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The biggest crowd at Le Mans since 1989? That will be the Porsche factor then. Oh, and the Brit' factor too. There's no doubt that Le Mans is a British institution, that just happens to take place in France! Back in '89 it was Jaguar v Mercedes v Porsche in a titanic three-way Group C fight and possibly the last truly great Le Mans showdown. This year it was Audi v Porsche v Toyota and another showdown, that went down to the wire as the three protagonists cajoled their varied energy systems to the line. Watching the Audis occasionally grind to a halt, while they rebooted, reminded me of switching my

“The three protagonists cajoled their varied energy systems to the line”

computer on and off when I've got a problem I can't fix!

And it was close. For various reasons I wasn't able to switch my TV on and catch up with events until Sunday morning, with about four hours to go. That takes some doing in the modern world, but the disconnect made the surprise of a Porsche in second place all the more wonderful. And then, briefly, the Webber 919 was leading, but with Audi closing fast. It was going to be close, but then technology got in the way and just switching it on and off wasn't going to work. But, hell, Porsche was there, and taking the fight to Audi, the soulless victors of recent years. It's only a matter of time and technology now.

Steve Bennett

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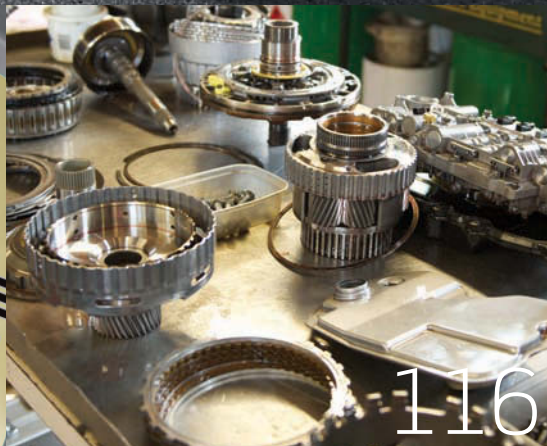
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A 993 Turbo that is no stranger to the team at JZM as this vehicle was previously sold by ourselves. A beautifully prepared Turbo with only 38,390 miles from new and full service history with OPCs and Addspeed Performance Cars. This Porsche has clearly been treasured by its past owners who have collectively spent a fortune on making sure that this is one of the nicest 993 Turbos currently for sale.

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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).



Cayman S – We are delighted to offer this particularly clean and well maintained Cayman S. The vehicle is supplied with a full Porsche service record and transferable Porsche Warranty for just over a year. All the consumable parts are in good order as is the overall cosmetic appearance.



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PORSCHE NEWS



LATE LET DOWN AT LE MANS

In the end – and it really was very close to it – the most anticipated racing return for many years ended with a whimper rather than the hoped for bang, when after 22 hours of the 24 Hours of Le Mans, and in the lead, the Porsche 919 Hybrid with former F1 ace Mark Webber at the wheel developed a powertrain problem, forcing the Australian driver to nurse car number 20 back to the pits on electric power alone, and into retirement. His final stint at the

wheel, alternating with Brendon Hartley and Timo Bernhard, had lasted less than 20 minutes.

The second Zuffenhausen-badged LMP1-H to be entered in the highlight event of the eight-race World Endurance Championship, on 14/15th June, and driven by Romain Dumas, Neel Jani and Marc Lieb was equally blighted. Car number 14 suffered a gearbox failure less than half an hour later while running in fourth place, and while it did finish the

race it was unclassified. The result was a contrast to Porsche's encouraging early WEC performances, a third place at Silverstone and a pole and fourth at Spa Francorchamps.

This time there was obviously no need for the customary racing drivers' excuses at the end of the race, which was a one-two victory for Audi's R18 e-tron quattros, allowing the disappointed Webber to put a brave face on things. 'There is never ever a good retirement in Le Mans, but today is one of the best you could probably have in a way, because we went so far and we learned so much.'

While Porsche has until mid September, and the 6 Hours of Circuit of the Americas, in Austin in Texas, to improve reliability, management seem to be looking to next season now that Le

Mans, only the third race in the WEC, is over. 'At least we have managed to show the huge potential of the 919 Hybrid and its innovative powertrain,' said Wolfgang Hatz (left in pits photo), Porsche AG board member responsible for research and development. 'We believe in our courageous concept and we will develop it further. We have already started work on the 2015 race car.'

At team level this is also the thinking. 'We have learned a lot and tomorrow we start to prepare for 2015,' said team principal Andreas Seidl (right). In the GTE-Pro class, Porsche had more to celebrate, the Porsche Manthey entered 911 RSR driven by Marco Holzer, Frédéric Makowiecki and Richard Lietz finishing third.

For more on Le Mans and the 919 see pages 64-74





JUST LIKE LE MANS

Porsche's 919 Hybrids did not take victory at Le Mans, but the carmaker is unlikely to have trouble winning 80 customers for a special edition 911 to mark the company's first prototype entry for 16 years in the world's most famous endurance race. The Martini Racing Edition, based on the 911 Carrera S, is the work of the Porsche Exclusive division, which builds limited run models – for example the 1980s 911 “Flatnose” Turbo, the 997 Speedster and Sport Classic – and also customises cars to order. Just two, priced at £102,862, will be available in the UK.

The most noticeable aspect of the cars, offered in black or white, is the characteristic blue and red Martini striping, which evokes the sponsorship paint schemes on Porsche's all conquering endurance race icons of the 1970s such as the 917 and 935 Moby Dick. The £19,317 extra in price over the basic Carrera S is also accounted for by the Aerokit Cup front apron and fixed rear wing, while inside, the cabin has stainless steel door sill panels, a sport design steering wheel, trim accents with “Martini Racing Edition” badges, and the Sport Chrono package.

Countries in which the Martini Racing Edition is available are the UK, Netherlands, Italy, Spain, Poland, Ukraine, Czech Republic, Cyprus and Finland. Later in the year the special edition will go to China, Japan and Latin America. The stripes are also available as a decal set from Official Porsche Centres.



SPEEDART REVIVIED

SpeedArt is back in business. The classic and modern Porsche specialist which went into receivership in September 2013 has been reconstituted, but with the company's original proprietor, Björn Striening, still in charge and keen to promote forthcoming products.

Its first new product will be an engine and exhaust tuning pack for all three versions of the Macan, that for the Macan S Diesel to be the first, and also 22-inch wheels. Later in 2014 an aerodynamic kit will be launched, and bespoke interiors will also be available.

SpeedArt was known for its big horsepower conversions, and prior to its financial problems was working on a turbocharger kit for the Cayman. But with modern petrol engined Porsches becoming increasingly hard to tune in a cost effective way, SpeedArt now appears to be concentrating more on diesels, whose turbocharged engines offer more scope for power gains. An “active sound module” for all Porsche diesels is under development.

Presently Striening is revealing little about the set up of the now relocated company, saying only that ‘we had to change some organisational and legal things but we are still on the market.’ Founded in 1999 by Striening, SpeedArt got into financial difficulties around the same time as fellow tuner gff, which is also now back in business, albeit with more modest ambitions for the time being.





OUR TAKE

CLASSIC QUANDARY

If classic Porsche prices are peaking, as some feel, should you back off from buying – or disregard the signs and buy the car you love anyway? It depends on your motives, says David Sutherland.

As we report in these news pages, there are predictions, and some evidence, that the classic Porsche market, and the classic car market in general, is slowing down after a sustained period of extraordinary growth – Porsche prices are up by 54 per cent in three years, one analyst reckons. Seeing as no one can accurately predict the top of the market, the suggestion of a fall is going to scare a lot of people who have either just bought a classic or were just about to do so.

So, on the basis that values cannot keep on going up for ever without a correction, does it make sense to put off the purchase just in case you suddenly find yourself in the motoring equivalent of negative equity? It depends whether you are buying a classic Porsche as an investment, or for the driving and ownership pleasure it will bring.

In the former case, it could be time to leave classic cars alone for a while, just to see what happens, particularly as interest rates might rise soon, making financial investments more worthwhile again. But in the latter case, we'd say pay no attention to what it might be worth this time next year. If you can afford it now, buy it, because if you have the right car in mind you will want to keep it for a long time, therefore its value will be irrelevant because it will not be for sale. Plus, you have the money – or at least access to it – now, but that may not be the case when you next feel like buying a classic.

And whatever happens to values in the short term, in the long term prices of classic Porsches in decent condition are certain to rise. In a few years you could find the car you could have had but hesitated over is out of reach. Live for the present.

FAMOUS FLATNOSE ROCKS AUCTION

It would be hard to find a 1980s road spec 911 that has more provenance than this 930 "Flatnose" Turbo, which helps explain why, despite being in an unrestored condition it went under the hammer for €230,000 (£183,517) at a Bonhams classic car auction at the Spa Francorchamps race circuit in Belgium in mid May. It is not only the first ever car from the Porsche Exclusive division, established to build specialist and VIP cars, but was delivered in 1983 to the man who helped McLaren return to the top of F1 and win two consecutive Driver's World Championships, Mansour Ojeh.

Ojeh, whose company Techniques d'Avant Garde (TAG), financed a Porsche-designed 1.5-litre turbo engine that first ran in a McLaren in 1983, and powered Nikki Lauda to the F1 title the following year and did the same for Alain Prost in 1985, ordered the 911 Turbo not only with the special bodywork but with increased engine output, 375bhp (25 per cent more) and 361lb ft torque (19 per cent). The car's original factory documentation, which refers to it as a "Porsche 911 Turbo Spezial", states a 0-62mph time of 5.2 seconds and a 285km/h (177mph) top speed, increases of two-tenths of a second and 15mph over

standard. It also records the following special equipment: roll cage, automatic harness, Recaro seats, wooden dashboard panelling, central locking, lowered suspension and competition shock absorbers and anti-roll bars.

The 911(chassis number WPOZZZ93ZDS000817, engine number 6700689), which was featured in a French motoring magazine during Ojeh's ownership, then went to an owner in London, and was subsequently purchased by the prominent American millionaire car collector John Mecom Jr, before returning to Europe in 2004. Bonham's sale information described it as 'Unrestored but maintained in first class condition.'

CLASSIC PORSCHE VALUES COOL

After a sustained period of fast growth, there are clear signs that prices of classic Porsches are levelling off, or perhaps even falling slightly. Despite some astonishing headline prices of late – earlier this year a 964-series 911 Carrera RS sold for close to £246,000, and a 1973 911 Carrera 2.7RS fetched £844,800 – compiled data records a five per cent decrease in values during May compared to the same month in 2013.

It is the conclusion of the Historic Automotive Group (HAGI, see 'Book review') which each month produces an index of worldwide classic car values, and which is organised on stock market lines. It first mooted the possibility of an impending price slowdown in December 2013. With such marked price growth previously, Porsche values are still up eight per cent year-on-year, but HAGI's Dietrich Hatlapa comments that 'this is weaker than the long term average for this market segment.'

The overall classic car market is showing a 23 per cent year-on-year increase, according to HAGI, but Hatlapa nonetheless sees the possibility of a correction. 'Negative influence came from all segments of the market, with transaction volumes indicating an overall decline,' he said.

Even Ferraris, which have shown the most rapid price increases look like wobbling. Although up 36 per cent in a year, they were down four per cent in the first quarter of 2014. Classic car values would seem to be echoing the London housing market, which estate agents reckon is slowing. However it will only take a few sensational prices to be achieved at the big international sales in Pebble Beach week in California in August for the graphs to start pointing upward again.

But if this fails to happen it will not be a bad thing, Hatlapa feels. 'After so much double-digit growth, a cooling off will be very healthy for the market.'





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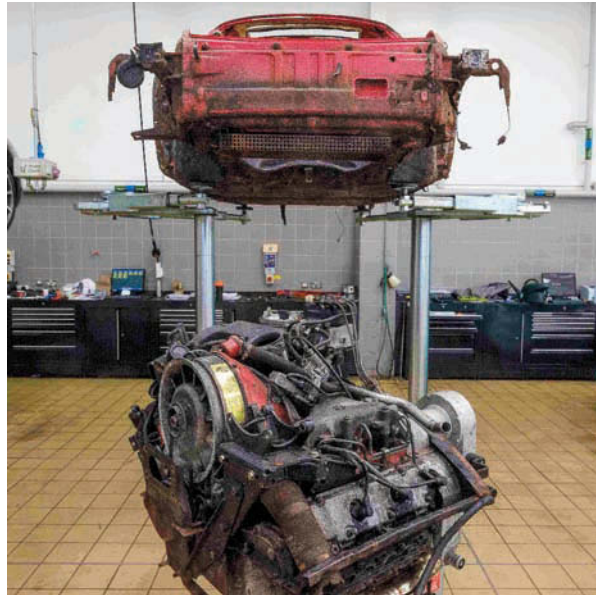


TURBO TRANSFORMED

It's a 930 Turbo, it's Guards Red – and it's also the classic barn find, having been put into storage 15 years ago and allowed to become a sad and neglected sight, in need of much attention due to the ravages of rust and mice snacking on the interior trim. Which was why Porsche Centre Leeds enthusiastically snapped it up to enter in the annual restoration competition run by Porsche Cars Great Britain to demonstrate that its dealers are capable of working on any age of Porsche, not just those that can be hooked up to a diagnostic computer. This year the competition is for 911 Turbos, to mark 40 years since the original 930 was introduced, in the teeth of an economic and energy crisis.

Appropriately, the body restoration will be undertaken at the JCT600 bodyshop in Bradford. This is now part of the dealer group that Porsche Centre Leeds belongs to, but 33 years ago JCT600 was the Porsche dealer that supplied this very car.

The engine, gearbox and all the running gear will be stripped and rebuilt at Porsche Centre Leeds, whose service manager Ben Mills said, 'We are really excited to have the opportunity to use our specialist restoration skills on such a beautiful and classic model. Although the vehicle is in a sad condition now, it has huge potential and we are confident it will be as good as new once our renovation is finished in time to enter the competition in September.' The car was offered for restoration by owner David Graves. Over 20 of Porsche's dealers are entering the competition.



ON TRACK FOR CHARITY

Parr, the West Sussex-based Porsche specialist, along with the on line owners association Club-Carrera is hosting a track day at the Goodwood circuit on Saturday 19th July which promises to be enjoyable – and which is expected to raise a worthwhile sum for charity. The Goodwood Charity Day is in aid of Chestnut Tree House, a hospice in Sussex that cares for over 280 children and young adults with progressive life-limiting conditions, and the same event in 2013 raised over £6000 for it.

The event is a fully fledged track day, run by

Goodwood and split into sessions. Additionally, Parr is organising a show and shine in three paddock areas including the covered garages. However, for many the day's highlight will be lunchtime, when owners – at least up to 75 of them – will be able to line their cars up on the starting grid and drive a parade lap (pictured is the 2013 event at Goodwood).

Afterwards there will be a raffle, prizes including a Porsche Half Day Driving Experience at Silverstone and a Porsche shaped outdoor car cover. To register for the event, go to www.club-carrera.co.uk



NEWS IN BRIEF

Hot on the heels of the 991 GT3 engine debacle, which has resulted in all 785 cars delivered being fitted with a new engine, Porsche has recalled 2500 Macans. The SUVs' brake booster units, some of which were found to be damaged during assembly, will be inspected.

Porsche Club Great Britain in the north east is organising a regional day on 17th August at Witton Castle, south of Newcastle upon Tyne, with about 150 cars expected to turn up. Specialist Cars of Malton and Redline Racing are among the specialists who will be present.

It looks very much like the Macan is going to have a significant effect on Porsche's sales total. The carmaker has revealed that for almost two-thirds of those ordering the new SUV, this is their first Porsche.

Liverpool-based Porsche specialist, and UK TechArt importer Tech9 is selling 21-inch Turbo II alloy wheels for Cayennes at £3600 including tyres and VAT, a saving of over £1400. The firms says it has five sets left.

In the first five months of 2014, Porsche delivered 71,478 new cars, a six per cent increase over the same period in 2013. The European market led the charge, buying over 10 per cent more Porsches.

Correction: in the July issue's *Buying Power* pages we referred to Millers Oils as an 'American oil specialist whose UK subsidiary is based in Yorkshire'. Millers Oils is actually a British family-owned company founded by John Watson Miller in Brighouse, Yorkshire in 1887. Apologies for the error.

CATCHING UP WITH

KELEI SHEN



Infotainment specialist Harman has recently begun delivering infotainment and navigation systems for the current 911 Targa and the Macan. The firm's Senior Vice President of Global Engineering tells us about his work

How old are you, where do you work?

I am 41 and work, rather appropriately, close to Stuttgart.

Summarise your career

My background is mainly software and systems. My career in Harman started as a Principal Engineer in 2003, in Farmington Hills, Michigan. From there I have worked around the world, most recently in our China research centre. Now I am back in Europe and Porsche is an important customer for us.

Are you a petrolhead?

Yes, and I am fortunate to work with some of the leading car makers, so I am immersed in car technology every day.

What was your first car?

It was a GM Saturn, when I graduated from college.

What was the first Porsche you ever drove?

A Cayenne. I still remember how surprised I was to see an SUV from Porsche. Now it seems so natural.

Which Porsche past or present do you like best?

The 991 Porsche 911. I am always excited to see every new model that Porsche introduces.

What car do you drive?

Through my role, I get to drive a lot of cars, mainly to undertake assessment and to experience our products in the real world.

What gets you out of bed in the morning?

Constantly striving to find better ways to meet the demands of the car manufacturers as well as end drivers. Look at the Porsche head unit in the Targa – touchscreen, 100GB hard disc drive, DAB tuner, phone connectivity, AHA radio, 3D maps – a long way from what was on offer just four or five years ago.

What has been the biggest challenge of your working career?

To keep the innovation going and to both come up and implement new ideas with my team.



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



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



1987 Porsche 911 Carrera Sport G50
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NATIONAL NEWS

Porsche Club Great Britain's annual national day takes place on Sunday 21st September at Brands Hatch, and as at last year's event at Silverstone (pictured), a parade lap is planned for late on Sunday afternoon on the former F1 track in Kent. In 2013, the 50th anniversary of the 911 was celebrated, during which 1208 of the rear-engined cars crowded on to the circuit, and this year 40 years of the 911 Turbo will be marked, with related activities.

The Brands Hatch Festival of Porsche will feature the usual trade village and show and shine, and Porsches of all

types are expected, from 356s to Macans, and everything in between, including race cars. The usual complement of Porsche racing personalities will be present as well.

The weekend sees the normal Brands Hatch motorsport fixtures, which includes Porsche Club GB's own Club Championship and Speed Championship, and the BRSCC Porsche Championship, with further race activities to be announced. Admission is £25 per person online and £30 at the gate. For further details of the weekend's racing, visit www.brandshatch.co.uk



BOOK REVIEW FEEL THE MARKET FORCE

BETTER THAN GOLD - INVESTING IN HISTORIC CARS PRICE £125 PUBLISHED BY HISTORIC AUTOMOBILE GROUP INTERNATIONAL

Depending on whether you're buying or selling, the rapidly rising values of classic Porsches, and of course all other collectible cars, is either a blessing or a curse. But either way, it's helpful to understand what is happening to classic prices beyond the headlines screaming out the latest price paid for a 911 2.7 Carrera RS or a 907 factory racer.

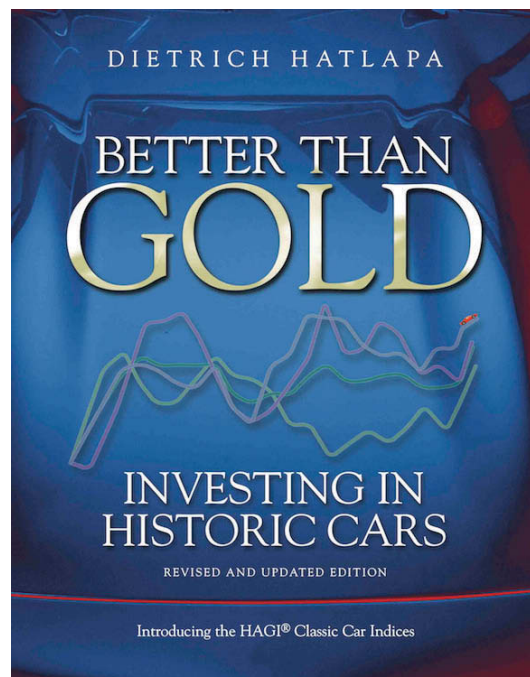
It is this that author Dietrich Hatlapa analyses in *Better Than Gold - Investing in Historic Cars*. The

publisher is London-based Historic Automobile Group International, which issues monthly newsletters to subscribers detailing price movements of various classic marques including Porsche, the indices based on stock market methodology.

This accompanying hardback, a fairly fat tome stretching to over 300 pages and periodically revised to keep abreast of market trends, lays out the background to the classic car phenomenon. It looks in detail at historical trends, and many other aspects such as comparisons with the art and wine market and even the approach taken by various classic car restorers. There are plenty of

photos of classic cars, but this book, with its ample graphs and bullet point summaries, appears to be a manual for wealthy novice investors looking to place their money well

rather than a traditional car book for petrolheads, the pitch underlined by the £125 price. It can be ordered direct at: www.historicautogroup.com



EVENTS

THE PORSCHE MONTH AHEAD

SHOWS AND EVENTS

July 4-6

Le Mans Classic

Le Mans, France
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www.lemansclassic.com

July 9-12

Ennstal Classic

Ennstal, Austria
Rally for pre '73 cars. Always attracts big names (our Nige' last year) and plenty of cars from Porsche's rolling museum
www.ennstal-classic.at

July 25-27

Silverstone Classic

Silverstone, Northants
A truly huge festival of historic racing, plus live music too
www.silverstoneclassic.com

Sport

July 6

Porsche Club Speed Championship

Round 8
Harewood, Yorkshire
www.porscheclubmotorsport.co.uk

July 6

Porsche Supercup/British GP

Round 4
Silverstone, Northants
www.porsche.com

July 11-12

British GT Championship

Round 7/8
Spa Francorchamps, Belgium
www.britishgt.com

July 12-13

BRSCC Porsche Championship

Rounds 7/8
Rockingham, Northants
www.porscherracingdrivers.co.uk

July 12-13

Porsche Club Championship

Rounds 6/7
Rockingham, Northants
www.porscheclubmotorsport.co.uk

July 20

Porsche Supercup/German GP

Round 5
Hockenheim, Germany
www.porsche.com

July 26

Porsche Club Speed Championship

Round 9
Castle Combe, Wiltshire
www.porscheclubmotorsport.co.uk

July 27

Porsche Supercup/Hungarian GP

Round 6
Budapest, Hungary
www.porsche.com

July 28

MSA British Historic Rally

Championship
Round 5
Harry Flatters, Epynt
www.hrcr.co.uk

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964

993

996

997

991

924

944

968

928

Boxster

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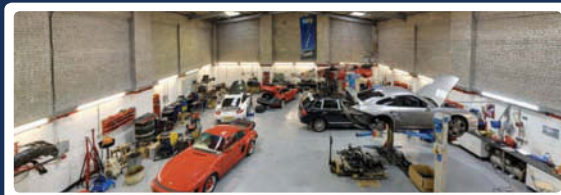
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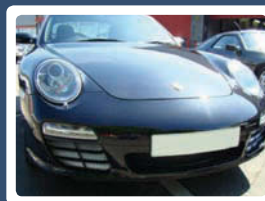


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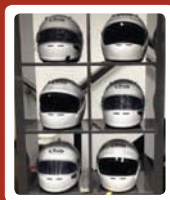
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911 & PORSCHE WORLD PICNIC

MAPLEDURHAM HOUSE, NEAR READING
SUNDAY 31 AUGUST

THE BIG NEWS FOR 2014 IS WE'RE MOVING THE PICNIC TO A NEW AND BETTER VENUE, MAPLEDURHAM HOUSE, AN ELIZABETHAN MANOR SET BY THE RIVER THAMES NEAR READING, JUST OFF THE A4074 OXFORD ROAD.

