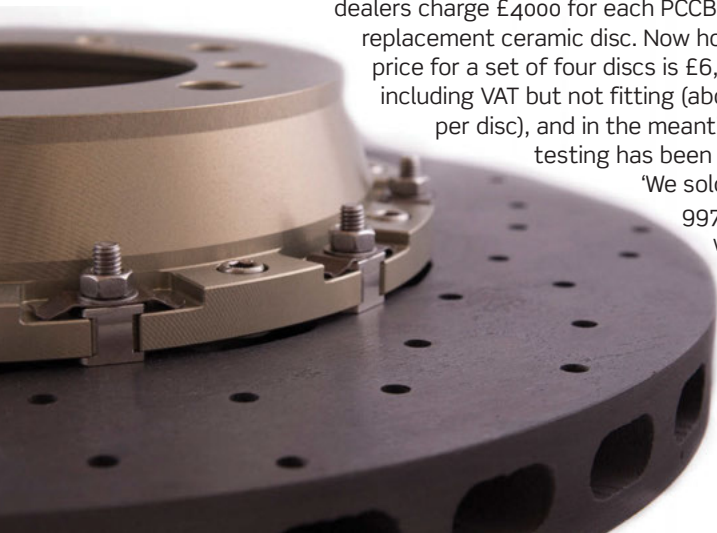
'We sold Alcon a 997 GT3 which was fitted with the brakes and served as a test mule – it did 15 to 18 track

days,' says McHale. 'We've since bought it back of them, and the braking is absolutely awesome. They're the most powerful brakes I've ever tried on a Porsche – I couldn't get the car to go fast enough to use them properly.'

The disc kit is now branded the Surface Transforms Brake Upgrade Kit (Surface Transforms in Cheshire being the firm that actually makes the discs), and the disc compound – Carbon Fibre Reinforced Ceramic (CFRC) – is different to that of the Porsche item. They are essentially solid carbon, whereas, according to McHale, the Porsche discs are a laminated construction, with the ceramic surface bonded on to the disc. The CFRC discs also have 1mm 'meat' on each side, allowing one skimming for wear or damage, say by a stone.

The kits are intended for 997-series 911 GT3s, GT2s and Turbos, and retain the standard caliper. They can be fitted to other 997 and 996 models, but in these cases the CFRC disc diameters are bigger

than those models' standard discs so a caliper change would be necessary. For more information call JZM on 01923 269788 or visit [HYPERLINK "http://www.jzmporsche.com"](http://www.jzmporsche.com)



### Upping engine protection

Millers Oils has introduced a special fuel additive to offset the increasing levels of ethanol in petrol (last year the permitted level in the UK rose from five to 10 per cent), which can have a corrosive effect on valves and cylinder bores. VSPe Power Plus costs £30 for a 500ml multi-shot bottle, which is enough for 500 litres of fuel, about 10 tankfuls.

The American oil specialist, whose UK subsidiary is based in West Yorkshire, is aiming the additive at classic vehicles, and says that it also provides an octane boost to prevent pre-ignition – or 'pinking' – in older engines that required leaded petrol. The lead issue does not affect any Porsche of any era, but one specialist we spoke with said it might be useful for models from around 1998 to 2008, whose engines (GT3 and Turbo excepted) switched away from the carmaker's traditional Nikasil cylinder liners and have been judged to be more delicate as a result.

VSPe Power Plus has been tested and endorsed by the Federation of British Historic Vehicles Club, and has received an 'A' rating for ethanol corrosion protection. For further information on the product, and where it can be purchased, call 01484 721263 or visit [www.millersoils.co.uk](http://www.millersoils.co.uk)



### Brace your body

The name Ultra Racing will not feature in any list of the best known Porsche tuners, but this Malaysian-based company specialises in suspension braces and makes hundreds of different products – including this one here, for the 1989-93 964-series 911 Carrera 2, said to increase the body's torsional rigidity considerably.

Indeed Ultra Racing's UK representative says that its one-piece steel construction makes it far more rigid than many 'flexible', or three-piece braces, it having been designed on a custom jig that takes into account the Porsche's crash deformation characteristics. It also uses the most direct route between the two suspension top mounts and is secured by substantial, 4mm thick bolts.

You will see the 964 Carrera 2 strut brace in outlets such as Demon Tweaks, but it is also sold direct by the UK importer, Performance on the Net, at [HYPERLINK "http://www.potn.com"](http://www.potn.com) [www.potn.com](http://www.potn.com) priced at £133.67 including VAT.



# 20.07.14

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## Forging ahead

The Macan had been on sale for only a few days before Porsche tuner Cargraphic, based in Landau in Germany, introduced a multi-spoke alloy wheel designed specially for the new compact-sized SUV. The Performance 17 is a three-piece design based on the firm's existing Racing, Sport and Motorsport rims, with long spokes accentuating its aggressive look.

Cargraphic says its manufacture uses an advanced production technique known as spun forging, whereby the rim is forged at high pressure while the wheel is spun at high speed. This alters the molecular structure of the alloy to make it much stronger than a cast wheel – which in turn allows a slimmer rim and spokes to be used, thus reducing the wheel's unsprung weight and improving handling.

It's available in 21- and 22-inch diameter, the former in nine-, 10.5- and 11.0-inch widths, and



the latter in these three plus a 10-inch width. The stock lacquer finishes are semi-matt black, semi-matt light grey titanium, and bright silver – but any other colour can be provided on request. The 21s and 22s cost £468 and £484 per wheel including VAT, with dummy centre locks available for £41 a set, replacing the standard centre caps. More details are available from Cargraphic's UK importer, Sussex based Parr, on 01293 537911 or at HYPERLINK "<http://www.parr-uk.com>"

## On the roof

The title of this product and the branding on the bottle – a living room sofa – would not seem to be particularly appropriate for the car care market, but Furniture Clinic in Newcastle upon Tyne reckons it is a must-have for the cabriolet owner. 'Even though fabric roofs are becoming ever more advanced, they still fight a daily battle with the elements and can suffer from fading and colour loss over time,' the firm points out.

The Fabriccoat kit contains a cleaning and 'spotter' solution, a special mould remover fluid, a penetrating solution, a sponge and cloth, and a brush to clean the fabric before you start. It comes to suit a range of hood colours, but any colour can be catered for on request, and the finish will last for years, it's claimed. The kit is obtainable on line only, at HYPERLINK "<http://www.furnitureclinic.co.uk>" and costs £75 plus delivery – if that seems a lot, remember you'll be able to do the sofa with what's left over.



## Shine a light

Detail is everything on a restoration – but in so many cases the original Porsche item has long been discontinued, forcing owners to hope that someone, somewhere reckons demand is high enough to justify remanufacturing the part. Luckily this has been the case with the Hella 128 fog lamps that were offered as an official accessory for the Porsche 356B and 356C (1959-66).

These reproductions of the original lamp from the German automotive supplier, whose distinctive auxiliary driving lamps have graced the nose of many a rally car, are available from Karmann Connection, the classic Porsche specialist in Southend-on-Sea in Essex. They are faithful to the original, KK says, although for obvious copyright reasons they do not carry the 'Hella' logo on the lens.

The price is £192 per lamp including VAT (UK postage is £12 a pair), and KK points out that, according to '356 Porsche: A Restorer's Guide to Authenticity' by Brett Johnson, wiring for these fog lamps is present in all 365s from 1954 onwards. For further details call 01702 340613 or visit HYPERLINK "<http://www.karmannconnection.com>"



## Plugged in

You can't go wrong buying a new set of spark plug leads for your car. Even if the existing ones look fine, they may have suffered the inevitable deterioration of age and if so may well not be delivering the full sparking power, with the adverse effect that has on starting and running.

Ohio-based classic Porsche parts supplier Stoddard has had these plug leads for early Porsches specially made by performance parts specialist Moroso in Guilford – the town in Connecticut, USA, not Surrey. Stoddard says the connectors, boots and wire holders are built to its own spec and tested for the required conductivity. There are three different packs: the lead set for 356s and the 912, priced at \$70 (about £41), and the sets for 1965-67 and 1968-73 911s, the latter with 90-degree rather than straight connectors, which both cost \$170 (£100). Prices are plus shipping from the US, more details at HYPERLINK "<http://www.stoddard.com>"



## Momo puts the boot in

Momo, well known for its car accessories and racewear, has introduced a new racing boot. Fireproof (it is homologated to the latest 8856-2000 FIA standards), it is made from Kangaroo 'air leather' and hence is comfortable and very light, the Italian firm claims. It also has a thinner sole than most racing boots, to give added pedal feel. Made in Italy, it comes in sizes 38 to 46 – which is UK five to 11 – and three colour combinations, white/red, white/blue and white grey. The recommended price is £213 including VAT, with further details to be seen at HYPERLINK "<http://www.momo-uk.co.uk>"



# The Tyre Bay

Now you've bought a decent set of tyres, make them work at their best by maintaining the right pressure

Having the correct inflation in your Porsche tyres not only optimises its performance, but increases your personal safety when driving. As a guide, you should check your tyre pressures at least once a month, and before long journeys. Ignoring this advice runs the risk of increasing your braking distance and also decreasing the car's road grip.

The recommended tyre pressure levels for your Porsche tyres will be different front and rear, and will also be different for when running with an increased load or for sustained high speeds. The correct pressures for your vehicle can normally be found in the owner's manual, or can be marked on the door pillar or inside the fuel filler flap. If your tyres are over or under inflated enough to be considered un-roadworthy, you can be fined up to £2500 for driving with a defective tyre, and handed three penalty points as well.

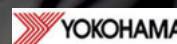
Correct tyre pressure will ultimately optimise the driving experience, helping showcase your car at its peak. By contrast, running with the wrong pressure can adversely affect tyre life, road holding, braking and fuel consumption, and increases the risk of aquaplaning on standing water.

Here are some figures on the subject. A pressure of 7psi (0.5 bar) or more under inflated equals danger. The steering is less precise, and if a bend can be taken at 62mph (100km/h) at a tyre pressure of 29psi (2bar), this speed drops to 54mph at 15psi (1bar). Tests show that braking distances from 56mph (90km/h) to 43mph (70km/h) are 40 metres at 29psi (2bar) but 45 metres at 15psi (1bar) – that extra five metres could be crucial. And finally, tyres under inflated by 15psi (1bar) have increased rolling resistance leading to some six per cent worse fuel consumption.



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### PORSCHE 997

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30530ZR19 Pirelli Pzero N2 £236.95

### PORSCHE CAYMAN BOXSTER

20550ZR17 Bridgestone S02 N4 £124.95  
25540ZR17 Bridgestone S02 N4 £148.95

### PORSCHE 991

24535ZR20 Pirelli Pzero NO £190.95  
30530ZR20 Pirelli Pzero NO £254.95

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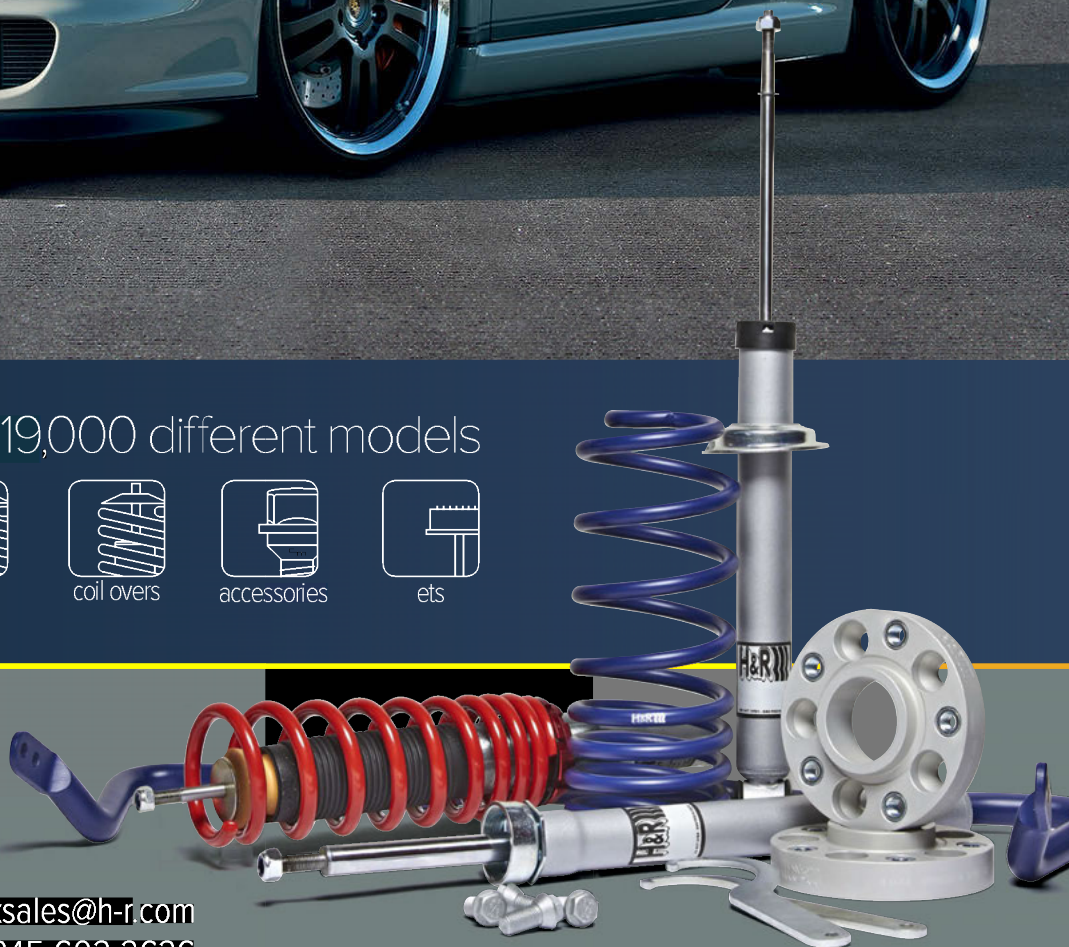
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# USUAL SUSPECTS

DRIVING THE NEW MACAN AT GOODWOOD GETS BENNETT REMINISCING ABOUT HIS TRACK DRIVING DAYS (WELL, HIS FUTURE IS MAINLY IN THE PAST), AND CLEARLY FEELING BRAVE HE DEBATES WOMEN AND COLOURS AND MATTERS OF SUSPENSION AS A SUBLIME CAYMAN IS REPLACED BY A DYNAMICALLY CHALLENGED ANNIVERSARY 911



STEVE BENNETT

## GOODWOOD ON A SUMMER'S DAY

No one is entirely sure, but it is thought that the late Roy Salvadori uttered the oft quoted line: 'Give me Goodwood on a summer's day, and you can forget the rest of the world.' Whether he did or not, it's difficult to argue with the sentiment and it made the perfect backdrop for Porsche's Macan UK launch.

Nestling in the South Downs and basking in hazy early morning sunshine, the restored to former glory circuit did look like god's own race track, when I arrived bright and bushy tailed for a morning's lappery. Lovely too, to see it without having to battle with the Revival crowds. Great event, but doesn't quite live up to that other great motorsport quote from a bygone age: Brooklands' "The right crowd, and no crowding."

It wouldn't be an exaggeration to say that Goodwood is rather more immaculate and manicured than it was in its racing heyday. The Earl of March has certainly transformed it, because for many years it was a run down if still charismatic venue, used for testing and sprint events. The buildings were largely derelict, the pits consisted of two corrugated iron and scaffold shacks and there were weeds growing up through the track. What hadn't changed, and still hasn't to this day, was the high-speed nature of the track.

In a previous life I used to sprint and hillclimb a Caterham, and Goodwood was a regular venue. Goodwood not being far from home at the time, I used to drive the Caterham, early morning, cross country through Surrey into West Sussex. Farnham, Tilford, Midhurst, Lavant. It was a glorious drive, and always seemed to be sunny and certainly got me in the mood for some on track heroics. It took me a while to get to grips with Goodwood's fast sweepers, but eventually I had the confidence to wring the life out of my meagrely powered 130bhp Caterham (I was in the hugely competitive up to 1600cc road going kit car class), and on my last competitive visit (1997), I scored second in class. I still have the cut glass goblet gathering dust on a shelf above my desk.

I was pretty chuffed with that. Goodwood is a power circuit, and my Caterham didn't have much, but it was very light. There are only a couple of places to make up time on a lap that is largely flat out, and I remember actually shaking after each single lap run, simply because of the intensity of the effort. A sprint is rather like a single lap qualifying run. You throw everything at it and then just stop dead, but the adrenaline is still coursing through you, as you pace around waiting for times to be posted.

I'm pretty sure that was the last time I'd actually driven round Goodwood, and if there was an in between drive, it couldn't have been very memorable. It's surprising really, because I used to run and edit a track day magazine, and spent a few years driving on most UK circuits.

So, I have to say, looking forward as I was to driving Porsche's new Macan SUV, I wasn't much struck by the idea of punting it around the track. To use and appropriate a horse racing analogy: "Horses for courses" and all that. I didn't drive the Macan on its international launch, but much was made of its multi-talented abilities, and yes I recall seeing the shots of it powersliding, with the rears smoking it up, through the curves of Porsche's Leipzig test track. Yeah, yeah, that was just the Porsche test driver's showboating though.

The low-key press briefing before the driving



New Macan at the revived and restored Goodwood. It may not be a track car, but it made a good job of being one for the day

commenced made much of Porsche's engineering input and dedication to making it a 'drivers' car' and how, despite sharing Audi's Q5 platform, two-thirds of the components were either modified or replaced entirely. I was starting to warm to the idea that, perhaps, colleagues that had driven the Macan internationally were indeed right, and the Macan defied its size, weight and SUV-ness to be some sort of high rise Cayman. Factor in that Porsche engineers just can't help themselves and create cars that they want to drive first and foremost, and you can see where all this is going.

On track driving was split between the 340bhp Macan S and the 400bhp Macan Turbo. We started with the S and worked through various parameters and functions. As ever, there is a Porsche Driving Consultant (as they're called) in the passenger seat. I got Mike, who I've driven with many times and so we always start with a few laps of chit-chat. He drives a 1997 Corvette as a daily driver, so commands big up respect. He also introduced me to another PDC, Ben, whose daily driver is a 944, so even more of the respect due.

It took a while to get back into the swing of Goodwood's curves and cambers, and the outright speed of the place (best not to look at the non-existent run off and grass banks), but by the time we strapped into the Macan Turbo and switched all systems to max (that's Sports Plus mainly, and this one came with Porsche Torque Vectoring), it was all flowing along quite nicely and there was a desire to push on a bit. So here comes the Macan epiphany.

The at first lofty driving position was actually perfect for picking out some of Goodwood's more mysterious apexes, while it helps that the interior feels more saloon than SUV with a small, chunky wheel and relaxed car like driving position and seats (from the Panamera). With the suspension stiffened up, and the PDK gearshifts in race mode, the Macan Turbo dived into the first double apex, off camber corner with poise and adjustability and proceeded to blitz the rest of the lap. The challenge was to get ever braver and keep upping the pace and brake later for the three or so points on the track that really

require it, namely the left kink at St Mary's, Lavant Corner, which leads onto the Lavant Straight, and Woodcote, the right, which leads in to the chicane at the end of the Lavant Straight.

In my old Caterham, those were the points where time could be scored and I well remember trying to nail Lavant Corner and try and carry as much speed onto the flat out Lavant Straight as possible because the Caterham's shed like aerodynamics would see it run out of puff at about 110mph. The next challenge was to hang on to as much of that speed by braking as late as possible into Woodcote and the chicane. I remember it all as being fast, frantic and frankly frightening. Not so in the Macan Turbo, which was fast and frankly astonishing, doing most of the hard work and letting you get on with the job of just driving (I kept it in auto, and let the PDK make its mind up on gearing and blip the downshifts), the Macan puts into perspective just what can be achieved and just how much progress has been made in technology and on board systems. While I loved the purity of my old Caterham, I can't help but be impressed with the Macan 17-years on. We didn't do any timing, but I would be surprised if the Macan could equal the Caterham's time around Goodwood (which, to be honest I can't remember).

And going back to Lavant Corner and onto the Lavant Straight, the Macan Turbo simply devoured it, to the point where we started to indulge in a game of dare to see just how fast we were prepared to push it, or at which point braking into Woodcote became just a bit too wobbly. OK, so it's not big and it's not clever, but it is fun and I'm still wittering on about it. How fast? 140mph fast and I could have enjoyed myself all day out there.

Got to love Goodwood. It's an old school track that carries with it old school speed. Got to love the Macan too. It's true that probably no one will use one for circuit hot laps, but that doesn't matter to Porsche. The fact is, in order for Porsche to be able to justify building such a car, it has to share Porsche's dynamic DNA. Job done.

Oh, and it reveals the Range Rover Evoque as the SUV equivalent of a handbag that it really is.

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



PAUL DAVIES



CHRIS HORTON



BRETT FRASER



JOHNNY TIPLER



KEITH SEUME

## GOOD WITH COLOURS

Spent a week with 'A g11' recently. That refers to the 'A g11' numberplate that passes from car-to-car on Porsche's UK test fleet and at the moment it applies to the DVLA's on the road status for Porsche's UK registered g11 at 50 Anniversary model, in all it's retro modern glory.

More on how it drives elsewhere, but here we're going to discuss colours and, er women. Being retro inspired Porsche have painted the g11 at 50 model in what they call Geyser Grey. It's also known on the Farrow and Ball paint chart as 'Skimming Stone.' Now this isn't an entirely exclusive observation. A colleague on a website who had 'A g11' before me made reference to normal non-car folk and women in particular rather liking it because of its colour. And so it transpired. Alison, my long-suffering partner, who is a graphic designer and knows a bit about colours, loved it and ran for her aforementioned paint chart. Then a couple of friends dropped in and they were equally taken with it, in the way that if it was a g11 painted in

yellow or red or even the usual nondescript silver or grey, they would have either looked on it with disdain, or just ignored it all together, and I wouldn't blame them on either count, because frankly I feel like a berk if I'm driving a yellow or red sports car (and I've had both, and apologies to g11&PW Dep Ed, Brett Fraser), and pleasantly anonymous if cloaked in silver or grey.

I don't blame women either for rather pitying us and our obsession. It can all look pretty desperate. Porsches generally score a bit more favourably because they don't tend to be ridiculously pointy and aggressive like a Ferrari or a Lamborghini. Porsches also tend to attract drivers for whom vehicle dynamics and not 'look at me' are the criteria. By that I mean they are still able to operate around normal, sentient human beings, and are not condemned to hanging around with their own braying type.

Going back to colours I think it is probably reasonable to say that women are rather more cultured about this sort of thing



g11 at 50 Anniversary edition wears celebrity 'A g11' plate and retro look 'Geyser Grey' paint. Stangely this seemed to strike a chord with the fairer sex. Bennett bravely debates the subject

than we are. You've only got to look at your average batchelor pad for confirmation of that. Stripped of shouty red or yellow, or cold metallic grey or silver, and without any obvious protrusions,

'A g11' looks refined and all together more sophisticated. Frankly, it's not surprising that women like it, the challenge, however, is for some of that to rub off on us males!

## IN SUSPENSE

More modern Porsche observations. Prior to 'A g11' I spent a week with my fave Porsche of the current line-up - a Cayman S, six-speed manual. It was as basic a spec as you are likely to find on the press fleet, where the inclination is, not surprisingly, to showcase the range of Porsche options.

It was the first Cayman I've driven for ages, and the first that I'd driven without PASM. Sticking with PASM for a moment, a Cayman so equipped is truly a miracle of ride quality and comfort, combined with incredible body control and handling. It really is the best of all worlds. The surprise, then, was that in passive form, it was equally impressive. Despite wearing 19in wheels it smoothed out the road and kept itself poised at all times. Bits of local tarmac that are guaranteed to send a shudder through the bodyshell of any car, Porsche or otherwise, were barely felt. A particular surface change coming out of a local roundabout, that I normally brace myself for, was absorbed with a muted thump and the shock dissipated seemingly into the ether.

In these days of complex systems, it's good to see that a traditional damper can still cut it, although it

has to be said that the Cayman's incredibly rigid bodyshell (40% stiffer than the Gen 1 Cayman) allows the dampers - PASM or passive - to do their job unaffected by wobbly bodyshell influences.

And so from the sublime to the frankly ridiculous. The huge disappointment of 'A g11' was its ride quality. PASM equipped and on 20 in wheels, it was jarring and uncomfortable to the point that one passenger felt properly, sweaty-palmed sick and refused to go in it again, and I didn't blame them. The body control was of the iron fist variety, but not in a good way. Beyond a certain point and speed it develops a pitching motion as its side-to-side movement is abruptly checked and halted. PASM can be a bit variable, but this felt as if it had a glitch of some description.

The shame is that the last retro g11 - the 997 Sport Classic - was one of the most sublime g11 chassis that I've driven, and it remained so when the same set up was transferred to the last of the 997s in the form of the GTs.

As yet I've still to find a 991 that I've really fallen for (although I do have admiration for the Turbo), but then I haven't driven the 991 GT3 yet. Fingers crossed.



Bennett at the wheel of the Cayman. On passive suspension, it proved that the good old analogue damper still has some life left in it, while PASM set up on 'A g11' above proved to be of the 'iron fist' variety, and not in a good way

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# LETTERS

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



## **CAYMAN v C4S**

So Kieron Fennelly, you've swapped your 993 for a Cayman (*Our Cars*, June 2014). I'm sure you won't regret it – I nearly went the other way.

Having owned my Cayman S for a couple of years now and been delighted with it, I was tempted by the look of a Carrera (997) 4S. I have always admired the wide-body look of the 4S and thought the four-wheel drive may be useful on the Welsh mountain roads that I so prefer to drive on.

When I saw that the dealer from where I had bought my Cayman (Porsche Sutton Coldfield) had a low-mileage 997 4S in Guards Red with the same PDK transmission as my Cayman, I went over with a view to maybe doing a deal.

The 4S looked wonderful and I could just picture it sitting on my drive at home. However the reality was somewhat different. My wife and I both test-drove the 4S (after all if she wasn't happy with it what would be the point?) and although she liked the drive I was not so convinced.

Sure it felt really 'planted' on

the road and responded as you would expect, but after the Cayman S I felt it lacked pick up, and it certainly wasn't as agile. Maybe it's an unfair comparison as it is obviously a bigger, heavier car.

But what really swung it for me was the practicality. I had taken our two suitcases in the Cayman. They're standard airline carry-on size, which stack neatly on top of each other in the front of the Cayman, with still room for a coat or two on top. Plus you then have room under the rear hatch for a couple of squashy bags or more weekend, or holiday, paraphernalia.

In the 4S with its reduced boot depth thanks to the 4WD system, the two bags would go in, but you couldn't close the bonnet. Plus anything on the back seats would not be secure, either in the sense of sliding about when on the move, being dangerous in a shunt, or hidden from prying eyes in a car park.

So very reluctantly, and with a longing look back, I left the 4S on the forecourt and drove home in the Cayman. The

choice now is only whether to keep it or go for the new (not so clean) shape.

This also led me to thinking whether Porsche missed a trick here. Should they offer an option of deleting the rear seats in the 911 and offering, instead, a properly engineered and trimmed luggage compartment?

I have seen a couple of these done on a DIY basis which, although they probably did the job for the owners, didn't really look properly sorted. (By the way is it true Porsche only arranged for the 911 rear seat to fold so that owners would have somewhere to stow a punctured wheel and tyre?)

Incidentally a two-hour trip over the Cambrian Mountains recently in torrential rain also convinced me that I am missing nothing in grip and roadholding that I would have if I went 4WD.

So for me the Cayman scores on practicality as well as driving ability. I still love the look of the 4S but while I want to use the car for weekend breaks and holidays the Cayman still has the edge.