And what a venue! Set in acres of beautiful grounds, Mapledurham House is a Tourism South East award winner often seen in TV's *Midsomer Murders*. Indeed, Mapledurham's watermill was used as a location in Michael Caine's 1976 film *The Eagle Has Landed*, and features on the cover of Black Sabbath's 1970 debut album. The watermill is the only operational mill on the Thames, the flour it produces being used to make the scones for

Mapledurham's own tea room, which will be open on the day of the Picnic. Also open to the public on the day are the main house and watermill (from 2pm), visitors to the Picnic being offered a £4 discount on the usual £9 admission. For further details on Mapledurham House, including directions, go to: www.mapledurham.co.uk

The Picnic itself will follow the tried-and-tested formula of a laid-back Porsche and VW show in conjunction with



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our sister magazines *Classic Porsche* and *Ultra VW*. Informality is the keyword, with no model-by-model parking and no concours, although the editors will be choosing their favourite 'Top Six' cars of the show.

So bring your picnics (or indulge in a cream tea) and head to Mapledurham on 31 August. The venue opens at 10am with the awards presentation taking place at 3pm. Entry is £5 per person, with under-11s free.

- Entry just £5 per person (under-11s free)
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- Tea room
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BUYING POWER

THIS MONTH'S MUST-HAVES AND PORSCHE ACCESSORIES

Exhausting business

While Porsche was recalling 785 991-series GT3s to have a new engine fitted, following two incidents of fire, Cargraphic, the specialist Porsche tuner based in Landau in Germany, near to the French border, was busy designing an uprated exhaust manifold set for the latest hard core 911, which is claimed to free an extra 20bhp and 17lb ft torque.

Cargraphic, which for a long time has manufactured exhausts in the south west of England, says the maximum flow design of the New Generation Long Tube Manifold Set also brings about reduced temperatures, weighs less, and gives an enhanced sound. The kit comes with a pair of big volume, 200 cell catalysts. The laser-machined manifolds are designed for an easy fit, with the factory diffuser plate remaining in position. The price is expected to be £2450, from Cargraphic's UK importer, Parr in Sussex, on 01293 537911 or at www.parr-uk.com

Cargraphic has in fact introduced a wide range of Long Tube Manifold Sets for other Porsches, including non GT3 991s, 997s, Boxsters and Caymans. More details of these can be seen at www.cargraphic.de



Classic drop zone

As the 1989-94 964-series 911 heads towards classic status, and therefore is likely to attract owners willing to lavish more money on them, suspension specialist Bilstein has developed a new coilover suspension kit for it, the B16. There are three versions, and owners of the 964 3.6 Carrera RS can opt for the Walter Röhrl signature series, a set up that was designed and tested with help from the former Porsche works driver. The kits are claimed to retain the Porsche's factory ride quality but sharpen handling.

The kit, designed entirely in-house at Bilstein in Germany, and using precision-threaded steel shock absorber bodies, offers a 10-step ride height adjustment of between 20mm and 40mm, from a lower than standard starting point, with the result that Bilstein engineers reckon this is the lowest you can take a 964 before handling is adversely affected. Bump and rebound rates are adjusted together in pre-set ratios to ensure a good balance between the two.

The kits are of course German TÜV approved and come with a 12-month warranty, with prices starts from £2334 including VAT. For more details call 0116 2478930 or visit www.bilstein.de



It's a wrap

Resprays? A thing of the past, some might say, in particular the specialist firm Cam Shaft in Kempton in Southern Germany, whose colour change work is shown here. One of its customers, who had modified a 997 Cabriolet with dark blue leather, then decided it would be good if the exterior could be a hue that matched it better.

Thus Cam Shaft carried out a car wrap, covering over the metalwork with a suitable coloured and expertly applied sapphirine foil wrap, and as an added bonus applied the stripes to the body sides and bonnet. The cost for the basic wrap on a car like this is around €2100 (about £1700), with the gold work on the sides and bonnet €780 (£635). The effect is of course heightened here by the matching 20-inch OZ Ultraleggera wheels. For more details, call Cam Shaft on +49 2152 957 4396, or go to www.cam-shaft.de



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Dash for cash

The fascia vinyl of older 911s is a known problem area, liable to unsightly cracking. The cars particularly affected are those in California, many of which might have rust free bodywork due to the climate, but which have had their interiors baked to a crisp. Renewal is expensive, as any remaining "new" dashboards - their manufacture ceased many years ago - will be expensive, and not terribly many originals will be serviceable, given how widespread the problem is. It's tricky too, as the windscreen has to come out. However classic Porsche parts specialist Stoddard has a solution that is cost effective even if it might not find favour with purist restorers.

The firm, based in Ohio in the US, has made up a Dash Cover Kit, for 911s from 1969 to 1973, and for the 911's four-cylinder incarnation, the 912. The black vinyl section comes pre-cut so it can be glued and neatly stretched over the original dash. The kit also includes a piece of perforated vinyl for re-covering the speaker grille. It costs \$137 (about £81) plus shipping from the US, with more details at www.stoddard.com

Heat treatment

Early 911 owners disappointed to discover that the paint is peeling off the rear silencer of their cars, as is its tendency, may be interested to hear that Oxfordshire Porsche specialist Autofarm has successfully trialled a ceramic finish, from nearby heat management specialist Zircotec, suitable for 911 silencer boxes on a number of its cars, most recently a customer's 1972 911S. More durable than the factory paint finish, Zircotec's ceramic finish is available in a range of 14 colours including white, silver and black.

In addition to the longer lasting looks and with a

nickel-based bond coat to improve resistance to corrosion, the Zircotec coating traps heat inside the exhaust, reducing the pipe surface temperatures by up to 30 per cent, thereby reducing the chance of scorching surrounding paintwork. All parts destined for road 911s are supplied with Zircotec's three-year unlimited mileage guarantee, while motorsport applications come with a one-year warranty.

Prices for a 911 silencer start at £300 including VAT in Performance White, and exhaust manifolds featuring the same treatment are also available, those for a 911 priced from £545 in Performance White. For further information call Zircotec on 01235 546050 or visit www.zircotec.com



Porsche classic oil

Porsche's new range of classic motor oils has been developed in collaboration with the Porsche Development Centre in Weissach, with the specific aim of meeting the demands of the 356 and 911 models, including the 993 model range. Its operating behaviour and lubricating properties were put to the test in extensive laboratory-based tests and practical trials.

The Porsche Classic Motoroil comes in two different versions: 20W-50 for all 356, 914 and 911 models up to the 2.7-litre G model, and 10W-60 for flat-six engines with a displacement of 3.0 litres or more.

Porsche Classic says, 'The engine is the heart of each and every Porsche, and air-cooled flat engines place particular demands on a lubricant. The thermal load is higher than in water-cooled units, for

example, which means that the engine oil has to work harder to cool the engine down. In short, the older engines in particular can't just use any old oil.

'The development of an engine oil for classic air-cooled flat engines has been something akin to a balancing act between tradition and innovation: it's as advanced as possible and as traditional as necessary.

'Although modern oils are better from a technical point of view, this is not the case when it comes to classic air-cooled flat engines. For example, the low viscosity of a 0W-30 oil means optimum cold-start behaviour, low engine resistance and other benefits in modern engines. In a 356, however, an oil of this kind can result in leaks and increased oil consumption due to the engine's higher production tolerances and lower oil pressure during operation.'

Check your local OPC or marque



The Tyre Bay

Porsche chooses Continental for new Macan

Porsche has placed its trust in Continental tyres for its new Macan SUV, with both summer and winter tyre approvals.

Porsche has approved 18in, 19in and 21in summer tyres from the ContiSportContact tyre line. The ContiSportContact 5 P No has been approved in sizes 265/40 R21 101Y and 295/35 R21 103Y. Offering maximum safety and driving pleasure, the ContiSportContact 5 P doesn't only go fast - it stops fast



too. The ContiSportContact 5 No has also been approved in tyre sizes 235/60 R18 103W and 255 R18 105W as well as 235/55 R19 and 255/50 R19.

Unlike its big brother the Cayenne, the Macan comes with split tyre sizes, with a wider rear on all models in keeping with Porsche's sports car range. Porsche has chosen to do this for ultimate handling (which we can vouch for after punting various models around Goodwood last month).

The ContiSportContact 5 comes with some rather unique technology. It uses 'Black Chili' to shorten braking distances in both wet and dry conditions. These short chain polymers within the compound provide better energy absorption from heat, which reduces braking distances, as well as considerably lower rolling resistance against the previous ContiSportContact 3 pattern that came before, offering much lower fuel consumption.

For use during winter, Porsche has also approved the ContiWinterContact TS 830 on the Macan in sizes 235/60 R18 103V and 255/55 R18 105 V, again in an No fitment specifically for the Macan. This performance winter tyre offers excellent braking on snow and in icy conditions, with stiffer tread blocks, which also help to give a longer tyre life and better economy.

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Heaven scent

There is nothing quite like the smell of leather in a brand new car – but the magnificent aroma does tend to fade after a while, more's the pity. However Furniture Clinic – a firm in Newcastle upon Tyne, whose Fabriccoat roof cleaner we mentioned in last month's *Buying Power* – has introduced a gel which if it doesn't restore it completely certainly highlights the natural leather smell, it's claimed.

It does this by capturing the fragrance used in the leather tanning process, and it also eliminates some of the less pleasant smells in a car, the maker says. It sounds like the smell will be an improvement on some of the ghastly car air fresheners available, and to use it you simply place the open tub in a convenient place, such as in a cup holder or underneath a seat and wait for it to work, its effect lasting up to six months. It can be purchased on line only, priced at £12.95 plus postage, for a 150ml container. Go to www.furnitureclinic.co.uk



Multi coloured swap shop

The classic 'aviator' style of sunglasses was introduced by Bausch & Lomb for the United States Air Corp during the 1930s, and since then they have become a staple accessory – sometimes in high fashion, but never out of fashion altogether. Porsche Design's version, named the P'8478 has been in its collection ever since the accessory brand was created in the early 1970s, and in recent years has been offered with interchangeable lenses.

So currently when you purchase these frames, priced at £285, they come with the standard brown lenses and also a choice of an additional set, currently either blue, purple or mirrored, and which are easy to fit. The colours change by the season (those pictured are from a couple of years ago), and the Porsche Design Store in Brompton Road in London tells us that they have customers who come in every year to buy the latest colours, available for £43 each, and thus have built a full collection of lenses, 17 so far.

The ultra light titanium frames are essentially unisex, and come in small, medium, large and extra large. Full details can be seen at onlineshop.porsche-design.com, from where they can also be purchased, as can the complete range of coloured lenses.



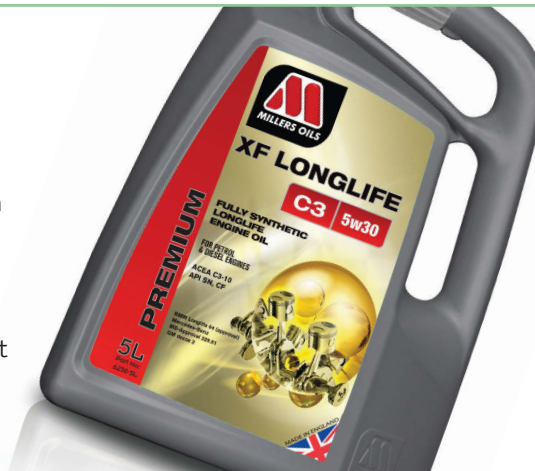
Ultimate vehicle wrap

Wrapping is big business, but largely from a colour changing cosmetic point of view. However, here is a transparent wrap that protects bodywork and even heals itself and resists staining.

Called XPEL Ultimate Vehicle Wrap, it was developed in America and is an ultra clear, high performance aliphatic polyurethane film, designed to protect against stone chips and corrosion. It comes with a clear coat that will actually allow scratches to heal over time. At present application is only available through Cardiff based Auto Detailing Studio. www.autodetailingstudio.co.uk

Flowcontrol from Millers

We're big fans of Millers products here at *g11&PW* and most of us use Millers oils in our cars, which is good because the actual job of putting the slippery stuff into the engine has got a whole lot easier with Millers' innovative Flowcontrol bottle. We've seen similar attempts to make this messy job easier, but none have quite hit the spot. This system, though, works by regulating the flow and allows the user to position the nozzle and then start pouring. At once the chances of spillage are negated, as is the need to use a funnel. And of course any Millers oil is top quality stuff.



Centre of things

Classic Porsche parts specialist Karmann Konnection in Essex has introduced an important component for anyone refurbishing an early 911 steering wheel, or changing to that style of wheel – a replacement horn push. It fits the four-spoked wheel on 911s from the start of production up until 1968, and also the four-cylinder 912 from those years. It's also the style you'll see on some early 911 race cars, such as the RSR, plus it was used on the iconic 1973 911 Carrera 2.7 RS in lightweight Sport form. It'll fit the 1969-76 Porsche 914 too.

Offered in black, it's made specially for Karmann Konnection, rather than being sourced from elsewhere, and the kit includes a mounting rubber for the rear. The price is £300 including VAT, with UK postage about £7. For more details, call 01702 340613 or visit www.karmannkonnection.com

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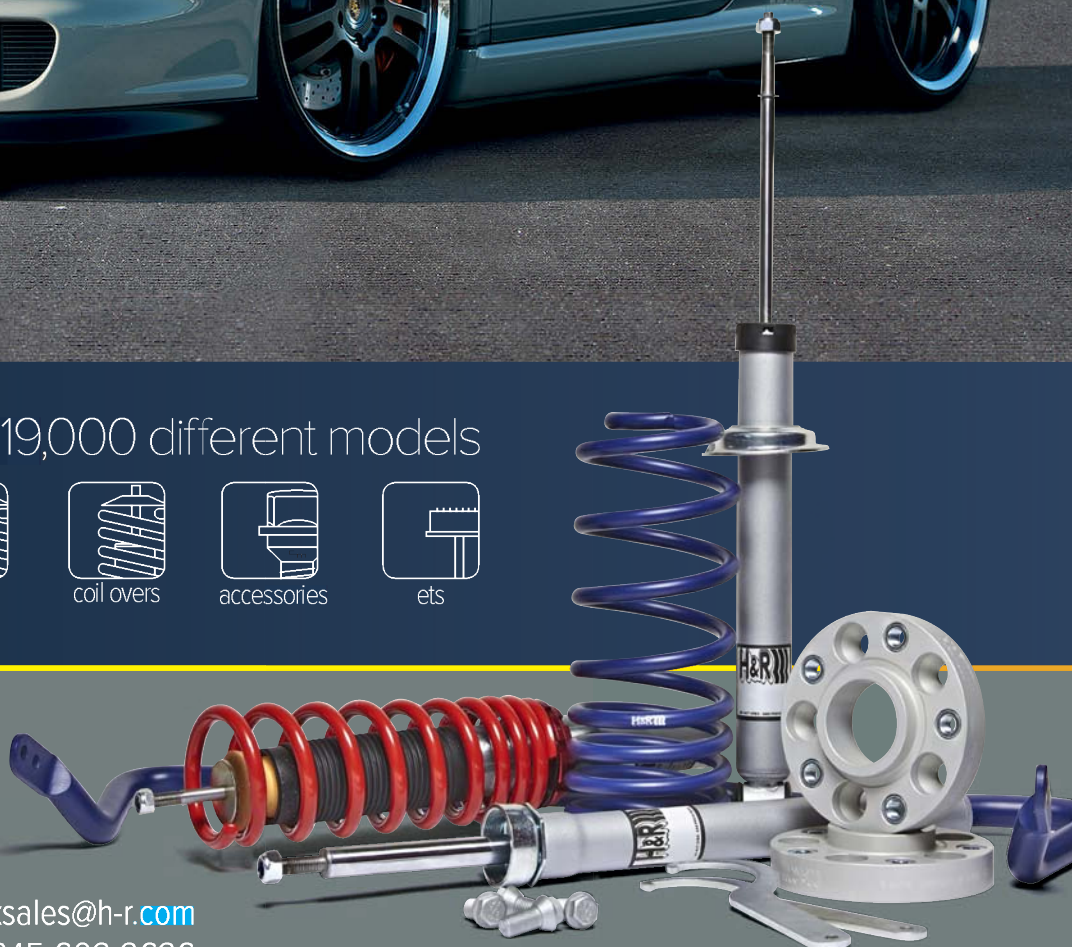


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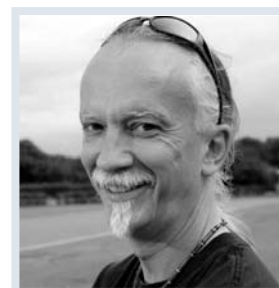
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Classic Porsche

THE COLOUR OF MONEY



'How's the project coming along?' That's the opening line of most conversations these days. My usual repost is 'OK – three steps forward, two steps back right now.' Heaven knows why I add those two words 'right now' as it seems to have been the story of my current project ('El Chucho') from day one.

I had an interesting conversation the other day. It was with a friend who is not in the least interested in cars. To him, they are 'transport' and, based on that, for the life of me I have no idea how we became friends! Anyway, his question was 'how much has it cost you to build this car?' to which I replied that I hadn't really kept a log of my expenditure. 'Bet you have!' he says. Hmm, he's right: I do know how much I've spent.

He eventually managed to get me to spill the beans, at which point he fell over, laughing. 'You could buy a new car for that! And it would work!' Harsh, but sadly true. Like so many long-term projects, 'El Chucho' had started out as a 'quick fix' – buy a car, freshen it up and let's go for a drive. But, of course, it's never like that.

I had plans to drive the car to Classic Le Mans in 2012, looking pretty ratty, admittedly, but as a working, driving, usable entity. I even boasted about it on the DDK forum. So why is it that here we are two years later and it's a long way from being finished – although I am reasonably confident 'El Chucho' will be on the road this summer. Not for Le Mans, not for my birthday (end of July, if anyone wants to send



me a present. Just thought I'd mention it) but, hopefully, for Goodwood Revival and Classics at the Castle in September.

So where did it all go wrong? Bad planning? Or was I simply being naive by expecting things to be any different? A mixture of both, I feel.

My tale should stand as a warning to others thinking of getting involved with a project. But before I go any further, I suggest you hide this magazine from your partner – or so-called 'friends' – in case they either freeze your bank account or fall about laughing at the sheer folly of rebuilding an old Porsche.

My tale began back in 2011 when I decided that I had to have another Porsche. I'd sold my 1966 912, which had replaced my 1974 Carrera which, in turn, had usurped my 928 and my 914/6. Yes, I know, it was a pretty eclectic selection and is indicative of my scattergun (scatterbrain?) approach to collecting.

The 912 was lovely and, as was the case with each of my past Porsches (with the exception of the 928), I regretted its sale almost immediately. However, I managed to resist buying another Porsche for a couple of years while I moved house, sorted out my life (some hope...) and settled down (even less hope...). And then the bug bit yet again.

One thing the short period of 912 ownership had taught me was that I wanted a pre-impact bumper (ie, pre-1974) car. And that was a problem. Not that there was a shortage of cars for sale, but there was a definite shortage of

We all dream of screaming along a sun-kissed highway (far left), behind the wheel of our perfect Porsche, but reality (left) can be rather different... Ask me how I know

funds in my bank account. In the space of just a few years, prices had sky-rocketed and I was forced to rethink my ideas.

The solution to some of my problems – and ultimately the creator of many more – came in the form of an advert for a 1966 Porsche 912, minus engine, at what seemed a very reasonable price. If there was any catch it was the location: California.

However, the car was being sold by someone in the UK who I knew by name, and was still in the possession of a friend in the USA whom I had known for some years. What could possibly go wrong? I asked for some more photos, specifically ones showing panel gaps and the underside, and liked what I saw.

The deal was done and, as I had arranged to go to the USA a few weeks later, decided to sort out the shipping once I was over there. In the meantime, I began looking for an engine – it had to be a 911 'six' rather than a 912 'four', though. Salvation came in the form of an advert on the Early 911S Registry forum – a 1970 2.2 'E' motor, converted to run Weber carbs rather than the original injection. I had the engine delivered to a friend's workshop in Orange County, so that I could ship it back to the UK with the car.

Once again I asked myself, what could possibly go wrong? I mean, all I had done was buy an engine-less car sight unseen, and an engine which I'd never heard running. Smarter

Oh, so that'll be the wiring loom, then...



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



PAUL DAVIES



CHRIS HORTON



BRETT FRASER



JOHNNY TIPLER



STEVE BENNETT



No caption needed! Restoring an old car to its former glory can be fun, but it can also cost you a small (OK, large) fortune...



assured were good, only to receive two rather rough-looking calipers that need rebuilding and had parts missing. In the meantime, I sold the original calipers that had come with the car, so there was no turning back. I finally settled on a set of billet aluminium six- and four-pot calipers, which now meant I needed new discs all round to suit.

But as we 'speak', and hopefully as you can see from the *Our Cars* pages in this very issue, the light at the end of the tunnel is beginning to shine a little more brightly. No longer is it the flame of a candle meekly glowing in the distance – now it resembles a flashlight (albeit with a rather suspect battery...).

I've learned several important things along this journey, and I am more than happy to pass on my advice to anyone foolish – I mean, enthusiastic – enough to take on the rebuild of an old Porsche. To begin with, don't buy the first car you see. I did and wish I hadn't. Don't buy an engine without at least having a compression test done – preferably buy one you can hear running.

Sit down and work out what you really want from your car – don't build a high-compression motor with wild cams when all you want to do is drive the car in a relaxed fashion (yes, you've guessed it, I've specified 'S' cams and high-comp pistons...), and for the same reason, don't strip out the interior unless you want to drive wearing earplugs – and don't mind the lack of conversation on a long journey.

But the two most important pieces of advice I can give you are these: firstly, double the expected cost of the project – and then add on a little more to be safe. And secondly, learn the art of diverting a conversation when your friends ask how much money you've spent...

people than me can probably see a pattern emerging here.

By the time I arrived in the USA, I was so pumped up about my purchases that I fell victim to a peculiar blindness that afflicts a fool with money to spend: I was about to ensure those two entities would soon be parted for good.

I should have walked away from the car when I saw it – but I'd already paid, so it was too late. And the engine, well, a cursory look inside the rocker covers would have told me all I needed to know, but I didn't bother. Instead, I just closed my eyes and imagined driving along an autoroute on the way to Le Mans in my hot-rod Porsche, smiling from ear to ear.