**John Carter, via E-mail**

**Keith Seume replies:** *We (well, I...) can't help but agree with your decision, especially where the four-wheel-drive 911s are concerned. The loss of front luggage space may seem a small point but, as you have found out, it is an important point to bear in mind if your car is to be used as more than a weekend toy. Also, it's hard to argue against the handling benefits of the Cayman's well-balanced mid-engined chassis.*

## **ART AND SOUL**

Hats off to Rupert Knight (*Physical Graffiti*, June 2014 issue)! What a refreshing change to see someone do their own thing with an old Porsche, rather than feeling pressurised to follow the herd. Would I drive it? Probably not, but I can't help but admire Rupert's sense of humour!  
**Mike Brothers, via E-mail**

## **M96: RIGHT OF REPLY**

I've read Dr Vass' letter in the June 2014 issue of *911&PW*, and I feel I need to respond to his assertion that he is 'astonished that anyone would buy a Porsche in that abused state'. He doesn't have the whole story, and nor does Chris as I never provided that info.

I found the car on *AutoTrader* – it was within my budget, and I went to see it. The VINs checked out, a basic look around seemed OK, the service book had stamps in it which, when followed up with the relevant OPCs, checked out in terms of mileage and dates.

It had done 32,000 miles, 9000 in the last five years, of which the last 200 had been done in the previous four months – a low utilisation car.

I had Bob Spratley inspect the car and he gave it a reasonable bill of health – good condition, two new clutches (one at 5k and one at 20k, when the IMS was also done), and all the other good stuff. Was I fussed about air-con not working in a soft-top with a summer of driving coming up? Not really...

I think I was unlucky – a car which had done an overall average of 3200 miles a year, with just 1800 miles per year in the last owner's hands, was suddenly used as it should have been.

My spirited driving may have caused the initial camshaft/lifter/oil pump problem – fair enough. But a broken valve spring? Seems that it's not common enough for it to be readily diagnosed either by ODB fault codes or listening to the engine. The IMS wasn't a concern seeing as it had been replaced only 10,000 miles earlier.

Would I do it again? I think I did everything right in the first place – all except I'd buy from a trader. It may cost a couple of grand more, but with a decent warranty I wouldn't be out of pocket by the price I paid for the car as someone else would have picked up the tab.

And now the engine is in pieces in my father's garage, there's some degree of bore scoring on all cylinders. How's a pre-purchase inspection meant to pick that up?

Feel free to contact me if you want more info, but it narks me when someone who doesn't have the full story is so disparaging. And if Dr Vass wants his Porker driven while he's on holiday feel free to put him in touch.

**David Venman, via E-mail**



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# PORSCHE PRETTY IN PINK

Sarah Bennett-Baggs is one of the small band of successful women racing drivers, and what's more, she helms a 911SC – a pink one, too! Say “Hi” to the Pink Panther

Words: Johnny Tipler Photos: Jeff Bloxham (action), Johnny Tipler (portraits)

**A** blond in a pink Porsche? That'll be Sarah Bennett-Baggs, doyenne of classic 911 racers and a regular competitor in HSCC events in Britain and Europe. She's all set for the season with her beloved 3.0 SC, the Pink Panther.

Sarah got into racing in the 1990s in the midst of a burgeoning career in advertising, running trackdays for one of her clients, RMA, at Silverstone, Le Mans and Spa. 'There were lots of Porsches on track days, so it was bred-in at that point. They seemed to be the only decent track car, the one that would last, and we had GT3s on the fleet, and now some of the guys that were doing the track days 20 years ago are now racing with me at places like Portimao; it's like going down the pub!

In the first place, team owner Rupert Lewin asked her to run his race squad and for a couple of years Sarah supervised a twin-turbo, carbon-fibre GT2 that was campaigned all over Europe: 'it was like a Belga Car, a Belgian GT car, based on a 996, but with massive wheelarches. I ran the team but I didn't personally race it. In fact I wasn't racing at all then myself, and then I started running track days for people to learn to drive Porsches and we had GT3s, GT2s, 993s and a 964

like my current road car.'

Sarah's first race experience was Formula Woman, driving Mazda RX-8s. 'Rupert said, "well, it's not going to interfere with your work, is it?" And it's actually taken over my life! Those RX-8s were very skittish, but the five-race series spring-boarded me into racing. I thought it was going to be my only opportunity to get on a racetrack so I made the most of it. I was lucky enough to pick up a sponsor and I've been racing ever since, and that was 12 years ago.'

Sarah's next break was a drive in Britcar with another woman racer, Kelly Smith. 'Kelly and I had great fun racing together; it was cheap, good value, racing an MG ZR.' The Pink Panther was just around the corner: 'then I hired the 911SC from the Harveys (Essex classic specialists father and son, Martin and Neil). I did the 2008 season in the Porsche Club series. Neil had come second in that car, and only missed out on winning it by not putting his entries in on time. We'd got a new sponsor with Adrian Flux Insurance, so I said, "let's make it stand out," so I've always loved Rubystone Red so we added two parts of white to that and painted it two-tone and basically it stuck.' But at the end of the season I'd left the Harveys with a hire car painted pink, so I kind of had to buy it. Wherever I go people always



*Right: Sarah Bennett-Baggs and her 911SC dubbed the 'Pink Panther' for, er, obvious reasons  
Left: Sarah competes in various historic championships in the UK and overseas*

“I’ve always loved Rubystone Red so we added two parts of white to that and painted it two-tone and basically it stuck”



## SARAH BENNETT-BAGGS YOU AND YOURS

ask about the car. I did a race with Jay Kay (Jamiroquai) at Snetterton and it caught fire when he was driving, but he asked me to drive his g68CS at Oulton Park with its road suspension and brakes and we got the piss right royally ripped out of us! But it was wet in qualifying and because it had soft road suspension we put it fifth on the grid, so we had the last laugh!

Sarah's had a couple of big crashes as well. A couple of seasons earlier she'd totalled the Pink Panther at Castle Combe: 'I did a full season and at the penultimate round there were two races, and my mentors the Harveys were saying, "just keep your foot in, don't back off, you know you'll get a bit of bumping but don't worry about it," so the first race I did exactly that and I heard all this banging and crashing and people hitting the car on both sides, but I kept my foot in and I won the class in Race 1. And I thought I'd adopt the same strategy for Race 2 but it all went horribly wrong; I came round the corner and the person who was leading my class backed off and I thought this is my chance, I'm going to overtake him, but he'd seen there was an accident happening up ahead at Quarry and I hadn't seen it, so I went for a gap but there was a g11 broadside in front of me and I went straight into it. It was just a racing accident, and everyone was fine, but it wrote the front of the car off completely, so it's got a new front clip.'

While the Harveys rebuilt the SC, Sarah spent a couple of years in Britcar's GT Cup driving a BMW M3, and the 24-Hours at Silverstone with an Aston Martin N24 GT4 V8. 'That was my ultimate dream. I did a season in the GT Car with the Aston and it was fantastic to drive, though actually the BMW was quicker, but it's the sound and the look of it, I absolutely loved that car. Reunited with the Pink Panther, Sarah embarked on a new racing chapter: 'I've been doing endurance racing with it as it's not eligible for the Club series any more so I've been doing HSCC classic sports cars and '70s Road Sports, and it's

been really good fun.'

Notwithstanding her spectacular BMW rollover, Spa is still one of Sarah's favourite tracks and she raced a Healey 100/4 there last year – and will do again this year at the Six Hours meeting. 'I love the fast, flowing corners at Spa, and Oulton, Brands GP and Donington have them too; I hate places where you have to slow the car down a lot.'

She's also tackled other genres, like Tour Britannia, and she and I drove La Carrera Panamericana in 2011 (with our own Johnny Tipler): 'we had a great time on the Carrera, and it would be awesome to do that again. That was the only experience I've had where I didn't want to go back to work when I got home! But there are more adventures that I want to do: I've just bought a 1950s Rover 100 P4 at auction, that's just done Peking to Paris, and I'd love to do that, even though it means taking three months out; the next one's in 2016 but we'd need to find some serious sponsorship for that!'

Sarah will shortly have a second string to her bow, a website she's created called Auto Addicts ([www.autoaddicts.co.uk](http://www.autoaddicts.co.uk)): 'it's a club for people like us who are continually searching the Internet for cars,' she explains. 'There are so many sites selling cars in the States and Europe, and we feature the best classic cars, the crème de la crème all the time, and subscribers who just want to see luscious racing cars receive a weekly email that shows them details of six of the best classic racing cars for sale at any one time. We provide an objective view, and for the seller it's a whole new way of going straight to market with your car. Eventually we'll offer transport and storage. So we can go and look at a car for people, and we know an expert in every field, we've got lots of specialists and mechanics at our fingertips, and actually there's a vicarious pleasure in fixing somebody up with a car that you know is right for them.' One thing's for sure: the Pink Panther is just right for her. **PW**

*Below left: The Pink Panther at Spa. It's been a faithful racing companion, despite needing a new front end after a prang at Castle Combe*  
*Below: Sarah with our own J.Tipler on the 2011 Carrera Panamericana co-driving in a Porsche 914*

### CONTACT/THANKS

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[martinharvey@aol.com](mailto:martinharvey@aol.com)  
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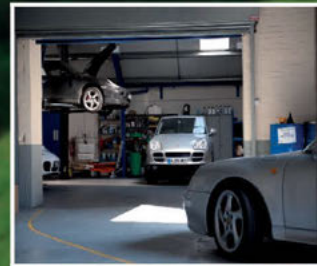
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# Just perfect!

Evocative GTS badging and subtle enhancements have turned the Cayman into Porsche's best sports car bar none. Prepare to want one

Words: Kyle Fortune Photography: Porsche AG

"So, which car did you drive today?" asks Dr Stefan Weckbach, Vice President Product Line Boxster/Cayman. "Cayman, manual," is my answer, Weckbach nodding approvingly and stating that he favours the 'MT'. That's an unusual, and telling admission from a Porsche employee, the usual line being that PDK is best, particularly when talking 911. But the Cayman is different, Weckbach and I both conceded that while the PDK has its place, and takes a sizeable majority of sales, that the Cayman and perhaps to a lesser degree its open Boxster relation is best enjoyed with three pedals and the slick, precise action of Porsche's six-speed manual gearbox.

That gearbox has been the highlight of the drive so far, as while the route of the GTS Mallorca launch offers real on-map promise the reality is island

roads congested with cyclists. Apparently around 30,000 arrive each week in the summer, enough to see the once dominant businesses offering full English breakfasts and all-day happy hours punctuated by high-end cycle equipment and hire shops.

On the road there are numbers to absolutely eclipse the TdF's peloton, the narrow, twisting roads speed restricted by a moving mass of expensive metals, carbon fibre and lycra-clad human engines. Prudence, then, is the order of the day, the pleasure in today's Cayman GTS experience not one defined by raw speed, instead the simple joy of beautifully weighted controls and plentiful unnecessary gear changes. Those shifts aren't purely for the joy of slipping the lever through its gate, but the rasping, cracking that accompanies each downshift

thanks to the GTS's standard sports exhaust, which usefully signals to the handful of Kamikaze cyclists taking liberties with lines on bends that there's a four-wheeled machine heading towards them.

That must-have sports exhaust comes as standard with GTS specification, the range-topper cherry-picking the Cayman's best options and making them standard. So in addition to the tuneful black-tipped pipes is standard PASM, a leather and Alcantara interior, Sports Plus seats with electric adjustment, 20-inch Carrera alloy wheels, Sport Chrono Pack with dynamic engine mounts, automatic Bi-Xenon headlights with Porsche Dynamic Lighting System among others. There's GTS badging, which like the headlamp surrounds, those 20-inch alloys and tailpipe come in black, as do the areas around the intakes and

LED driving lights on the unique front bumper that signals the Cayman and Boxster in GTS trim.

In addition to that the Cayman's 3.4-litre flat-six sees a modest increase in power, the output raised by 15hp to 340hp and torque rising by 10Nm to 380Nm. The result of that is, in manual form, a 0-62mph time of 4.9 seconds and a top speed of 177mph. Add PDK and that drops to 4.8 seconds, or with Sport Plus and PDK just 4.6 seconds, PDK-equipped cars' top speed quoted at 176mph.

Small improvements over the Cayman S, the meaningful differences more in the convenience of not spending forever on Porsche's online model configurator. That, and of course, the allure of the GTS badge, marking this out as the range-topping model in the line-up rather than merely a nicely specified S.







If the equipment count doesn't justify it alone then the looks should, the contrasting black accents and re-profiled front bumper adding greater assertiveness to the Cayman's looks, its stance improved by the standard 20-inch wheels having the body 10mm closer to them. Porsche UK offers the GTS with the no-cost option of a Sports Chassis, this removing the switchable PASM for a simpler, single rate damper that lowers the car by a further 10mm. Joachim Meyer, Project Manager Chassis and Suspension, admits it's slightly more compromised on the road, being stiffer still than the PASM car's Sport setting, but in reality it's able to combine fine control with a decent, if taut ride on the road, and greater precision of the GTS on track.

Circuito Mallorca, is the destination, though the most direct route passes a road that's indelibly imprinted on my memory since driving a Cayman R over it in

2011. Just outside Port Soller, before the second tunnel there's a junction, an innocuous left turn that takes the old MA-11a route over the hill. Tunnels are glorious, aural experiences in the GTS, but there's a toll at the other end of this one and I'm only too happy to save Porsche the fee. Some 30 hairpins describe the route up the hill, the tarmac's topography scarred and undulating as it winds its way up the side of the hill. Narrow, but with no traffic or cyclists, it's a real test for the GTS, it demonstrating the Cayman's usual excellent composure and control even on the most demanding of roads.

Even on standard, non PCCB brakes the pedal retains its bite after sustained, repeated requests for huge retardation. The pedals are spaced such that throttle blips to ease the repeated second to first and occasional third to second gearshifts are easy and joyous, though there's the option to have

those blips performed perfectly for you every time in Sport Plus mode. PSM off, to add some mobility at the rear sees the GTS exiting every hairpin with a quarter turn of corrective lock as the 3.4-litre flat-six uses its low rev flexibility then demand more hard work from those brakes shortly after.

The electrically assisted steering, oft criticised on the Cayman as lacking over its predecessor's hydraulic set up is quick and accurate. There's feel through the Alcantara-clad rim, not with quite the extent of detail as the old car but more than anything Porsche builds save the currently sidelined GT3. With the brake pedal too letting you know exactly how brave you can be with entry speeds the GTS monsters the climb up the side of the hill, those 30 hairpins despatched not without effort behind the wheel, but with utter confidence and enormous respect. One option helps, all the

launch cars specified with Porsche Torque Vectoring, the £890 hit to the list price worth taking. Everything else you could do without.

The route down isn't quite so switch-backed in its make-up, just 24 turns double backing as they ladder down the hillside, the straights longer, the sightlines even better, allowing the speeds to rise accordingly. Here the Cayman's inherent balance remains its defining feature. The front is so enormously stable and predictable, the steering response always immediate. Add the suspension's ability to retain completely controlled over difficult dips and crests as well as weather eroded surfaces and the Cayman's ability to cover ground is extraordinary. It's best in

*Left and above: Black detailing is the mark of the GTS, plus badges too. Below: Standard leather and Alcantara interior, but do go manual rather than PDK here*





Normal setting in PASM, Sport adding some obvious frequency to the ride but ultimately not upsetting composure or control too much. The no-cost Sport Chassis option is similarly impressive, if you can live with its very slight comfort compromises.

That Sport Chassis is how Walter would have his, Röhl admitting at the track that the GTS with a manual transmission, PCCB and the non-PASM Sport Chassis set up being his preference. As ever when discussing Cayman Röhl admits that more power for the track would help, but otherwise the blue car at the Circuito Mallorca is exactly how he'd specify it. Indeed, he admits he's planning on pinching it at the end of the

launch. Good choice, Walter.

It's impossible not to agree with him, on all but the power. For mere mortals the GTS's 340hp is more than adequate, its increase, without an S to hand to back-to-back test is, in truth, barely perceptible. That's no criticism, though for some it might make the premium Porsche asks for the GTS a touch difficult to stomach. That is until you start doing the configurator sums. Then the £55,397 GTS makes a strong case as not just the best Cayman in the line up, but one of the very best cars Porsche makes. By definition that makes it among the very best, most exploitable and thrilling sports cars at any price point. Think of it not then as an expensive Cayman, but rather

a cheaper 911 alternative and it's even more alluring a purchase. Key to its appeal remains its enormous usability, the Cayman GTS a car that can be enjoyed at speeds within the realms of legality, something that's increasingly difficult in its 911 relative. A day with the cyclists demonstrated that, but those 54 hairpins underlined that when the road is clear and challenging it's a car that's rare in its breath of ability and capacity to thrill. Much like any other Cayman then, only better still. **PW**

*Tunnel vision. Mallorca's tunnelled road network best enjoyed with the windows down and the sports exhaust howling and bouncing off the tunnel walls*

## BOXSTER GTS

For the first time since the Cayman was introduced the Boxster and it share their exact styling, the GTS models featuring the same front bumper. Porsche has to justify its unusual policy of its coupe being more expensive than its roadster relation, so the Boxster's 3.4-litre flat-six's gains might be the same as those in the Cayman, but they start from a lower basis. So output is 330hp, and peak torque 370Nm down, which is still enough to allow the Boxster GTS a 0-62mph time of 5.0secs and a 175mph top speed in manual guise. Not slow then.

It doesn't feel any slower in truth, if anything with the roof down and that sports exhaust doing its thing it actually sounds faster. Over the same road there's a slight disconnect from the Cayman, but the reality is tiny, near imperceptible degrees, thanks to the slightly less rigid structure. By no means a poor relation, the Boxster GTS is as thrilling and engaging as the Cayman, and to many, more so thanks to its open roof. Cheaper too, by around, £2,500, which buys a lot of sunscreen.





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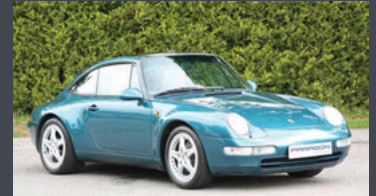
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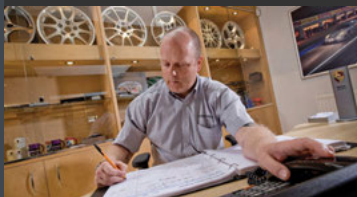


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# BLOW YOUR SOCKS OFF

The great thrill machine has been around 40 years now, the icon by which all forced-induction road cars are judged (and found wanting). We moored up half-a-dozen examples of the fabulous 911 Turbo to review its evolution and sample the blast-off

Words: Johnny Tipler Photography: Antony Fraser



It's 1974: Abba wins Eurovision with Waterloo; militant miners cause the (electricity rationed) 'Three-Day Week' and topple Heath's Tory government; Nixon resigns over Watergate as the US faces defeat in Vietnam; the IRA bomb Belfast and Monaghan; pump fuel costs spiral thanks to Opec countries hiking oil prices; Ali downs Foreman in the 'Rumble in the Jungle'; Kraftwerk release Autobahn; The Allman Brothers (Jessica) headline Knebworth. Heady days: the 911 Turbo was born in a crossfire of pop joy and economic angst. By '74 the sustained wave of optimism that fostered huge economic and social progress in the swinging '60s has lapsed into '70s cynicism. 'We're all doomed,' says Dad's Army's arch pessimist Private Frazer.

But of course we're not. On the racetrack in 1974, Porsche's new 2.1 Turbo comes 2nd at Le Mans (van Lennep/Muller), Porsche Carrera 3.0 RSRs rule the GT category (John Fitzpatrick is Champ in the GELO car) and it stars in the US IROC series. In F1 Ronnie Peterson wins the Monza GP in a John Player Special, and McLaren's Emerson Fittipaldi is champion in an arena that's still recognisable as a sport.

More to the point, Porsche launches the 911 Turbo at the '74 Paris Salon. It's a radical, if logical move. Turbo'd road cars are a novelty in 1974; turbos belong on the racetrack, don't they? Two years earlier Porsche took the CanAm world by storm with the 917/10 turbo, George Follmer winning the '72 title, and Mark Donohue triumphing in '73 in the mighty 1,580bhp 917/30.

*The old follows the new. This original 930 3.0 Turbo is reputed to be the first sold in the UK. Needless to say it's the one that drew the most attention during the day. Unlike its Italian contemporaries, it's a genuinely useable car*

“Porsche launches the 911 Turbo at the '74 Paris salon. It's a radical move”





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## TECHNICAL SPECIFICATION

### PORSCHE 930 TURBO 3.0

ENGINE:	<b>3.0-litre flat six</b>
POWER:	<b>260bhp at 5500rpm</b>
TORQUE:	<b>253lb ft at 4000rpm</b>
TRANSMISSION:	<b>Four-speed manual</b>
TOP SPEED:	<b>155+mph</b>
0-60MPH:	<b>5.5 secs</b>
SUSPENSION:	<b>MacPherson strut front, independent rear</b>
TYRES:	<b>185/70 VR15 front, 215/60 VR15 rear</b>

In fact, though, turbocharging is almost as old as the motor vehicle itself, dating from 1896 when the first patent was applied for, with General Electric producing turbochargers for aero engines in the early 1900s for more efficient high altitude flight. Founded in 1936, Garrett turbos were applied to the Chevrolet Corvair Monza and Oldsmobile JetFire in 1962, with underwhelming success. The Offenhauser engines favoured by Indycar racers were first turbocharged in 1966. While turbodiesels are the unsung heroes of the trucking industry, the first European road-going turbos – the BMW 2002 Turbo introduced at the 1973 Frankfurt Salon (1,672 cars built), and the Porsche 911 Turbo, displayed at Frankfurt in '73 and released at the October '74 Paris show, are either perceived as revelatory technological masterpieces or, by some, as fly-by-night opportunist gimmicks.

To set the 911 Turbo in context in terms of its Porsche road car siblings, the second half of the '70s decade evolves with the 2.7, Carrera 3.0 and SC, while the 924 and 928 enter production too. The 911 Turbo, or 930 to give it its in-house type number, betters the Carrera 3's 200bhp at 6,000rpm and 190lb ft torque

*Final incarnation of the 930 Turbo in Athena poster Guards Red. Forget what the official performance figures said. Motoring mags and journos of the day could blast the 911 Turbo to 60 in under five seconds, even if the 300bhp generated by the 3.3-litre engine seems puny today*

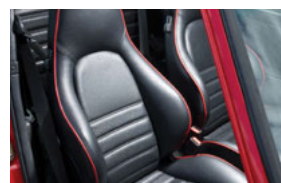
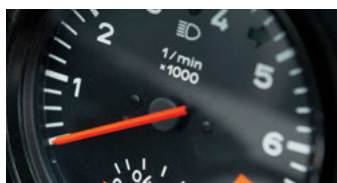
## TECHNICAL SPECIFICATION

### PORSCHE 930 TURBO 3.3

ENGINE:	<b>3.3-litre flat six</b>
POWER:	<b>300bhp at 5500rpm</b>
TORQUE:	<b>317lb ft at 4000rpm</b>
TRANSMISSION:	<b>Five-speed manual</b>
TOP SPEED:	<b>161mph</b>
0-60MPH:	<b>5.2 secs</b>
SUSPENSION:	<b>MacPherson strut front, independent rear</b>
TYRES:	<b>205/55 VR16 front, 245/45 VR16 rear</b>

ratings with 260bhp at 5,500rpm and 253lb ft at 4,000rpm, respectively. It's not like they churn them out: 930s trickle out of the factory and are mostly already spoken for when they emerge. It doesn't take long for enthusiastic drivers to get the point, though, and the Turbo's power hike, as well as its macho imagery, make a big impact across the board. Turbocharging is all-pervasive: other manufacturers like Saab join the club, and it's the way forward on the track, exemplified by the 934, 935 and 936, and from 1977, in F1. Just as the 917 allowed Porsche to trounce Ford and Ferrari at Le Mans, significantly, the 930 means Porsche can directly challenge other supercar makers like Ferrari and Lamborghini.

So let's take a look at that evolution. Visually, the Porsche 911 Turbo develops from the basic broad-arched 3.0 whaletail car of 1974 to the rationalised 3.3 tea-tray of '78, staying the same until '89 (when it briefly gets the five speed G50 'box) and the advent of the 964 Turbo in 1991. And that car retains the original body shape, the windows, the roof profile, even the contours of the arches are pretty much the same. Dating from the 1995 model year, the 993 Turbo is the





last of the blown air-cooled models and a sort of halfway house between the classic shape and the four-wheel drive jelly-mould generation ushered in by the 996 Turbo in 2000. So while the overall shape of the 996, 997 and 991 still relates to the original 911 contours, the detailing of bumpers, air vents and intakes, exhaust outlets and spoilers are radically different, and the wheels colossal compared with the 930. The characteristic air ducts feeding the intercoolers in the 996, 997 and 991 rear wheel arches are pre-dated precociously by the flat-nose Flachbau versions of the 930. The headlights and the front contours of the three incarnations of the modern Turbo echo those of their siblings, including the Boxster, in an appealing manifestation of family unity.

Travelling in a PCGB 991 Turbo press car, snapper Antonioni and I have come to the North York Moors where, with the help of the resourceful Specialist Cars of Malton and Gmund Cars of Knaresborough, we've assembled an example of every generation of the 911 Turbo. We have an original 3.0 Turbo, possibly the

second imported into Britain, a 3.3 Turbo, a 964 (965 as some call it), a 993, 996, 997 Gen II, and the 991.