From that point on, things went from bad to worse. The bodyshell proved to be in need of extensive repair, the engine turned out to be scrap – even the carbs were beyond use, although the crank, cases and heads were all salvageable. I was learning an expensive lesson: don't buy blind, don't rush into things.

My preset budget (I really can't bring myself to tell you, or you'd die laughing) was blown within a few months, largely on body repairs and gathering all the parts I'd need to rebuild the (very) poorly engine. There were so many parts missing from the car that it has taken me an age rounding up all the bits and pieces.

But probably the worst mistake I've made is not sitting down and planning everything properly. I had a vague idea in my mind what I wanted the car to look like, but then changed my mind not once, but several times. Colour – from black to Leaf Green to Gold Metallic, without and then with stripes. Wheels from

Fuchs to steels (even buying a set, having them powder-coated and fitted with tyres) and finally space-savers. Each step, each change in direction has cost me money that I can ill afford to spend.

I sold the glassfibre bonnet that came with the car because I thought it would be better to have a steel one, and have regretted that move ever since. The original bonnet was great, fitting well, and nice and light. The replacement needed a ton of work and now weighs more than it should as a consequence.

I bought a set of green-faced dials from the USA, and then replaced them with black-faced gauges from a later car – and then had them refurbished, to boot. I bought three steering wheels before I finally (for now) settled on the Nardi that sits alongside me in my office.

Oh yes, I nearly forgot: brakes. I had read that you could upgrade the front calipers of an early g11 by using the aluminium Brembo calipers from a certain model of Alfa Romeo. It took me ages to track down a pair, which I was



You have to keep smiling – even when you know you've been 'done'. Have you ever noticed how idiots always seem to have a smile on their face?



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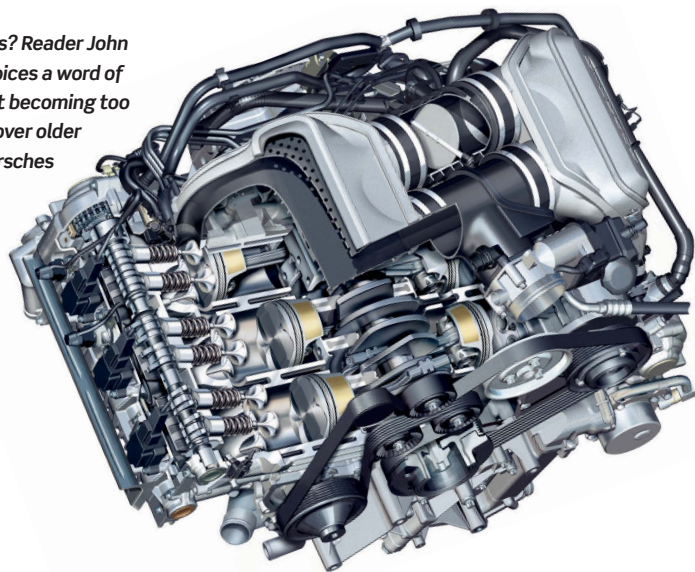
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LETTERS

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

Mg6 problems? Reader John Carruthers voices a word of caution about becoming too sentimental over older air-cooled Porsches



Mg6 - DON'T PANIC!

I read with interest the ongoing correspondence on the subject of Mg6 engines.

I have to confess to having an interest as we are fortunate enough to have two of these supposed headaches: a 2001 Boxster 2.7 with 46,000 miles on the clock and a 2003 996 Targa at 63,000 miles. Both are terrific cars. Both have had RMS replacements. The Boxster also had an upgraded IMS bearing when having a new RMS, although there was nothing amiss with the original bearing that came out.

I recently had the opportunity to attend a PCGB Register visit to an Mg6 expert who seems to deal with many of these engines from across the UK and beyond. Unexpectedly, I came away much encouraged by what I heard. This was that failure rates are estimated at between 5 and 10 per cent at most, that there are excellent solutions available and that, while there can be issues with these engines and some of the design features could perhaps be better, there is no doubt that

they are excellent engines that produce more power, are more efficient and are cleaner than their air-cooled predecessors.

The problem may be that, because these cars are so accessible, we forget that they are 'supercars', or, if not quite, well on the way to being so. What other car offers 0-60 mph in 5.0 seconds, 177mph, four seats (996) and 26mpg when used as an everyday car, and for the sort of money that a 996 now commands?

We frequently read that the air-cooled cars are 'bullet-proof'. I previously owned a 3.2 Carrera which I bought used at seven years and 60,000 miles, and which I then ran for a further ten years and 110,000 miles.

It was a great car which I loved but these engines are also not without their issues. Mine went for a cylinder head 'refresh' at 112,000 miles and came back with new pistons and cylinders, as the Nikasil cylinder lining was worn and the bores scored. This is apparently not uncommon and now thought to be caused by the sulphur in petrol.

This rebuild cost £5300 at

the time, but would apparently cost £12-15,000 now. Bear that in mind when you buy a 3.2!

The car also developed its fair share of corrosion issues – wings, B-pillars, etc – and this in a well cared-for car. Another £6000-odd...

Prior to the 3.2, the air-cooled engines were subject to timing chain failures, potentially catastrophic and solved by a relatively simple solution. Next we had the saga of the 964 engine which could destroy itself for the sake of ventilation to the distributor. Issues with Porsche engines are not new – and we won't even mention magnesium crankcases. How have we ever slept at night?

I don't know what the servicing and other costs are for Porsche's competitors but I would hazard a guess they are considerably more expensive.

One final thought. The number of these cars, Boxsters and 996s, is being quickly reduced by insurance write-offs as their values are now so low that even minor damage is enough. So hang on in there!

Fingers crossed eh?

John Carruthers, via E-mail

Keith Seume replies: *Each time we publish a letter on Mg6 engines, we are amazed at the passion the subject arouses. You raise some very valid points here and, even as a diehard traditionalist, I have to agree that we do tend to look at the older cars through rose-tinted glasses. With a budget of, say, £10,000, you can buy a tidy Boxster or 996 – but you'll be hard-pressed to find an air-cooled 911 for that money now. Even with a partial (or full) engine rebuild, the 'modern' will almost certainly prove cheaper than the classic, and a better choice as a daily driver...*

MIRA MEMORIES

I find your articles on Porsche's past very interesting. Reading your article in the July issue (*Porsche archives – the road to Le Mans*) I see that the photo on page 82 of the 917 undergoing wind tunnel tests was, I believe, taken at the MIRA wind tunnel facility in Nuneaton. I spent many long evenings working there conducting cooling tests and some aerodynamic work for a variety of manufacturers during my automotive career.

Mike Vale, via E-mail

Keith Seume replies: *You are correct – the photo was, indeed, taken at MIRA while the 917 was being 'improved' by John Wyer's team. Having had the pleasure of visiting the tunnel (to test a Tatra 87!), all I can say is that it is one of the most incredible places I've seen. Truly fascinating.*

VULCAN CONTROLS

Paul Davies could hardly be accused of giving too much credit to the designers of the

Avro Vulcan when he describes the aircraft as relying on 'the same crude operating systems' as the Lancaster (*Usual suspects*, June 2014). I would also suggest that the Vulcan had the grand-daddy of all fly-by-wire systems.

The control surfaces (elevons and rudder) were not linked to the pilots' controls by rods and cables, as in the Lancaster – instead, they were linked by three-phase electrical systems which powered individual motors ('Powered Flying Control Units') located near each surface – the motors moved the surfaces. The wiring looms were triplicated to cater for battle damage and ran port, centre and starboard through the airframe.

So most definitely *not* the same operating system as the Lancaster – and fly-by-wire to boot. Incidentally the Vulcan pre-dated Concorde by using its fuel to balance the C of G.

Remember, all this was in an aircraft designed at the same time as Porsche's 356, although the Vulcan came as standard with disc brakes and full harnesses...

Incidentally, the powered flying controls had an electrical feedback system to make the pilots' controls feel more natural (shades of the 991).

John Pearson, via E-mail

NEXT YEAR, MAYBE?

I have just returned from Le Mans – what a roller-coaster of emotions! While it was sad that the Porsches did not win, the general feeling is that they put up a great fight. A friend who works for the Audi team tells me that they are convinced next year will be Porsche's. Let's hope he's right...

Peter Simms, via E-mail



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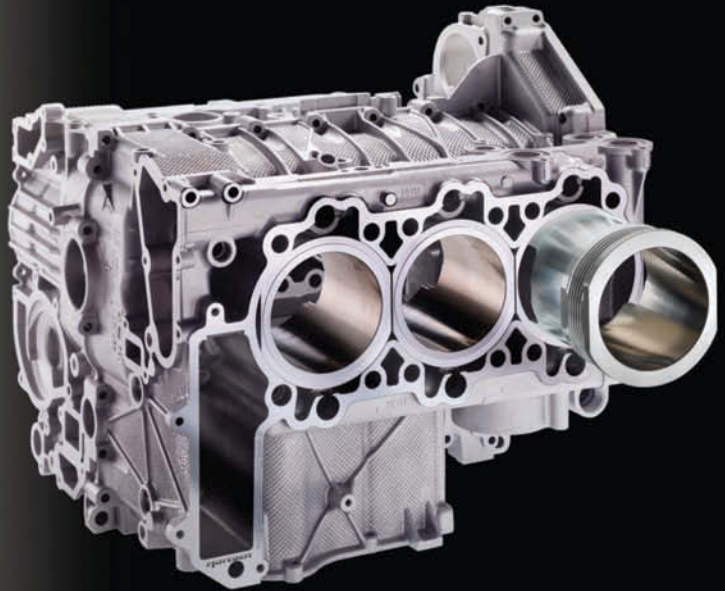


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JASON COME LATELY

Jason Gibson is only two years into Porsche ownership, but he's already owned six and still has three to show for it. His favourite is this here very '80s Carrera 3.2 Targa Supersport

Words and photography: Brett Fraser

Some people arrive late to the Porsche-owning party, but then embrace the brand with such fervour you'd believe they'd been lifelong collectors. Battersea-born property developer, Jason Gibson – better known as Jay – is one such latecomer. Despite admiring Porsches for many years, Jay didn't pick up his first until two years ago: now he has owned six, three of which are still in his possession, and of which his favourite is the 1989 911 Carrera 3.2 Targa Supersport, with only 39,000 miles on the clock, pictured here.

While Porsche ownership is a relatively new experience for Jay, cars have always been his blood. 'I had what you might describe as a turbulent childhood,' he confides, 'and wanted to escape the situation I was in. I therefore needed to set myself goals, and car-related targets seemed achievable. My first car was a mark one Ford Fiesta, maroon with a black vinyl roof, that I bought from the Wandsworth Bridge Road auction for £890. The only problem was that it was on Irish plates at the height of the London bombings, and I was getting pulled over about three times a day!'

Jay describes himself as mathematically minded and logical, and those qualities helped him to become (at the time) the youngest Lloyds bank manager in the country. 'And it was when I was working in a branch in

the City during the 1980s that I became exposed to Porsches. They were always there in the background, playthings of the "City boys". But I could only adore them from afar.'

Over the years Jay has owned a series of very accomplished and desirable cars, including an Aston Martin Vantage (wrecked in collision with another car whose driver was on the phone) and a BMW M3. 'It was a trip in the M3 that rekindled my interest in Porsches,' recounts Jay. 'My car was much modified and lightened, and I took it to the Nürburgring in the company of several other modified M3s. Around the track my car seemed incredibly quick, fastest of the group, but later we were all being led along a road route by an instructor in a 911. That Porsche just left the M3s for dead, and looked so composed and fluid while it did so.'

Somewhere along the path between that episode and two years ago, Jay developed a very strong sense of what his first Porsche would be. 'To me the 3.2 Carrera is the best-looking of the 911s, and I always kid my mate Andy that his 964 isn't a "proper" 911. Plus it has the air-cooled flat-six, which to my mind is what Porsche is all about. The new cars are extremely impressive, of course, but they're almost too perfect.'

Jay's first 911 came from Boston in Lincolnshire. 'It was a narrow-bodied Targa, an '89 car, that became



Mirror, mirror on the wall. Jay's Carrera 3.2 gets to look at itself all day long! Now that Porsche has given the 991 Targa the retro look, the earlier 'hooped' Targas are starting to gain traction in terms of desirability. Jay's looks great in white, offset by black trim



“I found Suzie in a tiny, incorrect ad on the Internet, which claimed she had features - like power steering - that she couldn't possibly have had”



affectionately known as Heidi – I give all the cars I like a lady's name. I still see that car around locally, as I sold it to the guy who runs the cycle shop in Reigate. Owning that car suddenly gave me the bug to try different variants.

'After Heidi I bought a wide-bodied Cabriolet and while it was a good car I didn't like the body's lack of rigidity; it didn't suit my style of driving. The Cab is still around, though, as I sold it to my business partner, Carl, who has named it Freddie. And talking of Carl, I recently bought another white Supersport Targa for him, as he was so impressed with mine. It's currently in being refurbished by Graham Beeson of Beeson Retrosport in Charlwood near Gatwick – I wouldn't let anyone else touch any of my cars. The deal is that once it's finished Carl will buy it off me.'

Latterly Jay has bought a cassis-coloured Targa and an RS/T-look 1975 Carrera 2.7 as investments (both of which are currently for sale), but it's his Targa Supersport that gives him the greatest pleasure. 'I've never once said that I won't be selling any of my other cars, but I shall never let go of this one – it has too much character and is way too nice to let go.'

'I found Suzie (there's the lady's name again) in a tiny, incorrect ad on the Internet, which claimed that the car had a few features that it couldn't possibly have had, such as power steering. When I rang the garage up in Lincoln and queried this, Marina who I was talking to conceded that I clearly knew much more about the car than she did, and amusingly said she could definitely confirm that it was white!

'It was a commission sale so she put me in touch with the owner. He'd bought it for his wife who drove it once but didn't like it, so it had been tucked away in his garage and left for a while. He didn't really want to sell it, but once he realised that I intended to look after it and not just move it on for a profit, he was happy.

'I drove it straight down to Beeson's – I struggle with compromise, and to me the clutch didn't feel quite

right and the steering was a bit vague. Going through the car with Graham, I then drew up a list of what I wanted done.'

And what Jay wanted done was, well, pretty much everything that didn't involve the bodywork, despite the car having only travelled a measly 38,000 miles. In line with his "no compromise" philosophy, Jay insisted that, with a very few exceptions where alternatives offered significant improvements, all replacement parts were genuine Porsche items. This included new suspension all-round, clutch, starter motor, discs and calipers; even the little hydraulic struts that keep the front luggage compartment lid open were replaced, as well as the butterfly in the heat exchanger. Beeson also got the electric seats working again, repainted the door handles and instrument bezels, and fabricated fresh ply door card backings while retaining their original vinyl and carpet décor.

Although originality where possible was his goal, Jay did relent with the replacement Dansk exhaust system. 'My excuse,' he laughs, 'is that a Dansk system was an OEM option at the time, even if no owner of a Supersport Targa probably specced it. My Cab had a Dansk and it sounded fabulous and on the Targa it has the added advantage of seemingly liberating more power and making the throttle response crisper. It did mean replacing the rear valance to accommodate twin pipes, but I have retained the original valance and exhaust, just in case.'

What's exorcising our perfectionist currently is what to do about the paintwork, which at a glance is immaculate. 'There's a tiny bit of rust beneath the trim strip at the base of the targa bar,' frets Jay, 'and on those fabulously sensuous rear haunches there's some faint grey streaks. I simply couldn't have just part of the car sprayed and a total respray would rob it of originality.'

He's erring on the side of leaving things be, for the time being at least, because he doesn't want the car to

Left: Jay, with his pride and joy. He says it's a keeper too. Check out the pristine garage and its fittings by Dura, all very F1 and testimony to Jay's desire to have only the best surroundings for his 911
Above: Engine bay and under front hood live up to low mileage status



CONTACT

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become so pristine that it ultimately becomes a garage princess. 'I try to drive Suzie at every available opportunity,' professes Jay. 'The mileage on the car is so low that it really doesn't matter if I do lots of long trips in it.'

'And I have a plan later in the summer to drive it down to the south of France, via the Route Napoleon so that I can really enjoy the handling and performance. I'm mulling over taking a detour to the Saint Bernard tunnel, so that I can have the roof off and listen to the howl of the engine. However, several friends have advised me that it's a long way to go for not very much.'

Whatever route Jay decides upon in the end, he's going to have a ball. Because his car – sorry, Suzie – is a belter. As precious as she clearly is to him, Jay insists we drive her, and the experience is just like it must have been back at the end of the '80s when the car was new: even the carpets have that factory-fresh fluffiness. If anything the gearchange is improved over the original as Jay has had the gearbox filled with

modern lubricant that helps make the shift smooth and robust. Meanwhile, modern polybushes for the suspension and Superflex engine mount bushes give an extra compliance to the Targa's ride quality. The Dansk exhaust has a crisp, strident edge over the standard system, yet isn't overbearing. As for the engine, well, its comparative youth means it feels tighter than some leggier units, but is still a gutsy performer and wonderfully smooth.

While fearless in his use of the stunning Supersport – 'I can park Suzie practically anywhere and never worry about what might happen to her' – Jay does like to cosset the car when at home. He's just had his garage refurbished and equipped by British specialist, Dura, and it has the look and kit count of a McLaren F1 workshop. 'I'm not in the slightest mechanically minded,' confesses Jay, 'and my mates have banned me from ever picking up a spanner in their presence, but I thought I should have a garage worthy of Suzie.' And while you could accuse Jay of being a little obsessive, he'd doubtless agree with you... **PW**

Below left: Dansk back box provides an enhanced, flat-six soundtrack. Interior lives up to low-mileage promise and driving experience is enhanced by the G50 gearbox





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LET'S DO THE TIMEWARP

A 944 Lux with 19,000 miles on the clock and a 944 Turbo with a paltry 21,000, and each pushing the boundaries of the 944 budget, but in the great scheme of the classic Porsche market they're absolute bargains

Words: Steve Bennett Photography: Brett Fraser



TIME TRAVELLING 944 DUO



Fourteen thousand, nine hundred and ninety five pounds for a Porsche 944 Lux? Twenty one thousand pounds for a Porsche 944 Turbo? In breaking news fashion, we might as well get the headlines out of the way first, for they are indeed big numbers for what is not a classic 911, and therefore not exactly feeling the love of the classic Porsche market.

But now here's some very low numbers that justify the big financial ones. The 944 Lux has but a mere 19,000-miles on its VDO odometer, while the 944 Turbo has covered just 3000 miles more at 22,000. To put it another way, for the former that's just 760-miles per year, and for the latter a mere 956-miles. These two cars are, then, virtually brand new.

Now, we are firmly in the 'cars are to be used camp' and I personally think that it's a great shame when a car becomes a financial prisoner of its low mileage, particularly when it's a Porsche, which is designed to be used, unlike something trinkety and Italian, which doesn't take kindly to being used, but quite likes being looked at. One of the great tragedies of the ongoing classic Porsche price boom is the inevitability that cars are being bought as investments and those owners that already own a classic Porsche are now becoming ever more precious about driving them as they watch their values soar.

I know, I've been there. One of the reasons that I sold my 911 Carrera 3.2 was that it was getting less and

less use. When I bought an Air Chamber for it to live in I knew that things were getting out of control, and this was before the great classic Porsche boom. When I sold it I felt quite liberated frankly, although dammit I wish I still had it now, if only to smugly demonstrate my financial acumen of buying low based on my crystal ball-like reading of the classic Porsche market place. Er, anyway, back in the real world, high value and low mileage are the twin evils of our Porsche hobby, the double trouble that keeps cars that are a joy to be driven shackled in garages with fading batteries and hardening fuel lines through lack of exercise.

But back to our 944 duo. In some respects if the low mileages that mark these two cars out were applied to a classic 911, we wouldn't be quite so surprised or even intrigued, but then what value – say – a Carrera 3.2 with 19,000-miles on the clock? Well, we don't suppose that £70,000+ would be unreasonable and probably a good deal more. Frankly the market is almost impossible to call at the moment. Stick it in an auction and watch the financial willy-wagging begin. Then what? Well, with its value underwritten by its low-mileage status, the owner of the world's most expensive Carrera 3.2 would be too angst ridden to actually drive it. Just tipping over to 20,000-miles would diminish its status and value. Trapped, you see.

It's not so unusual for a 911 to get snaffled away, but a 944? Well that is kind of unusual and that's what makes these two cars such interesting curios. And yes,

Back to the '80s. The 944 was a huge success for Porsche and this low-mileage example is as close to a showroom fresh 944 as you're likely to get, complete with balloon tyres!



“Neither is too expensive that you would be too scared to drive them”

at first glance they might appear to be rather expensive for what they are, but let's have a think about this. What actually can you get for £14,995 these days, or £21,000 for that matter? No really, what can you get? Nothing much air-cooled that's for sure. Yes, you can get any number of modern Porsches, but we're talking classics here, classics that are to all intents and purposes brand new cars. Time capsules from another era, preserved but not prohibitively expensive, with neither price being so much that you would be too scared to drive them in case your investment should crash. Investment? Yes, quite possibly, even if you stuck 10,000 miles on these cars their value is unlikely to fall. Indeed, the smart money is on good transaxle cars increasing in value, dragged along in the wake of classic 911s. Start with the best and you're already ahead of the game.

Low mileage cars may not have much of a story to tell, but there is always an element of intrigue as to how they've accrued so few miles over the years. Amazingly the 944 Lux is a one-owner from new car, the pride and evident joy of an airline pilot. And that's

one clue as to this car's low miles status. Airline pilots spend many hours in the sky travelling vast distances, but not many on the ground. Indeed the last ultra low mileage 911 we came across (a 3.2 Carrera, funnily enough) belonged to an airline pilot and you could just tell. Without wishing to get too stereotypical pilots are a fastidious bunch. It's all in the training and the responsibility imparted on them. When I was a kid living not that far from Heathrow in the 1970s, we had Qantas and BA pilots as neighbours on both sides and another BA pilot across the road. To a man their cars were immaculate and cared for. The chap from Qantas even used to remove the front and rear seats from his Triumph 2500 Pi on a regular basis, and he was the first person I ever saw use tyre dressing, which he applied with a paintbrush! So that's my theory and I'm sticking to it.

The 944 Turbo was a one owner machine for 21 of its 23 years and clocked up the majority of its low miles between 1991 and 1995. From '95 to now it has barely managed 2000-miles between its original owner and two subsequent owners. Not that it's been unloved. It's

Teledial wheels were a big design hit. 'Studio' cloth interior was the mark of a late model 944, while simple 2.7-litre, 8-valve four-cylinder engine mixed torque with relatively high revs



“There’s no patina here, just the matt sheen of pristine Germanic plastics”

got an MOT certificate for every year and has been regularly serviced. It may not have been driven, but it has always been primed and ready to go. Likewise the 944 Lux hasn't been neglected in a corner and, prior to hitting the market in all its Guards Red timewarp glory, it was effectively re-commissioned by Porsche Centre Cambridge, with full fluids, belts (cam and balance shaft), brakes, bonnet struts and a bit of a buff to get the paintwork back to its lustrous best. Remember, if this was a modern Porsche it wouldn't even have had its second service. Indeed, back in the day the 944 had 12,000-mile service intervals, so the same applies.