First of all, I rendezvous at chocolate-box Hutton-le-Hole with Andrew Mearns from Gmund Cars. He's brought his silver 3.0-litre 930, an early '75 car. 'The original reg was LGF 515N,' he tells me, 'and there's only one car older than this in the UK, and that was imported in November '74 as Porsche's press car. It was Guards Red with tartan seat inserts. Now we believe this was used for the first six months of its life in the UK by the Porsche family looking for premises in the Reading area.' It's done 71,000 miles, presenting as an extremely well cared for original car, though because of its place in 911 chronology there are some peculiarities about the componentry. 'I've had it about two years and I've put in a new fuel tank, new fuel lines, fuel pumps, and bearing in mind this came out in '74, some of the parts like the fuel pumps are a one-off, because they are not 930 parts yet, they are still old 911 stock. I managed to locate the pumps and a tank in America. It's had a passenger door mirror added, and

*964 Turbo was a constant evolution, with capacity rising from 3.3-litres to 3.6 during its production life. Not the most popular 911 Turbo in its day, it's become better appreciated over time (although not by our man Tipler)*

## TECHNICAL SPECIFICATION

### PORSCHE 964 TURBO 3.3

ENGINE:	3.3-litre flat six
POWER:	320bhp at 5750rpm
TORQUE:	332lb ft at 4500rpm
TRANSMISSION:	Five-speed manual
TOP SPEED:	167mph
0-60MPH:	5.0 secs
SUSPENSION:	MacPherson strut front, independent rear
TYRES:	205/50 ZR17 front, 255/40 ZR17 rear

## TECHNICAL SPECIFICATION

### PORSCHE 993 TURBO 3.6

ENGINE:	3.6-litre flat six
POWER:	408bhp at 5750rpm (standard model)
TORQUE:	398lb ft at 4500rpm
TRANSMISSION:	Six-speed manual
TOP SPEED:	180mph
0-60MPH:	4.5 secs
SUSPENSION:	MacPherson strut front, multi-link rear
TYRES:	225/40 ZR18 front, 285/30 ZR18 rear

*If the 964 Turbo didn't push the concept ahead very far in the early '90s, the 993 Turbo certainly made up for it. This was a genuine 450bhp, twin turbo supercar, with performance to match*

## SHOOTING THE BREEZE

Of the seven cars here, which is the most valuable, given our press car is worth £120K. I quiz Specialist Cars principal John Hawkins about the status of each respective model in the marketplace. 'The 930s from the '70s and '80s are more valuable than the modern ones,' he confides. 'They were hand-built cars with hand-made wings, but now they're virtually mass-produced. A nice 930 Turbo now is easily £50,000 to £80,000, subject to the car's mileage, and if you had a nice 930 you could get the same sort of price as a 993 Turbo. A 964 Turbo is a little bit rarer, and especially the 3.6 is really rare, so that's why they are expensive.' Though it's an older model, the 964 appears to have overtaken the 993. John is sceptical: 'The 993 Turbo market is strange at the moment because people are trying to hype them. I don't think they are worth over £100,000 unless it's an S or if it's mega low mileage. The correct price should be £70,000 - £80,000 for a really nice car. Whereas a 964 3.6 964 is well over £100,000 now, anywhere between £120,000 - £150,000, with £200,000 for a Turbo S, and even a normal 3.3 964 Turbo would get over £100,000. The 930 is still a usable classic, they're all usable classics, but I think people are partly buying them because if they've got the money in the bank their money's worth nothing, though not all of it is investment driven; a lot of people are just realising they are bloody good cars.' Which brings us to a recent and ongoing debate concerning the discrepancy between the values of air-cooled and water-cooled models, also rampant in the Turbos. A glance at the classifieds reveals that water-cooled 996- and 997 Turbos can be found between £25- and £45K, representing stupendous value, given their performance, drivability and unburstable engines. John provided the reality check: 'We just sold a 2001 996 Turbo Tiptronic which did look really cool; that car was listed at £120,000 when it was new, and we just sold it for £20,995. That 991 you're in today cost £120,000, and in a year and a half's time it will be £60,000. A 996 or 997 Turbo is never going to appreciate in the same way because there are too many of them.' They appeal to different types of buyer too: 'People who bought the early cars were enthusiasts, and you had to be enthusiastic because the cabin's an ergonomic nightmare and the heater is either on or off. Whereas the people who buy them now, they've got the job, they've got the house, and they want the badge to go on the drive, that's how I perceive it, but they are fantastic cars. I mean, if you suddenly wanted to go down to the south of France and get there in air conditioned comfort, the rest of them would be hard work, wouldn't they?'

the only paintwork I've done to it is the front bumper and the valance underneath for a few stone chips, the rest of it is original.' Andrew believes that the early Turbo has really caught on over the last few years when enthusiasts realised that, after the '73 RS, this is the next special car in the line-up. 'The arches are grafted on, and the one-piece wing was used in '77. It's only 1,080kg, which is a very lightweight car.' Other idiosyncrasies: the 3.0 Turbo has no boost gauge (introduced in '77), and there's the little black lever to the left of the handbrake for adjusting the revs manually. There's a whale-tail wing with air vent, and it runs 15in Fuchs wheels too, sharing its brakes with the contemporary 911S and 2.7RS. An indication of how primitive technology was then is that the rear wings were composed of a bizarre mixture of fibreglass blended with balsawood. The 3.3 Turbo introduced for the 1978 model year gets 16in Fuchs, 917-type brakes, boost gauge, an intercooler and corresponding tea-tray

rear wing. Volumes were small: just 2,850 units of the 3.0 Turbo were built, with 14,476 examples of the 3.3-litre 930 coupe made during the decade from 1978 to 1989, plus 193 Targas and 918 Cabriolets. Andrew thinks the UK received a scant 80 units of the 3.0 Turbo. A mere 948 slant-nose Turbos were released, echoing the wind-cheating styling of the 935 racecar. Gmund has eight 930s in stock, including a couple of flat-nosed cars. 'A lot of people want a weekend toy and the 930 was iconic back in the day, like the red one in the Athena poster and starring in various films. Any 930 is a cool classic car, and with '73 RSs and pre-impact Ss going up and up, these are slightly undervalued at the moment.'

Time to drive them. We gather at Specialist Cars where the joshing never stops. Like picking keys blindfold out of a bowl at a swingers' party, I get the 964 Turbo to drive the dozen or so miles up onto the moor. However, the most intriguing car here is the

“The 993 Turbo is a 450bhp, 4-wheel drive air-cooled supercar”





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silver 930, the 3.0-litre car. The driving position is really comfortable, and it's a lovely car to drive. Though it's knocking 40 years old you wouldn't know it: perhaps half that. It feels responsive, in harmony with the driver like a contemporary 2.7, compliant, fast, and it must have been an amazing revelation when introduced. They're broad ratios with long gaps between each of the four gears. Braking performance is, at best, indifferent, because the early 3.0-litre cars' brakes were sourced from the '73 RS and, by implication, the 911S. After each run I let the engine run for a few minutes to let it cool down so the oil doesn't cook in the turbo centre housing. As Andrew says, 'by letting it idle you're letting a bit of oil take some heat away from the turbocharger, so if you've got one of the early cars you let the engine run.' We peer under the left rear, and the word Porsche is just discernible in a circle cast around the top of the dump valve. 'People used to polish that bit up,' says Andrew; 'it was a bit of one-upmanship if you were a Turbo owner.' Contrarily, the 964 Turbo's left-hand tail pipe is actually the outlet for the dump valve fumes.

As the 911 Turbo timeline unfurls, it's the turn of the 964 Turbo. Bearing in mind my affinity with the model I should love this car, but in fact this one's a total stranger. I take against its unremitting grey interior,

#### PRODUCTION FIGURES

930 Turbo 3.0: 2,850 coupes  
 930 Turbo 3.3: 14,476 coupes, 193 Targas, 918 Cabriolets, 948 slant-nose  
 964 Turbo 3.3: 3,660 coupes six Cabriolets, 86 Turbo S lightweights  
 964 Turbo 3.6: 1,437 3.6 Turbos, 76 slant-nose  
 993 Turbo: 5,978 coupes, 345 Turbo Ss, 14 Cabriolets  
 996 Turbo: 16,965 coupes, 3,534 Cabriolets, 600 Turbo S coupes, 963 Turbo S Cabriolets  
 997 Turbo Gen 1 (UK only): 1,433 coupes, 295 Cabriolets  
 997 Turbo 3.8 Gen 2 (UK only): 302 coupes, 100 Cabriolets  
 997 Turbo S (UK only): 214 coupes, 117 Cabriolets

and seek instead to find a common cause through its thrusting performance. I'm not blown away (forgive the pun), though it does perk up on the moorland straights. Its power delivery seems old-school laggy. The broader tyres transmit all the little bumps and undulations, and I'm really having to lean on the tyres around the corners where it feels rather gawky. Unlike the regular 964, when I look in the Turbo door mirrors I'm seeing the bulbous rear arches and the tips of the rear wing, and though the car's not appreciably broader, there's more tyre rumble. In the grand scheme of things, the 964 Turbo is another low volume car, with 3,660 coupes made, six Cabriolets, 86 Turbo S lightweights and 1,437 3.6 Turbos, plus 76 slant-nose cars. Could I love it? Nope, the grey cabin is a turnoff, and it

“There’s violent acceleration on tap with with the 996 Turbo”

## TECHNICAL SPECIFICATION

### PORSCHE 996 TURBO

ENGINE:	3.6-litre flat six
POWER:	420bhp at 6000rpm
TORQUE:	413lb ft at 2700-4600rpm
TRANSMISSION:	Six-speed manual/5-speed Tiptronic
TOP SPEED:	190mph
0-60MPH:	4.2 secs
SUSPENSION:	MacPherson strut front, multi-link rear
TYRES:	225/40 ZR18 front, 295/30 ZR18 rear

## TECHNICAL SPECIFICATION

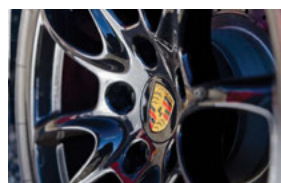
### PORSCHE 997 TURBO

ENGINE:	3.6-litre flat six
POWER:	480bhp at 6000rpm
TORQUE:	502lb ft at 2100-4000rpm
TRANSMISSION:	Six-speed man/5-speed Tiptronic/7-speed PDK
TOP SPEED:	194mph
0-60MPH:	3.7 secs
SUSPENSION:	MacPherson strut front, multi-link rear
TYRES:	235/35 ZR19 front, 305/30 ZR19 rear

needs lowering a bit!

The 911 Turbo's reputation for delivering bruising high speed is spot on, and these are all very fast cars. The 993 Turbo is a 450bhp (this example features the optional Performance Kit) four-wheel drive supercar, pushing air-cooled forced-induction technology to the limit. There's a caveat though: 'They don't like not being used,' says Andrew, 'so one that's lovely low mileage can also be a pain because the oil drains into the turbo reservoir and goes back up into the intercooler and it's a problem to solve and it can be expensive (£12,000) to put it right. They don't suit standing idle.' Well, no problem here, we're sure putting this one to good use. The 993 Turbo is almost lunatic the way it takes off: apply the throttle and it's action stations, like one of the F15s pirouetting way overhead. As if emulating the fighter jets, the whistle from the dump valve on each turbo'd shift is remarkably strident. It's an exciting car, well made, but difficult to resist going hard in, with potentially serious legal consequences.

There's pretty violent acceleration on tap with the 996 Turbo too, though a little bit more controllable than the 993, and yet it's pretty impressive, being able to accelerate so dramatically in every gear. I felt that under braking it was slightly alarming, offering a bit of an arm-wrestle as it comes to a halt. The 996 Turbo was in production between January 2000 to the 2005 model year, with 22,062 cars made, more than three times the number of 993s. Does that make it a mass produced car? Not really. Its cabin is agreeably familiar because the dash is almost identical with the standard 911 and, compared with the classic models, it seems like the gauges and controls have been rationalised, simplified for the 21st century. The 997 Turbo has a more modern steering wheel with the shifter paddles on the two upper arms of the wheel, and of course it's not PDK but the earlier Tiptronic. Gauges are in white, and electric seat adjustment makes it very easy to find a nice travelling position. This one's done 33,000 and it could just as easily have done a mere 3,000, it's in that





good shape. Asking price? £47-grand. Half the cost of a 964 and 993!

Perceived by at least one fell-walking passer-by as the most potent of the assembled Turbos, for no other reason than its (challenging?) colour scheme and wheel package, the 997 Turbo has a Tiptronic shift, and with 480bhp from its Metzger engine it's a big car to be blasting across the moorlands. I've got it on sports shock absorber setting and I'm sure I've taken off a couple of times on crests. Frankly too the ride is too harsh for that on this kind of road, though I've got the sports exhaust on to entertain the hikers and the sheep, which is quite a sexy racket. The Gen 1 997 Turbo is as much a leap from the 996 Turbo as the 993 is from the 964. The 3.8 Gen 2 ups the ante yet further. Even the Gen 1 is more coordinated and finely-packaged than the 996 Turbo. The steering feels slightly better

### MEDIA PUFF

'The world's fastest accelerating production car,' proclaimed *Motor Sport* magazine in a catch-up piece in its March 1975 issue, in the wake of its November '74 review. 'The performance staggered us,' they cooed; 'the remarkable spread of torque ensured a consistent thrust in the back all the way up to maximum speed, with no trailing off and little effort required by the driver.' The handling was in another league too: 'Suspension improvements make this Porsche handle and hold the road better than any other production Porsche. It corners flatter, rides better, is much more stable, is no longer prone to wander over bumpy surfaces and holds the road superbly! These qualities, they judged, justified the £14,750 price tag, claiming 17 of the 20 units scheduled for import into Great Britain in the 1975 model year were already spoken for. The Turbo was a quantum leap, pricewise, more than twice the '73 2.7 Carrera RS's £6,800. It was, they said, 'surely the most coveted car in the world.'

## TECHNICAL SPECIFICATION

### PORSCHE 911 TURBO

ENGINE:	3.8-litre flat six
POWER:	552bhp at 6500rpm
TORQUE:	517lb ft at 2100-4000rpm
TRANSMISSION:	Seven-speed PDK
TOP SPEED:	198mph
0-60MPH:	3.1 secs
SUSPENSION:	MacPherson strut front, multi-link rear
TYRES:	235/35 ZR20 front, 305/30 ZR20 rear

weighted, and it seems better balanced through the corners as well.

Which one do I like the best? Well, the look of the archetypal red 930 appeals most (anyone lend me a pair of red braces?), and I like the 997 Turbo in a road-going context, where it's the most usable turbocharged 911, though in truth these modern Turbos feel like big, heavy cars compared with the more sprightly classics. You'll notice I haven't mentioned the 991 Turbo, despite travelling furthest in it on this job. The 991 has moved a stage further on in terms of its more purposeful body iconography and cabin aesthetics, where there seems to be a lot more shiny metal in evidence. Yet, while it's not so very different from the 997, it has moved on the same way as the 997 grew from the 996. It's not available as a manual, which doesn't tick the box for me. However, the 991 Turbo is so cossetting, so fabulously competent on motorway and B-road, awesomely powerful in any context, and this one's so very red. Maybe in five years I'll be able to afford one of these, whereas I bet I'll not get close to a 930. **PW**

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# FRIENDS REUNITED

Forty years ago Mel Nichols was the first journalist in the UK to write about the 911 Turbo, as he rode hotshoe with Porsche racer and 911Turbo custodian, Nick Faure. Here we reunite them for a drive in the current 991 Turbo

Words: Brett Fraser Photography: Antony Fraser



## 911 TURBO: REMEMBERING THE FIRST TIME

**F**orty years. Four decades. Half a lifetime for most. However you express it, that's a considerable passage of time – not so much a lot of water under the bridge, but an ocean's worth of the stuff ebbing and flowing.

And forty years is how long ago the Porsche 911 Turbo was first introduced to the UK's journalists. Only it wasn't the blanket press junket that is enjoyed by today's automotive media. It was one magazine, *CAR*, and just the one journalist, the doyen of the passion-filled supercar feature, Mel Nichols.

It was just one car, too, a pre-production 911 Turbo, Guards Red, red tartan upholstery, GLP 870N, Porsche's 1974 Earl's Court Motor Show stand exhibit. A car which, unbeknownst to Mel at the time, was running considerably more boost, and therefore horsepower, than the production versions that were to follow it onto British shores.

Peculiarly, even back then, along with the car came a driver. And not any old driver: Nick Faure, Porsche Cars GB's 'works' wheelman in the Production Sports Car Championship, piloting a 2.7 RS in



1973 and a 3.0 RS the following year. Nick's task was to demonstrate the new-era Turbo to its very best, to impress upon Mel the fact that Porsche was accelerating into the hallowed realm of supercardom. As it turned out, that was a message that the Turbo could communicate all by itself...

Four decades on we've brought Mel (now a media consultant) and Nick (occasional racer and full-time purveyor of air-cooled Porsches) back together again, to tell us about their first meeting and what it was like to welcome a new icon into

the supercar firmament. And we've also let them loose in the modern version of Porsche's game-changer, the 991-series 911 Turbo, to hear their views on whether or not the latest iteration retains the core values of its legendary ancestor.

**g11&PW:** How significant was the introduction of the 911 Turbo, and what was the new Porsche up against?

**Nick Faure:** Until the 911 Turbo showed up, Lamborghinis and Ferraris ruled the roost. Prior to the Turbo, Porsche was not considered

*Above: How we were. The cover of the Dec 1974 issue of CAR with new 911 Turbo in a field. Spread from that issue with Faure at the wheel kicking up leaves*

*Below: Friends reunited: Nick Faure left and Mel Nichols right. In 1974, Nichols was working for CAR magazine, while Faure was a well known Porsche racer*



to be a supercar maker. And this was part of their scheme to introduce Porsche into the higher echelons of the market, to create a bona fide supercar. You could argue that the first model to do it was the 1973 3.0-litre RS – which was double the price of the 2.7 RS – and I think was one of the nicest road cars Porsche has ever produced. But the Turbo was Porsche's first conscious attempt to make a supercar.

**Mel Nichols:** At *CAR* we were aware that something significant was happening at Porsche and it

involved turbocharging. The potential of turbocharging had already been introduced with the BMW 2002 Turbo, which had unbelievable lag, and Ralph Broad's (of Broadspeed) Capri, plus a few others, so it was a sexy new thing. Plus, Porsche had been using turbos in racing.

**NF:** That was really a racing experiment, but it was so successful that they obviously thought that was the way to go with road cars. It was all happening very quickly between '73 and '74, and then lo and

behold, they came out with this production car. They'd only been racing the turbo 911 for a year, year and a half, before that.

**g11&PW:** This particular car, GLP 870N, had been on Porsche's Earl's Court Motor Show stand; Mel, how did you get it so quickly afterwards, not to mention exclusively?

**MN:** Peter Bulbeck was running Porsche's British operations day-to-day and we had two or three conversations with him – and it's Peter sitting behind the wheel of the car when it appeared on

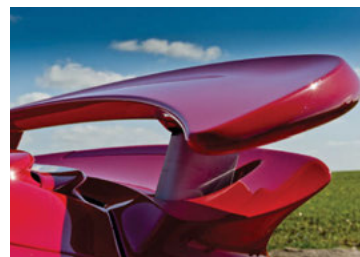
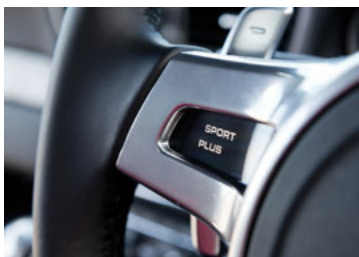
*CAR*'s December 1974 cover.

Back then there weren't so many other car magazines to compete against, and those that there were would usually wait until a manufacturer offered them a car – they very rarely made moves beforehand. Because all of us on *CAR* had come from news backgrounds and had all been newspaper journalists before switching to magazines, we had a strong news nose. And we were much more competitive, because we'd all also come from an Australian

“At *CAR* we were aware that something significant was happening at Porsche and it involved turbocharging ”



## 911 TURBO: REMEMBERING THE FIRST TIME



background where there was an intense rivalry between *Wheels* and *Modern Motor*, each trying to outdo each other every month, including getting hold of cars first. So we naturally brought that with us to the UK.

**g11&PW:** How did you respond to the idea that Nick would be giving you a 'demonstration', rather than you actually driving the Turbo?

**MN:** It was a very significant thing to go out with Nick at the time, because everyone knew he was the pre-eminent Porsche racer – we would normally have resisted any attempt to say that we couldn't drive the car.

**g11&PW:** So what were you racing at the time, Nick?

**NF:** Well, in 1974 the 3.0-litre RS, and the year before that I was racing the lightweight 2.7 RS. And also I was racing the RSR at Le Mans with a Belgian team.

**g11&PW:** In the story that appeared in the December 1974 edition of *CAR*, it was suggested that the test drive took place on German roads, yet that wasn't really the case, was it?

**MN:** We were a bit sensitive at the time about putting into print what speeds we'd been doing: it was a bit of an issue in the UK, so most of our fast car stories were done in Europe. That's why we fudged it a little bit with the Turbo: I mentioned that we'd driven it on the autobahn.

It was doubly difficult at the time because Doug (Blain, an ex-editor of *CAR*) had said something about the cops in a column he'd written – someone in Scotland Yard had seen it and started paying especially close attention to the magazine to see what might be said.

**NF:** The reality was that we literally picked the car up from

*New 991 Turbo is a world away from the 1974 original, yet shares the same ethos according to Nichols and Faure. Left to right: What would 1974 man have made of paddle shifting, 20in wheels and brake discs like dustbin lids and active aero – on a road car?*

the AFN works and thought 'where shall we go?' We found these little back roads south of Basingstoke, near Odiham: they were roads I knew very well.

**g11&PW:** Nick, earlier today you mentioned that the car you took Mel out in turned out to be a development prototype and had more power than the standard model would later get – any idea how much power it had?

**NF:** Nobody would say how much horsepower was coming from that demo car. Yet later, having got into a production version, a customer's car which he'd asked me to try to see what was wrong with it, I'd say the demo car had a 'considerable' power advantage. I believe the production car was

running about 0.8 bar boost pressure, while the demo had about 1.2 bar: that made the demonstrator quite an exciting car to drive, and in comparison the standard one felt like driving a sledge.

**g11&PW:** Mel, in your original story you made special mention of the Turbo's refinement and liveability – do you think the Turbo changed the supercar landscape, acted as a wake-up call to the others?

**MN:** I think it was the beginning of the change that was subsequently embraced by the Italians, to make cars that were more liveable. They didn't respond immediately, but they could see that here was this car,





*Above: 'Where's the engine gone?' Faure and Nichols ponder the defensive shield that Porsche install to actively discourage any engine meddling! Below and right: The Turbo at speed, which is what it's all about. As a means of covering ground it has no equal*

the Turbo, that had a very high level of performance, right up there. But it had better vision, it had two-plus-two, more load space, etc. The day-to-day running costs were less, it drank two-star petrol, could do 18-22mpg when the Italian V12 was getting 12mpg, it had longer service intervals, a warranty... It was the complete package.

**NF:** And when I was demonstrating the useability of that 3.0-litre Turbo to customers, I used to stress that in top gear – and there were only four of them back then – you could come down to 30mph and then use the torque to bungle along at the speed limit in town, without having to change down to third or second. It was a very innovative car. But let's not forget that in its day the Turbo's outright

performance was utterly sensational: nobody had ever driven a car like it on the road.

**g11&PW:** Nick, given the Turbo was so devastatingly fast yet suffered from considerable turbo lag, did you have to teach customers a new way to drive?

**NF:** To me it never posed a problem, because after years of racing different cars I can adapt to any situation. But I could see how it could be a problem for people who had only ever driven one type of car in their lives.

My advice was to stroke the Turbo along. Don't floor it and expect everything to happen. Use the throttle very gently and use the torque of the motor and the nature of the turbo would do most of the work for you. As for corners, you must always in this car brake early, get on the gas

early, and then get the throttle to balance the car. It's the same basic principle as with any air-cooled 911. You don't want to be doing everything at the last minute, and with the Turbo you want to be doing things even sooner for the corner so that the turbo is wound up and you can gently power it through: it's properly balanced then.

**g11&PW:** Mel, during your many years at *Autocar* you must have driven lots of modern supercars: what do you think of the 991 Turbo and how does it stack up against them?

**MN:** The last fast car I drove down the roads we've been on

this morning was the 12C McLaren and it reminded me a lot of that: it has a good, comfortable ride, quite relaxed on the road, fantastic performance, but an approachability. You're in the realm of the ultimate upper end cars from a performance point of view, but the usability aspects are there as well.

I was greatly impressed by how manageable it is and how easily it lets you access its performance; and use a lot of it more often than you might expect. The current Turbo is very much easier to drive than the first one, mostly because of the 930's turbo lag. You really did have to anticipate it





## 911 TURBO: REMEMBERING THE FIRST TIME

and allow for it, as Nick said. You don't in the 991. Pretty amazing to think you have performance in the order of 0-100mph in 7.1sec (in Sport+ mode) available in such an accessible way.

The quality of the ride, particularly on roads like that one across the Downs, was very impressive. I didn't think it would be that absorbent. But of course there's heaps of controllability there, too, so it's reliable over crests and undulations. The standard suspension setting seemed fine in most conditions. I thought the ride would be very much harder on the firmer setting, but it was still good.

And I guess I'm used to cars now having less feel in the steering. I enjoyed the electric steering's rate of

response and its accuracy, so I felt at ease with it. As for the PDK gearbox, I think it's fantastic: the paddles are great, particularly if you're on a stretch of really winding road.

For me, the Turbo also demonstrates its lineage from the 959, which was the first of the hyper cars to combine the highest level of performance with an all-round sophistication and usability. I see the 991 Turbo as today's 959.

**NF:** Mel's right, over 40 years the Turbo has developed into an extraordinarily capable car, a fantastic car. But I don't think, from my point of view, that they've improved the driving experience. Cars like the new Turbo, they handle well, they go well, but they're so sanitised

that it takes the feeling of driving out of it almost: you're thinking that you're just a passenger in the car.

I was saying to Mel that you get as much fun out of driving a 130 horsepower 911 T 2.2 as you do in that [991 Turbo]. You're not going as quick but the pleasure and the fun and the smile it puts on your face...

**MN:** I understand where Nick's coming from here. The new Turbo is a car of enormous performance that you can get in and drive very, very effortlessly and not have to worry too much, as long as you keep your sense of responsibility about where and when you're going to let loose with that performance. Obviously you can't do it for very long.

**NF:** Yes, that's the thing with all

these mega-fast cars – if you're going to be safe in them, you have to teach yourself to keep your brain ahead of the car. It's when you find that the car is going ahead of you, that's when you're going to get into trouble. **MN:** I think the new Turbo is the logical evolution of the 1974 car. It takes what Porsche were trying to do then in combining a very high level of performance with liveability and usability, into today's era. In '74, the Turbo's rivals for performance were the Boxer and Countach. But you couldn't use them in such a wide variety of conditions or ways as you could the Turbo. That classic combination of Porsche values gave the 930 Turbo an edge – a breadth of capability – that made it unique. **PW**

“I think the new Turbo is the logical evolution of the 1974 car. It combines a high level of performance with liveability and usability”



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# BANKING ON LLOYD'S

The 924 Carrera GTS Club Sport is the most radical of front-engined, water-cooled, road-going Porsches, and a fabulous drive too. Racer and entrepreneur Richard Lloyd thought so as well

Words: Johnny Tipler Photography: Antony Fraser

The Spitfire flashes past – going sideways, in the middle of a spin. A purple and yellow blur, it zaps backwards onto the grass runoff and smites the turfed sleeper barrier with a sickening thump. Welcome to Brands Hatch top straight, 1968. We've just witnessed a young Richard Lloyd trash his largely fibreglass-bodied club racer on the run-up for Paddock Bend. Unlike the car, his personable countenance is undamaged, and it's a prelude to a lifelong career in motorsport, spanning three decades in machinery ranging from TR4, Morgan, Chevy Camaro, Opel Commodore and Golf GTi (BSCC class winner three years running), to Porsche 956, 962 and 924 Carrera GTR. And, so enamoured was he of the GTR, not to mention the plastic fantastic Spitfire, that one of his fave road cars was this particular 924 Carrera GTS Club Sport, reviewed here for your delectation. Probably the most desirable front-engined Porsche, it's currently for sale with high-end marque specialist Lee Maxted-Page at his premises in rural north Essex, priced at £150,000.

Six figures for a car based on a 924 might seem exorbitant, but of course it bears little relationship to the original model. We'll get to the spec in a minute, but considering its provenance in the Lloyd camp, that seems eminently reasonable. At Porsche's behest, Richard Lloyd ran its sister 924 GTRs through his GTi Engineering squad in 1981 with Canon Camera sponsorship, and in the IMSA/GTO class in 1982 alongside Messrs Dron, Rouse and Palmer, earning an amazing 5th overall in the 1982 Nürburgring 1,000km with Tony Dron. The following year Lloyd moved onto the 956 (chassis/006), placing 8th at Le Mans partnered by Lammers and Palmer. He then commissioned a revised chassis from Nigel Stroud (ex-Hesketh) for the 956 in 1984, using aluminium and composite honeycomb, plus strut-mounted carbon-fibre rear wing, and similarly in 1987 a more structurally rigid tub for the 962, in both cases using regular 956 and 962 mechanical parts. As a leading privateer squad, Richard Lloyd Racing was reasonably successful during the Group C era, scoring four WSC victories and 2nd at Le Mans in 1985, and six GTi-made 962/C chassis were built and sold

to teams including Dyson Racing and ADA Engineering. Lloyd was entrepreneurial: relaxed and charming, he was a true child of the '60s, having been in music PR representing the similarly ageless Cliff Richard. In '73 he launched Formula Super Vee for VW, as well as handling PR for drivers like Mike Hailwood, Chris Craft and Peter Gethin via his South Ken-based Motor Race Relations consultancy. He was a shrewd sponsorship chaser, garnering Simoniz, Liqui-Moly, Canon Cameras and Rothmans backing in the process. In 1980 he prepped and ran Audi 80s in the British Saloon Car Championship for himself, Stirling Moss and Martin Brundle. The business connection endured, and he successfully took Audi into the BTCC in '96 (when Biela was champ), and as principal of Apex Motorsport he managed Bentley's victorious run at Le Mans in 2003. His last endeavour was developing the Jaguar XKR for the FIA GT3 Championship, which bearded tin-top and WSC star David Leslie was due to test at Nogaro in 2008. Here comes the stunner: tragically, Lloyd and Leslie were killed when their Cessna Citation jet crashed into a house after taking off from Biggin Hill, *en route* to that Jaguar test session.