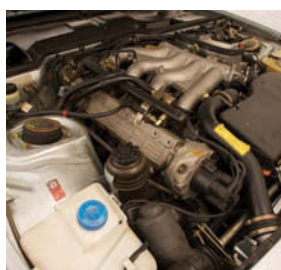
So, while price and mileage are hard to separate there is a far more important and rather more fascinating facet to this story: Just what are these cars like to drive? Are they the time travellers that their respective mileages and condition would indicate. Has all this time sitting effectively idle done for them in some way?

Slide into the Studio Cloth seats of the 944 Lux and it is indeed 1989 all over again and I appear to be 24.

Patina – that much-loved classic car phrase for wear and general grubbiness? There is no patina here, just the matt sheen of pristine Germanic plastics, unscuffed carpets and non-worn fabrics. It even smells like a new car. The leather of the four-spoke steering wheel is tight and free from the shine of sweaty, sticky palms. The gearlever, likewise, is unsullied. The standard Panasonic radio cassette is present and correct. Keep it tuned into Radio 2 and you can rely on a fairly consistent '80s soundtrack too, or just dig out some cassettes, but whatever you do, do not ever replace this piece of in-car audio entertainment. And if a new owner did feel compelled to upgrade to some sort of iPod compatible device, then it should be hidden from view in the glove compartment leaving the original head unit in place. This is a museum piece, and any new owner is just a custodian tasked with preserving it for future generations.

The Guards Red paintwork is as-new and the wheels are original, unrestored and retain that satin look, with just a hint of gold in the silver finish. Of course the 15in

The 944 Turbo looks more contemporary thanks to more modern Polar metallic blue paint, Design go wheels rather bland compared to Teledials



wheels look comical by today's standards, and they sit tucked inside the arches, but that was the look, although even by 1989 standards the 195/65x15in tyres were rather unfashionable.

And to drive? Wonderful, quite wonderful. I'm no stranger to 944s. I've had plenty over the years, and I consider my latest 1987 Lux, which I bought with 81,000 miles on it, to be the best I've owned. And it is indeed good, but in comparison? This is tight to my car's baggy, taut to mine's soft, and frankly one of the reasons my car is currently having completely new suspension right now!

It drives like a new car, which sounds clichéd, but it really does. The immaculate interior and firm seats enhance the idea, while the driving experience confirms it. The ride is fantastically controlled and puts many modern cars to shame. The 944's poise and balance is all there and enhanced by the fresh suspension. The throttle response is sharp and the engine is smooth. Oh, and it's a 2.7 too, which is something of a rarity, with its enhanced torque and top end vitality.

The controls are on the meaty end of the scale, with a precision that requires a firm hand at the helm, but the reward is steering that shames current electro racks and a gearshift that mocks eFette paddles. And there's no shake, rattle or roll aside from just a smidge from the relatively elevated ride height in comparison

to the slammed, low profile stance of modern rides.

And it's a similar tale with the Turbo. It's a last of the line model, with the 'Bridge' spoiler and resplendent in a contemporary looking Polar Blue, which immediately modernises it alongside the red Lux.

Inside and you drop into electrically adjustable deep bolstered 'Sports' seats, easily the best seat that Porsche has ever produced. It's all very blue, but not overpoweringly so, and the plastics share that original low gloss sheen of the Lux. A period Pioneer radio cassette head unit is present and correct and powers the optional multi-speaker set up for ultimate sounds. And, joy of joys, it has air con too. Just that feature will swing the deal for many people. After all where's the fun in sitting in a moving green house? It would have been an optional extra, which is almost scandalous, but that's how we all seemed to roll back then.

Whereas the 944 Lux is light on its Continentals, the Turbo feels rather more clamped down. It's lower and the suspension is more controlled, while the low pro 16in wheels and 225 front and 245 rears grip more assertively. It still rides well, but it's clearly more aggressive in its actions and designed to contain a lot more power.

Which brings us to the engine. This late 944 Turbo has the full boost 250bhp motor, which puts it roughly on par with the equivalent 911 of the day, which for most of its existence was the Carrera 3.2. Many a

'Bridge' spoiler denotes this as a late model 944 Turbo. Wheel and tyre combo is wider and the suspension is lower and stiffer. The turbo engine delivers 250bhp





THANKS TO
Both cars supplied by Paul Stephens, purveyor of interesting and often slightly unusual Porsches. At the time of writing, the 944 Lux is still for sale, so get in there quick before someone else realises its potential. Too late, the Turbo has gone to a lucky new owner.
www.paul-stephens.com

magazine twin test would pitch the two internal rivals together, despite the only common shared ground being their parentage. Invariably the 944 Turbo would take the 'all things being equal' victory, with the 911 being awarded the 'but we'd probably still take the 911' emotive runner-up/winner in equal measure slot. But then, as now, they are chalk and cheese.

And what of now? The 944 Turbo's 250bhp still cuts it, helped by its relatively (by today's standards) svelte 1290kg. Turbo lag? Yes, there's a bit at low rpm, but it builds strongly beyond 2500rpm and then takes off with an old school turbo surge. It's smooth too as the turbo also acts as an additional silencer, but there's enough whooshing and spinning going on to add turbo character.

Like the Lux, the controls are meaty, in fact even more so. The steering is heavily damped and moving the wheel from the straight-ahead requires a definite input. Beyond that there is plenty of feel from the wider front end. The clutch is modern day light, while the gearshift is weighty, long in travel, and precise, hooked as it is to the rear transaxle. Above all, though,

it still feels modern and it feels incredibly well screwed together. Shut the door and you get that Porsche clunk, which disappeared with the arrival of the Boxster.

So there we have it. Two time warp 944s, low on miles and high on price. Really? Let's take another look at the whole price thing. Back in 1989, cars of most descriptions were bloody expensive compared to today, and in the UK they were at their rip-off peak. In 1989 the 944 Lux would have cost just under £26,000, and that's without any extras, something Porsche were notoriously mean with at the time. So, add a few essentials, and you could be hitting £30,000 quite quickly. Likewise, the 944 Turbo was a smidge under £40,000, so let's say £45,000, with a few choice bits (like metallic paint and air con). A quick bit of RPI inflation busting research and comparatively the 944 Lux would cost about £65,000 in today's market and the Turbo an eye-watering £97,000.

So £14,995 for an as-new 944 Lux and £21,000 for an as-new 944 Turbo. Expensive? No, they are absolute bargains. **PW**

TECHNICAL SPECIFICATION	
PORSCHE 944 LUX 2.7	
ENGINE:	2.7-litre four cylinder
POWER:	165bhp at 5800rpm
TORQUE:	166lb ft at 4200rpm
TRANSMISSION:	Five-speed manual
TOP SPEED:	137mph
0-60MPH:	8.2 secs
SUSPENSION:	MacPherson strut front, independent rear
TYRES:	195/65 ZR15 front and rear

TECHNICAL SPECIFICATION	
PORSCHE 944 TURBO	
ENGINE:	2.5-litre four cylinder
POWER:	250bhp at 6000rpm
TORQUE:	258lb ft at 4000rpm
TRANSMISSION:	Five-speed manual
TOP SPEED:	162mph
0-60MPH:	5.9 secs
SUSPENSION:	MacPherson strut front, independent rear
TYRES:	225/50 VR16 front, 245/45 VR16 rear

On the road and, as you would both hope and expect, the driving experience is that of a virtually new 944 in both instances. The 2.7 Lux is probably the easier companion, but the Turbo thrills. Each still feels modern in 2014



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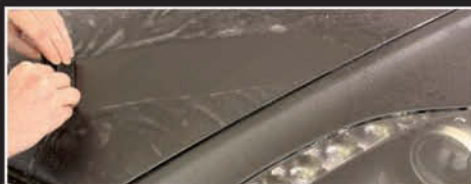
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HEROES OF THE TARGA FLORIO

In 1964, on this murderous racetrack, the Porsche 904 Carrera GTS won. Half a century later the classic meet its ultra-modern descendant, the Porsche 918 in a duel of hybrid versus history

By: Götz Leyrer
Photos: Charlie Magee

“Even in the new Porsche 918 an average of 100km/h is going to be hard to achieve”



As the needle of the rev counter nears 7000rpm, the flat nose of the Porsche 904 is the only thing to stand out clearly against the blurred surrealism of the countryside it is speeding through. The edges of the circuit marked not by Armco or even bales of hay but by the hundreds of Fiat 600s, occasional 1100s and wealthier Lancias parked there, quite haphazardly by the spectators. Whole families would attend; kids, mums, grandfathers, grandmothers... The Targa Florio was everything; half crazy road race, half Sicilian folk festival. Anything that could walk, crawl or drive on the island could be found lining this narrow strip of asphalt. Nino Vaccarella – that giant amongst Targa drivers – likes to say that the spectators' clothes would 'polish our cars as we drove past they were so close!'. Were there no safety precautions at all? Well yes of course there were: several days before the race, locals were warned: keep your sheep, goats and chickens off the road or face

going to jail!

One lap is 70km long, up to Caltavuturo and then back down to Campo Felice. The only place to relax is the Buonfornello straight which at around six kilometres is longer than the unmodified Mulsanne straight at Le Mans. The Targa, which otherwise has more curves than a plate full of spaghetti is the ideal setting to sample this great race car. After all this is the scene of the model's first great triumph: the Sicilian Antonio Pucci and the Englishman Colin Davis took overall 1st place in 1964 after ten laps at an average speed of 110km/h. What? That doesn't sound like much? OK well go and drive the Targa course yourself and then we'll speak again...

Even in the new 918, an average of 100km/h is going to be hard to achieve and that's

Left: Ultra modernist Porsche 918 chases its classic 904 forebear on the tight, twisty turns of the Targa Florio course, a race that was killed off in 1973 for being too dangerous. The 904 won in 1964





despite having the entire contents of the Porsche technology cupboard thrown at it. For power it runs three engines: one electric motor on each axle, plus a completely new 4.6-litre V8 (based on the architecture of that RS Spyder prototype racer), which puts out 608bhp at 8700rpm and red-lined at a heady 9150rpm. This is a purebred racing engine, which is technically described as 'hot inside' due to its exhaust

headers exiting through the centre of the 'V' and straight up out of the rear deck through two stubby tailpipes. This has been done for two reasons, one to free up space below the engine for electrical componentry and secondly to keep the heat away from this same equipment. The non-combustion portion of the powertrain contributes 300kg to the overall weight which stands, all-fluids included, at 1675kg – coincidentally almost precisely

twice the weight of the 904, a car that, in comparison, looks so petite that it might have been created by Matchbox.

That's the Porsche Carrera GTS to give it its official name – due to Peugeot's objection to names based on number combinations with a zero in the middle. Most famously this changed '901' into '911' but, in the case of the Carrera GTS, the offending numbers were still used for the 116 sportscars that were glued

The g18 wears its 'e' credentials in the form of small dashes of lurid green colour

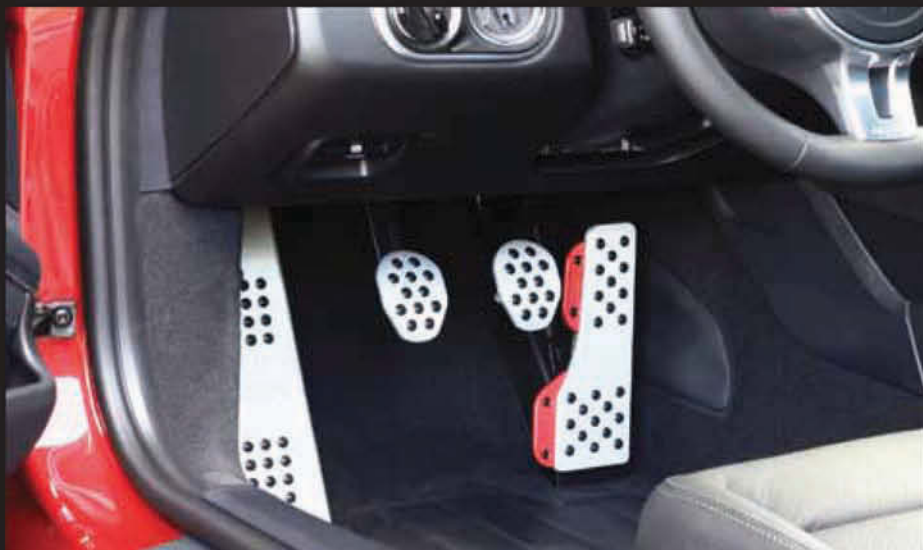
Below: g18 and g04 pose opposite the control and pit buildings that are still a Targa feature

together by hand and Peugeot didn't seem bothered.

Glued together? Yes. In fact the 904 was a milestone for Porsche's construction technologies. The body is not constructed of hand-beaten

“Overall weight stands at 1675kg - almost precisely twice that of the 904”





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aluminium but of Palatal P6, a glassfibre-reinforced plastic which is then glued onto the steel frame. So every gram counted – except on this particular 904 which has been upgraded to what might be described as ‘GT’ spec by its former owner. There’s a smattering of leather on the inside including on the steering wheel thereby eschewing the traditional wood rim. Not very original we hear you cry? Well, how about if we told you the modifications were made by Porsche themselves and that the owner was none other than Ferdinand Alexander Porsche – better known as ‘Butzi’ – who designed the 904 in the first place?

It’s still far from what you might call a ‘luxury’ sportscar however. For starters, and having seen how small it is on the

Above: Gratuitous pictures of triple Webers, because we can. We can’t show you a picture of the 918’s engine because it’s impossible to get to. Flat six in this 904 produces 210 very noisy bhp

outside, you won’t be surprised to learn that the interior is about as spacious as a sardine tin. That’s not to say the seating position is imperfect, it’s just a bit of a struggle to get to it. The passenger also needs to make sure their left knee doesn’t start changing gear. Passing large roadside rocks at eye level reminds you that there is only a thin plastic skin between them and your own. Having said that, the 904 was subject to Porsche’s first ever crash-test which according to the factory’s former racing director Peter Falk involved “hanging it ten metres up in the air from a piece of rope and dropping it onto its nose”. Apparently BASF’s plastic body stood up remarkably well to this treatment but it’s clearly not a further anniversary we want to celebrate.

What a different world it is in the 918, half a century later. Sitting in comfortable, electrically adjusted bucket seats, enjoying the elbow room whilst electronically controlled air conditioning tends to our well-being, the progress is clear. In





“Passing roadside rocks reminds you there is only a plastic skin between them and your own”





the 904 there is nothing in the cockpit that is not directly involved with the act of driving – there's not even a fuel gauge. One thing that is the same is the place each car holds in the Porsche hierarchy: in 1964 the 904 was the fastest, most expensive and most exclusive Porsche. At 29,700 Marks it was as expensive as a top-of-the-range, handbuilt Mercedes 300SE Coupe. Question is; will the 768,026 Euro 918 have a similar charm in 50 years' time? We'll come back to that in 2064.

The first 904s still had the famous (and famously complex) Führmann four-cylinder, four cam engine but later a small number, including this example, had the new two-litre flat-six developed for the 911 fitted. To see this powerplant you release and fold back the rear clamshell (effectively half of the car) and there you find what looks like a surprisingly tall engine. The height comes from the handsome pair of filter-less triple Weber carburetors. With this tweaked racing version we're

getting 210bhp and a distinctly bark-louder-than-bite racket from its open exhaust. The modifications are extensive, among other things; higher compression ratio, larger valves and camshafts all give it 80bhp more than the contemporary 911 engine. Having said that, perhaps the owner of our car should have stuck with something a little less wild than this 80bhp per litre screamer – it would have helped driveability. In fact, compared to this the 887bhp in the 918 really doesn't sound as impressive as it

Yes, the 904 looks tiny compared to the 918, but actually you can see the 904 influence in the 918 styling, which has always been on the retro side of modern, particularly at the rear

should. There's also no hood to be opened and only an oil-filler cap for the owner to 'tinker' with. There may never have been so much technology in a Porsche before but it's also certainly never been better hidden...

Around the Targa Florio track

“In 1964 the 904 was the fastest, most expensive and most exclusive Porsche”





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Sports Exhaust • Disc Brakes • Full Restoration
1957

£224,995



356B Roadster (4-Speed)

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Chrome Hubcaps • Fully Restored • Matching
Numbers Example • 1960

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356A Coupe (4-Speed)

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with Chrome Hubcaps • Original Right Hand Drive
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£69,995



911 Turbo (997, 6-Speed)

Meteor Grey • Black Leather Seats • Touchscreen
Satellite Navigation • Sport Chrono Pack Plus
28,676 miles • 2009 (09)

£59,995



911 Turbo (997, Tiptronic S)

Ruby Red • Sand Beige Leather Seats • Satellite
Navigation • Sport Pack • BOSE Sound System
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911 Carrera 2 S (997 GEN II, PDK)

Meteor Grey • Black Leather Seats • 19" Carrera
Sport Wheels • Touchscreen Satellite Navigation
49,836 miles • 2010 (10)

£47,995



911 Carrera (997 GEN II, 6-Speed)

Arctic Silver • Black Leather Seats • 19" Turbo
Wheels • Touchscreen Satellite Navigation
27,527 miles • 2009 (09)

£38,995



Boxster (987 GEN II, 7-Speed PDK)

Basalt Black • Sand Beige Leather Sport Seats
Touchscreen Satellite Navigation • 18" Boxster 'S' II
wheels • 24,187 miles • 2010 (10)

£29,995



911 Carrera 4 S (997, Tiptronic S)

Guards Red • Black Leather Seats • Satellite
Navigation • 19" Sport Design Wheels • 66,035
miles • 2006 (06)

£29,995



911 Carrera 2 S (997, Tiptronic S)

Arctic Silver • Dark Blue Leather Seats • Satellite
Navigation • 19" Carrera S Wheels • 40,413 miles
2005 (05)

£28,995



911 Carrera 2 S (997, 6-speed)

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the 904 accelerates with verve on the short straights, brakes inspire confidence and the chassis allows it to dart about within a millimetre around the corners as if on tip-toes. This isn't just fast, this is true, athletic speed. However, the heavily tuned carburettors ensure that the boxer engine only really comes truly alive from 5000rpm with a deafening percussiveness filling the cabin at the same time. Conversations tend not to last long in here.

The gearing isn't ideal for today's course either. Even the lower gears are very long and the quality of the shift could best be described as 'spongy'. All of which is quite tricky to get used to in today's world of multi-gear automated ease. However we find that for the Florio, second and third fulfil the needs of pretty much every corner. The tight cockpit becomes a gym in which you work hard and are rewarded with the very essence of driving: brake, throttle, steer, counter-steer, heel-and-toe... constant exertion and utter joy.

Left: These people probably remember the Targa coming to town. Right: The 918 can do all the hard work for you, but it can't help you process the mind-altering speed it's capable of

Compared to this, the 918 might as well be driving itself without you. Although it has a seven-speed dual-clutch box with perfect paddle shifters, you could happily leave it in 'D'. Left to its own devices it is, unerringly, always in the correct gear for whatever situation you throw at it. Then, when you use the throttle with conviction, the result is such that the term 'acceleration' becomes wholly inadequate. The sheer ferocity of the combined three engines' power is simply stupendous: 80 to 120kmh feels like the blink of an eye – 1.2 seconds. And yet, back in Palermo's busy traffic, your grandmother could quite happily take it shopping.

Because the 918 is a so-called plug-in hybrid, it can also drive up to 25 kilometres on electric power alone. And even in this mode, it will go off like a stuck



“Use the throttle hard and the term ‘acceleration’ becomes inadequate”



pig, because the two electric motors can deliver their 585Nm of torque instantaneously if required. Initially however, in E-mode only the front electric motor is used, making the 918 the first front-wheel-drive car in Porsche's history – if only briefly. You'll want both on the Targa Florio though of course. And the V8. And then it simply demolishes the road. Only

two things are a hindrance today: the car is slightly too wide for these mountain roads and the near-silent electric-only mode does feel dangerous when there are children, chickens and goats about.

The 918 serves primarily as a demonstration of what is possible today, namely a supercar with an average fuel consumption of just three litres

per 100 kilometres. Of course, even those at Porsche will admit that this figure is only really theoretical and depends on driving in the most fuel savvy way possible. And this is not something this car encourages very much. The reality is nearer 10ltr/100km in normal use and what Marc Lieb got through during his incredible 7min 57sec lap of the Nürburgring is still

very much a trade secret.

If you want to learn more about the fuel consumption, you'll have to buy yourself a 918. If it then proves too thirsty, then perhaps buy yourself a 904. OK, that might not save much fuel either but it's the perfect excuse to buy two of the greatest cars ever to come out of Stuttgart in order to find out. **PW**

TECHNICAL SPECIFICATION

PORSCHE 918

YEAR:	2013+
ENGINE:	4600cc V8 + twin hybrid motors on front wheels
POWER:	875bhp at 8500rpm
TORQUE:	944lb ft at 4800rpm
TRANSMISSION:	Seven-speed PDK
TOP SPEED:	214mph
0-60MPH:	2.5 secs
SUSPENSION:	Double wishbone/PASM dampers front and rear
TYRES:	265/35 ZR20 front, 325/30 ZR21 rear

TECHNICAL SPECIFICATION

PORSCHE 904

YEAR:	1964-65
ENGINE:	2000cc
POWER:	210bhp at 6900rpm
TORQUE:	144lb ft at 5000rpm
TRANSMISSION:	Five-speed manual
TOP SPEED:	164mph
0-60MPH:	5.4 secs
SUSPENSION:	Double wishbone/coil spring/dampers front and rear
TYRES:	165 HR15 front and rear





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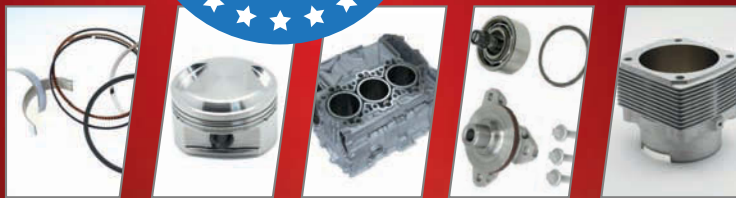
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2011/11, 911 (997) Carrera White 3.8 Carrera GTS Convertible PDK, 408bhp, Automatic, Black Leather, 19" Black RS Spyder Alloys with Coloured Crests, PCM 3 - Touch Screen Sat Nav, Bluetooth Phone Prep, Mileage 23,950, **£59,995**



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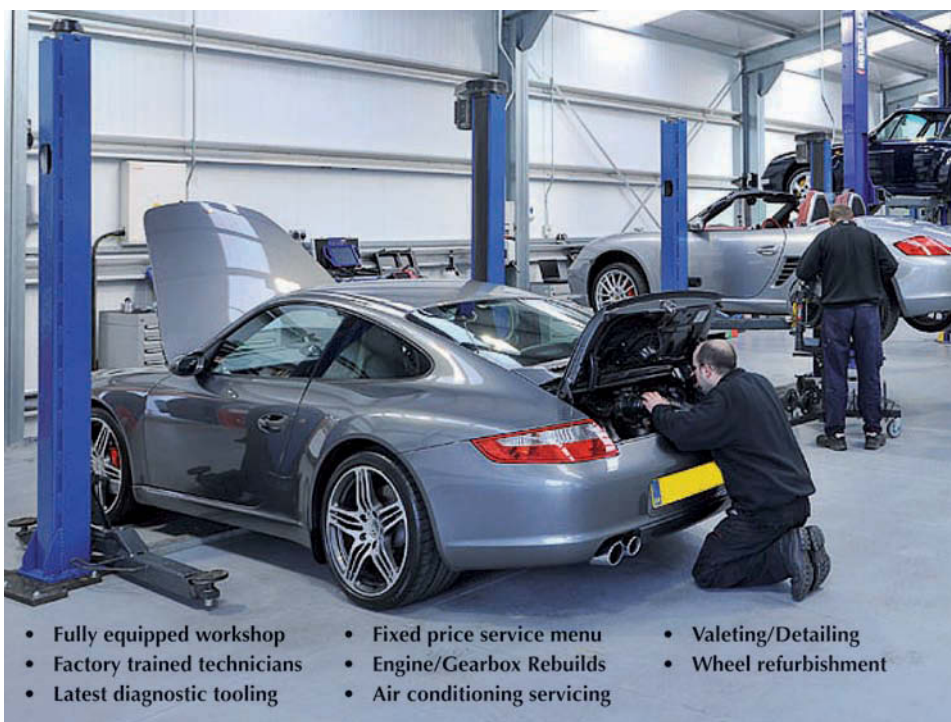


Porsche 911 (993) 3.6 Carrera Convertible
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SWEET DREAMS ARE MADE OF THIS (AND HEARTACHE, TOO...)