One of Lloyd's legacies is of course the 924 Carrera GETS Club Sport, which was first registered to John Britten Garages in 1981; well-known MG Midget racer Britten was Richard Lloyd's business partner in GTi Engineering. The 924 GTS CS was one of Lloyd's favourite cars, which was why he kept it. The Canon 956 stickers have been on the car since Lloyd's time, a small but charming certificate of authenticity. In 2008, after his death, classic Porsche racecar parts specialist Manfred Freisinger bought a 962 and the 924 Carrera GTS from Richard Lloyd's estate and then traded the 924 to

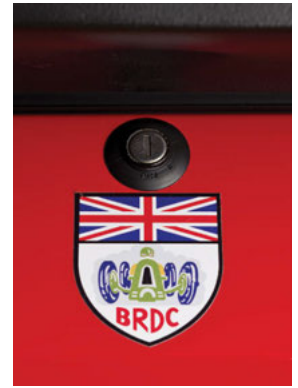
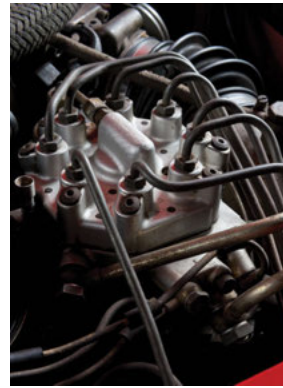
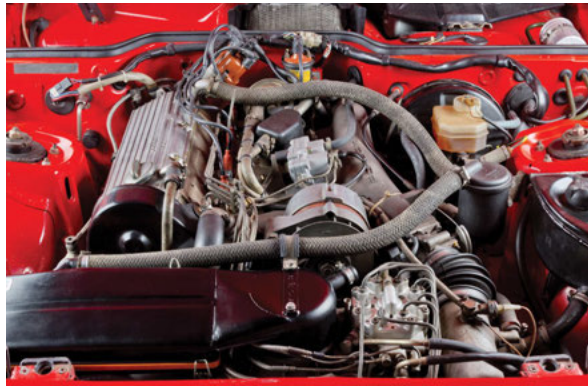
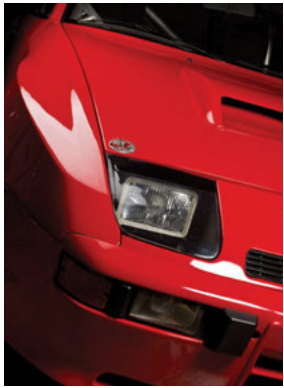
Oxfordshire-based Russell Edmond-Harris who specialises in the model – so it never actually left the country. It appears that most of the maintenance done on the car was carried out in January 2011 when Neil Bainbridge's BS Motorsport did some work on the headlamps, brakes, windows and clutch and carried out a respray; lots of odds and ends, adding up to a £13-grand bill. As Lee Macted-Page says, 'It had a full recommission after it was pulled out of Richard Lloyd's barn, and then further down the line, we've done some work as well, amounting to £3- or £4,000 in October 2012. It's the second time this car has passed through Lee's hands: the current 'vendor' he's selling it for is in the throes of rationalising his collection, and the GTS CS is perhaps a little bit too far out.

So, what is so special about the GTS Club Sport? Unveiled as a styling exercise at the Frankfurt show in September 1979, the 924 Carrera GT is an evolution of the 924 Turbo and was given the factory type number 937. There are three variations of the 924 Carrera GT: the C-GT (406 units made), the GTS (59 cars built, of which fifteen are Club Sports), and the GTR (19 produced). Visually, faired-in perspex headlights are the immediate identifiers for the GTS and GTR versions. GTS chassis numbering is specific, kicking off at WPoZZZg3ZBN710001: the Richard Lloyd car is 044. When new, the GTS came just in Guards Red, while the GTR was supplied in white only. All Carrera GTSs and GTRs were built at Weissach, including prototypes and press cars, and they lined up 50 of them for the FIA to inspect, as illustrated in a contemporary press photo. Lloyd was in good company: another Carrera GTS owner is Derek Bell, who raced a GTR to 13th at Le Mans in 1980 (as well as an RLR GTi 962, 12th at Le Mans 1992).

*Deep wraparound rear spoiler and add-on polyurethane wheel arches covering wide Fuchs add a tough stance to the 924 GTS. Roll cage completes the homologated street racer look*







*GTS's KKK turbocharged, 2-litre four is based on the 924 engine, with lightweight Mahle pistons and Kugelfischer mechanical fuel injection. Power is 280bhp*

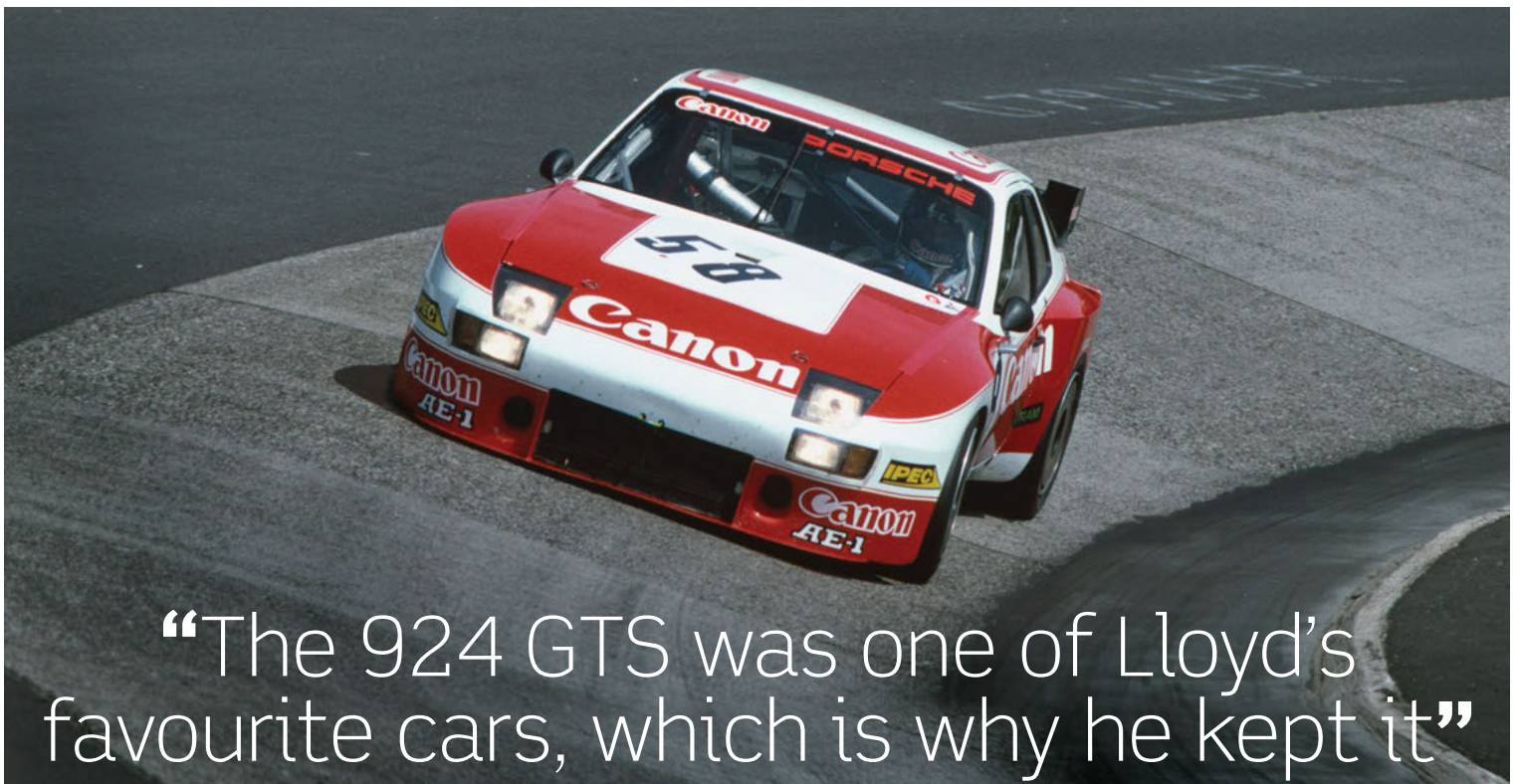
*In distinctive Canon livery, Richard Lloyd on the Karrusel in the 1985 Nürburgring 1000kms. Sharing the 924 Carrera GTR, he finished fifth with Tony Dron and Hans Volker*

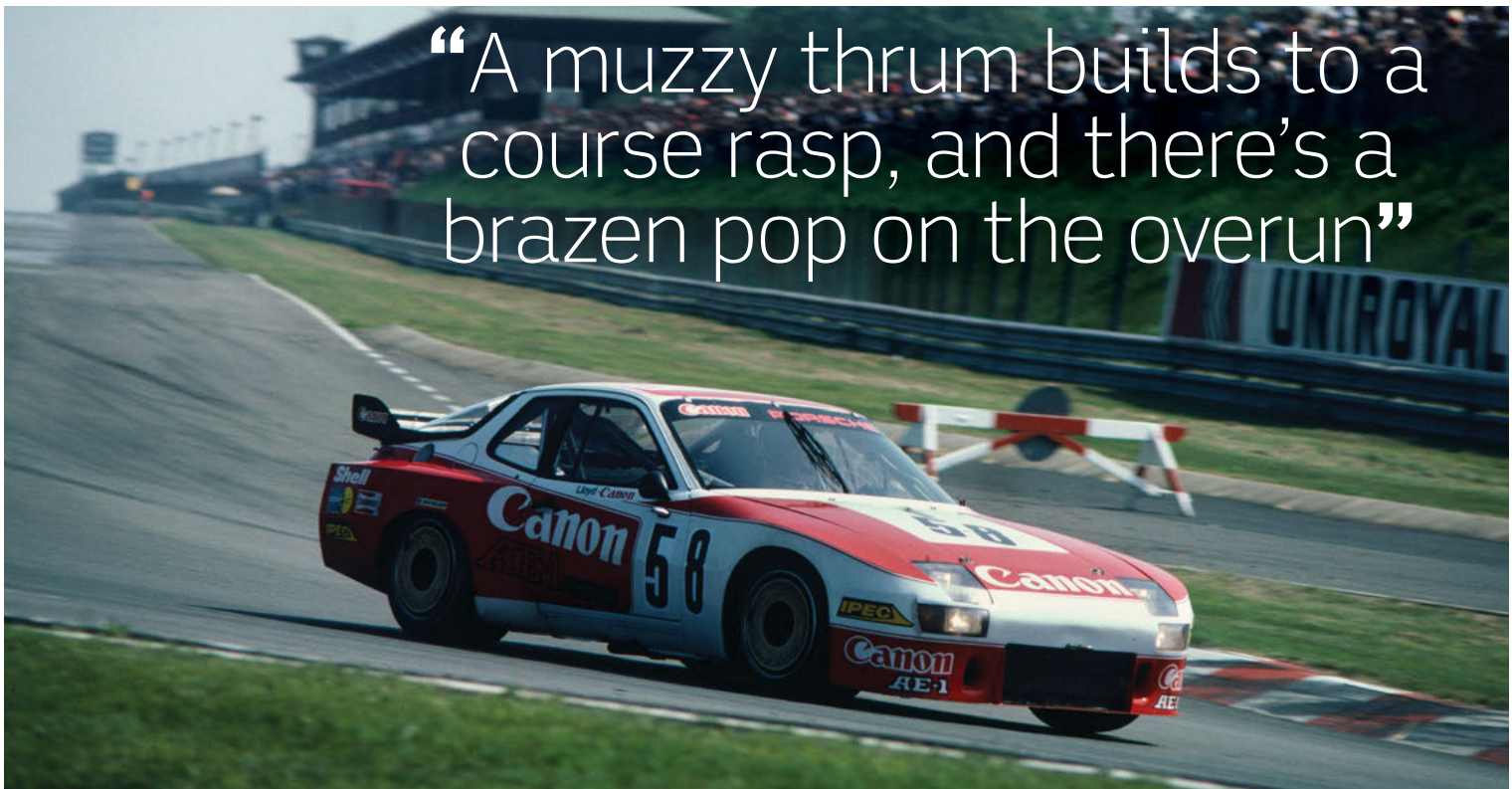
The GTS's power-to-weight ratio is optimised in time-honoured Carrera tradition by omitting all superfluous creature comforts, substituting broad-shouldered polyurethane and glassfibre composite wing panels for steel, and swapping doors and bonnet for aluminium skins. The front spoiler, outer sills and rear wheel-arch extensions are also in flexible polyurethane, reinforced with glassfibre, making the Club Sport 100kg (220lb) lighter than the GTS, which is itself 150kg (330lb) lighter than the Carrera GT. Windows are mostly perspex, including the rear greenhouse and door windows, and the windscreen is bonded to the shell, rather than rubbered in, improving the airflow over the cabin. The Porsche badge is simply a decal glued on the bonnet. The front panel is sliced by a tripartite air-vent system, of which the bonnet ram-air vent is dual purpose, also letting air out, because the GTS can suffer from fuel aeration when the engine is turned off. The boot floor is raised to make provision for a 120ltr (26.4gal) fuel tank to provide greater range for endurance racing, and obviously there are no rear seats. The embossed GTS logo is a stylised little plaque that slots in the back of the tailgate. It does look very purposeful and it has a great attitude about it. You can see why Richard Lloyd, with a penchant for front-

engined racing cars and whose original Triumph Spitfire was mostly comprised of GRP, would take a shine to the feistiest front-engined Porsche with its similarly malleable, lightweight bodywork.

Cabin furniture extends to a pair of 934/935 'lollypop' headrest seats that look uncannily like the black silhouettes the French place at the sites of fatal accidents. They're belted by inertia-reel Autoflug three-point harnesses, new to me but fairly common fitment in the early '80s. There's a bolt-in aluminium Matter rollcage, and Halon fire extinguisher. As you'd expect, suspension consists of lightweight rose-jointed wishbones, coil-over-dampers and anti-roll bars, enhanced by cast aluminium trailing arms. Like the GTR's, the pick-up points for the front wishbones are set lower down to reduce the ride height. Brakes are ventilated cross-drilled discs all round, fastened to 911 Turbo hubs, and the wheels are period Fuchs with all-black centres, wearing Pirelli Cinturato P7s, 205/55/R16 front and 225/50/R16 rear.

The GTS's KKK turbocharged 2.0-litre straight-four is based on the 924's sohc crankcase, cylinder head and crankshaft, using lightweight Mahle pistons and Kugelfischer mechanical fuel injection. In keeping with its competition potential, it has a competition cut-off switch





“A muzzy thrum builds to a course rasp, and there’s a brazen pop on the overrun”

under the bonnet behind the front bulkhead. It develops 245bhp at 6,250rpm, using 1.5-bar of boost, while maximum torque of 335Nm comes in as low as 3,000rpm. The Club Sport’s power output is rated at 280bhp, so from 245bhp to 280bhp is quite a hike, thanks to a larger front-mounted Langerer & Reich intercooler. The GTS romps from 0-62mph in 6.2sec, with a top speed of 249kph (155mph), while the Club Sport knocks a second off the sprint and runs out of steam at 160mph. Those extra 5mph didn’t come cheap: ‘Worth noting that the price of a GTS was £24K and the Club Sport was £31,500,’ says Lee, ‘so it was quite a lot more money. To put that into perspective, a standard 924 cost £9-grand.’ Contrast that with the 924 Turbo’s £13,998 and the Carrera GT’s £19,211, and £18,180 for a Sport-Equipment 911SC in ’81, and it suddenly becomes an exalted piece of kit. Fancy a Carrera GT in which to emulate Mr Lloyd? They command £75K today, and of the 406 built, just seventy-five are in right-hand drive. Happily, the Lloyd GTS Club Sport is a left-hooker.

Let’s see how it goes! I drove one of Russell Edmond-Harris’s GTSs a few years ago and I had fun in that, so expectations are running high. To access the lollipop seat I move the squab right back to get my legs under the immovable steering wheel. While negotiating my seating

position I warm the motor. I’m sitting low down, and it’s a very tight fit but my torso is extremely well supported. I note the lollipop seat has an aperture below the groin which is not so much to aid ventilation but for the crotch straps for the harness to come through, which this set doesn’t have. The standard issue SC-pattern steering wheel is touching my inner thighs, which implies that the car may have had a Momo or GTR wheel in Lloyd’s day, for ease of opposite locking. The stalks either side of the steering column are for dipping lights and working the indicators, and for the two-speed wipers and washers. The handbrake is down to the left of the driver’s seat. On the left of the dash are the fuel and water temperature gauges, in the centre is the rev-counter and turbo boost gauge, and on the right is the speedometer calibrated in KPH. The milometer reads 41,181 kilometres: barely run in, then. The plastic covers over each of the three dials are conical. The centre console is austere plastic and the trio of gauges – oil pressure, oil temperature and ammeter – are angled slightly towards the driver, and there is also a horn button on the centre console. The miserly carpet is bonded to the transmission tunnel, and the ventilation channels are also in flimsy plastic, as is the glove box lid. Like a giant silver spider hanging over my head, the aluminium roll cage could have been wrought in a

*Lloyd/Dron/Volker again at the 'Ring in 1985. Note the box arches at the rear and the bi-plane rear wing*  
*Below: Aluminium roll cage wouldn't be eligible for motorsport use these days. Interior stripped, but recognisably 924. Seats are very '80s wraparound Porsche 'lollipop' variety*

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## A RACE APART

The 924 Carrera GTR - R for Rennsport - evolved from the 1980 Le Mans car, weighing in at 945kg (2,084lb) and built to contest the FIA Group 4 category of the 1982 World Endurance Championship. Its 2.0-litre in-line turbocharged four produced 380bhp, operating at 1.5bar boost and 7.1:1 compression ratio, with maximum torque of 405Nm (299lb/ft) at 5,600rpm. The KKK turbo was repositioned, Kugelfischer injection and dry sump lubrication were fitted, plus an 80-per cent LSD. The GTR ran on contemporary BBS Lufnerflugel 11 x 16in alloy wheels with Dunlop Racing tyres, 275/600 x 16 front and 300/625 x 16 rear, slowed by 935/917 brakes. The aluminium roll-cage also stiffened the chassis, while the engine bay was strut-braced, and a 7.5kg (16.5lb) automatic fire extinguisher system was plumbed in.

Performance figures were quoted as 0-100kph (0-62mph) in 4.7sec, with a maximum speed of 291kph (181mph). The GTR cost DM180,000 (£39,130) ex-works. There were just 19 examples of the GTR, all built in left-hand-drive.

blacksmith's forge, with tough-guy welds pressed into the joints as if by thumb. There's no attempt at any sophistication and where the tubes disappear through the dashboard bulkhead the trimming consists of an amateurish leather thong on each corner of the dash. The cage is fastened to the A- and B-posts and the rear of the cabin with big Allen bolts. What they lacks in sound rollover protection the triangulated aluminium pipes make up for by enhancing structural rigidity. The flyweight doors shut firmly, but if you push on the roof it gives like canvas. Due to the mixture and alignment of materials, panel gaps are not marvellous, though probably acceptable for 1981. There are no door pockets, a plastic door handle and flimsy door release, plastic sliding windows which act as a quarter light in the main door window pane, while self-tapping Philips screws secure the runners to the doors. If it wasn't a high-end Porsche with exalted provenance you'd send it back!

And then there's the four-pot soundtrack. Predictably, it doesn't emit a particularly memorable noise, until it gets going. A muzzy hum builds to a coarse rasp, and there's an exultantly brazen 'pop and bang' on the overrun, accompanying every lift and every shift. Cheeky monkey! The steering is quite light and positive, the work of fingertip touches to make it change direction. With my left foot down alongside the clutch pedal rather than hovering above it, there's room for twirling the steering wheel with both hands. The chassis is nicely balanced, steering accurate, brakes firm, and no doubt it's a confidence-inspiring package. What a fantastically exhilarating car this is on twisty B roads and fast A roads. From just over 4,000rpm it gets up and goes, and the engine starts to hum. The real push comes between 5- and 6,000rpm when we really are travelling. With the rev-counter indicating 5,000- and 6,000rpm the boost gauge whizzes to 1.5-bar and back to 0 with each shift. But to maintain any kind of momentum I've got to keep it on the cam, and below 2,500rpm it's struggling. On the bumpy back roads I'm conscious of the plastic panels grating

## TECHNICAL SPECIFICATION

### PORSCHE 924 CARRERA GTS CS

ENGINE:	<b>2.0-litre four cylinder</b>
POWER:	<b>280bhp at 6250rpm</b>
TORQUE:	<b>251lb ft at 3500rpm</b>
TRANSMISSION:	<b>Five-speed manual</b>
TOP SPEED:	<b>155mph</b>
0-60MPH:	<b>6.2 secs</b>
SUSPENSION:	<b>MacPherson strut front, torsion bar rear</b>
TYRES:	<b>205/55 VR16 front, 225/50 VR16 rear</b>

against each other, and there's almost zero ventilation in the cabin unless the slide-windows are open, so it's very hot, but otherwise it's a civilised drive. Apart from the sonic effects on overrun, bop, bop, bop..., bang, its over-riding characteristic is the speed that it soars to between 5,000rpm and 6,500rpm, exhilaration enhanced by its very rawness. It's a hugely idiosyncratic car, captivating, with great personality, rare in its own right, as well as enjoying a privileged background. Lee always has a number of fascinating gems on his books, and I ease the 924 back into his rustic retreat alongside a 914/6 race car - the factory-built ex-Ernst Seiler car that competed in many WSC races in 1970 and '71. A pair of left-field Porsche competition cars. I allow the engine of the 924 to run for a few minutes before switching off to allow the heat to disperse so the oil doesn't cook in the turbo centre housing.

As for that Spitfire, Richard Lloyd had it rebuilt and it became a successful Gold Seal team car; then in the late '90s it had another lease of life in HSCC events after Top Hat's Julius Thurgood recovered it. And after a decade's layoff, Lloyd re-entered the competition arena with a 924 - though not the GTS Club Sport - taking five wins in the 1993 PCGB 924 Championship and winning the title in the process. Amusingly, a couple of years later, a certain Paul Stephens who's based not a million miles from Lee Maxted-Page, won the 924 series in Lloyd's old car. Paul was optimistic about his chances of success, but he wasn't banking on it. **PW**



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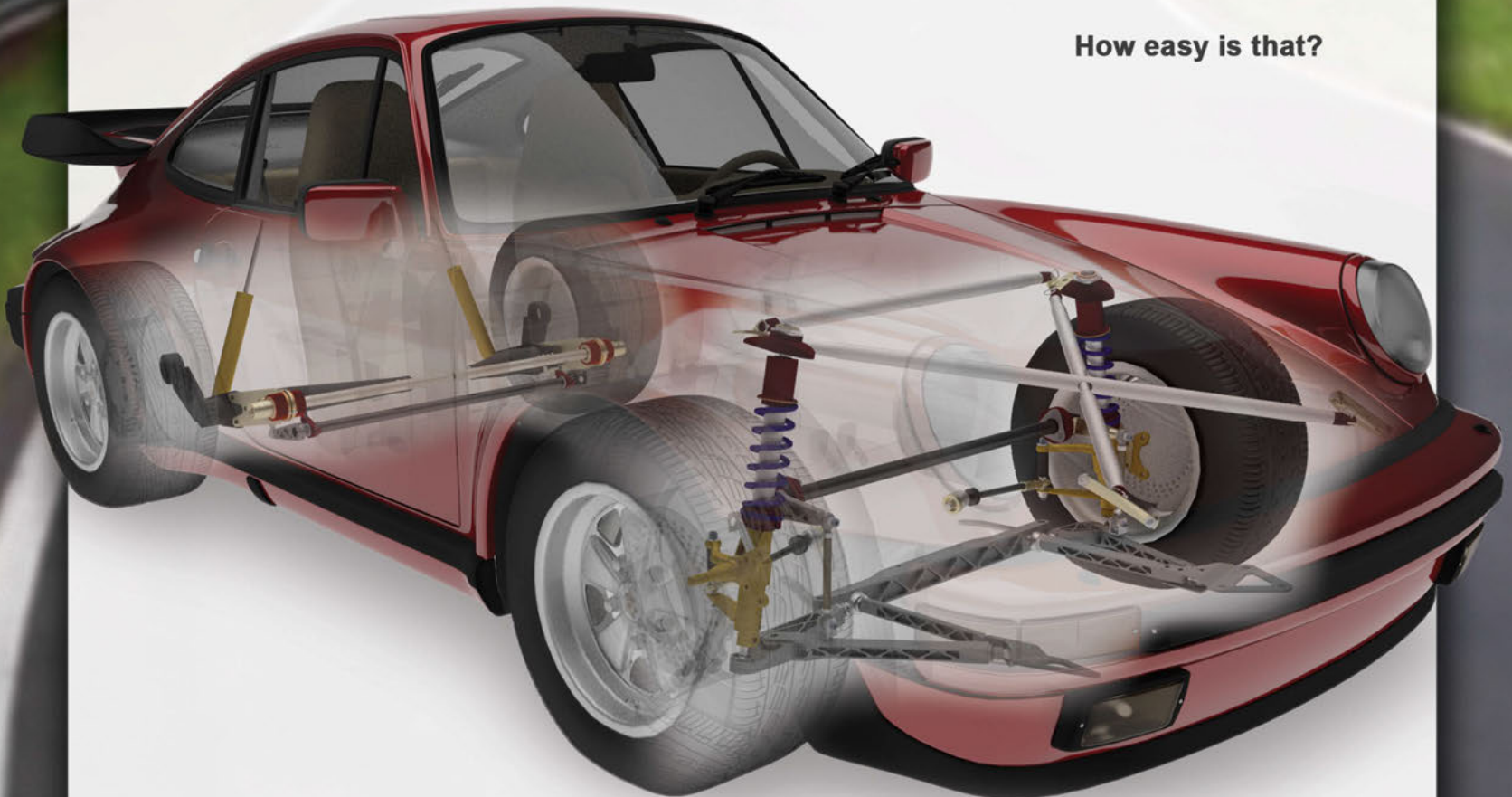
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# PORSCHE ARCHIVE

# FROM TRAGEDY TO TRIUMPH

On the eve of Porsche's return to Le Mans, Keith Seume turns the clock back and traces the path that led to the marque's first ever outright victory in the legendary 24-hour event

Words: Keith Seume Photos: Porsche Archiv and author's collection



Considering that Porsches first raced at Le Mans as far back as 1951, and that the marque will forever be associated with the historic day-long endurance event, it still comes as something of a surprise that it took another 19 years before the team from Stuttgart finally managed an outright win.

But things did get off to a pretty good start in '51 when the sole Porsche entry (well, actually, there were two entries, but the other car was destroyed in a pre-event accident...), the Gmünd-built 356 'streamliner' driven by Veillet and Mousche, won its class and finished 20th overall. Over the next few years, Porsches – first the 356s and then the revolutionary mid-engined 550s – became the cars to beat in the lower classes and the Index of Performance. Overall victory, though, was out of reach – that was the territory of the bigger, more powerful Ferraris and Jaguars.

Top ten finishes were commonplace, though, and a foretaste of what was to come. By the end of the decade, first the 718 RS, followed by the RSK and, in 1962, the Carrera-Abarth 1600GS, were starting to snap at the heels of the big boys. Surely it was only a matter of time before Porsche came out on top?