After 16 years away, a Porsche works team returned to the 24 Heures du Mans with a simple ambition for the new 919 Hybrid LM P1-H – to finish the race. Instead, on a number of occasions Porsche led the field until, painfully close to the end, disaster struck. But just like The Terminator, they'll be back

Words: Brett Fraser Photography: Antony Fraser/Brett Fraser





Lady luck can be a wicked cow. Leading you on, daring you to dream. And despite all their pre-race protestations that the ultimate goal for the team was simply to finish the race, the guys in Porsche Motorsport must surely have let fantasy take hold in the final hours of the 2014 Le Mans 24-Hour race – with less than three hours to go, and competing in the famous French endurance spectacular for the first time in 16 years, there was a 919 Hybrid, car #20, running in first place. You could sense the collective holding of breath and crossing of fingers: what a comeback this could be...

But as we now all know, high hopes were swiftly to crumble into low despair, victim to luck's cruel

humour. An hour and a half to go, Webber at the wheel, and despite having slipped back into 2nd place a podium finish seems a near certainty and a fitting reward for a whole day and night's intensely fought motorsport. Your *g11&PW* crew are up in the press booth overlooking the start/finish straight watching the feed from other parts of the long circuit, when we spot something out of the corner of our eyes: Webber's car sidling past the pits as though on a Sunday jaunt to the local DIY store.

With a sense of dread we scan the television feed and the constantly updated results board for some sort of reassurance that we didn't just see what we think we just saw. Initially there's no news, which in its way contains a

crumb of comfort, but then we see that car #20 is making an unscheduled pit stop – we don't need the television close-ups of the pit crew's pained expressions to realise that the race is over for Webber and his teammates Timo Bernhard and Brendon Hartley.

Worse news darkens the mood a few minutes later – the dreaded pit stop symbol appears alongside the #14 sister car, shared by Romain Dumas, Marc Lieb and Neel Jani, and again it's not of the scheduled variety.

Both 919 Hybrids have been hustled into the pit garage, which at this stage of the game is an ominous sign. Car #20 has been abandoned, while the mechanics work feverishly to restore some semblance of life to car #14 – clearly the aim is to limp it around

the 8.5-mile circuit during the final moments of the event to at the very least achieve Porsche's stated goal of finishing the 24 Heures du Mans. Ultimately the car does go out, completes a lap and is classified in 11th place, 31 laps adrift of the victorious Audi: and thus Lady Luck thrusts her final dagger into the already bleeding heart of Porsche's hopes and dreams for Le Mans 2014.

'It almost happened that our secret dream came true,' sighed Matthias Muller, chairman of Porsche AG in the aftermath of the

Above: The No14 Porsche of Dumas, Lieb and Neel just about scraped to the finish. Below: The No20 car of Webber, Hartley and Bernhard was leading with three hours to go, but hit trouble



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race, 'to top the debut of the 919 Hybrid with a podium finish. For a remarkable period we were leading the race. Now we keep our heads up and will plan an even stronger return for 2015.'

Fritz Enzinger, vice president of Porsche's LMP1 project, echoed that sentiment: 'This result is not the reward our team deserved after this intense time of preparation work. We have had an unbelievable and unforgettable race with its highs and lows.'

'Everyone in the entire team

was working to the limit and never gave up – I am very proud of our team.'

24 HOURS EARLIER...

Porsche may not have had official factory representation in endurance racing's premier league for more than a decade and a half, but it's not as though Stuttgart doesn't know a thing or two about building racing cars. Which is why, when the final foot soldiers are shooed from the grid of the 2014 edition of the Le Mans 24-Hour

race, sitting on the first and second rows, in second and fourth place after qualifying, are a pair of Porsche 919 Hybrid LM P1-H race cars. Gentlemen, start your engines (or electric motors)...

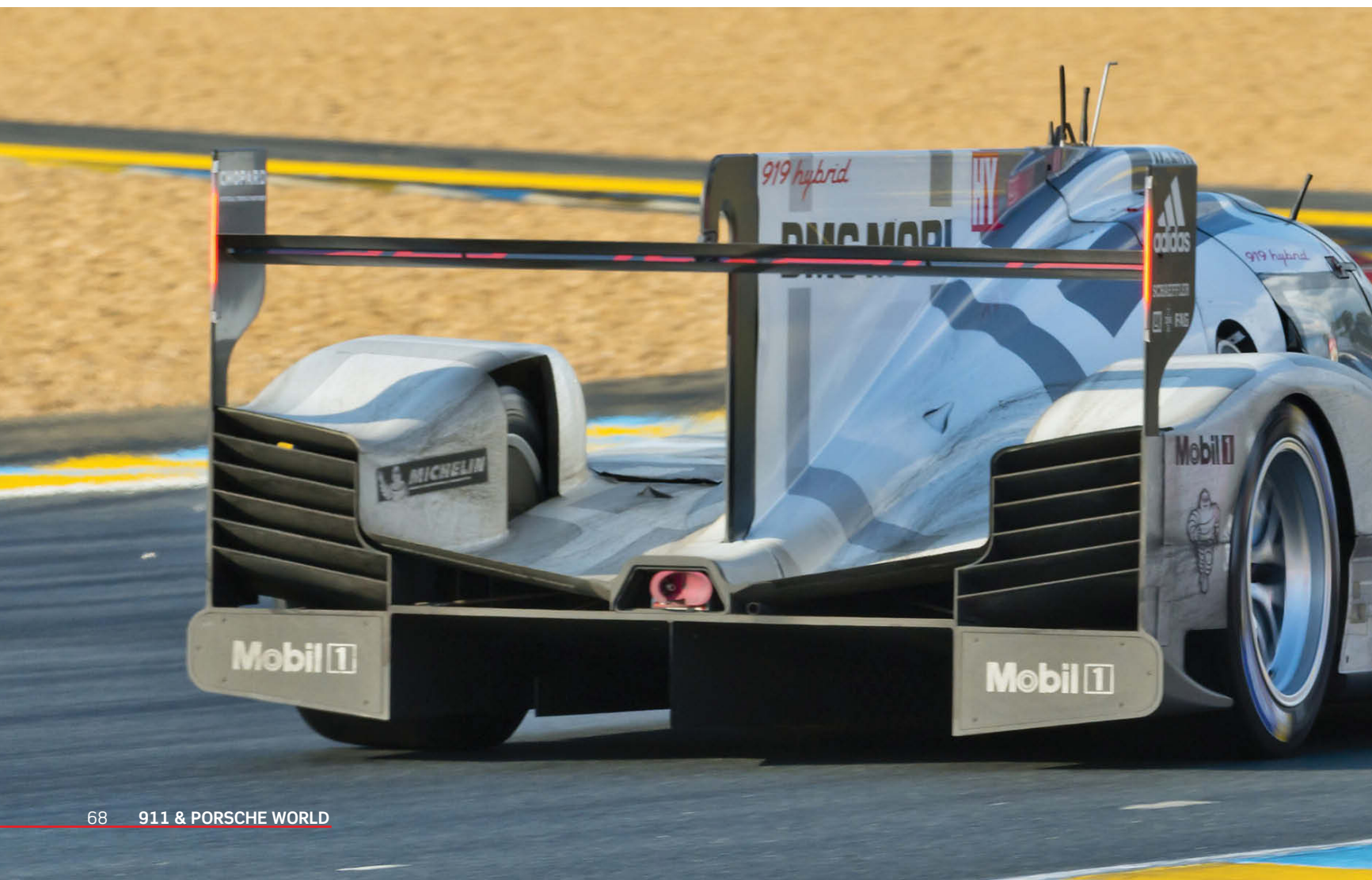
The day before race day all Porsche's personnel were sticking to a well-rehearsed script – 'Our goal is simply to finish the race.' Frankly, though, we weren't buying that: the sheer scale of Porsche's branding around the circuit suggested greater ambitions, and then there's the inescapable truth

Into the night. Another lap another blast up the Mulsanne straight and Porsche's 919 Hybrid racer calls on all its power systems to work together as compact V4 turbo is boosted by onboard electric motor

that nobody goes racing to merely still be going by the end.

That said, the World Endurance Championship's (WEC) LM P1-H category – the "H" standing for hybrid, which all factory entered cars must be – isn't exactly awash with entrants. For 2014 there are

"The inescapable truth is nobody goes racing to merely still be going at the end"





KEEPING IT REAL

In addition to the high-tech, big budget, hybrid prototype LM P1-H machines, Porsche 911 RSRs were also busy battling it out in the LM GTE Pro and GTE Am categories; the Le Mans 24-hours event doubles up as Round 3 of the Sports Car World Championship WEC. Because these look like the sort of cars you and I could buy (albeit that wee bit quicker and hugely more expensive), for many spectators at Le Mans they're more exciting and relevant to watch in action.

The two Pro cars were run by the factory's Porsche Team Manthey, with Frédéric Makowiecki, Marco Holzer and Richard Lietz in car #92, and Patrick Pilet, Joerg Bergmeister and Nick Tandy piloting car #91. In the Am class car #88 was run by Porsche customer team Proton Competition and driven by Klaus Bachler, Christian Ried and Khaled Al Qubaisi – adding a sense of celebrity to car #77 was team owner and driver and Hollywood star, Patrick Dempsey, with Joe Foster and

Patrick Long in important supporting roles.

In both classes the 911 RSRs appeared to be outgunned by the opposition – the Ferraris wailed, the Astons thundered, the Corvettes shook the ground beneath your feet and drop-kicked your eardrums, and all of them had the Porsches licked for straight-line speed. And yet...

Smart thinking during the 17.30hr deluge on Saturday kept the Porsches out when rivals were scurrying back to the pits for wet tyres, putting the Pro pair in positions 1 and 2 for a period. A drying track meant they couldn't hold the places for too long, but in both Pro and Am the Porsches made regular visits to the top 3, before intermittently succumbing to minor technical problems and tyre woes.

But all the while all four RSRs kept the pressure on and were rewarded by the fact that with only three hours to go, a Porsche was running second in class in both Pro and

Am. However, more little mechanical niggles meant that a podium position was far from guaranteed, and fierce fights with the Ferraris, Astons and Corvettes continued right the way through until the end of hour 24.

Ultimately, though, car #92 had to cede to the superior firepower of a Ferrari and a Corvette in the Pro class, but as we all know, 3rd place puts you on the podium: unfortunately a late unscheduled pit stop for a minor malady dropped car #91 back into 7th. In the Am class car #88 couldn't keep one of the Astons at bay, but the guys must have been happy with a 2nd place, especially ahead of a Ferrari. Car #77 placed 5th.

As in LM P1-H – not to mention LM P2 where things were particularly intense – the GTE classes provided thrillingly tight racing for pretty much the whole duration. Hopefully the spectacle of it will encourage other teams to take the plunge in 2015 and fill the grid with a few more Porsches.



just three factory teams, newcomer Porsche, alongside old adversaries Audi and Toyota, so cynics might suggest that all you have to do is show up on the start line for a reasonable shot at the podium. Yet it's not quite like that, with Audi and Toyota's experience of engineering and – more importantly – racing with hybrid powertrains giving Porsche's rivals a distinct advantage.

But as soon as the pace car pulled into the pit lane indicating that the race was on, the Porsches were in there, nipping at the rear diffusers of their rivals, hungry to find a way past them. And vice versa, because from early doors the 3rd and 5th placed Audi R18 e-tron quattros were on the attack, and in many sectors of the circuit appeared to have a performance advantage over their German rivals.

As did the front-running Toyota TS040 Hybrid, which was quicker still than the Audis and for the first few laps of the race seemed as though it would disappear off and dominate the weekend. But as the old hands will tell you, 24 hours is a long time in motorsport, and

after ultimately swapping the lead several times with Porsche and Audi, Toyota's #7 car retired because of an electrical problem after 13 hours and 53 minutes.

Early retirement was a worry for Porsche's #14 car, which had started on the front row of the grid, after just half an hour of the race: Neel Jani trundled into the pits with a fuel flow problem. Nine minutes later he was back on track, but at the back of the pack. Meanwhile, car #14 had a boost problem, which saw a frustrated Timo Bernhard lose three places. But in an incident that proved Lady Luck is an equal opportunities antagonist, Toyota and Audi were to suffer at around the 90-minute mark.

Sunny, warm Le Mans suddenly turned into Biblical downpour Le Mans with raindrops the size of cricket balls, but only in a short stretch of the circuit. In zero visibility conditions, Audi car #3

Above right: Porsche's huge corporate and client entertainment building was a temporary structure that took weeks to build. Electric bikes for getting around



BACK WHERE WE BELONG

Porsche wasn't shy about letting people know it was back at Le Mans in an official capacity. Porsche branding was writ large everywhere, from the grandstand and pit garages, right down to stickers and the flags that many spectators waved so vigorously. Weeks in the construction, Porsche had built from scratch its own corporate and client entertainment building that dominated the trackside, and had also installed a two-tier media centre in the main paddock area. And adjacent to the Porsche Curves was a Porsche barbecue



and viewing area serving some feisty Cayenne sausages...

Numerous other Porsche-branded marquees dotted the venue, electrically-assisted Porsche bicycles were available for the chosen few to get around the vast acreage of the circuit, and even the Volkswagen shuttle buses were adorned with the Porsche crest on their bonnets. And in homage to Porsche's return to its spiritual motorsport home, the car parks and campsites were heaving with Porsches old and new, as owners sought to celebrate their favourite sports car marque.



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ISN'T THAT...

Hey, look over there, it's... well, simply insert the name of your favourite old Porsche Le Mans driver and chances are he was either in Porsche's media centre or strolling down the pit lane.

To reinforce the point that Porsche's Le Mans heritage is both long and strong, pulling in many of the famous names of yore was a stroke of genius. While we were there we came face to face with - in no particular order - Gijs Van Lennep, Vic Elford, Hans Herrmann (below), Dicky Attwood (below, right), Derek Bell (above), and Jacky Ickx (above, right).

Six-times Le Mans winner Ickx - who in 1977 famously muscled a 936 from 42nd place to lead the race overnight, only to



suffer a mechanical failure that required de-activating a cylinder in the engine, yet still went on to win - made a poignant speech. He delivered it after the 919 Hybrid #14 had recovered from a garage visit early in the race that had dropped it to the back of the field, and had made it back up to 5th place. 'Le Mans is like grand prix racing but for 24 hours. Here it's never over until the flag finally drops.'

Ickx went on to reinforce the scale of Porsche's achievement in having not only both cars running in the late stages of the race, but also performing very competitively against such well established players as Audi and Toyota. Great sentiment, shame about the timing...



was clobbered hard up the arse by a GTE-Am class Ferrari, to be followed immediately afterwards by the #8 Toyota being driven by Nicolas Lapierre. Although no-one was badly injured, the Audi was irreparably damaged, while the Toyota managed to trundle back to the pits for a 50-minute rebuild. Good news for Porsche - car #20 now back up to 3rd - but the cheers and clapping from one Porsche hospitality area during the Audi/Toyota accident seemed a tad uncharitable.

Another sensational cloudburst a short while later resulted in more crashes and a second safety car session, and at about 18.00hr, thanks to careful driving and a smart pit stop strategy, Timo Bernhard propelled 919 Hybrid #20 into the lead. That it was soon to be surrendered as the next driver up, the young New Zealander, Brendon Hartley, was forced into an unscheduled pit stop because of a slow puncture, almost didn't matter: however briefly, (comparative) newcomer Porsche had led the 2014 Le Mans 24-Hours.

By midnight car #20 had slipped

Above: Is it just us, or do the current generation of sports cars look mighty peculiar from some angles? Above right: We took a 991 Targa to Le Mans, which certainly turned a few heads

back to 4th, while #14 had battled from last place into 5th, only to lose a place during the early hours of the morning following a 17-minute trip to the pits to cure another fuel system issue. As a form of consolation, and bathed in the early light of dawn, Hartley muscled car #20 into 2nd, despite along the way clipping a slower car and later having an unplanned detour up a run-off road: it was a cracking way to welcome in the sleepy sunshine of a new day.

Consistently quick lappery during Sunday morning couldn't edge Porsche ahead of Audi, but at about 11.00hr Lady Luck took another mean swipe at the four-ringed Le Mansmeisters, when the leading Audi was forced into the pit garage for repairs. Having earlier beached #20 in the gravel at Indianapolis, Marc Lieb must have thought that outrageous good fortune was now his good



FIRST TIME FOR EVERYTHING

Despite my advancing years, writes *Brett Fraser* (above, right), I've never been to Le Mans for the 24-hour race. It was appropriate that Porsche should lure me there, and I thank them for giving me the opportunity to learn a few key lessons to make a subsequent visit even more enjoyable

- Stick to the 130km/h speed limit through France there and back. All those rumours you've heard about the French Police gunning for les Rosbifs heading to and from Le Mans are true.
- Start planning your 2015 visit now – 263,000 people attended this year with the possibility of more next year, so accommodation and campsites fill up fast. Better still, book a place on *g11&PW's* own readers' trip.
- Make an early decision about what sort of ticket you want – there are various levels of pass entitling you to access to grandstands and other areas, and they are checked thoroughly wherever you go around the site.
- Pack much more money than you think you'll need – everything inside Le Mans is expensive, from food and drink (for drink read beer), to the souvenirs you promised

yourself you wouldn't buy, but now you're here are calling your name.

- Acquire a reasonably detailed map of the circuit: you've bought yourself 24 hours of viewing, so you may as well watch the action from a selection of different corners.
- Wear comfortable shoes – even if you opt not to go to far-flung corners of the circuit, you do an awful lot of walking around at Le Mans and an early blister could spoil your race.
- Take a rucksack. It gets cold at night at Le Mans and it might rain, so you'll want a jumper and coat, plus you may want food and drink to take with on the trek over to the Porsche Curves. Plus you want somewhere to stash your camera and wallet. With all this and more to lug around, your rucksack is your friend.
- Earplugs – if you've never thought of them before, think of them now. You can spectate very close to the track and these cars, especially the Corvettes, are head-splittingly loud.
- Practice tolerance. The crowds are huge at Le Mans and chances are slim that you'll find any respect for your personal space. Plus, Europeans put much less store in queuing than your average Brit.
- Talking of queues, the toilets – don't wait until the last moment. Really. And going armed with your own stash of loo roll on the second day is a sensible idea.

- Find a big screen: it takes about 20 minutes' racing before the classes are so intermingled you have no hope of working out who's in what place, making the on-screen race position tables invaluable. Plus you get to watch the action miles away on the other side of the circuit.
- Buy a Radio Le Mans radio. They cost €10 and the commentary is far less exciting than the man on the mic at the track. Useful, too, in keeping you updated when you can't see a screen.
- Watch a bit of night racing. Darkness makes for a very different sensory experience. Personally, though, I don't see the point of making an entire night of it, despite what Le Mans diehards might think.
- Take a ride on the famous Ferris wheel. And while it looks very pretty at night, do it during the day when the view from the top gives you some idea of what a huge track Le Mans is.
- If the team or car you're rooting for hasn't made it to the end, try leaving Le Mans an hour before the conclusion of the race. Unless you enjoy queuing with a quarter of a million other people, that is. Alternatively, stay over until the Monday and nip into the centre of Le Mans town to enjoy its bars and restaurants.
- Do what so many Brits do, and go to Le Mans with a bunch of like-minded mates. You'll have fun.



friend for the rest of the race as he zipped into the lead...

Yes, acquiring the front spot in this manner was fortuitous, yet it still represented quite some achievement given that both Hartley and Webber reported that the chassis and brake balance of #20 were somewhat squiffy. 'It's not easy to drive,' reported Webber, 'but we cannot make this better during the race. We have decided to increase the pace a bit in order to keep the Audis away.'

And with a sad irony, by this stage Hartley was beginning to

believe in the improbable dream: 'We clearly don't have the pace of the Audis,' he stated during Sunday morning, 'but it is the next day and we are still in the fight for the top podium spots.' He wasn't alone in this wistful expectation: Porsche fans all around Le Mans were getting their lungs in shape for ecstatic cheering and loosening up their arm muscles for enthusiastic flag waving.

Oh well, there's always next year.

The final result seemed so desperately unfair, but even the

Audi and Toyota fans around the circuit had to admit that Porsche's achievement in its first year back at Le Mans after so long was pretty remarkable. And while the pace of the leading Audi was so ferocious that overall victory seemed assured even if the Porsches had kept running, the sudden absence of car #20 gifted Audi's publicists the headline opportunities of a 1-2 finish: Toyota benefited from a podium place that had seemed unobtainable even two hours before the end of the race. That's

racing for you.

Porsche emerged from the end of the race massively disappointed but unbowed, as articulated by the head of R & D, Wolfgang Hatz. 'It was our declared target to finish the race,' he admitted. 'This didn't really work out, but at least we have managed to show the huge potential of the 919 Hybrid and its innovative drivetrain.'

'We believe in our courageous concept and we will develop it further. We have already started on the 2015 race car.' Le Mans 2015: bring it on...

"Porsche emerged at the end of the race massively disappointed but unbowed"

FROM THE HORSE'S MOUTH

On the Friday afternoon before the race, we stopped in for a chat with two of car #20's drivers, Mark Webber and Brendon Hartley, to learn a little about what it's like to drive the 919 Hybrid, and what it's like to drive at Le Mans.

MARK WEBBER

Obviously I'm a little bit older and wiser and more composed about the whole thing, compared with when I was last here in 1999 and was young and easy to impress. And the car is completely different to drive; 15 years in motorsport is a long time, but the technology on the 919 is incredible.

It's a boring word but it's down to efficiency. Downforce is more efficient, grip is higher because the tyre technology is up, and everything is lighter. And the hybrid stuff, well, that's have your cake and eat it, isn't it.

Compared with Formula One, well, you're behind a screen first of all, but the sensation of speed is still exceptionally high, there's a higher top speed – 340km/h – and the four-wheel drive component really slingshots you off a low speed corner, so when you're on the straight and you have the hybrid motor and the combustion engine working together that's really aggressive acceleration.

The car is 200kg heavier than an F1 car so it reacts a little bit slower, but it's all relative because slower to a Formula One car is still pretty bloody quick. Braking happens a bit early, but it's still mighty impressive how deep you can brake here. I was sitting on my 1999 braking points for a few laps the other day, and I suddenly thought 'what am I doing here?'

Compared with the car I drove in 1999 I have a bit more to do in the cockpit, but they've improved it a lot even in the last five months, to be honest. The load on the driver is not crazy: Porsche is keen to ensure that they've got us looking outside the windscreen! We have a bit of a tennis match going on where we would like certain components of the technology to do more for us, and the engineers get out their computers to see what the simulation does, and then we say 'listen guys, that's not reality' and then we meet somewhere in the middle.

During five months of development we've seen big improvements in the car. Reliability is the first thing. You need system reliability, you need a car that is robust, so that's been the main focus. Performance, yes, that's nice to have, but you have to have a car that's robust. Are we there yet? It remains to be seen, but this is a very hard



race to compete in and not have any issues: Toyota, Audi, I don't care who you are, you're not going say you'll go out and brain the race tomorrow. 3000 miles is a tough day out.

The hardest part of Le Mans for a driver is the back markers. You're having to cope with closing speeds on cars that are up to a minute slower than you. That's a big part of the racing that I've had to learn. There are a few landmines around here in terms of where you can safely pass traffic; they're just doing their own thing and you have to pick your way through them while avoiding marbles and what have you. And that's happening eight or nine times a lap.

We were pretty surprised how close we were in time to the Toyota last night in qualifying; it was a sensational effort. I think the car is good on fresh tyres, good over one lap, but let's see how it goes in the race.'

BRENDON HARTLEY

'You can definitely feel it when the electric motors kick in on the front axle and we can tune how the torque is deployed. But it's still in its early stages and I think there's a lot of potential to unlock. Already the car is very different than when I first got in it five months ago. Initially we had some issues with engine vibration, and we've modified aero and systems – everything has been on a very steep development curve.

The car is by far the most complicated Porsche has ever produced. With two forms of propulsion technology and very new technology at that, to make it reliable and



to make it work, is very, very tricky. Yes we've been developing it for Le Mans, but honestly we did not expect to be starting from the front of the grid.

Despite all the new technology and strategies, as drivers we still just want to get through the lap as quickly as possible, and behind the wheel we're doing everything we can to go as fast as we can with the energy available. What you can't do is store energy during the race – that's the biggest difference to the setup in Formula One: if you don't use the energy in a lap, it's gone. This is pure racing and you have to attack behind the wheel. Everyone was worried about these new rules, but it's not so different from before.

As for Le Mans, I love it. This is my third time here. In the night is probably one of the most pleasurable things you get to do as a racing driver. You're doing 330km/h down the Mulsanne and you feel quite alone in the car. It's a special circuit – when you look at it on paper before you come here it looks like any other track, but when you get here you discover how unique it is.

Earlier in the year at Spa we ran wet tyres during the rain and the car performed quite well, so despite the forecast here for thunderstorms, we're not nervous about running in the rain.

We've run a number of six-hour simulations and were doing a longer stint at Aragon but we didn't make 24 hours. But a lot of those problems have been rectified and the team has reacted very, very quickly. During testing and qualifying we've had no problems, so – touching wood – I'd say we're quite well prepared.' **PW**





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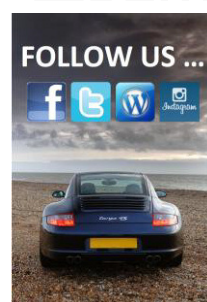
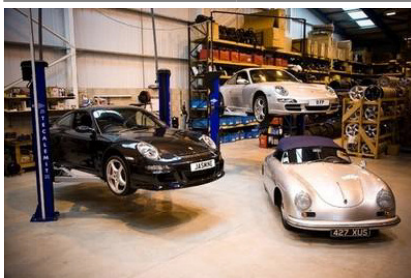
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PORSCHE 997 – GT3/TURBO / C4S / C2S / C2

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 TIPTRONIC (BASALT BLACK) 43,000 Miles
Black Lthr Intr, Sports Chrono, PASM/PASM/PCM-Sat Nav, Telephone, Sports & 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/PASM/PCM-Touchscreen Sat Nav/PASM-rsche Active Suspension Module – PASM, Telephone, BOSE Sound system, CD Changer, Porsche 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 Lthr 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, Multifunction S/Wheel, Telephone Module, On board Computer, White Dials, CD Changer, 19" Carrera S Alloy Wheels, Rear Park Assist, Xenon's, Original Wind Deflector, Full Porsche Service History.

2005 - 997 C2S COUPE TIPTRONIC (BASALT BLACK) 32,000 Miles
Full Black Leather Lthr 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, Htd & Memory Seats, Climate Control, Sunroof, Extended Lthr Pack, Optional Sports S/Wheel in Lthr, Cruise Control, R/Parking Sensors, 18 Turbo Alloys with a set of New Tyres, FFSH.

2005 - 996 C4S CABRIOLET TIPTRONIC (MIDNIGHT BLUE) – 63,000 Miles
Dark Navy Blue Lthr Interior, PSM/PCM-SatNav/Telephone, Memory Seats, 4 CD Changer, Climate Control, 18" Alloy wheels, Full Service History

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

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

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles.
Grey Leather Interior Wood Package Electric Sunroof/Seats Sports Seats Cruise Control Upated Becker CD Player/Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

1996 – 993 C2S COUPE MANUAL (BLACK METALLIC) 80,000 Miles
1997 Model (registered 12.1996), Carrera 2S (Widebody Specification), Manual (6 Speed), VARIOAM, 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.

1996 - 993 C2 COUPE TIPTRONIC (ARENA RED) 73,000 Miles
Black Leather Interior, Sports Seats, Electric Window & Mirror, Part Electric Seats, Sony Radio Player, Sunroof, Rear wiper, Climate Control, 17 Alloy wheels, Full Main dealer and Porsche Specialist Service History

1994 – 993 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

1995 - 993 C2 COUPE MANUAL (MIDNIGHT BLUE) 99,000 Miles
Sunroof, Black leather electric seats, No accident damage, Clear lenses, Porsche immobiliser and spare keys, Recent cosmetic paintwork carried out to remove stone chips, Porsche document wallet and manuals, Electric spoiler risers and falls as it should Porsche inscribed mats, The car is always garaged and is a C16 UK car. A very nice example in excellent condition.

1994 - 993 C2 COUPE TIPTRONIC (BLACK) 92, 000 Miles
Black Lthr Intr, Upated Becker Radio system, Sunroof, computer, Electric Spoiler/ windows/ Mirrors/Alarm, 17" Alloys, Rear Wiper, Central Locking with Immobiliser, Full Service History, Extremely Comprehensive S/History (Spare Key, Old MOTs and Tax Discs, Original Manuals, etc)

1994 - 993 C2 COUPE TIPTRONIC (BLACK) 99,000 MILES
Marble Grey Lthr Intr, Sunroof, Becker Radio, Electric Seats, Electric Windows, & Mirrors, Rear Wiper, 17 " Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

1987 PORSCHE 930 TURBO COUPE MANUAL (BLACK METALLIC) 140,000 Miles
DEEP Plum Lthr Intr, 3.3L engine, KKK27 Turbo, Manual Gearbox (915), Porsche Sports Steering Wheel, Fully Electric Seats, Heated Seats, Alcantara Headliner, Full Climate Control (AC) converted to modern AC gas, Upgraded Bi-Xenon Lights, Front Suspension Strut Brace, Rear Wiper, Original 16" FUCHS Alloys with new Continental N1 tyres fitted, Upgraded High End Sound system, Full Service History with Invoices and photographs documenting the full restoration. Subject to a full and extensive restoration, just recently completed. Concours condition throughout

1989 - 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX) 124,000 Miles
Manual Gearbox, Matching Numbers Exmple, Iris Blue Metallic, Full Beige Intr, Matching Dark Blue Hood, Fully Electric Softtop, Electric Windows/Mirrors, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, 10 Years With The Same Owner.

1984 PORSCHE 911 3.2 COUPE SPORT (BLUE METALLIC) 72,000 Miles
Manual, Black Lthr Intr, Sunroof, Electric Mirror/Window, Factory Fitted Air Condition, Factory Fitted Alarm system, Fully documented service history, Rust Free, Accident Free and Finance Free.

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

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

FERRARI - MODELS FROM 1967 +

2008 FERRARI 612 SCAGLIETTI COUPE (NERO BLACK) 11, 000 Miles
Full Nero Black leather interior , HGTC package, Sport Mode, Latest Software on Gearbox to enhanced speed of Gearchange, Sports Exhaust, 19" Modular Alloy Wheels (HGTC Special), Ferrari Ceramic Brakes, Second Generation Satellite Navigation, I-POD Connection, USB Connection, Telephone Connection, Front Parking Sensors, Rear Parking Sensors, Electronic Chromatic wing mirrors, CD Changer, Enhanced Sound system (BOSE), Nero Daytona seats, Memory Seats, Lumbar support, Heated Seats, Tyre Pressure Monitoring System, Xenons lights, Full Climate control, Tracker System, Full Ferrari Service History

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

1967 – FERRARI 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles.
Full Black Leather Interior Detailed Restoration History Full History Original Build Sheets/Sales Invoice/Tool Kit/Wallet/Hand Books Numerous Concourse & Awards Winner Engine Rebuilt By Ferrari in Johannesburg 26,000 KMS Ago Comprehensive photos showing The Repair & Work Done By Ferrari Exceptional Condition Throughout.

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1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles.
1 of 26 RHD Lightweights Black Leather Black Metallic Coachwork with White Stripes Full Black Leather Interior Full Weather Equipment Absolutely Stunning Condition Very Rare With Approximately ONLY 26 Vehicles Manufactured.

1964 - PORSCHE 356 SUPER 90 COUPE LHD (SIGNAL RED)
Manual,2600km since a full restoration, Soft Beige Leather Interior, 1600 cc, Left Hand Drive, Eligible For Many European Events, Supplied with Porsche Certificate of Authenticity, 1 owner for the last 15 years

1958 PORSCHE 356 A COUPE 1600cc (SILVER) LHD
73,000 Miles, Silver Coachwork, Green Leather Seats, Sunroof, 15" Wheels Superbly restored, concours condition.

1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 Miles.
Automatic Black Coachwork Red Leather Interior Power Assisted Steering Wire Wheels Recent Restoration To Virtually Concours Standard

1962 JAGUAR 'E' TYPE ROADSTER 3.8 SERIES I (OPALESCE SILVER BLUE)
Refurbished by one of the UK's most renowned E-Type specialists restored to Concours level. Manual, Series I, palescent Silver Blue Coachwork, Black Leather seats with Navy Blue Carpets, Aluminium Centre Console, Dark Blue Soft top, Restoration work Fully documented. Chromed wire wheels.

1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)
Grey Leathr Gurney Nutting Coachwork 1 Owner 40 Years Extensive History A True Classic Completely Original Throughout & Has Been Exhibited At Luois Vuitton Concours D'Elegance In Paris 2003. Sunroof Produced By Gurney Nutting Chassis Completely Original Throughout

HONG KONG PHOOEY

This time travelling g11 has lived a chequered life: it's morphed from 3.2 Carrera to g64 lookalike, and now, courtesy of Autofarm's magic wand, it's leapfrogged back to parody a 1972 S

Words: Johnny Tipler Photography: Antony Fraser





Who is this superhero? '73 RS? No! 964 backdate? No way! 911S? Could be...! Say 'Hi!' to the Phooeymobile from Hong Kong, direct descendant of the transformer beloved of Hanna-Barbera's animated shapeshifter from the early '70s. But hold on a minute! I can reveal that its true identity is, in fact, none other than a 3.2 Carrera, sourced by its Hong Kong owner as a 964 doppelganger and, like the fictional canine crusader's magical machine, this car morphs from one suit of clothes to another. And now, courtesy of Autofarm's backdating specialists, it's just gone and embraced the early '70s itself.

Which particular incarnation of the F-programme 911 it represents is open to debate: it's not an RS for obvious reasons – no ducktail, and the rear wheelarch rims are flattened off, and those period seats and steering wheel simply compound the ambiguity. How about an ST? Its attitude isn't sufficiently hard core (unlike Josh Sadler's own Signal Orange machine). A regular '73 S, then? Yes, possibly, but sporting those broader rear arches. So it's an amalgam, demonstrating the owner's penchant for period Porsches and Autofarm's ability to pull off a backdating masterpiece.

OK, so it looks the part. I climb inside. The brand-new period bucket-seat is supportive enough, but it's mounted too high for me, and in fact that issue is on Autofarm's snagging list. An original Blaupunkt radio is fitted, and they've left the installation instructions in the glove box. There are four new speakers, fed through an amplifier that has a separate input for an iPod. Under the engine lid many of the more obvious parts like the air intake appear new, apart from the fan, while the huge air conditioning compressor seems a little out of place in a '70s pastiche. First things first: I take it for a spin around the local Oxfordshire byways near Weston-on-the-Green, and it's not long before this curious car has me under its spell. The engine zings beautifully around the rev counter, and acceleration is sprightly in every gear, and indeed, it's very swift in 3rd when it really feels like it's moving. Handling is beautifully balanced, moderated with a taut wheel – though muscular when turning from stationary. Its sense of balance and poise through the corners is

wonderful, very tight around the bends, and it is so judo-chuckable. Wonderful, period stuff! But what period, exactly? From steering and gearchange to throttle response and clutch pressure, the operations are so smooth it seems like I'm driving a brand-new car from 1971; it all feels utterly new. Except, of course, it isn't.

Let's get the lowdown from Autofarm's in house backdating expert, Mikey Wastie. He's been there for 15 years, having worked in each department, from service to engine and gearbox, then the project shop, which he now runs hands-on with a staff of three. Before taking on a project like this he sits down with the customer to discuss their aspirations and counsel the possibilities and the realities. 'I normally get Josh involved if it's a restoration of an S or RS because his knowledge is endless on those and accuracy and authenticity is essential, but with cars like these backdaters it's pretty straightforward, and it's just a matter of thrashing out the spec and the logistics.' In this case there was a bit of sorting to do first. 'When he first came in he was looking to us for a bit of guidance because originally he wasn't sure what styling and bodywork components you'd put with what, so I had a variety of cars lined up and I said, "look, this is an RS, that's a 911S, and that's an ST," so he could decide which elements appealed, and we started going through the options. This car mimics a 911S, but it's got flatter arches because it still carries the original 3.2 Carrera rear wings. He wanted the wider wheels

but didn't want a ducktail, so I went through the spec with him, showing him examples to get him to appreciate what he wanted and what would work together and make the car believable. What he's ended up with is really subtle.'

When the plot is hatched the donor car is acquired and delivered to Autofarm. Again, the methodology is normally quite straightforward. 'When we disassemble the car there's a box for everything that's going to go back on the car and that doesn't need looking at again, then there's a box of stuff that's never going to go back on it again, and then there's also a box for items that might need to be repaired, re-finished, powder-coated, plated or welded. Once the car's been stripped and new parts requisitioned, upholstery and trim ordered or sent off for metal work then, provided all our suppliers are working to sensible lead times, by the time we come to reassemble the car we should have a shelf-full of goodies, a freshly painted shell, and it should all go together nicely. We're probably looking at a month to accomplish final assembly.' No Hoo-Hah, then!

But here's the surprise. Mikey reveals that the engine and gearbox of the Phooeymobile are untouched; they were so good from the get-go that there was no need to interfere with them. Autofarm were equally astonished. 'Before the car arrived we had a preconceived idea that it was going to be pretty ropey, but then we took the 964 side skirts and bumpers off and underneath it was pristine, a really nice car.' Had it





Above: The third badge that this car has worn in its lifetime, starting as it did as a Carrera 3.2, before becoming a 964 lookalike and now a 911S backdater

been a genuine 964, no matter what condition, the project would have been handled rather differently, though. Mikey has firm views about the ideal starter car for a backdate: 'If you start with a 3.2 you make some compromises with the modernisation that's taken place in the 911, but if you start with a 964 you make sacrifices with the cosmetic appearance, including bigger wheels, piping systems, the floor hangs lower in the car, the front boot floor's lower, so the conversion is a much bigger task, and anyway the purist will know straightaway that it's based on a 964.

safety colour: cue Viper Green, though Blood Orange came close. 'It's painted in solid colour, not clear and a base,' Mikey explains. 'A lot of new paint schemes get sprayed in a base coat with a clear lacquer over the top. On a '70s car that can give it too much shine and it looks too pristine, so that's been painted in solid colour so it won't have as much depth as a lacquered car. An historic car would just look too shiny, too modern, in lacquer.'

The doorframe trims have been chromed or anodised, the door handles chromed, but apart from

"The Viper Green car's got a genuine '73 long bonnet, engine lid and wings"

Left and below: There's still some ambiguity as to exactly what this backdater is trying to be. It is an amalgamation of RS, ST and S, with S being the chosen badge. There is no confusing its quality though

To get the '70s look I prefer to start with a 3.2 Carrera up to the end of '89, so you can fit the original 15in Fuchs wheels and tyres, and all the bodywork and bumpers will fit relatively easily. The Viper Green car's got a genuine '73 long bonnet, engine lid, wings and bumpers.'

It's taken Autofarm just under a year to complete the task. Despite the high humidity levels in Hong Kong, which can accelerate corrosion, the 911 chassis was in tip-top condition. The car was originally white, but its owner Mr Wong wanted a typical early-'70s

the exterior styling conversion the bulk of the work has been carried out inside the cabin. They've trimmed it using patterns from '70s cars, including a salt-and-pepper carpet set, a plastic-covered dash facia using '70s style alloy trim, which meant modifying the dashboard to fit, and a bit of chrome detailing across the facia where the glove box lives, as well as the edges of the door bins. The original 3.2 Carrera rear seats were retained, so it's a bit of a jigsaw-like amalgamation of the two eras. There's Mister Phooey at work again. For upholstery and carpet, Mikey deals





with Southbound trimmers, sending them the patterns for the carpeting, anticipating a six-month lead time with no qualms. 'Whenever I order something from them it comes through exactly as specified, and I never have a quality issue.'

In terms of mechanical spec, the suspension, brakes, engine and gearbox are all bog standard 3.2 Carrera. Mr Wong likes the '70s look and is a fan of classic 911s, and wants it to feel like a forty-year old car but operate without any hassles, so a 3.2 Carrera is bombproof in that respect. In that sense I feel that he's

installed. The G50 gearbox has new bushes and upper shift linkage, but otherwise it didn't even need overhauling. Mikey is upbeat: 'it's not very often you find cars like that now, and if it hadn't already been played around with to make it look like a 964 I'd almost say it's sacrilege to backdate it, but as it was we didn't feel so bad about doing it. But if that had come over as a really nice, low mileage 3.2 Carrera it would break your heart doing what we've just done.' Here's another significant styling cue that conspires to blur the car's identity: rather than running 6in-wide wheels all round

Interior is, of course, a giveaway with Carrera 3.2 door cards, big vent dash and centre console. Bucket seats look the part and 'salt 'n' pepper' carpet set comes from Southbound and up to usual quality

“If it hadn't been played around with, it would have been sacrilege”

got exactly what he wanted. However, the exhaust system has been upgraded to an early twin-exit system including early SSI heat exchangers designed to fit the 3.2 engine, plus an early rear silencer, so it doesn't sound like a 3.2 Carrera but rather more like an earlier 911. The air con is a necessary evil in Hong Kong, so the system's been re-gassed and new lines

like a '73 911S, it's running 7in and 8in front and back like a 2.7 RS. Tyres are 215/60-R15 Pirelli P6000s on the back, and on the front 185/70R15's P6000s, shoeing those beautiful polished Fuchs wheels.

It looks the part, no question, but you have to ask, wherein lies the value? Is a standard spec, standard looking car worth more than a very nice backdate?

Below: Where would the retro Porsche scene be without the Momo Prototipo steering wheel? Aluminium gearknob sans shift pattern is a nice touch





'That's always the problem,' agrees Mikey. 'I'm under no illusion that, over time, if more cars get converted, and if 3.2 Carreras, SCs and Carrera 3s are neglected and fall into the wrong hands, the really nice cars in the impact bumper market are the ones that are going to appreciate most in the next five years. That segment is currently massively under-valued; you'll remember the '74 Carrera, the 2.7 that had the RS engine and gearbox; well, eight years ago you could pick them up for £20,000 and now they're £100,000. Also, from a resale point of view, a backdate can't be too bespoke, it's got to be within the lines of what Porsche would have originally done in the '70s, because with the values of the Ss and the RSs getting so high, people will consider buying a backdate because it's more within their reach. So a quality conversion means that the guy who does the conversion can get some longevity and use out of the car but it's also still in good condition to then sell on in five years' time.'

At this point boss man and 911 guru Josh Sadler walks in. Here's a man who's stuck to his last, loyal to the 911 these past 40 years. I quiz him about the backdating scene on the basis that potential donor cars like the 3.2 are escalating in value. 'Yeah, that's obviously altering the market yet again,' he avers. 'Blimey, we started doing it 15 years ago with an '89

rolling chassis that had been flood-damaged, and it had a beautiful shell but little more than that as the dismantler had sold off all the trim, but it was such a nice shell I couldn't resist it. It was presented as a white Carrera RS with a big engine, but the project was actually a sniff beyond my pocket at the time and I had to rope in a customer. So I finished it for him with the 3.5-litre engine and G50 'box. It's evolved from there, using the early shape as it's nice and simple, a little bit lighter, and aesthetically more appealing. Then it started to multiply, as more and more "Fred's in sheds" realised that if you take the bumpers off an impact bumper car you've just got to change your bonnet line at the front and bolt the early bumpers onto it, and they were doing it using all sorts of strange short cuts. We went the route of doing a factory quality build, which is actually very expensive, doing it properly, putting all the right panels on, all the right lights, new bonnet and front wings, sorting the sills out. And then you realise that, apart from the roof, there's hardly anything you're not replacing, so it then turns into a renovation. So you then cost out the exercise and you might as well programme it so that we're building as near a new car as is practical, meaning a total renovation including the suspension, brakes and rebuilding the engine and transmission. So we're then



marketing to a different sector, offering as near as practical a new motor car in the classic style, which was the programme that we set up for the Autofarm 911, a £100,000 exercise in total. The next step is to have a good donor car, at which point we come round in a circle, because good donor cars are now beginning to be worth a lot of money. High standards are what it's all about: it's a Porsche, it's a quality car and it needs to be a quality job, and quality costs a lot of money. But it's still viable, of course, and the green Hong Kong car turned out to be a lovely car underneath and that was ideal.'