Sadly, as the old expression goes, there is no substitute for

cubic inches. Against cars with engines more than three times the capacity, the tiny Porsches would always struggle. By the early 1960s, Ferrari had become the marque to beat, with no fewer than six consecutive victories from 1960 to 1965.

It would take the bottomless budget of Ford to finally knock the Prancing Horse off its perch in 1966, when Chris Amon and Bruce McLaren brought the brutish GT40 home in first place.

The 1966 event marked a turning point when new rules dictated a minimum production run of 50 cars in order to be eligible for the Sports Car classes, with other low-volume entries moving into the Prototype category.

In that year's Le Mans, Porsche entered six of its new 906 sports-racers, two short-tailed versions for the Sports category, with four long-tails as Prototypes. They were joined by a single 911, entered privately in the GT category. Overall victory may have slipped through Porsche's grasp, but Jo Siffert and Cliff Davis still managed to grab the Index of Performance prize in their 906.

It was a similar story the following year, with the new 907 driven by Siffert and Herrmann once again taking the I of E honours, but 'only' managing fifth overall. This was the year when the Ford versus Ferrari

Left: Porsche's marketing department went to town following the marque's first overall victory. Five cars in the top seven, plus Index of Performance, Index of Efficiency and GT class wins was plenty to be proud of



*Below: Hans Herrmann looks back on the race win with mixed emotions. While victory tasted very sweet, it was to be his last race, following a promise made to his wife*



*Below: The weather was truly atrocious for much of the 1970 event, with teams having to try to second-guess what the rain gods were going to throw at them next. It became almost impossible to know what tyres to choose as the rain came and went throughout the race*

battle was at its most rampant, with both teams fielding no fewer than seven of their big-bangers apiece. Once again, Ford rubbed the Prancing Horse's nose in the dirt...

In 1968, a total of 13 Porsches took to the line, including four 908s, three 907s and a single 910. This was to be the closest Porsche had yet come to taking overall honours, the 907 of Sperry and Steinemann finishing in second place, 46 miles adrift of the Ford driven by Rodriguez and Bianchi.

And then we get to 1969 and the first appearance of the legendary Porsche 917. Surely this would be the car to wrestle the laurels away from Ford and Ferrari? The incredible flat-12 engined Porsches had shaken the endurance racing world to its very roots when they were first shown to the public. Here was a car that was faster, more powerful and more slippery than any of its rivals. This was the car on which Porsche was pinning its endurance

racing reputation. Second place was *not* an option...

1969 was a significant year for many reasons, one being that it was the last time the famous 'Le Mans start' was used, whereby drivers sprinted across the track, jumped into their waiting steeds and blasted off towards the Dunlop bridge. It was

“Fitted with long-tail ‘Le Mans’ bodywork and adjustable tail flaps, it was hoped the 917’s handling would be tamed...”

also the first time the Mulsanne Straight was lined with Armco and the first time that Porsche's future Le Mans legend Jacky Ickx won. Unfortunately he wasn't at the wheel of a Porsche in 1969...

No fewer than 16 Porsches were entered that year, of which three were 917s. Each car had been built to rules which allowed movable aerodynamic surfaces, with spoilers attached to rear suspension members,

but these rules had now been rescinded – there had been too many failures in Grand Prix racing, resulting in several major accidents.

Porsche argued that its cars needed these movable wings to be safe and, much to the annoyance of rival teams, it was allowed to run the

third by privateer team, John Woolfe Racing. This car – race number 10, chassis number 917-005 – was to be driven by the relatively inexperienced (at least, at this level of competition) John Woolfe himself, partnered by Digby Martland.

Significantly, following the Le Mans qualifying

917s as they stood as long as they were redesigned for future events.

Fitted with long-tail 'Le Mans' bodywork and the adjustable tail flaps, it was hoped that the 917's infamously twitchy handling would be tamed. It had been plagued with high-speed handling problems from day one, with several experienced drivers expressing their distrust of the new Porsche. Of the three 917s, two were entered by Porsche System, the

session, Martland admitted that he didn't feel up to the task of taming the 917, so his place in the JWR entry was taken by experienced Porsche jockey, Herbert Linge. However, it was Woolfe himself who chose to take the wheel for the start and early laps. It was a fateful decision.

Following the sprint across the track to his gleaming new 917, it is said Woolfe failed to correctly latch the door shut. Well, that's what



*Right: At its launch, the 917 seemed like an obvious candidate for Le Mans victory, but in long-tail form especially, its handling left a lot to be desired  
Far right: It took the combined forces of John Wyer Automotive and Porsche's race department to tame the beast...*



some observers say, but we'll never know the real story. What we do know is that, jostling for position on that crowded track, Woolfe was seen to get two wheels on the grass at Maison Blanche, his 917 kicking sideways and striking the trackside banking hard. The car disintegrated and the fuel tank burst into flames. Woolfe died instantly.

Whether the accident can ever be attributed to the 917's wayward handling remains unclear, but there are plenty of people since who've been keen to suggest that Woolfe was out of his depth. A brutally powerful car with hair-trigger handling, a packed first lap race track and full fuel tanks meant there was little margin for error – and definitely no second chance to get things right

when the car got off line.

The accident undoubtedly cast a shadow over the event, but there was no talk of retiring the other Porsches. It wasn't to be the 917's day, however, as both of the works entries were forced to retire. The Vic Elford/Richard Attwood car, race number 12, had led after four hours but began to suffer problems with the clutch. Attwood brought it into the pits so the mechanics could effect a temporary repair, but to no avail.

After leading the race for almost 17 hours, the Elford/Attwood entry was forced to retire. The second 917, driven by Stommelen and Ahrens, had taken the lead after the first lap, a position it held for the first hour. But then an oil leak, followed by similar clutch

problems, brought about an early retirement.

With all three 917s out, you could be forgiven for thinking it was all over for Porsche, but not so. In fact, Porsche had all but dominated the race, with the Elford/Attwood 917 leading and the Lins/Kauhsen 908 Langheck in second place for some eight hours.

When the 908 was forced to retire with gearbox problems, all eyes turned to the third-placed Ford GT40 of Ickx and Oliver. This was the same car that had won Le Mans in 1968 and it looked unbeatable. But Porsche was scenting victory.

In the final hours, the long-tailed 908 of Herrmann and Larrousse chased after the Ford, staying within sight of it until the bitter end.

And it was a bitter end for Porsche, for the GT40 crossed the line literally just yards ahead of the 908 – the Ford had covered 3105.607 miles in the 24 hour period, the Porsche 3105.532. The difference in average speeds was minimal: 129.400mph compared to 129.397mph. It was that close.

Porsche, for so long the bridesmaid but never the Le Mans bride returned to La Sarthe the following year with only one thing in mind: outright victory. Surely it must be on the cards now that the outdated GT40 was no longer a threat? But

Ferrari, still smarting from its regular beatings at the hands of Ford, also had its sights set on Le Mans victory and showed up with no fewer than eleven of its new five-litre 512S sports-racers.

But Porsches, both works entries and privateers, dominated the grid – incredibly, of the 51 cars that started the event, 24 were from Stuttgart (seven 917s, 11 911s, two 910s, two 908s and one each of 907 and 914/6GT).

Of more interest in some quarters, though, was the news that Porsche had employed the services of John Wyer's operation, the team responsible for bringing the Ford GT40's Le Mans success. With Ford out of the equation (the American manufacturer, after proving its point, had withdrawn from racing...) JW was free to enter into a deal with Porsche, whose cars would now carry Wyer's familiar Gulf-sponsorship livery.

Porsche's two objectives were to win the 1970 world championship and, finally, to win Le Mans. The combination of Wyer's experience of running a successful race team and Porsche's technical know-how was a marriage made in heaven. Were any noses put out of joint within Porsche's race department? Almost certainly, but project leader Ferdinand Piëch

*Below: Only lengthy test sessions on the track – notably at Zeltweg – followed by time in the wind tunnel finally cured the 917 of its high-speed handling idiosyncracies. At last, overall victory at Le Mans seemed a realistic possibility*



“But Porsche was canny, choosing not to put all its eggs in one blue and orange basket”

wasn't going to let a little thing like that worry him. John Wyer's operation was charged with running three cars at Le Mans, all short-tailed g17s, as part of a deal which saw Porsche 'withdraw' from competing in the World Championship of Makes, in return for which Wyer would be allowed the use of seven cars in total. Wyer also pushed Porsche to agree to make any improvements or upgrades it made to the g17 available to his team first. Porsche agreed to Wyer's demands and so began one of the most fruitful relationships in motor racing history. But Porsche was a canny operation, choosing not to put all its eggs in one blue and orange basket. Porsche Konstruktionen AG of Salzburg entered two g17s, driven by Herrmann/Attwood and Elford/Ahrens, while

Below: Hans Herrmann storms past the pits Below right: Mike 'the bike' Hailwood's g17 is ignominiously recovered following an accident

Martini Racing was the front for another factory-backed effort, appearing with the first of the famous 'hippy' cars, chassis # 917-043 driven by Larrousse and Kauhsen. The first thing John Wyer wanted to address was the g17's high-speed stability – or lack of it. In October 1969, he suggested that Porsche book the Zeltweg race circuit for some testing. With Porsche men Peter Falk and Helmut Flegl in attendance, the team began to look at ways to improve the g17's problematic handling. Porsche's way was to make small changes, but Wyer's right-hand man John Horsman decided on a more radical approach, hacking away at the rear bodywork of the short-tailed test car, reshaping it using aluminium sheet and duct tape. Crude though his experiments were, they worked. In reality, the final result was a team effort, relying on input from both sides of the Anglo-German alliance. Their efforts had

transformed the g17 into a race winner. June 1970 came round soon enough, and all attention was focused on Le Mans, for Porsche had already accrued enough points to win the world championship. At the drop of the flag (there was no more traditional Le Mans start this year, on safety grounds), five of the seven g17s took off in the lead, headed by Jo Siffert, hotly pursued by Jacky Ickx in one of the Ferrari 512Ss back in sixth place. At the end of the first lap, Vic Elford had taken over the lead, with Siffert back in second place, ahead of Pedro Rodriguez in third. Such was their pace that, by the third lap, the race leaders were already beginning to lap the lowly g11s. But within a few

hours, the weather took a turn for the worse. Steady rain began playing havoc with tyre choice (Wets? Slicks?) and several cars, Porsches included, were forced to make unscheduled pit stops. However, despite the best efforts of the rain to cause mayhem, it was mechanical gremlins that began to gnaw away at Porsche's attack force. First, Rodriguez's g17 lost its cooling fan, and then Siffert's engine blew. Despite these setbacks, Porsches still filled the top five places as dusk began to gather, but by midnight, Ickx's Ferrari had eased its way into second place, only to crash out of the race at 1.35am. Porsche's problems didn't go away, however: Mike

Above: Lined up in the paddock ahead of the start, the Gulf-liveried g17s made for an impressive sight. But this wasn't to be their weekend... Hailwood's g17 destroyed itself when it hit the bank at Mulsanne Corner. At the midway point, Herrmann and Attwood's red and white scalloped g17 had taken the lead, followed by the g17s of Larrousse/Kauhsen and Elford/Ahrens. Attwood recalls the race clearly to this day: 'In February, Helmuth Bott, who was then board member for development, asked me what car I wanted for Le Mans. I told him three things: first, I wanted the 4.5-litre 12-cylinder instead of the





Above: Richard Attwood had just cause to smile!  
 Above middle: Jo Siffert and Brian Redman drove car #20  
 Above right: Jo Siffert looks on as Pedro Rodriguez climbs into the driver's seat of the #21 car he shared with Willi Kinnunen



five-litre engine, which I thought was less reliable. Second, I wanted the 'Kurzheck' (short-tail) version of the 917 because the long-tail version was so fidgety.

competitive and could only hope that the cars in front of us would have problems. And that's exactly what happened.'

The rain came and went – and then came again,



finally came down on this incident-packed race, Porsche had taken its first outright victory.

Hans Herrmann looks back on that 1970 victory with mixed emotions:

friends we had lost. And I knew it myself: there was no reason I should have all the luck, and at some point my luck might run out. It was very moving that all of

“The rain came and went – and then came again, catching everyone out as it soaked the track...”

Third, I wanted Hans Herrmann as my partner, because he knew how you have to pace yourself with the material to get through the long race. I got everything...

'And then we qualified in 15th. At that moment I thought I had made the biggest mistake of my life. We wouldn't stand a chance against the five-litre engines. We weren't

catching everyone out as it soaked the track just after midday on the Sunday. And then it stopped again, causing further panic as once again teams struggled to change tyres to suit the conditions. With just four hours to go, Porsches held the first three places, with three Ferrari 512Ss in hot pursuit.

But by the time the flag

'I had lost to Jacky Ickx in 1969 after we'd spent the last hour and a half overtaking each other several times each lap.

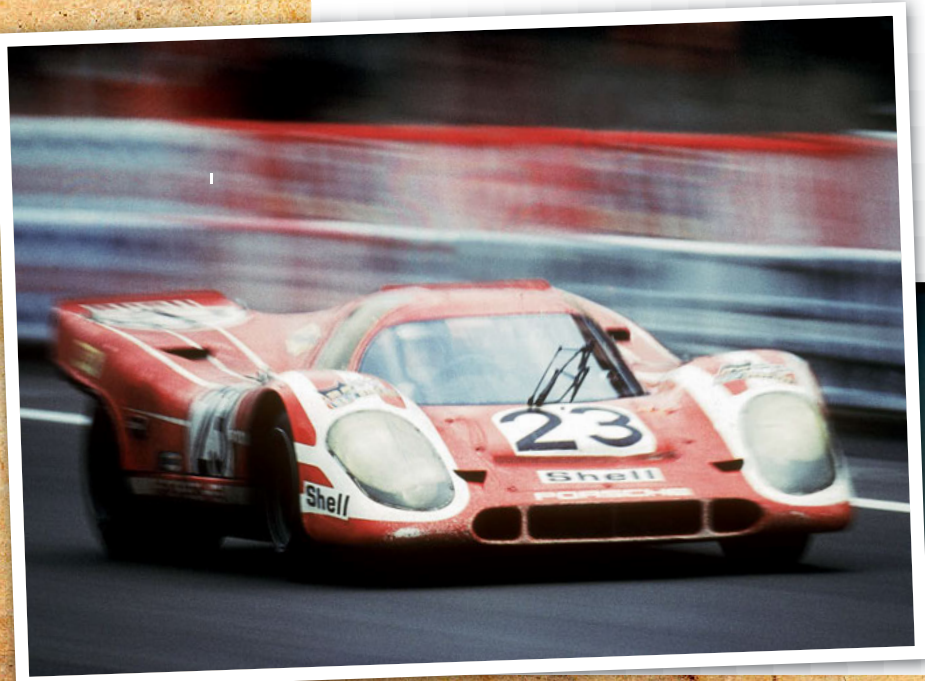
'In 1970, Ferdinand Piëch made certain we had a good chance to go for the win with a more powerful engine. Being able to win just a year after losing by a hair's breadth was, of course, very special. But not only was it the first overall victory for Porsche, it was also my last race.

'I announced my retirement from racing after that. I had made that promise to my wife. She had started to press me a year or two before, because of the many

these factors came together in 1970. I don't remember if I shed any tears or not. But I certainly could have...'

So Porsche had finally done it. The overall victory was cause enough for celebration, but as well as that honour, Porsches also won the Index of Performance, Index of Efficiency and came out on top in the GT class, thanks to that lone Sonauto 914/6GT.

It was an amazing example of how, when Porsche's race department puts its mind to it, nothing can stand in its way. Let's just hope history repeats itself at La Sarthe in 2014... **PW**



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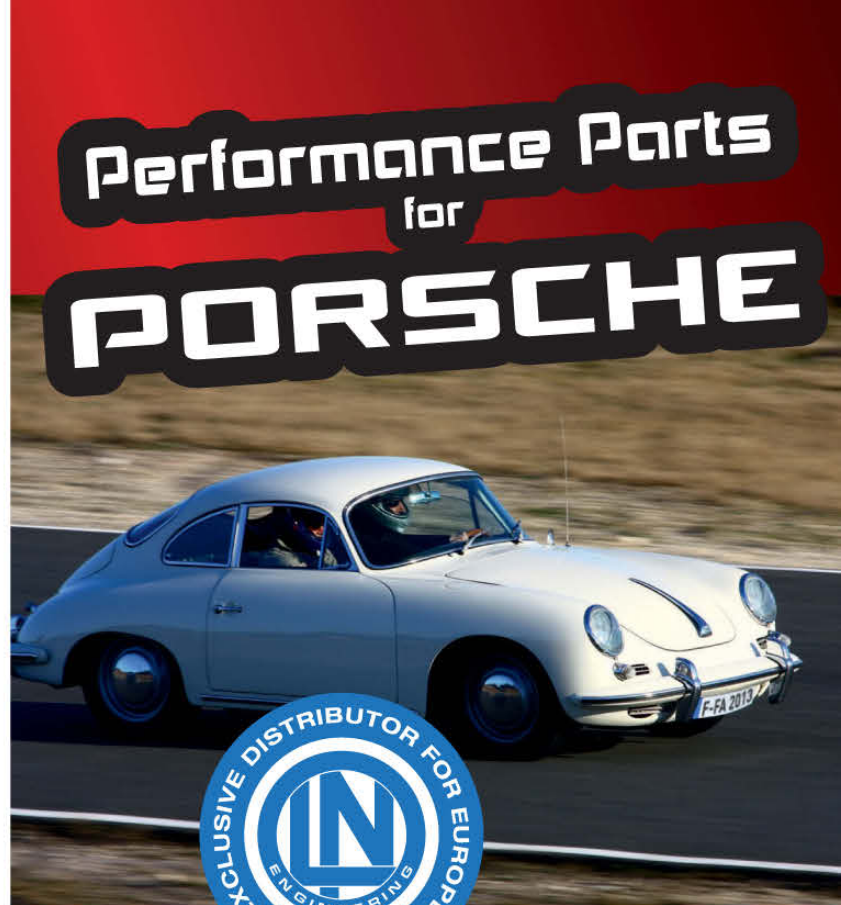
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### PORSCHE 997 – GT3/TURBO / C4S / C2S / C2

**2012 - 991 CARRERA 2S COUPE PDK (CARRERA WHITE) 4,000 Miles**  
Dark Cocoa Brown Lthr Intr, PSM/PASM/PCM-Touchscreen Sat Nav, Telephone, BOSE Surround System, 4 CD Changer, Chrono Pack, Cruise Control, White Dial, Heated/Sports/ Electric Seats, Sunroof, Climate Control, Xenons, Rear Wiper, Rear park Assist, Multifunction Steering Wheel, 20" Alloy wheels, ONE OWNER FROM NEW

**2010 - 997 GEN II TURBO COUPE MANUAL (CARRERA WHITE) 19,000 MILES**

Metropole Blue Lthr Intr, PSM/PASM/PCM-Touchscreen Sat Nav, BOSE Surround Sound system, CD Changer, Telephone, Heated & Memory Seats, Rear wiper, White Dials, Rear Park Assist, Xenon Headlights, 19" Turbo Alloys (GEN II), Full Porsche Service History

**2007 - 997 TURBO COUPE MANUAL (METEOR GREY) 36,000 Miles**

Sports Chrono, PASM/PSM/PCM-Sat Nav, Telephone, Sports Seats, Heated Seats, Part Electric Seats, Sunroof, Rear Wiper, White Dials, Porsche Crested Headrest, Climate Control, Traction Control, Rear Parking Sensors, 19" Turbo Alloy Wheels, Full Porsche Service History.

**2011 - 997 GEN II C4S COUPE PDK (CARRERA WHITE) – 9,000 Miles**

Black Lthr Intr, PSM/PCM-Touch screen Sat Nav/PASM-rsche Active Suspension Module – PASM, Telephone, BOSE Sound system, CD Changer, Sports Steering wheel, Sports seats, Heated Seats, Porsche Vehicle Tracking System, Porsche Crest Headrest, Park Assist, 19" Turbo Alloys – GEN II, Full Main Dealer Service History.

**2009 - 997 GEN II C2S COUPE PDK (BASALT BLACK) 40,000 Miles**

Black Lthr Interior, PSM/PASM/PCM-Touchscreen Sat Nav, BOSE Surround Sound system, CD Changer, Telephone, White Dials, Chrono Pack, Climate Control, Rear Wiper, Xenons, Rear Park Assist, 19" GEN II Alloy wheels, Full Main Dealer Service History

**2009/58 - 997 GEN II C2S COUPE PDK (BASALT BLACK) 58,000 Miles**

2009 Model, Black Leather Interior, PSM/PASM/PCM-Touch Screen Sat Nav, Telephone Module, BOSE Surround System, Memory Seats, Heated Seats, White Dials, Climate Control, Rear Wiper, Xenons, Rear Park Assist, 19" Alloy wheels, Full Main Dealer Service History.

**2007 - 997 TARGA 4 MANUAL (COBALT BLUE) 44,000 Miles**

Grey Lthr Intr, PSM/PCM-Sat Nav, Telephone, Heated Seats, Climate Control, Rear park Assist, 19" Splitrim Alloys, Full Service History (Just been Serviced)

**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, MF S/wheel, White Dials, Sports Seats, Heated Seats, Sports Exhaust, Rear Wiper, Climate Control, Xenons, Sunroof, Rear Park Assist, 19" Carrera S alloys, Full Porsche Service History

**2007 - 997 C2 COUPE MANUAL (BASALT BLACK) 32,000 Miles**

Black Leather Interior, PSM, PCM-Sat Nav/Telephone, CD Changer, BOSE Sound system, Heated Seats, White Dials, Climate Control, Rear park Assist, Xenons, Full Porsche Service History

**2005 - 997 C2S COUPE TIPTRONIC (BASALT BLACK) 32,000 Miles**

Full Black Leather Intr, PSM/PCM-Sat Nav, Telephone, 6 CD Changer, Cruise Control, Chrono Pack, Climate Control, Xenons, 19" Carrera S Alloy Wheels, Full 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**

**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, Hd & 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.

**2005 - 996 C4S CABRIOLET TIPTRONIC (MIDNIGHT BLUE) – 63,000 Miles**

Dark Navy Blue Leather Interior, PSM/PCM-SatNav/Telephone, Memory Seats, 4 CD Changer Climate Control, 18" Alloy wheels, Full Service History

**1999 - 996 C2 CABRIOLET MANUAL BASALT BLACK – 66,000 Miles**

Black Lthr Intr, PSM, Telephone Module, Porsche Radio & CD player, Electric windows & mirror, Climate Control, Full service history, Hard top, Low number of keepers, 18" Alloys, Full Service History. (Main dealer and Porsche specialist)

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

**1998 - 993 TURBO "S" COUPE MANUAL (SPEED YELLOW) 60,000 Miles**  
Black Leather/Carbon Fibre Interior, Litronic Lights, Sports Seats, Electric Seats, Electric Mirrors, Yellow Dials, Porsche Radio & Single CD Changer, Yellow Seat Belts, Sunroof, Rear wiper, Yellow Callipers., 18" Turbo S Alloy Wheels, Full Service History.

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

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

**1996 - 993 C2S COUPE MANUAL (BLACK METALLIC) 80,000 Miles**

1997 Model (registered 12-1996), Carrera 2S (Widebody Specification), Manual (6 Speed), VARIORAM, Full Grey Lthr Intr, Sport Seats, Electric Mirrors, Alpine Upgraded Stereo, Sunroof, Air Conditioning, Rear Wiper, 18" Porsche Turbo / S Alloy Wheels, Full Porsche Service History, Very Clean and Cherished Weekend Car. Extremely detailed history, with Porsche Authenticity Certificate, and with one owner since 2004.

**1995 - 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 C2 COUPE MANUAL (METALLIC BLUE) 150,000 Miles**

Manual, Marble Grey Leather Interior, Sports Seats, Air Condition, Sunroof, Rear wiper, 17" Alloy wheels, Full Service History.

**1994 - 993 C2 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, Upgraded Becker Radio system, Sunroof, computer, Electric Spoler/ windows/ Mirrors/Alarm, 17"Alloys, Rear Wiper, Central Locking with Immobiliser, Full Service History, Extremely Comprehensive S/History (Spare Key, Old MOTs and Tax Discs, Original Manuals, etc)

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

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

**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 (G50 GEARBOX) 124,000 Miles**

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

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

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

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

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

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

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

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

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

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

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

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

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# EBS RACING

IN A GLOBAL MARKET LOCATION CEASES TO BE AN ISSUE, AND SO NEVADA BASED EBS RACING SHIP THEIR PARTS ALL OVER THE WORLD. WE DROP IN FOR A LOOK AROUND, BUT SADLY MISS THE BBQ!

Words and photos: Matt Stone

**J**on Freismidl can recall the exact moment (some 25 years ago) he elected to open his own Porsche parts and service business. He was working in construction, and happened to be operating a posthole digger. He was sweating, working hard, and had a sore back. Freismidl, of German descent, had previously worked in the Porsche business, thought to himself: "I could make just as much money selling a set of Porsche pistons and rods than I'm going to make all day today, just digging holes." The foundation of what is today Reno, Nevada's EBS Racing (standing for Engine Builders Supply) was born in his head. Freismidl got straight to it, reconnecting with many of his previous Porsche contacts, and began working the business on his kitchen table. EBS now occupies around 2200 square metres of industrial suites in Reno, Nevada within site of the Reno Tahoe airport.

"Our business" says Freismidl, "is primarily about engine, transmission, suspension and brakes for







Porsche only” stocking a wide variety of current factory, NOS, and aftermarket parts. New parts are EBS’s stock in trade, although occasionally, used and reconditioned bits, or complete engines or trans assemblies or cores, shuttle through its bay doors. One particularly interesting box of bits we surveyed was a complete rebuild kit for a GT3 engine for a customer that “spun the motor. We don’t see too much of that because those engines have proven pretty robust, but many get raced, and you can hurt them if you work at it hard enough.” We sell a ton of Mahle pistons, ARP hardware, Carillo rods, K&N filters, Kennedy clutches, and such all over the world, EBS having active customer bases in the United States. EBS isn’t an active service shop, although you can send your engine to them for overhaul. EBS sells customer direct to car owners, shops, racing teams and “more than a few dealers.” Freismidl runs a casual shop, with Hawaiian shirts the typical uniform. Many Fridays end up “customer lunch and car talk day” with groups of Porsche owning customers showing up for lunch and bench racing; EBS also sells automotive art, books and shop manuals. Freismidl’s fleet of personal and parts development Porsches include a 996, and one each monster motored 964 and a substantively hot rodded ’73 911T.

EBS occasionally provides parts and tech support to serious racers; one such example is “Duck” Fuson’s radical ’74 911 hillclimber. One of Fuson’s early street racing projects was a stoutly built Datsun 240Z, which was fine until he was dicing with a Porsche one night and got smoked bad, so it was on to 911ville for him. This GT2-ish ’74 is his second 911, which was largely stock when he bought it in the early 1980s. Not so now: the old low compression smog era 2.7 has long given way to a 993 3.6-litre engine packing a single turbo and an intercooler about the size of a six-burner stovetop. Horsepower goes up and down with a twist of the boost knob, and Fuson runs the car between .9 and 1.1bar in order to keep the expensive internals all in harmony, also why he doesn’t spin the motor past about 6500 revs. Horsepower? Should be an easy 500. The car runs a 930 spec 4-speed transaxle, built to take the gaff of the husky turbo motor; five and six ratios aren’t needed for the hillblimb style racing Fuson does with the car. On first glance you may peg the car as a 993 era GT2, and the look is certainly similar in concept if not exactly in detail. You can’t miss the seriously flared fenders, massive rear wing, aggressive front fascia, boxy rocker panels and cornucopia of ducts, gills and grilles. But none of it’s just for looks; everything serves an aero or thermodynamic purpose.