Like a butterfly emerging from its chrysalis, the metallic metamorphosis is complete. It's no coincidence that the car is shortly returning to Hong Kong. In an affluent environment where new supercars hardly cause a ripple, classics and oddballs are gaining popularity. Hence the unquenchable thirst for original Minis and Sevens. There are no real import restrictions in Hong Kong, though left-hand-drive cars are problematic, unlike mainland China where they are

registerable. Anything older than 20 years is exempt from Environmental Protection Department tests, needing just an MOT and stumping up import duty to hit the road. The classic 911 represents an antidote to the starkness of Hong Kong's global city. It is a cool city, very international, all about making money, and still pretty British, with English street names. In amongst the towering, expensive real estate there are interesting pockets such as old markets and the harbour, and the coast is picturesque. Outside the city the hilly landscape is beset with twisty roads – very 911 friendly, and we know that this car is one nimble twister.

It's a real cutie, thanks to its latest transfiguration. It may not be 'quicker than the human eye', to paraphrase our oriental kung-fu hot-chopping friend Mister Phooey, though it certainly does have style in abundance and, in Hong Kong, it's bound to be 'number one super car'. To further paraphrase the theme song, it sure brings a groovy smile and, in the case of my colleague Flaser, a Hong Kong Phooey chop. **PW**

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Above: Phooeymobile looks the part on the road and combines '70s style and look with '80s Carrera 3.2 modernity. What's not to like?



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RUSSIAN ROULETTE

From Moscow to Ulan Bator, the Transsyberian Rally was a two-year phenomenon that enticed Porsche to build 28 special Cayennes to tackle the event. We traversed the peaks of Picardy in the 2nd placed car from 2008

Words: Johnny Tipler
Photography: Antony Fraser



The ground shudders; be very afraid! Scary monsters are at large on the Russian steppes. From Moscow to Mongolia, wild beasts roam deserted unpaved roads where mere mortals fear to tread. These uncompromising brutes are the contestants on the awesome Transsyberian Rally Raid. And now, at a less remote outpost of civilisation in northern France, we have the chance to saddle up one of these gargantuan creatures and have a stab at some off-roading of our own.

The Transsyberian Rally was launched in 2007 by Richard Schalber's Offroad Solutions company. The trek led east from Moscow, taking 14 days to cover the 4,350 miles through Siberia and over the Ural mountains into Mongolia. Terrain ranged from narrow, muddy Russian logging roads through thick forests, river crossings – perhaps 150 a day in Mongolia – swamps, deserts, snowy passes, myriad potholes, hidden trenches, heat and dust. A daunting prospect, the route scaled the Altai mountains (3,700m, famous for shamans and Tuvan throat singers), traversed the barren Ghobi desert and the Bayankhongor plateau, and the vast, treeless Mongolian plains were the only opportunity to gain places with high speed. Mostly it was about negotiating hazards and skilful navigating.

The Transsyberian Rally lasted for just two years, 2007 and 2008, prefaced by the exploratory Berlin-Mongolia-Baikal rally in 2006, but despite the intention to stage it again in '09 and '10, the logistics proved insurmountable for the organisers, and it never ran again. It was categorised as a sport-touring event, and any serious entrant needed to show up with a specially prepared, production-based, all-wheel drive vehicle

weighing up to 3.5-tons. It had to be equipped with safety equipment conforming to international FIA standards, and with sufficient fuel capacity to run 450km without refill. Results were categorised by fuel type and engine capacity. Though way-points along the route were specified, along with GPS coordinates and daily briefings by the organisers, the precise itinerary was open to interpretation by the crew. Public roads were not closed off, except on special stages, though traffic was understandably scant in the wilderness. While some crews were vastly experienced, semi-pro, off-road rallyists, like Martin Rowe and Richard Tuthill representing Porsche Cars GB, fellow Cayenners Armin Schwartz and Andreas Schulz (a Paris-Dakar winner), and 1984 Middle East Rally Champ (in a 911SC RS), Said Al Hajri, many were strictly amateurs, and male and female crew members needed only to produce a valid international driving licence to take part.

For Porsche, it was a no-brainer: the physical adventure, the enormous distance, the technical challenge, all factors that ticked the Cayenne's boxes, and it had to be done. Twenty-eight Cayennes were taken off the Leipzig production line and modified and identified accordingly, then handed over to teams representing Porsche's national concessionaires. In 2008, thirty-four assorted vehicles took part in the event, nineteen of them Cayenne Transsyberias, along with twice as many support trucks and police escorts. Lining up for the start in Red Square on 11th July, competition for the Porsches included a selection of highly-prepped SUVs such as Toyota Land Cruiser, Suzuki Grand Vitara, Puch/Mercedes-Benz G320, Land Rover Defender 90/110, Mitsubishi Pajero and Nissan Pathfinder.

Left: Forget the school run, this is what the Cayenne was designed for! Below: Interior sacrificed for more important stuff like spare wheels and spades. Oh, and a big axe



The Cayenne Transsyberias looked the part, finished either in black or silver, and liveried according to dealership nationality, with 15-spoke alloy wheels and detailing in contrasting orange, rather like the 997 GT3 RS. They could thus have been construed a shade too precious, compared with the hard-core, snow-chained Solihull brigade that lines up for such annual epics as La Croisière Blanche. But you have to be a bit of a tough guy to want to do something like this, whatever you go in.

Though the event was short-lived, the vehicles' specs evolved. The Cayenne's chunky BFGoodrich 265/65 R18 R off-road tyres fitted in 2008 were taller than the previous year's, increasing the ride height by 30mm, while reinforced tread edges provided better protection against damage in ruts. A comprehensive arsenal of suspension and traction control systems was installed: Porsche Active Suspension Management (PASM), Porsche Traction Management (PTM), enhanced by a transverse lock from the optional Off-road Technology Package, and Porsche Dynamic Chassis Control (PDCC), configured with special off-road mode that assisted when negotiating deep water crossings. The air suspension was reconfigured for 2008 according to experience gained in '07, and production dampers were swapped for special rally dampers. On-board Porsche Dynamic Chassis Control (PDCC) compensated for most body roll by means of two active stabilisers.

Modifications to front and rear bodywork to increase approach and departure angles allowed the Transsyberia to attack and overcome inclines of 45 degrees. The underside of the chassis was clad in skid plates to guard against projecting rocks, while A and B pillars are strengthened. Body and doors were sealed up to the height of the window against water

penetration, which, in concert with the snorkel, enabled it to ford rivers to a depth of 78in.

The cabin interior was pared down to the essentials, though not quite rally-car spartan. The wraparound seats were cloth-clad Recaros, and the door latch pulls were in fancy orange fabric, with diamond-plate steel flooring also laid down. Though some aspects of the controls were unchanged, the majority of the Transsyberia cabin was unfamiliar territory for the normal Cayenne driver. It was configured more as a no-nonsense military vehicle, with rollover bars substantial enough to cage a tiger, body-hugging front seats and a range of tools including hammer, spade, axe, spare cable, sand ladders, two spare wheels and two reserve fuel canisters where the rear seats used to be, spanners and flashlight to bring to bear in an untoward situation, plus roof-mounted spotlamps. A mighty Warn winch was stowed in the rear, beloved of exponents on events like the Camel Trophy. This hefty cabled receptacle mounted on the front of the car, and as well as recovering other vehicles it could be used to haul itself out of the mire by anchoring the free end of the cable to a post or tree and reeling the car onto terra firma. The battery for the winch was housed under the seat, with a 'shore connection' socket at the back of the car.

A manually operated handbrake replaced the foot-operated parking brake of the standard car, and the air con controls were relocated to the centre of the console, freeing up the handbrake area for freedom of movement, which is great for deranging the all-wheel drive to coax it into a drift for our lensman's benefit – though in fact the relocation of such ephemera was also because there was even less call for the built-in radio or satnav.

Reliability was paramount in the back-of-beyond, so



Serious ride height, sump guard, snorkel exhaust for wading and roof mounted spotlights are not generally found on the Cayenne options list.

All Transsyberia Cayennes were built at Weissach, which makes them pukka Porsche Motorsport machines





there was no special tuning. Power came from the standard 385bhp 4.8-litre normally-aspirated, direct injection petrol V8 with lightweight sports exhaust that produced a quite distinctive sound. The Cayenne S six-speed automatic transmission was amalgamated with the shortened axle ratio of the Cayenne GTS, and the transmission control was optimised for off-road use. Porsche traction management (PTM) directed 62-per cent of torque to the rear wheels and 38-per cent to the front in basic mode. However the Transsyberia's permanent all-wheel drive could be directed to the front or rear axle as required via an electronically controlled multi-plate clutch, with traction apportioned according to the driving situation, to the extent of 100-per cent one way or the other.

Our feature car has recently come into the hands of Johan, patron of Antwerp-based g11Motorsport. 'All those Transsyberias were made at Weissach,' he reminds us, 'which makes them pretty interesting, because it is only Cayenne made at Motorsport as a race car, and most of them are still at the factory: there are only three known to be in private hands, and that is pretty amazing too.' Johan's Cayenne is the actual 2008 Spanish team car, driven to 2nd place overall by Pau Soler and Laia Peinado, who'd completed

the event in 5th place in 2007. They were actually 1st on the penultimate stage on Day 13 in 2008, after a poor start relegated them to 24th on Day 1, and skilful navigation brought them back into contention. As an illustration of the length of the event, Day 3 involved a 1,000km, 15-hour drive from Kazan to Yekaterinburg in Siberia (see sidebar for relevant historical detail). Then a bad storm on Day 4 caused special stages to be cancelled due to safety concerns – recovery vehicles wouldn't have been able to reach stranded competitors. Day 6, Omsk to Novosibirsk saw three Cayenne teams penalised for speeding on transit sections and going too fast through villages. After Day 8, Pau Soler commented: "we have used the day to replace the central differential. Since the first special stage in Russia, it has been causing difficulties, and to make sure that the complete power of the Cayenne was available to us in Mongolia, this was incredibly important. We now have 100 per cent Porsche power! Otherwise, mechanically, we have made just the daily checks on the car." Then, on Day 11 with three days still to go, they damaged their suspension while helping fellow Cayenne competitor Ray Millen out of a bog, crossing the day's finish line with their car's back end tilted at an angle. They had been expecting the

STEPPE IT UP

The Transsyberia is a cultural tour as well. At Kazan (Day 3) in 1552, Ivan the Terrible overcame the Mongol Hordes and destroyed their mosque, building an Orthodox Church on the site; now the mosque has been rebuilt and dwarfs the church Ivan built. Tolstoy and Lenin attended its university – one of the oldest in Russia – and Gorky worked as a stevedore on the Volga – a Volga boatman. Today it's the capital of muslim Tatarstan.

Day 4 of the rally goes to Yekaterinburg, which used to be called Sverdlovsk in Soviet times. The last Tsar of Russia and his family were murdered there in the Ipatiev House in July 1918 by the Bolsheviks as they felt the Whites encroaching during the Civil War. This was also Yeltsin's power base and one night in 1977, he ordered the razing to the ground of the Ipatiev House, so there would be no focal point for anti-Soviet gatherings of Monarchists. This was a closed city until relatively recently because it housed the Uralmash metal factory that manufactured the Soviet tanks that beat the Nazis at Kursk. Because of the industrial, urban heavy industry it gave rise to some of the USSR's iconic rock bands of the '70s – Chaif, Nautilus Pompilus and Agata Kristi.

Omsk (Day 5) is on the Trans-Siberian railway, while Novosibirsk (Day 6) is the nearest wilderness holiday destination for Siberians, which is the absolute central point of Russia, industrial but buzzy. Nearby is Akademgorodok, the special town for Soviet scientists built in the Siberian forests over fifty years ago, and as such a hothouse of invention and scientific research. The first Soviet computers were made there and now it's the Siberian Silicon Valley, where the saying goes, 'if you have a difficult problem to solve on a computer, ask a Chinese; if you have an impossible problem, ask a Russian.'





river crossings to be tough but they turned out not to be as difficult as in 2007 – the event won by Millen. On 25th July, after 14 arduous days, comprising 7,200km, 14 stages and 12 special stages, 21 cars out of 34 starters swept into cosmopolitan Ulan Bator, to a massive welcome from enthusiastic Mongolian fans.

And here in France we have a Cayenne in captivity. As formidable a vehicle as the Transsyberia undoubtedly is, it isn't in the same league as a 2.8 RSR or 3.0 Carrera RSR in performance terms. So what's the attraction of a Cayenne rally car to a man with a peerless collection of 911 RSs? 'Well, if you'd have asked me that question a year ago I would have said "never, ever, in my life would I want one of these," but then I went to a Munich dealership to look at a (997) Sport Classic, but the dealership had just sold it, so I went to see what else they had for sale, and I saw the Porsche Cayenne, and I said, "ah-hah, maybe," and I started looking into the story, and I thought, "well, maybe if we are lucky, no other race cars will ever be made out of the Cayenne, it's a genuine factory race car, it might be fun.'" And so Johan bought it from the dealership, which has promised to provide him with authentic Transsyberia decals. Meanwhile he is getting a licence plate for a light truck, for which the annual Belgian road fund licence is €175. 'The nice thing about this one is you can drive it on the road, whereas most race cars – unless you go to the old ones – you cannot drive on the road anymore, so basically I have a road

car that was a race car and I plan to use it a bit, especially in the winter when the traction and special equipment could be useful. I know it's not Paris-Peking, but it must have cost a fortune to equip these cars with all those gadgets.'

I join Johan for some laps of a very wet Abbeville racetrack, where readers will be familiar with his penchant for sideways cornering in his 911s. One of the most crucial 'gadgets' in the Cayenne is the handbrake lever. 'I'm steering with the handbrake,' says Johan, brazenly hauling on the lever with his right hand to provoke the Cayenne into a slew as he whirls the wheel with his left, and the monster judders reluctantly into the turn. 'That's because I have way too much understeer in the front end, and if you brake you tend to lock up the wheels, so there's a better way to do it, and the corners we did well were the ones where I drove it as a 4x4 and, once the car was in a slide, keeping the steering wheel so the front wheels are straight ahead, and just powerslide it all the way around the corner, and then just before the end, to cut off the drift I could opposite lock to understeer it.' He is the past master at this. 'As the conditions dry, you tend to lose grip on the front and you have too much grip on the back, so in order to have the car tighter in the front you have to pull on the handbrake. So the nice corners are the ones where you get the car into the drift, keep it going around the corner and just have the front wheels straight. But it is almost impossible to

No surprises that the Cayenne Transsyberia will scale just about anything. It's helped along the way by the full gamut of Porsche's electronic traction and suspension devices too, plus 375bhp worth of V8 motor

get the car set up for the corner when the track is dry, so I had to do it with the handbrake.'

During cornering the Cayenne goes very suddenly from oversteer to understeer as the weight shifts suddenly from one side to the other, and I wonder if the suspension is a little bit too soft for this kind of work, though it would obviously have been fine tuned for undertaking its Transsyberian thrash. Johan agrees: 'I don't know what they did with it afterwards, but for me it is set up like a normal road car with just a little bit of off-road possibilities. I sense that the suspension is more biased to off-road than it would be to the track, but then again this car was not made to be run on the track, but to run in the desert.' Indeed, and there would be compromises to be reached, because of the changing nature of the terrain, from unpredictable dirt roads and river crossings to snowy passes and rocky defiles.

While Johan gets his kicks on track (though he's no slouch in a g11 rally car either), we access a slice of Picardy's more undulating topography to simulate some semblance of Siberian scenery. This Cayenne's a brutal behemoth, brooking no favours from the terrain; it can – and will – easily storm any obstacles we find to place in its way here, though not surprisingly the Mongolian Steppes were a way harder testing ground. I get buckled up, feeling more like a questing knight in armour. All the controls fall easily to hand, and as I fire it up and slot into drive, I imagine how it must have seemed on the Ural passes. Formidable. On the rough stuff I'm constantly working away at it, because it doesn't want to comply with where I want it to go; it's got a mind of its own and it likes to understeer, happy to plough its own furrow. It's a very different proposition to handling a g11, and indeed any other Cayenne, come to that, and I concentrate on

remembering my off-road training at the wheel of a Solihull product (as features editor on LRO) back in the mid-'80s: don't hook thumbs inside the steering wheel rim, as a kickback from the terrain could actually break them. Employ a steady momentum to negotiate mud and sand, and ease off the throttle when the wheels start to spin so the tyres regain traction. The best way to avoid the wheels getting locked into a rutted track is to slacken my grip on the steering wheel, allowing the wheels to regain a straight-ahead attitude. Now we come to a steep gradient, and the optimum way to ascend is to use the highest gear that the Cayenne will comfortably pull, because if the gear is too low the wheels will spin, and if it's too high it won't have enough power to get up there. I'm also conscious that it's also best to approach the hill from a head-on position, rather than diagonally, to avoid the risk of a roll-over, though the opposite is true when negotiating a ditch or ridge; better to get cross-axled than have both front wheels in the trench at the same time. Then when it comes to descending the slope, I let the engine do the braking, and keep both my feet off the pedals. And all the while we have the mellifluous accompaniment of that rumbling, bellowing V8 to reassure us of our indefatigable progress.

There is something completely seductive about all the paraphernalia that goes with the off-roading and the whole out-doorsy adventure thing, and the Cayenne Transsyberia encapsulates all that. Just don't ask me to fit snow chains! But wouldn't it be great to have a go on something like the Peking-to-Paris with this car? Sure, but the thing is the Cayenne's all a bit high tech for a solo mission. Unless you go mob-handed, it's easier to fix a dinosaur than a high-tech automaton. But, no question, this is a fabulous off-road toy. Za vas! **PW**



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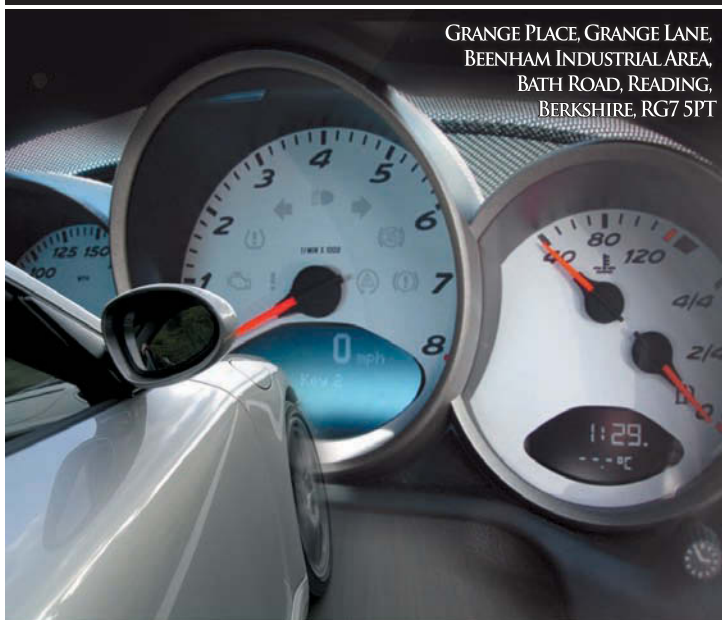
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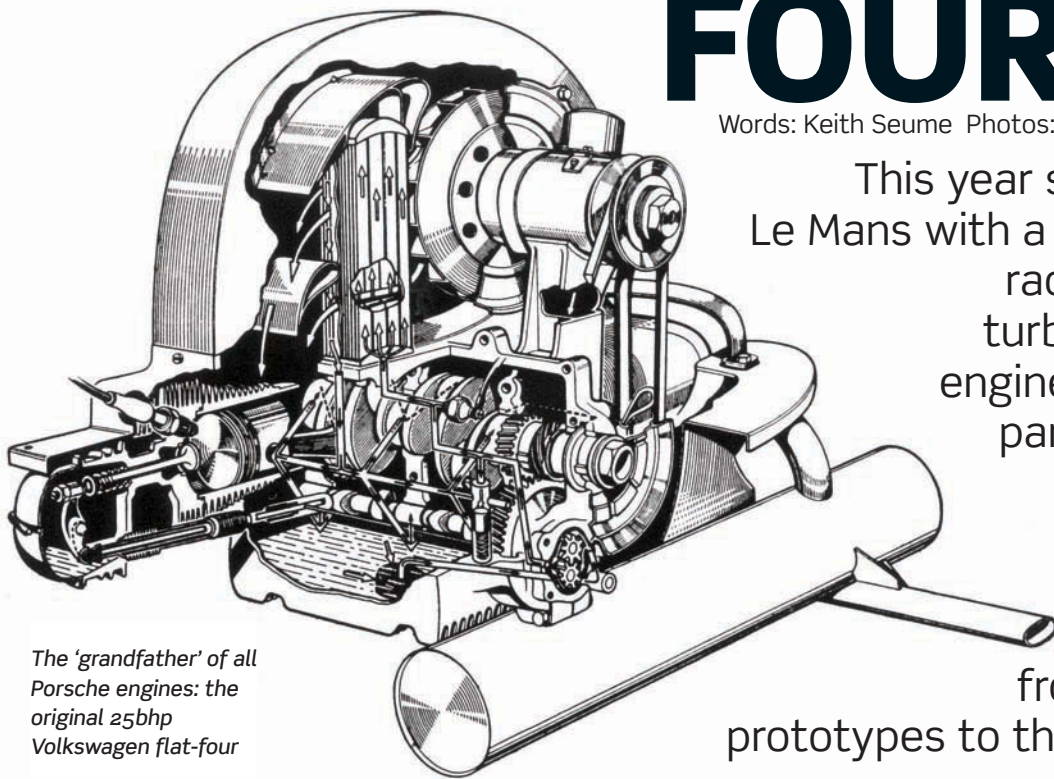
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FOUR PLAY

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

This year saw Porsche's return to Le Mans with a two-car team of hybrid racers, featuring complex turbocharged four-cylinder engines. In the first of a two-part feature, Keith Seume looks back over the decades at the story behind Porsche's air-cooled four-bangers, from the earliest pre-war prototypes to the first post-war project



The 'grandfather' of all Porsche engines: the original 25bhp Volkswagen flat-four

As the two g19 Hybrids sped down the Mulsanne straight, powered by four-cylinder engines and battling head to head with the rival Audis and Toyotas, it is doubtful that any of Porsche's current race engineers will have had any knowledge of a meeting which took place back in April 1934. Equally, I doubt if anyone who attended that meeting could ever have believed a four-cylinder Porsche engine would one day help cars to hit 200+mph.

The meeting in question took place in Berlin between one Jakob Werlin and a certain Ferdinand Porsche. The subject under discussion was the proposed idea for a People's Car. But, unbeknown to Porsche when he agreed to the hurriedly arranged meeting, a third person was to join them: Adolf

Hitler. Werlin had been involved in the motor trade for several years, and ended up selling Benz cars to various members of the Nazi party. This led to his becoming something of a confidant to Hitler on automobile-related matters.

Although Werlin was never entirely convinced of the worth of the People's Car concept, like most in such a position he was unlikely to have voiced his concerns in front of the Führer. Instead, he acted as an intermediary, bringing Hitler and Porsche together at a critical moment. It was here that the foundations were finally laid for what would grow to become the Volkswagen Beetle and, hence, ultimately the Porsche 356.