*Opposite page: EBS’s impressive modern frontage. EBS main man Jon Freismidl. His business epiphany came when he realised he could make more money selling Porsche parts than he was in the construction industry Above: It’s all about Porsche. The 964, 996 and ’73 911T are all Jon’s*

*Below: Parts, parts and more parts. It’s not glamorous, but someone’s got to keep the world supplied with Carillo rods, Mahle pistons and much more*





The shark gill-like louvres atop the front fenders and at the aft end of the flares exhaust air front under the nose and wheelarch areas. The front fascia is an exercise in air intakes, as this car takes lots of air volume and motion to keep it cool; two oil coolers are mounted up front and well serviced by those grilles and intakes. The rear GT2 style lower wing section is a Getty Designs piece, atop which sits a two-metre wide GT racing class aluminum wing. The wheels are superwide 17-inch Bogart modular pieces and the brakes 930 Turbo cross-drilled.

This 911's cabin is strictly business, although still looks like a Porsche; the dash is stacked with a quintet

of their more significant recent accomplishments is a second place finish, and a three minute, fourteen second lap time, in the Spectre Highway 341 Virginia City Hill Climb, one of the oldest and more serious open road challenges run in the United States. Duck's time is even more impressive when you consider that the record (just four seconds faster than Fuson) for same is held by a twin-turbo Ferrari F40 on slicks, while Fuson's single turbo street based 911 ran on DOT tires.

Fuson is a fast, serious, committed driver who wants to run well, bring it home alive, and have a beer at the end of the day with his fellow competitors. He does it in style too, often wearing an old IMSA series ex-

*For obvious reasons, EBS Racing often finds itself involved in racing projects, such as 'Duck' Fuson's monster hillclimb car. Believe it or not, it's based on a 1974 911, but now does a passable impression of a full on GT2 with a 500bhp motor*

“If you plan on going to Reno and dropping in, do so on a Friday when the BBQ grille is lit”

of VDO instruments, the tach neatly refaced (rather than simply tilted to put the redline at the high noon position). Naturally the factory carpeting and matting are long gone, and Fuson steers the car with an unusual Momo steering wheel; instead of the common and oft-expected Prototipo three-spoker, the car wears a rare and unusual two-spoke piece with the spokes at 9 and 3. Naturally the driver is encased in a serious roll cage, and the doors wear simple pullstrap door cards; the rear view mirror is an extra wide piece too.

EBS provides a variety of sponsorship, parts and technical support for Fuson's 911 racing efforts. One of

Brumos Porsche team firesuit. The car of course will never be finished, as all racecars seem to be constantly evolving.

Next up is a set of ultra light HRE alloy wheels, and some new stiffer springs from EBS for better control and a lower ride height.

Freismidl and his enthusiastic staff welcome customers and potential customers for a visit any time, but if you plan on going to Reno and dropping in on EBS Racing, we suggest you do so around noon on a Friday when the BBQ grille is lit and the lunch and Porsche talk is plentiful. **PW**

**CONTACT**  
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Story and photography by Chris Horton

# BUMPER GRIND

You might not be planning on completely restoring your 1974–1989 911, but sooner or later you may well want to refurbish its ‘impact’ bumpers and associated panelwork. And this is the kind of epic battle you could face to take them off. Fear not, though: forewarned is forearmed!



**T**hose house- and now car-restoration shows so beloved of budget-conscious television producers are, by and large, a remarkably satisfying way of passing the time. We all like to watch someone else – preferably an expert – hard at it,

and to see a sow’s ear turned back into the proverbial silk purse. What those programmes can never fully illustrate, though, are the often many hundreds of man-hours of painstaking preparatory and remedial work that each project consumes, even before you get to the

relatively easy task of putting everything together again.

We face broadly similar constraints, of course, but at the same time have just a little more

scope for detail – especially when the vehicle in question is as central to the world of the classic Porsche as the 911 Carrera 3.2. This example first

*A task such as this, given both the age and quirky design of the 911, can become a war of attrition. Soaking fixings in penetrating oil does no harm, and often some good, but sometimes you just have to hope that bolts and screws will simply break, albeit without creating extra problems. Bear in mind the ‘interconnectedness’ of components, too: wiring for auxiliary lights passes through headlamp shells (below, far left), and to save time and future expense warrants careful unpicking, rather than merely cutting. Note nasty yellow insulating tape: a sign of many previous bodes to be uncovered*



# HOW-TO: CARRERA 3.2 BUMPERS REMOVED & STRIPPED



Cars are built in 'layers', suggests Robin McKenzie, so to dismantle them efficiently you need to peel away those layers in the correct sequence. Here the front bumper's rubbing strip, with each end secured by a small screw, is eased back to reveal main mounting points. Save as many components for future use as you can. Why spend money that you don't have to? This car has optional (and now rare and apparently very valuable) 'rhino horn' headlamp washers - disconnect pipework with care

appeared in our March 2014 issue (pages 92-95), to illustrate the use of the traditional 'string' technique to remove and refit the front and rear windscreen, and the fixed side glasses. But we quickly realised that,

such was its appalling overall condition, it would make an entire series of valuable practical stories, ultimately building - we sincerely hope - into a complete restoration guide.

The first such feature -

Modern cars - the 911 included - tend to have one-piece front bumper/valance assemblies, which although naturally quite complex in terms of design are usually secured by just a few small screws, and thus relatively quick and easy to remove. Here, though, lower front valance is entirely separate from the bumper - its own securing screws are accessed from within the luggage compartment - and even then there is an additional rubber moulding across its lower edge. Again, securing clips (bottom, right) need to be saved for future use if possible. It's not difficult to see where the time - and money - goes in a rebuild such as this. Or why so many 911s are so badly treated over the years



## THAT'S THE WAY TO DO IT...

Unsurprisingly for a car of this age and nature, the front and rear bumpers and their associated valances and trim are by modern standards rather complicated at the best of times, the problem compounded here by catastrophically rusted fixings - and often the use of the wrong ones entirely.

The best line of attack is to soak them all in penetrating oil a few hours before you start work, or even over a period of several days, and then to be prepared to grind, cut or drill as necessary, or to hope that certain strategic bolts or screws will simply break when you begin to undo them - ideally without leaving their shanks inconveniently embedded in so-called 'trapped' nuts, of course.

It goes without saying that you should use only top-quality, well-fitting wrenches, sockets and drivers (to minimise the chances of rounding off or burring the offending fasteners), and naturally it's advisable to wear thick gloves to protect your hands if - or more likely when - they do slip.

You will need some access to the underside of the vehicle, so as usual make sure that it is adequately supported on sturdy axle-stands, and never a jack (or jacks) alone. Get some suitably bright light on the problem, too - merely feeling what you are doing can never be a substitute for actually seeing.

No less crucially, keep literally everything that you take off the car - for the time being, anyway. Any component that you have to buy will add to the cost of the project, and while you won't want to spend too long refurbishing some tiny clip or other, it will certainly pay to use again something that will respond to a few minutes' work without compromising the quality of the finished vehicle.

By the same token you should consider labelling and/or bagging everything, as well. It's easy to convince yourself that you will remember where all those often special screws and clips come from, but the chances are that you won't - or, if you do, that you will have lost some of them by the time you need them.



The start of our second dismantling session (or the third if you include the windows) saw the 3.2 minus its two doors, and about to be relieved of front and rear bumpers. Interior and headlining later followed, and then the front wings - both processes revealing major structural issues



One of the rear bumper's rubbing strips had been secured with this self-tapper through the moulding (top row, far left). Mmmm, nice... Note relatively small mounting nuts compared to front bumper's. 'Bellows' are all secured by small nuts on four studs moulded into the rubber. Fortunately, this one (top, far right) came undone without too much effort, and given suitable refurbishment should be OK to use again. More wiring to be dealt with before bumper itself can come off: feeding through overriders to number-plate lights. After-market connectors suggest we're not the first to pass this way. Left-hand lamp unit came out easily, but the one on the right (opposite page) needed drilling

stripping and removing the doors – appeared in the May edition (pages 96–98), and here we have continued that theme by removing the front and rear bumpers. It will be many months before those (or any other

components) are ready to go back on, but we hope that the pictures and captions will serve as both inspiration and encouragement to anyone else contemplating even a partial refurbishment in this important

area. Replacing the front 'smile', for instance, or the equally distinctive concertina-style mouldings. (And the procedure is similar for the full range of so-called impact-bumper 911s; future stories will by definition be

applicable to the vast majority of air-cooled cars – if not to every single one of them.)

Do bear in mind, though, that none of these articles is intended as a replacement for a good, old-fashioned workshop manual –

*Bumper moulding is entirely separate from the (steel) panel at the lower rear corner of each wing, so once bellows and wiring have been removed/disconnected, bumper itself will slide off. Corrosion like this (middle photo, below) is not at all uncommon on aluminium bumper, but should be repairable – more on this in future instalments. Again there is more dismantling to be done: lower rear valance is attached by a row of screws, and overriders by three nuts apiece – usually badly rusted, so penetrating oil and patience are essential to avoid breaking off the studs. Not much point here, though: rusted inner core means these are scrap. Stud on bumper trim was OK, though. Result!*





# HOW-TO: CARRERA 3.2 BUMPERS REMOVED & STRIPPED



The steel panels below the rear wings had been (entirely wrongly, of course) secured to them by nuts and excessively long bolts, which once rusted were always going to be almost impossible to undo – and predictably limited access from inside the wheelarch made the usual grinding and/or drilling rather difficult, too. Robin McKenzie made himself a little more room for manoeuvre by removing the rear light unit (visibly corroded, but well worth attempting to save), but even that had one screw that needed to be drilled out. Remarkably for such small and seemingly insignificant items, the panels have two additional securing stays (top row, middle right and far right), but luckily those came undone without too much protest. The longer of the two stays passes up through the rear chassis leg, and is secured by a large nut accessible from within the engine compartment: unusual, to say the least. Panels themselves are showing the typical signs of 30 years of neglect, but again should respond to careful refurbishment. Every little helps in a project as massive as this

see the panel on the right – but rather as a supplementary guide. There can be no substitute for hands-on experience, either – a car as quirky as a 911, and certainly as extensively corroded as this one, is never going to make an ideal first-time project – and you will also need both good working facilities and, let's face it, time and money. Finished to a consistently good standard, this car might be worth £25,000 – perhaps even as much as £30K on a good day – but through systematic working practices we aim to reclaim as many of the individual parts as possible, and thereby to minimise expenditure.

But it's not really 'we', of course. Man of the match is once again Robin McKenzie, proprietor of Silsoe, Bedfordshire-based Auto Umbau (01525 861182;

classicporscherepairs.co.uk). So far he has spent probably five or six full days on the project, with yours truly watching intently and taking the pictures (since this instalment, shot in early March, all of the interior trim has come out, together with the headlining and the sunroof; the front wings are off, too), and it could take another 10 days' hard graft to reach the point at which the shell is ready for chemical stripping, and then the relevant structural repairs. It would be a brave man who even suggested a completion date.

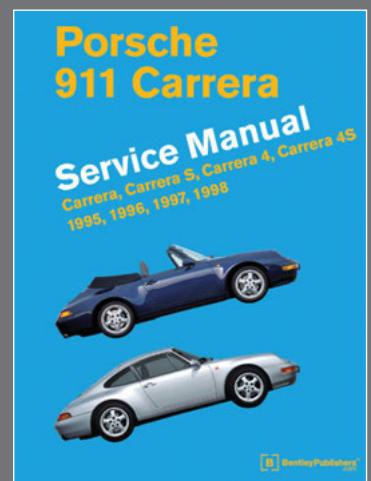
Anyway, lots to get through, as usual, so let's crack on. Next time – probably in the August issue, maybe September – we shall be seeing what's what with the interior. Or what was left of it, anyway. **PW**

## THE KNOWLEDGE

If you have never seen a Bentley workshop manual (and that's Robert Bentley, Inc, not the now Anglo-German luxury-car maker), and there is one for your Porsche, then you are in for a pleasant surprise. Written clearly and concisely, primarily for the professional mechanic, and in many cases based on the official 'factory' book (but no less suitable for the competent amateur), they concentrate on procedures, precise dismantling and rebuilding sequences, the tools and often new parts needed, and not least the requisite technical data. Illustrations are a mix of line drawings (often the factory's own) and good, clear – and above all relevant – black-and-white photos.

The first one I acquired, for the old E28 5-series BMW, was kindly passed on to me by one-time 911 & Porsche World US contributor Jack Criswell, when he visited the UK back in the late 1990s, and I have since bought another two. One for the E39 5-series I subsequently owned, and most recently for the VW Passat (see also this month's Q&A pages). The latter (around £70, brand-new, from the UK-based Book Depository, via Amazon) runs to two big hard-backed volumes, and several thousand pages, and like any good 'tool' paid for itself literally the first time I used it. I just wish there was one for the transaxle Porsches – and I wouldn't attempt a rebuild such as this without one.

Both the Carrera 3.2 and the 911SC have their own separate Bentley manuals (albeit with as many similarities between them as there are between the cars themselves), and now there is also one for the 993 (above) – and one each for the 996 and the Boxster, as well. So far the 964 seems to be covered only by both a smaller *Technical Data Book* and an *Enthusiast's Companion*, and there is nothing for the early 911s, but much of what you might need for those could be gleaned from one or other of those other titles. Prices seem to vary quite widely (more details at [www.bentleypublishers.com/porsche](http://www.bentleypublishers.com/porsche)), and as a newcomer to Amazon I can't understand why you might wish to pay more for a 'used' manual than a new one, but for most of us that's probably the place to start.



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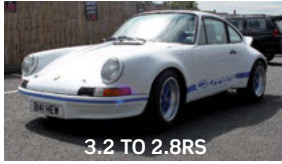
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911 & PORSCHE WORLD 101

# PROJECTS

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## THE TEAM

### KEITH SEUME

#### 912/6 EL CHUCHO

Great news! The engine is now together and it looks the business, particularly with the throttle bodies. I've bought an ECU and decided to wire the car entirely from scratch, using a kit from the USA. The end, dear reader, is in sight. Mind you, I said that last month... and probably the month before that. One day I will drive this car. I hope.



### JOHNNY TIPLER

#### 964 C2/BOXSTER 986

Peppermint Pig's new Bilsteins, Eibachs and Contis excelled at London 964 Group's Spa track day. It did a recent run to North Yorkshire moors, and served as drum transport to a 'good evening campers' hi-de-hi gig; you really can get a full five-piece kit in a 911. Still PP will be having a rest while I drive across America in a Carrera 3.2!



### CHRIS HORTON

#### 944, 924S

No MOT for the 'S' yet - I was sidetracked by a problem with my Passat's door locks; see this month's Q&A - but I finally worked up the courage to remove the 944's heater box to get at the seized-up wiper linkage, only to discover that the latter had rotted away. Anyone got one (for an oval-dash left-hooker) they would like to sell...?



### STEVE BENNETT

#### 944 LUX

It's happening, it's happening! I've find some more development budget down the back of the sofa, so the 944 is going back to Augment Automotive for final mapping and to have their new cam fitted. Power should be in the region of 180bhp. While it's there, the 944 will be getting new dampers, too. It needs them - badly!



### BRETT FRASER

#### 986 BOXSTER S

Bang. Rattle. Thunk. Graunch. Grind. An ominous cacophony of sounds that accompanied the demise of the rear anti-roll bar. One of the technicians at Parr Porsche Specialists recently foretold that the end was nigh for this particular component; sometimes I hate it when people are right. A replacement is on its way.



## FLY(WHEEL) ME TO THE MOON...

The clock's ticking - if Seume wants to have his hot-rod on the road before his 60th birthday, he'd better pull his finger out and get that engine finished...

Ever since I bit the bullet and bought our project GT3, I've felt the need to scratch one technical itch more than any other. GT3 anoraks (and eagle-eyed readers of issue 243) will know that the only real engineering difference between our Comfort model and the Clubsport was the flywheel. The former had a civilised (but heavy) dual-mass arrangement, whereas the latter boasted a much racier single-mass unit. More than the different seats, more than the cage, the cut-off switch, the extinguisher, harnesses, any of it, I've always hankered after the one component that would actually make the car a better drive; a nice, lightweight, single-mass flywheel.

Back in The Olden Days, when the GT3 first appeared, I drove the UK press Clubsport, and I remember being blown away by it. Here, at last, was a 996 with some of the character of the air-

cooled cars. It was fast, involving, and honest. Nothing about it felt as though a marketing man had been anywhere near it, let alone a customer focus group. At idle, the cacophonous clattering from the gearbox was, in a weird way, intoxicating. This wasn't a noise that anybody had sat around tuning for customer satisfaction like a Ferrari exhaust; it just sounded like that. And it sounded like a racing car. Went like one, too...

Alright, alright, enough with the noise; what about the tangible benefits? Well, it's all about weight and inertia. A lightweight flywheel won't increase the power of your engine, but it will release more of that power to the wheels under acceleration. The less effort the engine has to expend in persuading a heavy flywheel to spin faster, the more lively will be the response to the throttle. Factor in that the flywheel in this car is

### ANTONY FRASER

#### 996 GT3

**Occupation:** Freelance photographer  
**Home town:** Chichester, West Sussex  
**Previous Porsches owned:** 1  
**Car:** 911 GT3  
**Year:** 1999  
**Mileage:** 73,000  
**Owned for:** 24 months  
**Mods/options:** Fuchs-alike wheels and Yokohama tyres, plus Cargraphic exhaust system and DMS remap  
**Contact:** antonyfraser@mac.com  
**THIS MONTH IN BRIEF:** New lightweight flywheel from TTV Racing for extra zing, plus a new clutch, make all the difference

nearly a foot in diameter - and we're expecting it to go from a 1000 rpm idle to over 7500 rpm in just a few short seconds - and it's not hard to see that a weight saving here would make a disproportionate difference to the performance. So why wouldn't every manufacturer fit them as standard? Official responses would centre around NVH (noise, vibration and harshness) reduction, but environmental considerations would also be an issue; the damping effect of a heavy dual-mass flywheel will allow a lower idle speed, with consequent reductions in





emissions. But our project GT3 is a sports car, and I want it to behave like one.

There are twin Heroes Of The Hour in this tale, in the shape of TTV Racing and Regal Autosport, respectively manufacturers and installers of our super new flywheel.

TTV Racing is the kind of outfit that we always enjoy stumbling upon. Based just outside Ipswich, it's a small family firm, with maybe a dozen people, who specialise in one area and do it very well. Head man, Alan Crisp, is a hands-on boss who, it quickly becomes clear, knows his engineering

inside out, and takes pride in the accuracy and quality of his products above all else.

Established in 1989, TTV specialise in small batches (100 units is a big order) and one-offs, and their range is breathtaking in its diversity. From Fiat Uno to Ferrari Daytona, from Bentley 4.5 litre to Suzuki Snowmobile, they've pretty much done them all. Inevitably, there's a fairly heavy bias towards motorsport, where there's a greater urgency for every possible advantage. Obviously, each new application requires a fresh design, and these

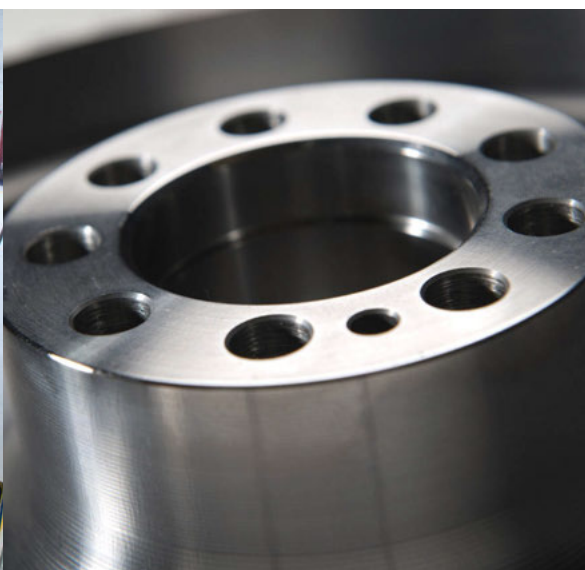
are a mix of CAD and good old-fashioned experience. Some are vastly more complex than others; ours is a relatively simple single-piece affair, and scores well on the lightness scale, as we shall see presently. Alan mentions that they use heavier flywheels for diesels, to cope with the higher compression and lower revs. TTV use forged chromoly, specially made for them, but our man is tight-lipped on the precise formulation – trade secret.

All the most interesting workshops see shiny new machinery sharing floor space with that of, shall

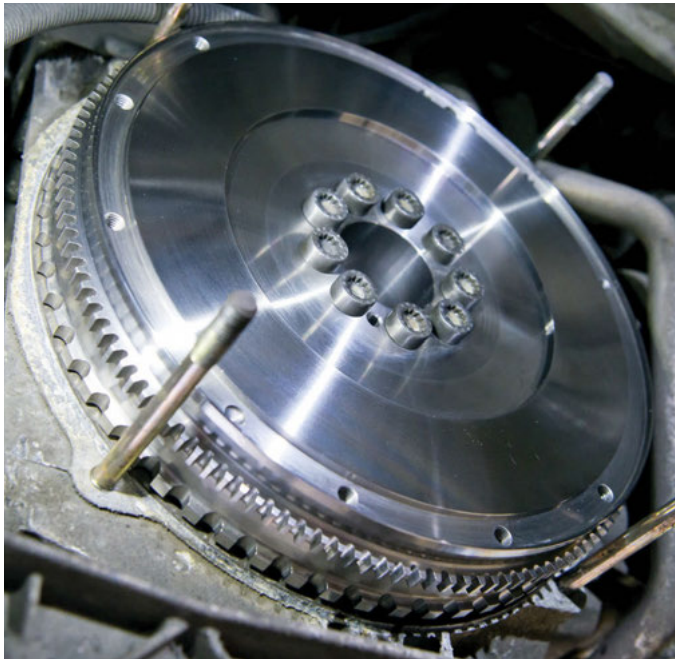
we say, a more mature disposition. TTV's is no exception, I'm pleased to report. Their multi-cutter, computer-controlled milling machines are as large as they are unfathomably complex; they must have cost a fortune. (I'm too polite to ask.) But across the way are old stagers from another era. They survive because of their staggering solidity (missiles would bounce off), and because they still do their jobs as well as anything you can buy today. The hobber is a great example. Its task is to cut ring-gear teeth and,

**Just in case you'd forgotten what it looks like, our man A. Fraser's 996 GT3 at TTV's workshop, and below left, posing at Regal Autosport who handled the job of fitting the flywheel and clutch**

**Below: TTV use forged chromoly, specially made for them, which they turn into lightweight flywheels, and here's a pretty solid block of the stuff. Flywheel itself is a relatively simple single-piece design, but check out the quality, machined, as it is, to exacting standards**



# RUNNING REPORTS



while Noah may be wondering where it went, there's still nothing better. I like that.

As we visit, TTV are in the final stages of moving into spacious newly-built premises, with the intention of expanding their range. We wish them luck – they deserve it.

Of course, a flywheel – like anything else on a car – is only ever going to be as good as the fitting. Get it wrong and the results will be calamitous. TTV are well aware of this, and strongly advise us to see Regal Autosport. Based in Southampton, they're another small operation, with an enviable

motorsport pedigree. With five years of VW Cup behind them, including a championship win, plus two Carrera Cup seasons (2008-9) with driver Tony Gilham (runner up in Pro Am 2 in their first year), you can visualise the seriousness of the intent. Add BTCC to that (again with Tony Gilham, in the ex-works Team Dynamics Honda) and their credibility is carved in stone.

Proprietor, Chris Stewart, explains that the bulk of their business centres around the tuning market, with Porsche, BMW and Vauxhall being the predominant marques.

They have their own rolling road, and they're agents for, among others, AWE Tuning, EVOMS, and Sharkwerks. Chris estimates that Regal fit at least ten TTV flywheels a month, and he lavishes praise on the quality of the product. At ten a month, it's nice to be sure of your supplier; that's a lot of business.

We roll the GT3 into the workshop, and the mechanics are soon busily splitting the gearbox from the engine. As it comes off, it becomes clear that there's a piece of bracketry missing from the top of the 'box, designed to prevent it

moving forward in the event of an accident. This is A: bad, and B: a sure sign that somebody has been there before.

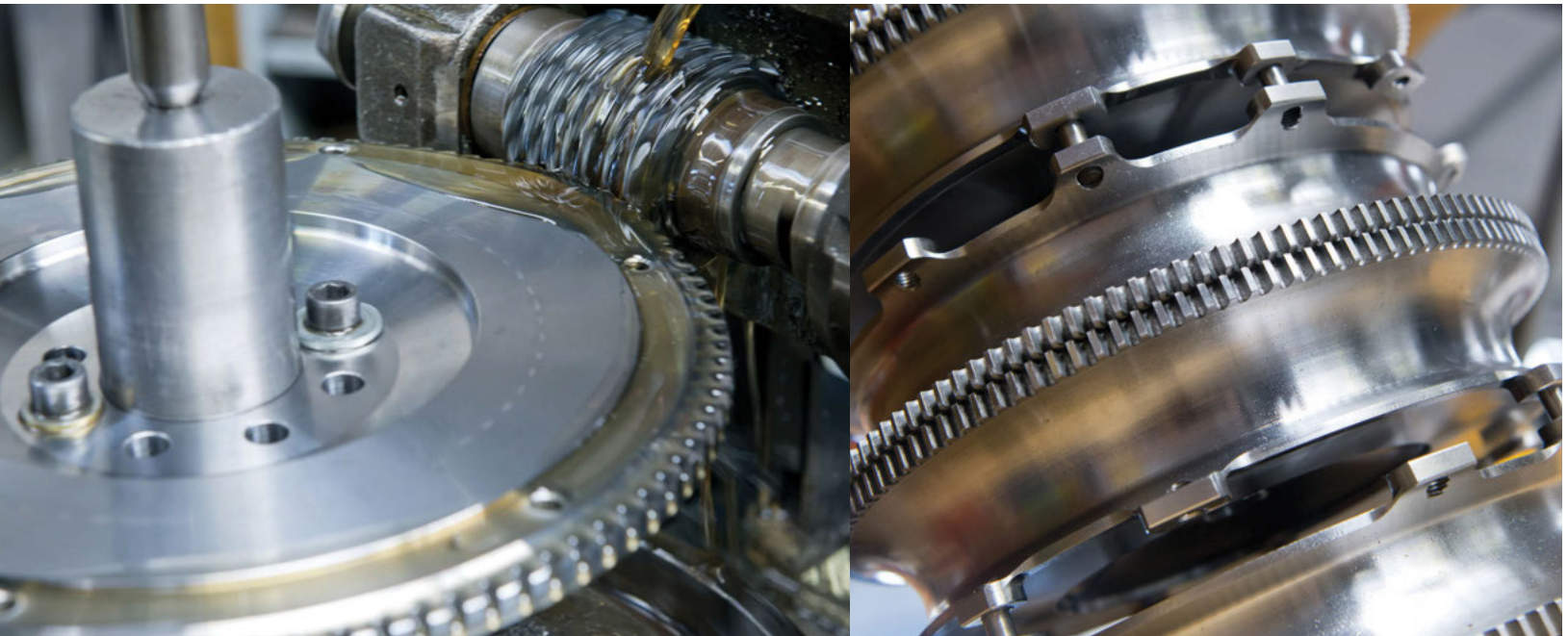
Sure enough, once the gearbox is off it becomes clear that the clutch is not that of a 77,000 mile GT3 – and actually, it isn't in bad nick. It's irrelevant though, because it's not going back in. Its replacement is waiting in a box on the bench. It's a Sachs clutch with a sprung hub, specifically for use with single-mass flywheels. The sprung centre absorbs some of the vibration from the engine, in broadly the same way a dual-mass flywheel would,

but to a lesser degree, and without the weight penalty. It's a quality item, but there's no point spoiling the ship for a ha'p'orth of tar.

Once the old flywheel is removed, we take the opportunity to get it on the scales. It's 13.56 kilos. The new one is 6.64 kilos. That's just under half the weight. Pay attention now, old-school types, because that's a stone (a stone!), lighter. And a good deal of the weight has been shed from near the circumference, where it will be making the most difference. I have to confess to being slightly taken aback by the scale







of what I've just seen.

I can't wait to try it out. Ahem, but I'll have to, as there's a weep on the crankshaft seal and, while it's pretty insignificant now, it could get worse before the next time the gearbox comes off. Which I hope won't be any time soon. One of the boys at Regal jumps in a van and heads off to Porsche's Reading HQ for the part, but it's clear that we won't be back on the road today. This sort of thing's an ever present challenge once a car reaches this sort of age, and you just have to accept it as part of the charm. I scuttle off home, and the next time I can get

back to Southampton, a couple of days later, it's all finished. Regal have been thorough, and the seal is replaced, as is the missing bracket on top of the gearbox. Time to drive it.

I jump in, and there's no doubt about it, from the first moment it feels freer-revving, more willing, sharper. This is what I've been yearning for. Through the gears, it sings, almost as if we've improved the breathing. The engine spins up more readily, and the revs die away more quickly between the gears. I've no figures to prove it, but there's no "is it or isn't it?" about the result; we've made a

sports car sportier, and we've done it without adding power – just releasing more of the power that's already there. I love it. It's efficiency in action, and all the better for that. With marginally better fuel economy now, it could even be described as the green answer. If GT3s are ever really green...

Downsides? None. You might imagine that it could be more difficult to pull away from rest, but it isn't. The Sachs clutch is no heavier or lighter than the previous one, and it's not sharp in its action. There's very slightly more noise at idle, which is fine by me. (A

little boy in the back of my head would like it to be louder, but the grumpy grown-up knows he'd soon tire of that, thank you very much.)

So, all in all, an unparalleled success. Your sensible person would do this when they needed a clutch, to make the most of the labour costs. Bear in mind that there's a very good chance your dual-mass flywheel would need replacing anyway, and the cost of the TTV item (£495, inc VAT) starts to look like money very well spent indeed.

So the GT3 gets even more Yeehaah! Next: suspension and brakes.

**Above left to right: New flywheel in situ. Needless to say this is a gearbox off job and other work is revealed during the whole process, namely replacement of a weeping crankshaft seal. TTV have no end of impressive machinery**

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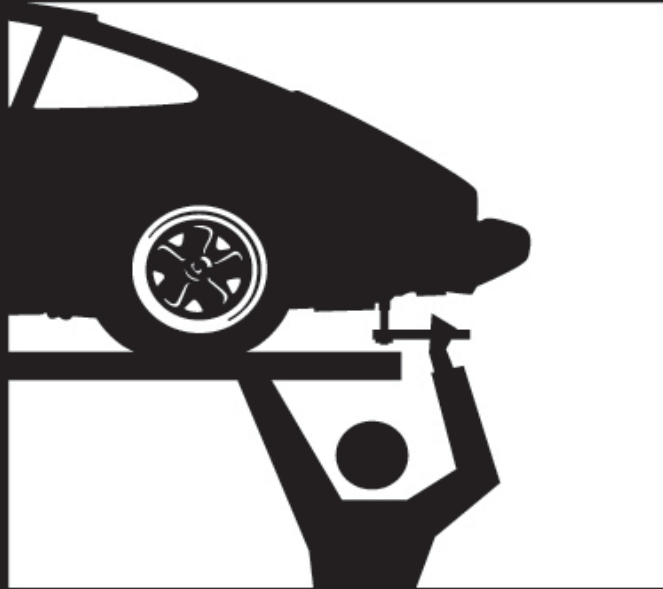
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**Below left to right: TTV main man, Alan Crisp. Old, standard dual mass flywheel weighs in at 13.5kg. Flywheel with Sachs clutch in situ. New TTV flywheel on scales at 6.64kg, pretty much half the weight of the standard flywheel. That's a difference that makes itself felt**



# Chris Turner

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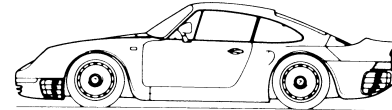
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## CAYENNE DISGRACES ITSELF

John Glynn's V8 Cayenne daily driver experiment was just about affordable when the Cayenne stayed reliable. Now it's playing up and the bills are rising fast. Time for a gearbox rebuild. Ouch!

**JOHN GLYNN**  
**CAYENNE S**  
**Occupation:** Porsche journalist/blogger  
**Home town:** Woodford Halse, Northants  
**Previous Porsches owned:** 5  
**Cars:** Cayenne S, 944 Lux, 911 Carrera 3.0, 924 Turbo  
**Year:** 1994, 1983, 1976, 1981  
**Owned for:** 1, 3, 5, 2 years  
**Mods/options:** Mostly standard. Cayenne on LPG  
**Contact:** john@mightymotormedia.com  
**THIS MONTH IN BRIEF:** Two words: Auto transmission.

Cayenne valve body heads-up is a hard shift from fourth to fifth. "It feels like you're going through the windscreen," is how Steve McHale at JZM Porsche describes the problem.

I'd been having gearbox problems with my Cayenne for a while, and the valve body was prime suspect. Though the 2004 Cayenne S had no real shifting concerns, it did have a clutch control issue, where the transmission would slip out of gear while waiting to pull out of a T-junction or onto a roundabout and leave you stranded at first, but suddenly find second, shooting off with a highly undignified bang. Cue eyeliner streaks on school run cheeks (*John, you shouldn't be doing your make-up, while you're driving. Ed*).

The fault was most unbecoming. When it started to stick in fifth gear when rolling to a halt, I decided to sort it. Dom

Delaney at SVP advised a gearbox oil and filter change first, as this sometimes cured transmission faults. We tried this and it made a small difference for a few miles, before resuming its faulty ways. Next stop: valve body.

There are two options for valve body: buy new from Porsche or overhaul it. An Internet search provided two firms in the UK known to repair Cayenne valve bodies, by reaming the worn valve passages out and inserting bigger valves, and refurbishing solenoids where required. The cost was less than half that of a brand new Porsche part, so a no brainer. "Don't do it," said JZM's Steve McHale. "We've had loads of trouble with those. Just buy the Porsche part, or push it in a river." He was kidding of course, but he remembers hundreds of hours lost in diagnosing early Cayennes.

I emailed the first valve

body repair shop, not far from JZM in Hertfordshire. The owner answered a couple of my messages but stopped replying when I asked for a few more details. The other firm was Valve Bodies UK Ltd, in Merseyside (www.valvebodyuk.co.uk). Valvebodies' Pete Stirrup was very knowledgeable. I got SVP Porsche in Droitwich to strip the valve body out of the car, and we sent it away.

A few days later, Pete called and said they'd finished the valve body but found nothing much wrong with it. One or two valves showed less than 100% function but it had generally tested OK. He didn't want to re-bush the solenoids as they all tested fine and taking them apart risked introducing faults. He'd send it back, and not charge me until we knew it had cured the problem. He had another one on the shelf, fully refurbished, which he could send if

mine didn't work.

It came back refurbished, SVP fitted it and then the fun started. SVP said the car first had all gears, but not happily. They'd checked fluid levels, driven it again and found no gears above third. We left it overnight, did the fluids again in case it was a bleeding issue and found exactly the same problem. I rang Pete and he sent the other fully refurbished valve body down. The result was identical.

I could select gears 1, 2 and 3, but when it hit the shift to fourth, the display claimed that fourth was engaged, but the car lost all drive, as if I'd stepped on a clutch pedal. We stripped the sump off, checked all the wiring to photos of the original and it looked fine. We tried another gearbox controller: that wouldn't code to the car so maybe there was a wiring fault. A mechanic friend had experienced a problem with failed wiring in a



Volkswagen transmission but only when immersed in hot fluid at working temp, so I checked that and the wires were fine.

I had driven in with all six gears. The only thing that had changed was the valve body. Everything else was checking out OK. "It feels completely mechanical: it has to be the valve body," said Delaney. I agreed, bit the bullet and ordered the Porsche replacement valve body at £1030 plus 20% VAT. Plus another round of trans fluid changes and work time lost, and whatever bill I was going to get from Valve Bodies UK.

It was the wrong decision. Fitting the

Porsche part was exactly the same. Now almost £1500 into this job, I was hating the Cayenne. Add my issues to the classic Cayenne problems of coil failures, coolant pipe failures, prop bearing wear, brake and tyre appetite, control arm replacements, screen wash leaking into the cabin causing wiring issues and ECU destruction and it gets very expensive to run a used Cayenne. Not to mention what happens when your engine fails, as many V8s and Turbos do.

The last straw came the following weekend, when I spent a whole day at SVP pulling out the seats and carpet, and checking

through the metres of copper linking the ECUs with the gearbox internals. All I found was a soaking wet cabin floor, courtesy of the aforementioned leaky rear washer jet pipe that pours screenwash into the car when it works its way loose behind the driver's side A-pillar trim. The fluid then floods wiring looms and everything else it can find, including the car's ECU.

I had fixed the screen wash pipe earlier in the year, but the floor was still saturated. This could be the issue if the wiring was corroded. Pulling all the transmission wiring back into the car, I checked continuity on every wire, but could find no broken

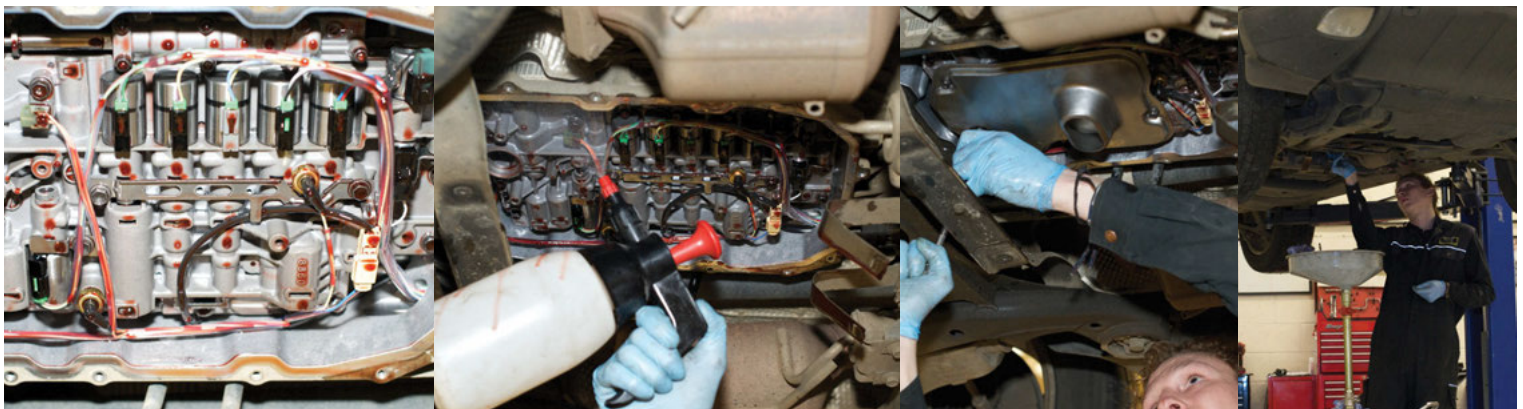
cables and no obvious problems in the transmission loom. I double-checked everything the SVP team did when fitting the new valve body, and could find nothing wrong. The only thing left was to strip down the gearbox.

The Porsche techs I spoke to said engine and gearbox out was the easiest way to remove the trans: two days' work at least. I decided to get back on the Internet. What happened next was more education, but it cleared Valve Bodies UK of any wrongdoing. I paid for their work and recommend them without hesitation. More of this saga next month.

**Above left: A reminder of what Glynn's Cayenne looks like when it's on the road. Remember, we run complicated modern Porsches of a certain age so you don't have to! Er, not really, but it sometimes feels that way. Above: Draining the autobox again, and, er, again**

**CONTACT**  
Valve Bodies UK Ltd  
Robbs Garage  
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Wallasey  
Merseyside  
CH44 2BW  
www.valvebodyuk.co.uk  
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**Below left: The hydraulic fluid control assembly was thought to be the culprit of the shifting issues, but both a reconditioned unit, and a new unit from Porsche failed to fix the problem. Stay tuned for next month's instalment**



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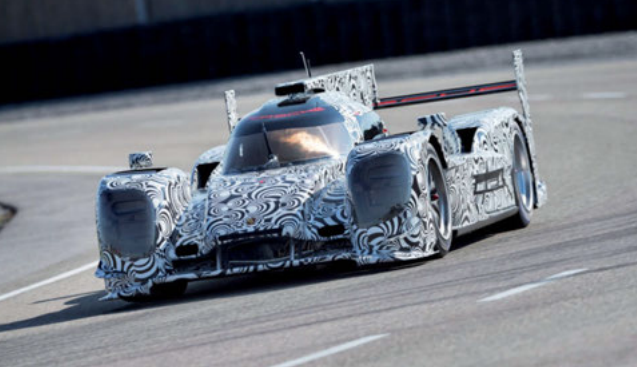
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For readers making their own way to Le Mans a 'Hospitality Only' package is also available from Saturday morning to Sunday afternoon for £219 per person.

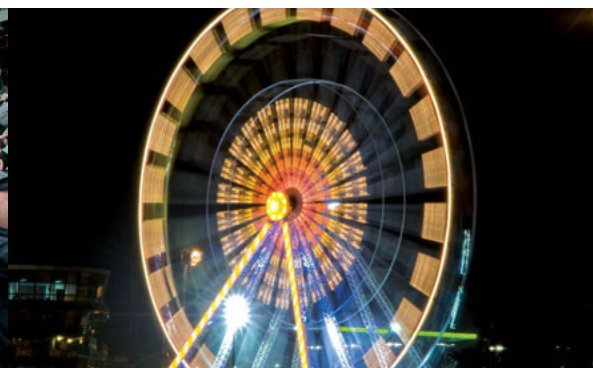
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# PORSCHE PROBLEMS?

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AND WE'LL PASS THEM ON TO OUR RESIDENT EXPERTS TO ANSWER



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

## MEET THE TEAM



CHRIS HORTON  
*g11 & Porsche World*



PAUL STACEY  
*Northway Porsche*



PETER TOGNOLA  
*Tognola Engineering*



PER SCHROEDER  
*Stoddard Imported Cars*



OLLIE PRESTON  
*RPM Technik*

## ACCESS ALL AREAS - EVEN WITH A FLAT BATTERY

One question quite often put to our Porsche experts concerns the luggage-compartment lid on a 996 or 997 or the equivalent Boxster or Cayman - and how to open it when the car's battery is flat.

In earlier models of both the 996 and 986 the lid is activated by a mechanical lever on the driver's sill linked to a Bowden-style cable, but from the 2001 model year this low-tech but inherently reliable system was replaced with an electric switch. The latter looks a lot neater, and unlike the earlier lever it doesn't get scuffed by your feet as you enter and exit the cabin, but it does mean that if you leave the car for any length of time, and the battery becomes entirely discharged (as can be its habit, thanks to the drain from the alarm), you have a problem. Because to open the bonnet you need to charge - or to change - the battery. And where is the battery? Under the, er, front lid...

There is, however, a relatively simple answer.

In all cases open the right-hand door, if necessary first unlocking the driver's door (if different) with the key in the exterior lock. Leave the key in the lock. Remove the plastic cover over the fuse box, which you will find on the adjacent door pillar under the end of the fascia. Pull out the special electrical terminal - marked with a symbolic side view of the car with a raised front lid - and using a suitable jump-lead (or even a length of ordinary 12-volt cable with a crocodile clip on each end) carefully connect it to the positive terminal of a spare battery. Using a second jump-lead or length of cable, no less carefully connect the negative terminal of the battery to the door-latch striker plate on the 'B'-post. It's important to connect the leads in this order, and to disconnect them only by reversing the same sequence.

This - assuming that your secondary battery is any good - should supply sufficient power to

activate the under-bonnet solenoid, and thereby release the lid. (And the engine cover, as well.) Do note, however, that you must never attempt to start the engine in this manner. For that you must use proper, heavy-duty jump-leads connected directly (and obviously correctly) between the two batteries, although it will always be far safer physically to fit a good battery in the car that won't start - even when carried out entirely by the book, jump-starting can represent a real risk to both vehicles' sensitive electronics. Damage any of those and you will have some very big problems.



## DIY 996 SERVICING? GO FOR IT!

I read with interest the article from Owen Fisher on page 113 of the June issue of *g11 & Porsche World*. It sounds as though his approach to 911 ownership is similar to mine.

As you might remember from my earlier submissions to Q&A, I changed the oil soon after buying my 996 in 2012, and did a fair amount of research prior to taking the plunge. I used four axle-stands to ensure that the car was sufficiently far above the ground for easy access, but at the same time remained level. This also allowed me to remove the wheels for a thorough clean, and to inspect the inner wheelarches, brake lines, discs, pads and so on. The few tools that I needed were readily available from Halfords, and not prohibitively expensive. I used Design 911 ([www.design911.co.uk](http://www.design911.co.uk)) for parts (magnetic sump plug, filter, Mobil 1 0W40 oil etc) and paid £128 including VAT and delivery. These days I would probably try [www.eurocarparts.com](http://www.eurocarparts.com), as well, and look for any promotional codes they happen to be running at the time. Every little helps, as they say.

I'm a keen DIYer, as you may have gathered from some of my earlier questions, but would never tackle anything too big these days. Rest assured, though, that carrying out an oil change on a 996 is not a daunting task, and very rewarding once completed.

Since this oil change, I have had the car serviced at Revolution Porsche (in Brighouse, West Yorkshire; 01484 717342), and they suggested Mobil 5W40 as a better alternative oil.

**Graham Lancaster**

**Chris Horton, *g11 & Porsche World*:** I'm glad you are getting so much satisfaction from servicing your own 996, Graham. One thing, though: if in future you continue to have the car looked after by Revolution in Brighouse, maybe you would like to consider asking them to use Millers lubricants. That company's HQ and development centre is close by, and that aside we are firm supporters of this entirely British independent. More information - and an oil 'selector', for just about any Porsche application you care to think of - at [www.millersoils.co.uk](http://www.millersoils.co.uk).



**996 oil change should hold no fears for a DIYer, says Graham Lancaster. The secret is to gather together the right tools and materials before you start, and then make sure the car is high enough off the ground for easy access to the underside. Level, too, so that all the old oil flows out quickly and easily. Magnetic sump plug is useful for monitoring future health of the power unit**



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## 993'S COOLING-FAN AND ALTERNATOR BELTS EXPLAINED

My 993's generator-belt warning light keeps coming on, as soon as the engine speed reaches about 5000rpm. The two drive-belts are in good condition, and appear to be tight. My local mechanic could not tell me what the problem might be, or even carry out any preliminary investigative work. I have a set of official workshop manuals, which talk about a special tool to remove the large nut holding the pulleys in place ('polygon' wrench; part number 999 571 052 02), but don't say what it looks like, or how to use it.

I know the belt tension on these engines is adjusted by means of shims. Indeed, I watched Peter Tognola doing the job on my 930 Turbo about 30 years ago, but I can't remember what special tools he used. I assume there should be some spare shims behind the hexagon-head nut, if I should need them?

But in any case I can't remove the nut without the tool. And which way does the nut undo? Clockwise, or anti-clockwise? Assuming that I have to buy the tool from Porscheshop (my usual mail-order supplier back in the UK), how would I go about using it?

**Phil Wright, Lanzarote**

**Paul Stacey, Northway Porsche:** The 993, like the 964, has what look like two parallel 'fan' belts. In fact, only one of them drives the engine-cooling fan; the other, with two slightly different-sized pulleys, powers the alternator. This arrangement was to allow the generator to run faster at lower engine speeds (in slow-moving traffic, for instance) than it might have been desirable to run the fan, and thereby to cope with the demands of the electrical system, while at the same time providing adequate cooling. It does mean, however, that the driver wouldn't necessarily be aware that the cooling-fan belt itself had broken until the engine eventually overheated.

In order to avoid this, the cooling fan's drive-



**Plastic jockey wheel running against 993's (and 964's) cooling-fan belt (above, left) is designed to alert driver to the belt's possible breakage, but can itself fail and generate spurious signals. A popular modification, especially for power-tuned engines, is to lock alternator and fan shafts together (right) and use a single belt**



belt has a small plastic jockey wheel running against its flat, outer surface; the wheel is supported on an arm attached to a micro-switch. If the belt breaks, the resulting angular movement of the wheel and hence the arm closes the micro-switch, and the instrument-panel warning light comes on. (A little confusingly, but not entirely illogically in the circumstances, it's the same lamp as for the battery/generator-belt warning.)

Sometimes, however, the switch inside the mechanism fails by going closed circuit, and the warning light remains on all the time. On other occasions the plastic jockey wheel might break off, leaving just its small bearing to rub against the belt. This will cause rapid and excessive wear to the outside of the belt, and (as in your car) the warning light to come on at higher rpm. I would be inclined to start by replacing that entire sender mechanism, or at the very least to remove it for inspection and/or testing with a multimeter. Your local mechanic ought to be able to do that.

The sender is secured by a single 5mm Allen-head screw, although this can be tricky to undo and subsequently refit, primarily due to the limited space in the area. The part number of the sender is 993 106 035 00, and here in the UK it costs £67.47 plus VAT. I am sure that a Porsche Centre over here would mail one to you if you paid by credit card.

The other factor to consider is a problem with the engine-bay wiring loom. This was the subject of a recall many years ago, and while it is unlikely that your car slipped through the net (and the fault was not known to manifest itself in this way), it is possible. Any Porsche Centre should be able to tell you whether or not the car was upgraded in this respect if you provide the VIN, or Vehicle Identification Number.

If you have to replace the belts, there should be a splined Allen key in your car's toolkit. Insert that into the end of the alternator shaft to hold it stationary, and then use a 24mm spanner on the nut. (It's a conventional right-handed thread.) Remove the pulleys and the tensioning spacers, or shims. To tighten the belt nearest you, move the shims from between the pulley halves, and place them on the outside. To slacken the belt, take shims from the outside of the pulley and position them between the two halves.

The other belt, nearer the front of the car, uses the same principle with the shims, but here the two halves of the pulley are held together with three 5mm Allen screws. The heads on these are shallow, and the sockets tend to round out easily, so I would order some replacements before attempting the job. Make sure the concave spacers go back correctly, as otherwise you will lock the alternator and fan pulleys together, and burn out the alternator.

## ANOTHER M96 ENGINE BITES THE DUST - AND WE ARE NOT SIMPLY MAKING THIS UP!

I recently bought a 996-model 911 Carrera. The engine is now emitting a rather worrying tapping or clicking noise at tickover, at what sounds like half engine speed, and a bit like an old-fashioned tappet. I hope that this might be coming from a camshaft follower, rather than anything more serious, but any further advice you can offer would be much appreciated.

**Ray Adkins**

**Paul Stacey, Northway Porsche:** The 996 engine can generate a tapping noise, such as you describe, from several different areas. First, you need to make sure that you have sufficient oil pressure - and the right amount of the correct grade of oil in the system, too. The pressure reading on the dashboard gauge should be around 3.0 bar when the engine is hot and running at anything above 3000rpm. If this is OK then you need to cast the net a bit wider. Timing-chain tensioners can go slack, causing a tappet-style noise, but will normally pump up and become quiet once the engine has warmed up. Depending on the year of the car it could also be the hydraulic tappets themselves. Ultimately, though, you need to check which side of the engine the noise is coming from. If it's from the

right-hand side, and the left-hand tailpipe is more sooty than the other, then sadly you are more than likely to have the famous - or perhaps that should be infamous - bore scoring. You should be able to confirm that by having the ignition coils and spark plugs removed, and the cylinder walls inspected with an endoscope. Just about every good Porsche specialist has one of those devices these days.

**Ray Adkins:** Disaster, I think. Oil pressure is very good, but the noise is, indeed, coming from the right-hand side of the engine. And yes, I can see puffs of smoke from the left-hand exhaust tailpipe. That also has more black deposits around it than the one on the right. So it sounds like bore wear - although the car still pulls very well, and the noise disappears when the revs rise to about 3000rpm. What is the best way forward, then, and the rough cost to put the problem right - if it is, indeed, bore scoring?

**Paul Stacey:** The cost to rebuild one of these water-cooled flat-sixes varies according to precise specification, and obviously to how much damage has already been done, but roughly it will be somewhere

between £4000 and £6000. Chain tensioners cost around £100 apiece, and take only a couple of hours to replace (£120 at our standard £60 per hour). Hydraulic tappets vary in price, again depending on year, from £40-£90 each. Just remember that there are 24 of the things, though. If it's the tappets on the left-hand bank that need replacing (cylinders one to three) then the labour cost is for approximately seven or eight hours, but if it's the right-hand bank (cylinders four to six) then the engine has to come out, and so the labour would be more like 15 hours - and in both cases plus relevant lubricants and so on. All of those prices are exclusive of VAT, by the way.

**Chris Horton, 911 & Porsche World:** I do hate to say 'I told you so', if only in deference to Ray Adkins' feelings - and whatever has caused his engine to start making expensive-sounding noises is almost certainly not his fault - but here, surely, is yet another example to confound those who continue to maintain that we are merely 'hyping' the whole M96/g7 engine issue. This is a genuine, unsolicited question to our Q&A service, and we can only assume that for each of those that we see there are many more we don't.

## OWN A CAYENNE - OR ONE OF MANY OTHER VAG MODELS? THEN YOU NEED TO KNOW THIS!

Here in the world of Porsche we often bang on about our beloved cars' DNA, and although in reality there can plainly be no such thing, there is undoubtedly a family likeness between the many different vehicles built by the entire VAG group over the last 15 years or so. Which means, to continue the biological analogy, that many of them can – and do – suffer from the same health issues. Mechanical problems, basically.

This was brought home to me when my 'new' Volkswagen Passat – actually, a tidy 2004-model 130PS TDI saloon that recently replaced our 1998 estate – decided one morning that it didn't want to open two of its four doors in response to the button on the remote key fob: left front, and right rear. And yes, I know that the first press of the button is intended to open only the driver's door anyway. Repeatedly jabbing at both the fob, and then the lock/unlock button on the driver's door armrest, generated the usual clunking sounds from the 'good' doors (so I was confident the fob battery was OK), but no sign of the buttons below the windows popping up. Likewise those same doors' internal handles had no effect but temporarily to raise the relevant pushbutton, which dropped back into the trim as soon as the handle was released.

I won't bore you with all of the subsequent details. Suffice it to say that it quickly became apparent that the doors were not going to open – from inside or out – any time soon. And that depressingly few people out there in the world of VW seem to have even the slightest idea about how quickly, easily and economically to deal with what the forums I looked at suggest to be an astonishingly common problem. I am still waiting for one of the VW main dealers in my area to come back to me with a price for the job. (They wanted £138 simply to diagnose the problem.) And don't even start me on the nonsense that pervades said forums like a disease. How do some of these people function without 24/7 supervision? If you have nothing useful to say, then shut the £&^@ up. Lol.

I mention all of this partly because it – and what follows – might help anyone with a so-called B5 Passat (or a Mark 4 Golf, and quite possibly many subsequent VW, Audi and Skoda models), but also because both the Touareg and the famously similar Porsche Cayenne have exactly the same 'issue'. And because, quite apart from the little-known but not entirely unexpected fact that the car won't pass an MOT test while thus affected, there is the obvious inconvenience and perhaps even danger inherent in the situation. My wife tends to lock

the doors when she's driving herself, and if her elderly mother had been in the car with her then I am fairly sure that to get the latter out we would have had to call the fire brigade – and who I am sure would have been delighted to cut off the roof. What kind of numpty designs a vehicle that potentially renders easy escape impossible in the event of, say, an accident?

Anyway, rant over. What you need to know right now – if your Cayenne (or Touareg, or daily-driver Passat, or Golf etc) shows the same symptoms, which one day it most likely will – is how to deal with it. Without having to chisel or air-saw or fire-axe the door open. Or – and I spotted this in at least two forum posts just this morning – using a body-straightening hydraulic ram physically to push the door open. Seriously, what medication are some of you people on?

My solution – for the rear door; the front one seems to have cured itself, at least for the time being; see below – was to take off first the door card, and then the pressed-steel component carrier behind it. (The door shell's inner skin, basically, to which is attached the window-lift mechanism.) It's not particularly easy to get the card off with the door shut, and probably just as tricky in the Cayenne, but it is certainly possible, and with care and a bit of luck you shouldn't do any serious or obvious damage. This gives limited but adequate access to the electro-mechanical latch mechanism inside the trailing edge of the door shell (and secured by screws thus obscured until the door can be opened), and by studying the latch I had bought – brand-new from VW; there was no way I was going to mess about with cheap and quite possibly counterfeit rubbish from the darker corners of the Internet – I was able to deduce that by selectively breaking open the right part of the motor casing I would probably be able to move the tiny plastic link inside that was effectively deadlocking the mechanism. And so, with a bit of dexterity, it proved. Result!

No less satisfying was having my theory about the close similarity of the Cayenne in this respect confirmed by Scott Martin, one of the technicians at the Porscheshop (0121-585 6088; www.porscheshop.co.uk). It's an increasingly common problem in these now ageing vehicles, too, he suggested, and by and large he and his colleagues deal with it in exactly the same way as I did in the VW. He couldn't give me an exact price for the job, not least because you never know quite how long it will take until after the event, but do it yourself and from Porsche the new latch mechanism will cost between about

£80 and £135 (both plus VAT), depending on the precise model and its specification. Make sure that you get exactly the right parts by ordering against a VIN, says Scott – unsurprisingly there are several alternative components.

The procedure for the front door is – or can be, anyway – slightly different. Again I managed to get the Passat's inner trim off (despite the close proximity of the end of the fascia), but in doing so must have unknowingly shaken the internals sufficiently to remake the offending intermittent connection(s) inside the latch mechanism, and thereby allow the door to be unlocked and opened. (The problem is widely argued to be caused by the same kind of 'dry' or partially fractured soldered joint that famously afflicts the circuit boards in various older Porsches' fuel-pump and ignition-system relays.) This will allow me later to strip down the door and undo the latch screws in the normal, non-destructive way, so in the meantime I have disabled the central-locking by removing the fuse. The doors can still be locked by pressing down the four individual buttons, but crucially this doesn't electrically deadlock them, and thereby risk them jamming shut again.

What Scott tends to do in the Cayenne, however (and I am happy to say that this had crossed my mind, as well) is physically unbolt the rear door from the 'B'-post – which is a lot easier than it might sound. This once again gives limited but sufficient access to the 'U'-shaped hasp on the striker plate, and that, after the application of protective masking tape to the surrounding paintwork, can with care be cut through with an air-powered hacksaw. Here, too, it's difficult to quote labour costs for this innovative but plainly effective approach (although I would guess that it shouldn't take more than an hour; two at most), but the latch costs between £55 and £140 plus VAT – there are at least six different part numbers, so again make sure you get the right one for the car – and the striker plate £6.20, also plus VAT.

Needless to say, this is something that I plan to come back to in a full how-to as soon as possible. And if my research and personal experience to date is any guide, then I shouldn't have to wait too long for a suitable Cayenne to show up. Or maybe you have one already?

**Touareg door (first three pics below) is similar enough to Cayenne's to illustrate problems you might face if the lock fails. Deadlocked front door can be opened by removing the rear one, and carefully using an air-saw to cut through hasp on striker plate (but see text). Passat (below) shows new lock in position, and selectively broken-open old unit. Easy(ish) when you know how**



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964 Turbo II 3.3, 1991 RHD P.O.A.

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# 996 TO THE FOUR

The widebody look and four-wheel drive, it's no wonder the 996 C4S was a hit

Words: Steve Bennett

Photography: Michael Ward



## SPECIFICATION

### PORSCHE 996 C4S

Engine .....	3600cc flat-six
Transmission .....	Six-speed manual/five-speed Tiptronic
Max power .....	320bhp at 6800rpm
Max torque .....	273lb ft at 4250rpm
Brakes .....	Vented discs 300mm front and rear
Wheels & Tyres..	.8x18in (f), 11x18in (r). 225/40x18 (f), 295/30x18 (r)
Weight .....	1565kg
0-60mph .....	5.9 secs
Top speed.....	175mph

**W**e've said it before and we'll say it again: The 996's time is coming. Prices have been too low for too long, while the prices for air-cooled classics are entering the stratosphere. Inevitably, then, prices for the water-cooled cars will get dragged along in their wake. It's how the market works. But don't fear, there's simply too many water-cooled cars – plus they don't have the cache of the classics – for prices to ever get really silly, but right now the good ones are under-valued, and that most certainly includes the 996 Carrera 4S.

Porsche trends come and go. A few years ago, it was the 964 that

was getting beaten with a stick, and now look at it go. Prices are on a par, or outstripping, the 993, and remember how that was the dead cert buy not so very long ago? And so the 996 has been the whipping boy in recent times, not helped by its ubiquity. It's funny how popularity has worked against it. Why were so many sold in the first place if it wasn't an exceptional car to start with? And it was, placing itself as the must have sports car for all the usual 911 reasons.

OK, it has some issues, which we'll come to, but let's look at the positives. We'll concentrate on the Gen 2 996 C4S here, introduced in late 2001 and with the 3.6-litre Mg6 engine producing 320bhp and the more pleasing front end. The

'4' of course points to four-wheel drive, the 'S' to the model's superior specification over the regular 996. For just £2610 more than the Carrera 4, the customer got some £7000-worth of 'extras' and that's not taking into account the cost of 'Turbo-look' bodywork.

The bodywork is some 60mm wider than the basic Carrera, and the C4S sits lower too, thanks to the Turbo derived suspension and brakes, all of which give the C4S an aggressive look, that is lacking from the narrow-bodied Carrera.

However, there is a cost for all this. The extra weight of the C4S means that it's slightly slower from zero to sixty, but only by a whisker – 0.1 seconds is, after all, not much to worry about. It was slightly slower too, with a top speed of

175mph, compared to 177mph for its two-wheel drive sibling, but again it's hardly a deal breaker.

## MODEL VARIATIONS

The Carrera 4S was launched at the 2001 Frankfurt motor show. The revised and upgraded engine, now with 3.6-litres, and many of the problems that afflicted the original 3.4-litre Mg6 engine had been sorted out.

Of course, this being Porsche, there wasn't just a coupe model to choose from. In 2003 a Cabriolet version was launched, which proved particularly popular, especially in Tiptronic form.

As you might expect, the Cabriolet was far more than a coupe with the roof lopped off. The body structure underwent considerable



## WHAT TO PAY

Of all the 996 models, the Carrera 4S is the most desirable and prices reflect that. A few exceptional cars with dealers are commanding above £20,000, but in the main prices are between £15,000-£20,000 for moderate mileage cars.

As ever a private sale will get you the best deal, but comes without the back up of a warranty. Unlike the classic 911 market, you won't be battling it out with dealers over private cars either.

Even a cursory glance at the current market for the C4S would indicate that there are some good cars out there, that have been cherished by caring owners. If you're lucky, you might also find a car that's had the remedial engine work carried out too.

At the moment, we can't help thinking that the C4S is undervalued, so get ahead of the curve for a change.

strengthening. This came at a cost, though, with the all-up weight being some 70kg more than the coupe.

## STYLING AND BODYWORK

Until the launch of the 996, Porsche had been involved in a 34-year evolution of the 911, styling and bodyshell wise. The 996, then, was always going to be a challenge, both for Porsche and the public. That they pulled it off, and the 996 was universally recognisable as a 911, speaks volumes for the achievement made.

In retrospect it could be said that the styling was perhaps a little too 'smooth', but that rather followed the styling trends of the time. Certainly the widebody 996s successfully added a more 'aggressive' look and in the case of the Gen 2 996, the new front light treatment addressed the criticism of the earlier 996's 'fried egg' headlamp styling.

Whatever your views, however, the C4S is a 911 through and through, and arguably the best looking of the 996 range.

## WHAT TO LOOK OUT FOR ENGINE

We sometimes wonder we've made a rod for our own backs here at *g11&PW* when it comes to writing anything about 996 engines, but we will continue to plow the furrow of 'forewarned is forearmed.' There are issues, and there are reasons for these issues, and for the full lowdown we will, as ever, point you in the direction of our last big Mg6/Mg7 engine analysis feature in the Oct 2012 issue (available as a back issue from [www.g11porscheworld.com](http://www.g11porscheworld.com)).

The original 3.4-litre Mg6 engine used in the earlier 996 was increased in capacity to 3.6-litres for 2002, and so all Carrera

C4Ss benefit from the revised unit. The bore is 96mm, the stroke stretched to 82.8mm to achieve a swept volume of 3596cc. The piston crowns were redesigned to keep the compression ratio at 11.3:1.

New connecting rods were installed, featuring larger 63mm big-ends (as opposed to the earlier unit's 60mm). Output was boosted to 89bhp per litre, giving 320bhp overall at 6800rpm.

The increase in power was achieved without affecting fuel economy – in fact, Porsche claimed an improvement in this respect, the VarioCam Plus adjustable inlet cam timing and lift helping to make the engine more efficient. More torquey too, with a useful 237lb ft at 4250rpm.

And the issues? Well it's fair to say that Porsche attended to many of the problems that affected the earlier 3.4-litre Mg6 engine, with the revised 3.6-litre unit, but they can still rear their head. What does seem to have been largely eradicated was the problem of cylinder bore cracking. The Mg6 engine has a coated aluminium cylinder liner, which has been known to fail, with obvious consequences. Upgrading to steel liners is a fix, but usually after the damage has been done.

More likely is IMS (intermediate mainshaft) bearing failure, again with obvious consequences. There are a number of upgraded bearing fixes, and it's a job that can be tackled when the clutch is being replaced. Outfits like Hartech in Bolton, who have a production line of Mg6 engines being upgraded, will be familiar to *g11&PW* readers.

Perhaps the biggest confusion that surrounds the engine issues, is their sheer random nature. There is no real fixed pattern of mileage, and many go on well into six figures, with never a stutter. Our advice? Keep a

contingency in hand for work and check out our aforementioned full Mg6 engine odyssey. We didn't devote ten pages to the subject for the fun of it!

## TRANSMISSION

The 996 C4S was available with six-speed manual and Tiptronic S auto transmissions. The manual 'box is a lovely quick-shifting thing, but for many the five speed Tiptronic is the preferred option. And why not, as these things go it's pretty good and, of course, allows for a form of manual, sequential shifting.

At the heart of the C4S is its drivetrain, shared with the Turbo and the 'basic' C4. It relies on a

multi-plate viscous coupling located in the front differential unit, with between five and 40 per cent of the torque being available to the front wheels.

Fortunately there are no real transmission issues to report. As long as it's been serviced properly, it's mechanically tough. The clutch, too, should last for up to 80,000-miles, or longer if you're especially gentle with it

## SUSPENSION AND BRAKES

The suspension features 'Porsche-optimised' MacPherson front struts with track-control and longitudinal locating arms. At the back there is a multi-link set-up

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## WHAT THE PRESS SAID

The choice between C2 and C4 remains as complex as ever. The C4 is undoubtedly the more talented car, exuding an invincible air that many will find irresistible. Yet there will be those who prefer the lighter, more agile perception created by the cheaper two-wheel drive car.

*Autocar Feb 2002*

Of the bunch - 996 C4S 997 C2S, 997 Turbo, 997 GT3 RS - we would take the 996 C4S. Yes, seriously. It's got the best ride quality, it doesn't transmit hideous amounts of road noise, it's got a sublime gearbox and steering, and it's plenty fast enough.

*g11&PW Aug 2013*

The Porsche doesn't feel like a four-wheel drive car, which goes to show how effective and subtle the system is. Of all modern-day 911s, the C4S is second best only to the GT3.

*Car and Driver, May 1991*

with no fewer than five track control arms and coil over dampers. It's worth having a crawl underneath because the suspension really is a thing of cast aluminium beauty, and goes a long way to explain the 996's excellent handling and, in particular, its ability to put its power down.

The C4S sits 10mm lower than the standard C4, and shares its suspension with the Turbo. Problems? None particularly, aside from normal wear and tear to bushes (there's a lot of them at the rear) and the lower control arms front and rear. Also known as 'coffin arms' due to their distinctive shape, the ball-joints are subject to quite high forces and so have a limited life, but replacements are not expensive being a high service item.

## WHEELS AND BRAKES

The C4S shares much with the Turbo, including the wheel and tyre combo: 8J x 18 'Turbo Twist' rims at the front shod with 225/40ZR18 rubber, while larger 11J x 18s are fitted at the rear,

with fat 295/30ZR18s.

The C4S shares that same brake package with the Turbo too, with 330mm discs all round, 34mm thick at the front and 28mm thick at the rear. Calipers are four-pot aluminium all round, and while you could order your C4S with Porsche's ceramic composite brakes, very few folk did.

Things to look out for? Brakes, wheels and tyres can tell you a lot about a car's condition and how it's been looked after. If the tyres are not Porsche N rated, then take note. Likewise the wheels should be in good condition and check the discs too. They're not cheap and excessive 'lipping' will mean replacement.

## INTERIOR AND EXTERIOR

We've yet to see a rusty 996. The bodies are galvanised so if you were to encounter corrosion it would likely be due to some sort of body damage. Obviously check the bodywork and paintwork. A car that has been looked after in this department and regularly

polished and waxed, will certainly stand out.

Not strictly speaking bodywork, but attached to it are the front rads for cooling and air-conditioning. These sit low down in the front apron and are prone to picking up damage and debris. Have a good look with a torch because they start to rot at the corners and are expensive to replace.

Interior wise, the 996 was not Porsche's finest hour in terms of quality of materials and it doesn't wear well if neglected. Again, as with the bodywork, you can tell a lot by the interior. It is capable of being hard wearing, but only if treated well. Be very suspicious of a car with a grotty interior.

Don't be put off by squeaks and general rattles. Even the youngest C4S will be 10 years old now. Time spent chasing rattles down will be time well spent

## THE DRIVING EXPERIENCE

In a word: sublime. Last year, as part of *g11&PW's* 911 at 50 celebrations, we pitched a bunch of new Millennium 911s together for a group test including a 996 C4S, 997 C2S, 997 Turbo S and 997 GT3 RS. The winner? The 996. It surprised us too, but it genuinely was the most engaging car to drive with a steering, handling and ride balance that best suited our UK road conditions. It was plenty fast enough, too. The fact that a good one can be picked up for under £20,000 makes it a bargain. Get in there before everyone wants one. **PW**

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### 2002 CARRERA 4S

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### 2003 CARRERA 4S

76,973 miles (with rebuilt engine)  
Basalt Black  
Black leather interior  
FSH  
[www.g11virgin.com](http://www.g11virgin.com)  
£20,995



## 'I BOUGHT ONE'

### Russell Brown

I wasn't initially looking for a 996 C4S, but a C2. Thing is every dealer I went to seemed to have a C4S and I began to get hooked on the Turbo look bodywork, and then I took a drive in a couple and that was that. People talk about the C2 feeling lighter and more agile, but I didn't really find that. If there was a difference it was that the C4S felt more planted and solid on the road. It also seemed to have superior ride quality too, and it still surprises in this department today, particularly when 911s seem to be getting stiffer.

Deciding I wanted a C4S and actually buying one was a different matter. As ever it was the usual conundrum of dealer v private. But then I got lucky. A friend of a friend was selling a 2003 C4S. It was a car I'd seen a couple of times. In silver, with black leather, it was the perfect colour combo (I'm not very adventurous!), but more importantly it had been pampered to within an inch of its life. Frankly I wasn't sure that I could do it justice, but I thought I'd give it a go.

This was a few years ago, so I paid close to £30,000 for a car with just 40,000 miles on the clock. In that time I've added another 20,000-miles and loved every minute of it. Running costs have been pretty reasonable and so far I've only had to swallow routine servicing and one set of tyres, plus front discs and pads.

Needless to say I've followed the whole M96 engine debate with keen interest, if not a certain amount of horror. Do I have a contingency plan? Er, no, not really. All I can say is that I use the very best oil (Mobil 1 in my opinion), I warm the car up meticulously and I've changed the coolant to Evans waterless. Beyond that I'm in the lap of the Porsche gods.

But all that's beside the point. I just enjoy driving the car. The buzz I get from getting in and starting it up, puts all that to the back of my mind. Best car I've ever had.

(Prices supplied by Northway Porsche  
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(Prices supplied by [www.grouptyre.co.uk](http://www.grouptyre.co.uk)  
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# TRIED&TESTED

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

911 TURBO 3.3 (930) ■ 1987/'D' ■ 31,832 MILES ■ £69,995

What better way to conclude this issue's 911 Turbo at 40 festivities than to showcase not just the two most iconic models from an entire range of iconic Porsches, but what must be among the very best-preserved remaining examples of that pair?

First away from the line, as it were, is this spectacular 930 – that being the Porsche type number that has come into widespread use to differentiate these first-generation cars from those that followed. As a 1987-season vehicle it has both the same 3.3-litre, 300bhp engine and four-speed 915 transmission as the vast majority of its predecessors (the better G50-derived five-speed gearbox wouldn't appear until a couple of years later, right at the very end of the 930's production life), but also a number of useful upgrades. The rear end had been tidied up, for example, with the by then mandatory fog-lights incorporated within the Porsche-scripted reflector bar, and there were small changes to both brakes and gear ratios. There was also a 10-year warranty against perforation of the body panels through corrosion (it was previously just six), and headlight beams adjustable from a control on the fascia – this last a precursor of the many complexities to come, perhaps.

The car has had four owners to date, and judging from its condition and in this context encouragingly modest service history has been exceptionally well cared for by all of them. (Much of the paperwork in the accompanying file consists of mileage-corroborating MOT certificates and simple servicing invoices rather than bills for major repairs.) The Guards Red paint is eye-catchingly good enough throughout to make one question its originality, but again perhaps perversely I am heartened in that respect by the stone-chip in the middle of the front lid, and the small spot of corrosion on the right-hand lower corner of the rear bumper, where the lower valance is attached. The lower front lip spoiler is very slightly abraded, too (find one that isn't), but just about every remaining piece of black trim, including both the characteristic whale-tea-tray rear wing and 'shark's fin' rear wheelarch protectors, is as good as the day it was first fitted, now nearly 27 years ago. The wide Fuchs wheels, too, look pristine enough to suggest that they must be refurbs, but again all the background evidence points to them being entirely original. Some people just know how to treat their possessions.

The cabin, not surprisingly, is just as tidy. The grey leather seats (with red piping for their edge trims) are no more than mildly and actually quite attractively patinated, and in the warm spring sunshine smell wonderful. Dash top, steering wheel, seat-belts and carpets look surgically clean and unmarked, and the headlining and sunvisors are as good as new. The top of the gear lever is a little grubby, perhaps, but how hard would that be to clean or change? Not very. Up front in the luggage compartment is the usual rather chaotic but again perfectly clean fitted carpet, and below that the entirely rust-free and undamaged metalwork one always hopes to uncover in a car of this age and nature – a chunky AC Delco battery and an unused space-saver spare wheel, as well.

Equipment-wise, you get all the Turbo 'toys' – climate-control air-conditioning (still working perfectly), part-electric (ie with manual fore-and-aft adjustment) and in this case heated seats, as well as a sunroof, smooth and efficient electric windows, headlamp washers and rear wash/wipe, and not least central-locking. This is backed up by an after-market alarm/immobiliser system which while arguably once essential now belongs in the nearest skip. It's slow and clunky enough to make starting the engine a real chore (with the usual screech from the siren if you get the sequence wrong), and the remote control is, frankly, a mess. There is also a period stereo system – a Blaupunkt Toronto SQR46 radio/cassette player – and, from the days before smartphones, what appears to be a through-the-glass aerial at the top of the rear window.

Mechanically the car seems just as good – it would be astonishing, given its provenance and source, if it wasn't. The engine starts easily (once you've mastered the immobiliser) and idles smoothly and quietly with good oil pressure. I drove it no more than a few yards – where in north London are you going to get the measure of a machine such as this? – but the clutch feels smooth and precise, and even the 915 shift (which generally I hate) is tolerable. Brakes look fine, with discs that will polish up nicely given a workout, and there are no oil leaks beneath the engine or gearbox. The main silencer looks a little tired, but like the gear knob that wouldn't be prohibitively difficult to change or perhaps even upgrade. There is currently no road tax or MOT, but I imagine the latter will be no more than an enjoyable formality. **PW**



## CHECKLIST

**Background:** A low-mileage, four-owner, and seemingly original and unmolested 930-model 911 Turbo. Guards Red with grey leather, and all the usual Turbo accoutrements. Four-speed manual gearbox. Sold new by Parker & Parker (now Porsche Centre Kendal) in April 1987, and most recently domiciled in the same area

### Where is it?

Hexagon Modern Classics is at 90 Fortis Green, London N2 9EY; tel: 020 8348 5151; [www.hexagonmodernclassics.com](http://www.hexagonmodernclassics.com)

**For:** It's a classic 930-model Guards Red 911 Turbo with barely 30,000 miles on the clock. What more could you ask? OK, then, how about a full service history, a period radio, heated seats, and not least the almost priceless reassurance that comes from buying from one of London's – if not the entire UK's – most quality-conscious independents?

**Against:** It's a shame it doesn't have the later and I think better five-speed gearbox, but such are the vicissitudes of finding the perfect pre-owned Porsche. Some very minor paint damage (see text), a cantankerous alarm system and, even though all have adequate tread, a rather odd mixture of tyres

**Verdict:** Hardly inexpensive. But then you generally get what you pay for, and this is beyond doubt one of the best – and crucially also one of the most appealing – 930s we have ever seen. Potentially a great investment, too. Would you dare to use it, though? Should you even consider the possibility? That's a tough call, indeed

## Value at a glance

Condition	✓✓✓✓
Price	✓✓
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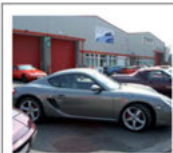
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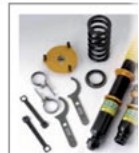
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# TRIED & TESTED

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

911 TURBO 3.6 (993) ■ 1995/'M' ■ 51,542 MILES ■ £94,995

It is difficult to know, very nearly two decades later, precisely how much this 993 Turbo would have cost brand-new in the summer of 1995, but our enquiries suggest no more – if that's the right expression in such circumstances – than £85,000. Which today makes it either absurdly over-priced or – rather more likely, we think, given both its exemplary condition and provenance, and the seemingly inexorable rise of all air-cooled Porsches, and especially the Turbos – priced to sell, and an unmissable investment opportunity.

Certainly you need have no worries, I believe, about either the car's condition or provenance. Twice Hexagon's Jonathan Franklin diplomatically reminded me that I was inspecting it more or less as bought, before any pre-sales preparation, but I have to say – as I said to Jonathan – that it looks pretty well perfect to me in every detail. In fact, I spotted just a handful of minor and very easily and inexpensively fixable flaws – and I mention them here not to make a big deal out of them, but partly to prove that I am not blinded by the car's overall 'persona', and partly to show how exceptionally good it is in every other respect.

There is, for instance, the by no means unusual mild abrasion to the Arctic Silver paint on the lower rear part of the left-hand front wing, behind the wheel. The underside of the front apron has some similarly minuscule scrapes, probably from a traffic-calming hump. The plastic grille in the rear wing has become very slightly wavy in a couple of places, no doubt because of the heat from the engine. The front brake calipers have faded from their original bright red to a rather insipid pink, again most likely due to heat. And, finally, there is a rather unfortunate scratch across the rear end of the trim below and behind the handbrake lever. Hold the front page – or rather don't.

Which means that otherwise the paint is perfect, effectively flawless – and reassuringly original. So, too, are the wheels, complete with what look like new Porsche-crested centre caps. (Although an October 2013 invoice for four Continental tyres suggests that these rims may be from another of the Turbos in Hexagon's stock; this car currently has some roughly third- and half-worn Pirelli P Zeros at front and rear, respectively.) Ditto the interior trim, from the black headlining down to the overmat-protected carpets, from the unmarked fascia top and steering wheel to the pleasantly patinated and once again

wonderfully aromatic black leather seats. Even the door check-strap mountings on the 'A'-posts, a common 993 trouble spot (and these days an all too often bodged repair) appear – and so surely are – exactly as they left the factory. No underside dramas, either: the lower side-skirts are the best I've seen; the rest of the floorpan unmarked.

Plenty more reasons to be cheerful on the equipment front, too, as befits the Turbo's traditional flagship status – and the fact is that even then Porsche had to make at least some effort to justify the massive price tag. In no particular order, then, you have a Blaupunkt Buenos Aires 200 radio and CD player, a trip computer controlled by a steering-column stalk switch, and a rear windscreen wiper. Transmission is the six-speed manual unit (with the usual power-assisted clutch, in case you're worried about how heavy the pedal might be). There's a sunroof, air-con (the latter fully operational), fully electric seats (ie fore and aft, as well as the various up-and-down settings), driver and passenger airbags, and not least a Clifford after-market alarm/immobiliser. That's certainly not quite as annoying as the system in the 930 on the previous spread, but if I was spending this kind of money, on this kind of car, I would think seriously about a more modern upgrade – or even some other means entirely of protecting the vehicle.

Mechanically the car is, as you would expect, in the best of health. Again I didn't drive it out on the road – I would have learned nothing that I had not already deduced from its appearance – but the engine/exhaust combination sounds as reassuringly purposeful as in any other 993 Turbo you'll ever see, and there are no signs of oil leaks. Front and rear brake discs have a little surface rust, but I'd guess the rears are a fairly recent fitment, and they will all clean up perfectly the moment you start using the car. There's a big Bosch battery, another seemingly recent addition (all the tools and space-saver spare wheel are present and correct, too), and the history file – again quite sparse, as you would hope for a car of this nature – shows that a new clutch was fitted in 2008. The suspension geometry, too, was checked in mid-2011. The last service showing in the book was at Jaz in April 2013 – and the same well-known London specialist changed the camshaft cover gaskets in October 2011. The MOT runs to early July – which means the car will have a new one before it is sold – and the road tax to the end of September. Perfect! **PW**

## CHECKLIST

**Background:** Another four-owner and relatively low-mileage 911 Turbo – and which like the 930 on the previous spread appears to have been sold new by Parker & Parker in Kendal – but this time dating from the mid-1990s. Described here as bought in by Hexagon, and so with a few very minor cosmetic issues (see text), but will most likely be sold as is: to fix some of them would risk compromising the vehicle's wonderful originality

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**Verdict:** Such has become the iconic status of the 993 range as a whole that one becomes accustomed to seeing many very good ones at prices that are bound to raise an eyebrow. But this is probably both the most expensive we have yet encountered and most definitely the best preserved. A real find – don't let it slip by!



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Price	✓✓✓✓
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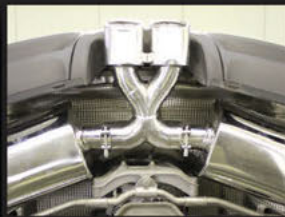
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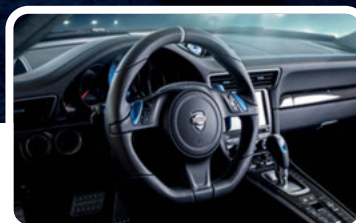


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