Porsche had pursued the idea of a car for the masses

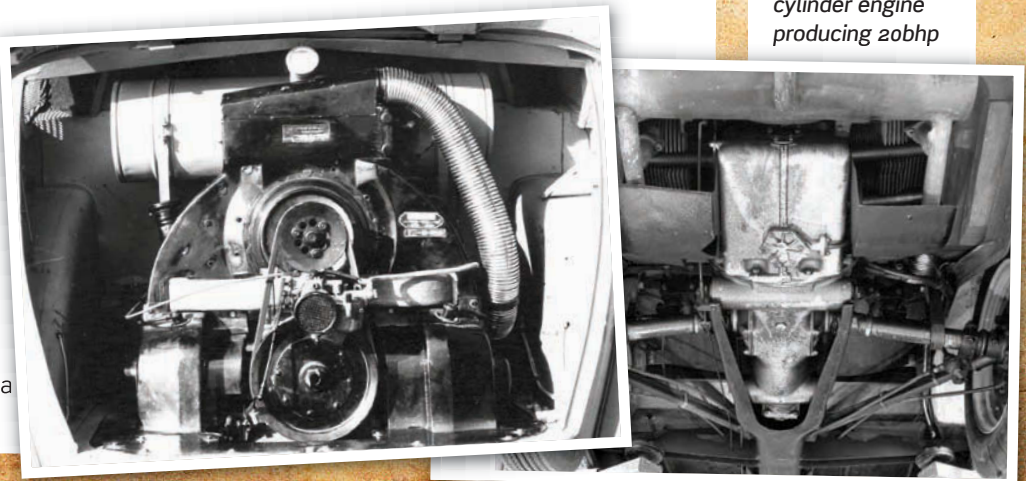
for several years, producing prototype designs for both Zündapp and NSU. In each case, he envisaged a rear-engined layout, thus maximising interior space, although the design of the engine in each case was wildly different. Among the bizarre concepts which Porsche considered in 1931 was a five-cylinder radial engine for the Type 12 Zündapp, which proved totally unreliable in testing. This had a capacity of 1200cc and produced 26bhp, but it ran so hot the oil would

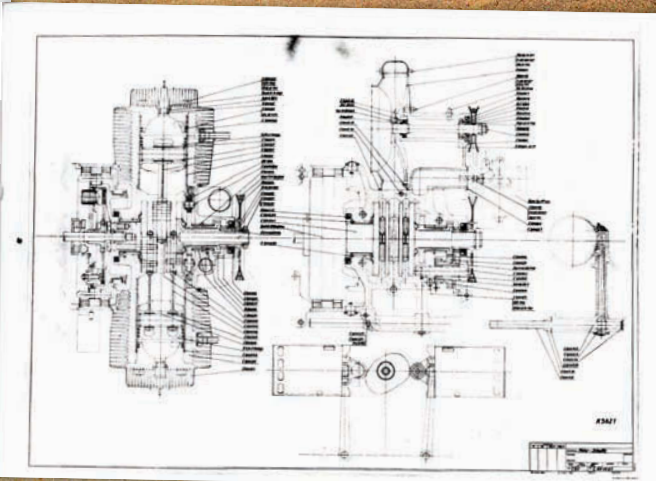
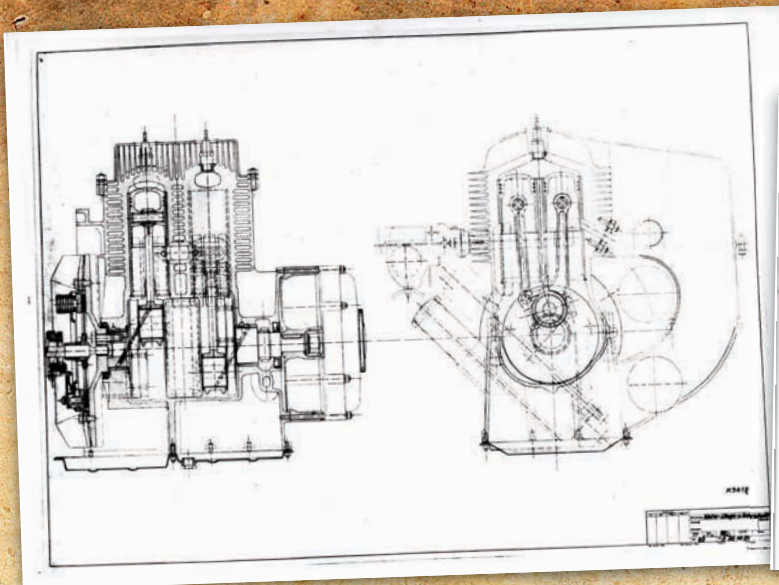
boil after a few miles!

Porsche still had some unusual plans for the NSU Type 32, which appeared in 1933. Once again he considered a radial engine, this time a two-stroke with just three cylinders. This may seem odd today but two-strokes were common in small cars of the inter-war period, although three-cylinder radials certainly were not.

Porsche finally decided upon a four-cylinder horizontally-opposed air-cooled engine, with a capacity of 1470cc but

Below: Although Ferdinand Porsche was keen to try a three-cylinder two-stroke radial engine, the NSU Type 32 of 1933 was powered by a 1470cc 'flat' four-cylinder engine producing 20bhp





Above left: The B-Motor' was never built, but was one of Porsche's favoured double-piston two-stroke designs
Above right and below: Dated April 1935, the C-Motor was a horizontally-opposed 800cc twin giving an impressive 27bhp. It was a very compact unit featuring slide-valve induction

producing only 20bhp.

At that meeting in April 1934, Hitler was quite outspoken in his ideas. Even though he did not drive, he was a keen car enthusiast and had been kept up to date on all the latest technical developments by his team of sycophants. As a consequence of this, he had his own thoughts on how the project should proceed. His suggestion was that it be powered by a three-cylinder air-cooled diesel engine because he felt it would be robust and reliable – but also, although he didn't say it at the time, ideal for military use...

By way of contrast,

Porsche favoured a two-stroke air-cooled design, which would be light in weight but also, crucially, cheap to manufacture. This latter point was most important as Hitler had decreed that the People's Car should cost no more than 1000RM (Reich Marks). Other people involved with the project had different ideas: an engineer by the name of W A Oswald favoured an 800cc engine, but that was rejected on the grounds of being too weak, while a Professor Buschmann championed the idea of two alternative engines, one a 1.5-litre four-stroke, the other a 1.0-litre two-

stroke. A director at ZF felt that anything more than 1.2-litres was unnecessary based on his experiences with an Opel.

The meetings must have been quite heated, for even more opinions were expressed as time progressed, often by people who had little or no real engineering experience.

By March 1935, Porsche's team, headed by Josef Kales, had come up with two engine designs, referred to as the A-Motor and the C-Motor. The former was a relatively early design dating back to late 1933, or possibly very early 1934. It was a double-piston two-stroke with a swept volume of 845cc, with a projected power output of 25bhp at just 3000rpm. Variations of this concept included a pair of 1000cc engines, producing 28bhp, one with carburettors, the other with fuel-injection.

The C-Motor, on the other hand, was a flat-twin four-stroke design, with sleeve valves (to save on manufacturing costs), which produced 27bhp from its 800cc capacity. This was Porsche's first viable horizontally-opposed ('boxer') engine.

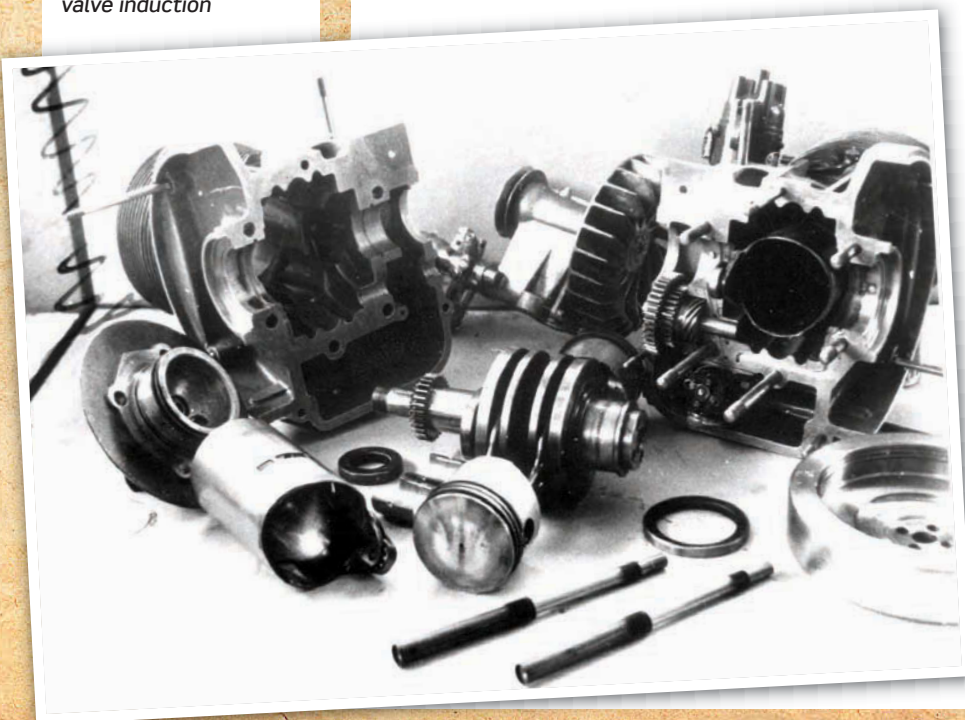
The first Porsche-designed People's Car prototype, the V1, was completed in July 1935

and powered initially by the 845cc A-Motor, although there was much talk of this being replaced by the C-Motor as soon as it was ready. In fact, what happened was that a new engine was conceived called, as you might guess, the D-Motor (and yes, there had been a stillborn B-Motor...).

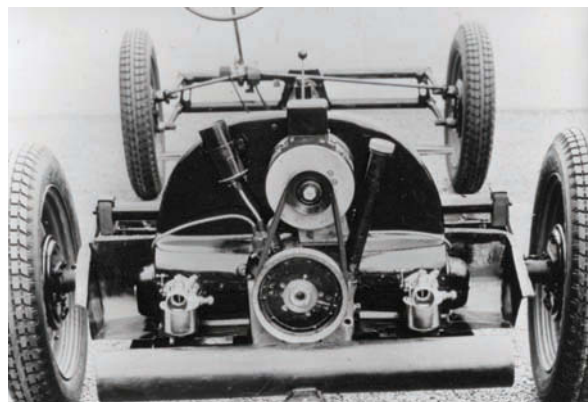
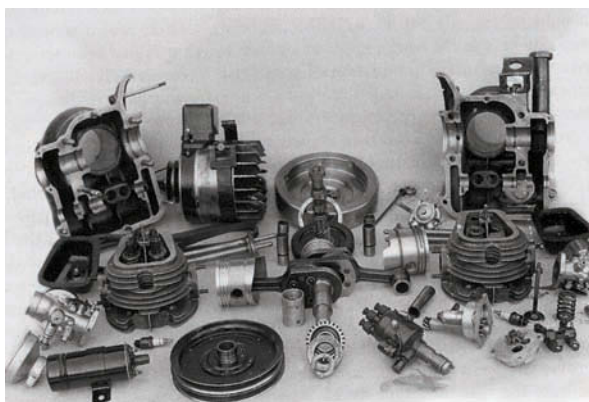
This was another flat-twin two-cylinder design, the crucial difference being that it had overhead valves operated by pushrods and rocker arms, with a camshaft located directly below the crankshaft. Induction was by way of two carburettors, each serving its own cylinder, although this was later changed to a single-carburettor mounted on a divided inlet manifold. This can be viewed as the progenitor of all future Porsche and Volkswagen air-cooled boxer engines.

Extensive testing showed that the basic design of Porsche V1 and subsequent V2 and V3 prototypes was sound, but the engine design itself needed considerable refinement, the first engines proving unreliable and lacking in power.

Considering that a paper written in January 1934 by Porsche himself, referred to as the 'Exposé', had suggested the use of a four-cylinder



Right: The D-Motor was one of the most successful of all the early designs. It was another two-cylinder engine, this time a four-stroke with overhead valves operated by pushrods. It was used in some V1 prototypes and was the forerunner of all future Porsche four-cylinder boxer engines



Below: This cross-sectional drawing of the D-Motor could easily be that of an early 356 engine. Note the camshaft running below the crankshaft, for example

Right: The same basic design was expanded into a four-cylinder motor used in the VW38/303 prototypes
Bottom right: The final KdF-Wagen engine was remarkably similar in layout to the D-Motor

'flat-four', it may seem a little surprising that this eminently more suitable design wasn't pursued.

The problem was that, to be honest, Porsche was a little blinded by his own ideas. He still favoured a double-piston two-stroke despite its obvious shortcomings. It is also important to remember, though, that foremost in his mind, and that of Kales, was the Führer's decree about keeping cost to a minimum.

Eventually, though, it became clear that certain compromises were going to have to be made. A report by members of the RDA (Reichsverband der Automobilindustrie – the association consisting of companies associated with the German automobile industry, and

ultimately responsible for the People's Car project) chastised Porsche for wasting time with his favoured two-stroke engine, but praised his design in most other respects. At the same time, it was generally agreed that the original projected price of 1000RM was unworkable in almost every respect.

After considerable discussion, some of it very heated, and much of it 'anti-Porsche' (he had, after all, put several noses out of joint thanks to his apparent favour with Hitler), it was clear that the weak link was seen to be the engine. Porsche promised that he had something else up his sleeve which he could finalise swiftly.

In the summer of 1935,

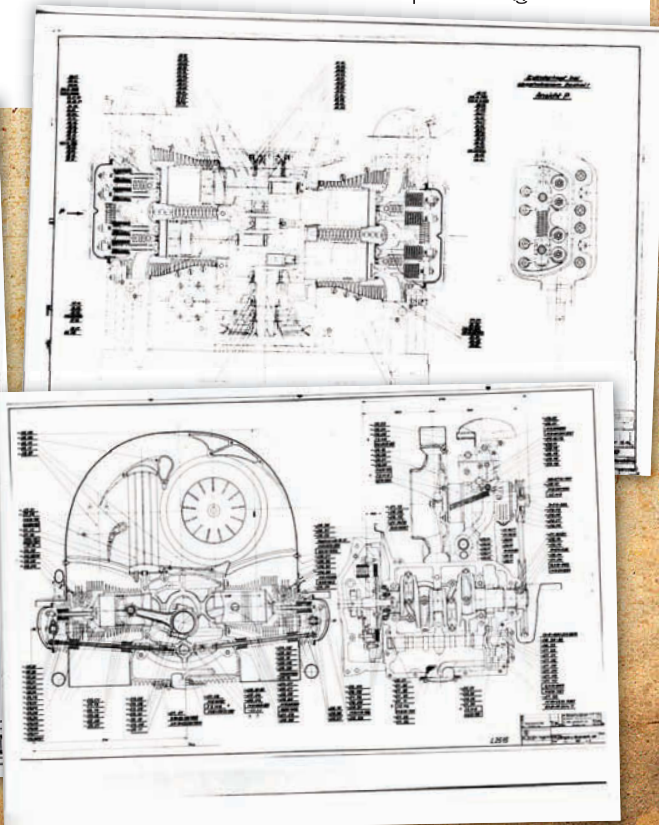
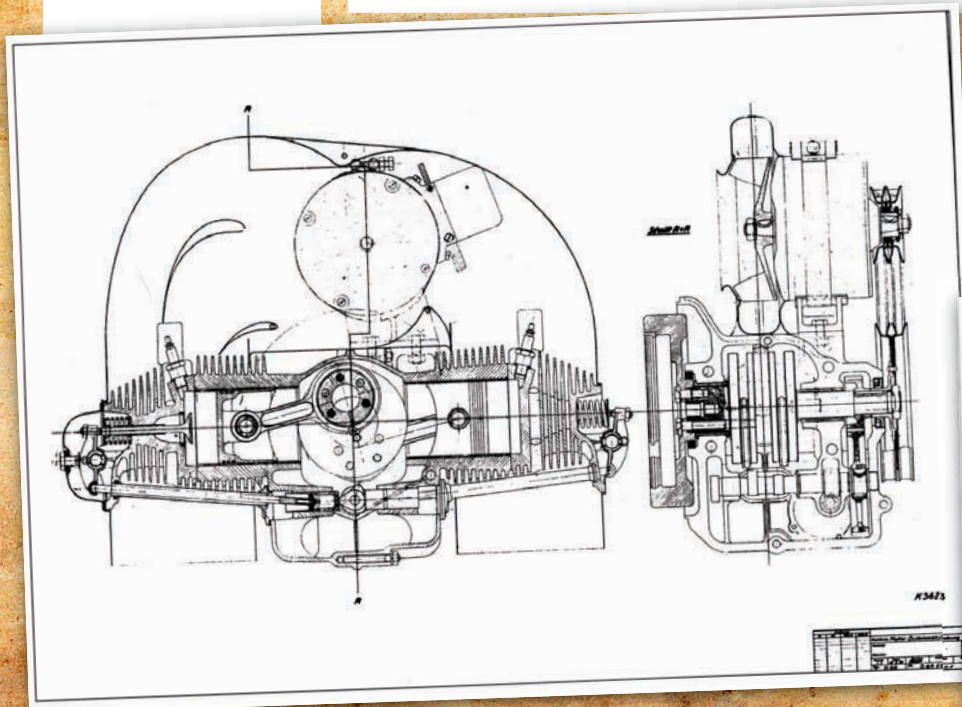
Porsche employed Franz Xavier Reimspiess, an Austrian engineer who had worked with him at Austro-Daimler in the 1920s. Reimspiess was given the task of resurrecting Porsche's older designs for a four-cylinder engine for use in the latest Type 60 prototypes. Reportedly, it took him just two days to come up with a viable design, the E-Motor.

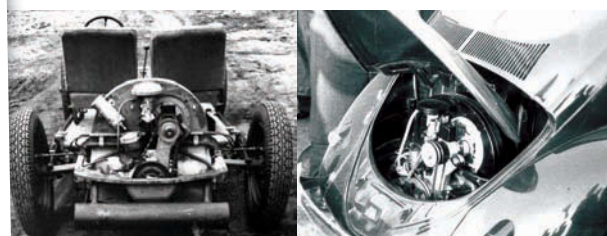
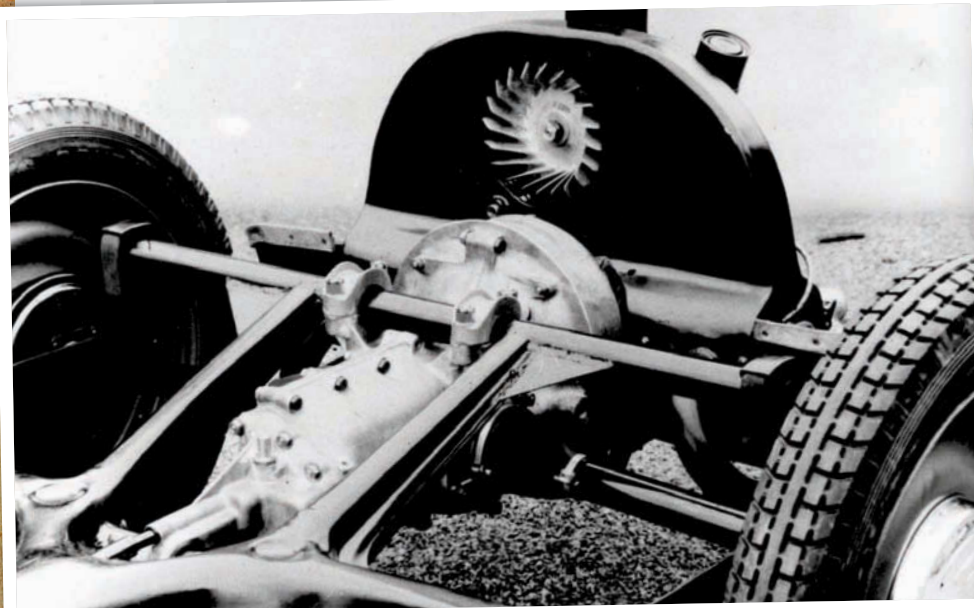
In spite of it being a vastly more sophisticated engine, with twice the number of cylinders and more complex cylinder heads, the new design was projected to be cheaper to build than its predecessor, the D-Motor.

The crankcase was to be made from a new

lightweight alloy – a magnesium-based material called 'Elektron' – and cast in two pieces, split vertically. The camshaft, located once again under the crankshaft, was designed to run in the oil held in the integral sump, thus simplifying the lubrication system. Pushrod tubes were set at an angle so that oil, which was fed to the valve gear by hollow pushrods, could drain back under gravity into the sump.

These features were impressive in their own right but what intrigued fellow engineers at the time was that Reimspiess's new engine was what is called an 'oversquare' design. This is





*Left: Rear view of the D-Motor fitted in a V1 chassis clearly shows the cooling fan arrangement, which is virtually identical to that of the post-war 356
Above: KdF-Wagen engine displaced 985cc and produced 23bhp – it was later enlarged to 1131cc/25bhp*

a reference to the ratio of the bore to the stroke (ie, the diameter of the cylinders and throw of the crankshaft).

Most engines in the 1930s were 'undersquare', that is the stroke was longer than the bore. This resulted in greater torque at low rpm, but at the expense of higher piston speeds. An oversquare engine has a bore greater than the stroke, meaning that piston speeds were reduced and the engine could rev more freely. It also placed lower stresses on the crankshaft (big-end) bearings and reduced oil consumption, which was a major problem with many engines at that time. Best of all, this also allowed Reimspiess to satisfy Porsche's vision of the car's maximum speed also being its cruising speed.

By June 1936, extensive road testing had been carried out. An RDA report showed that there were now three engines in use, comprising one of the old flat-twin D-Motors and a pair of E-Motors, with a third available by the end of the month.

But even though this latest design had been conclusively proved to be the most efficient and the most reliable, Porsche still

couldn't turn his back on the two-stroke, two-cylinder A-Motor because it was light, compact and cheap. Indeed, it was also more powerful than the more complex 985cc E-Motor, capable of producing 27bhp, compared to 23bhp of the newer design. However, it was ultimately shelved as a possibility, probably to the delight of Porsche's fellow engineers.

The E-series engines were progressively improved as testing continued, the area coming under closest scrutiny being the lubrication system. The first engines featured external oil lines, which were prone to leaks. They also had no oil cooling, relying solely on air blown over the cylinders to keep the engine at an acceptable working temperature. This proved totally inadequate, so an external oil cooler was fitted to the top of the crankcase, which sat in the flow of cooling air aimed at the cylinders.

Other changes included alterations to the induction system, with a single carburettor sitting on a manifold which fed individual inlet ports on each cylinder head, as opposed to a 'siamesed'

single-port design, which proved far more economical. There are also photographs which show at least one engine having been fitted with two carburettors.

The latest Volkswagen (the name then adopted for the car) prototypes were referred to as VW30s, and they underwent what was by far the most comprehensive testing programme ever undertaken, with 30 cars covering a total of almost 2.5 million kilometres between them. A log of every journey was kept for

each vehicle and the information gathered was the subject of the closest scrutiny. By the end of the programme, it was established that the E60 engine (the latest version of the E-Motor) on average consumed oil at a rate of 0.5-litres per 1000km, and fuel at a rate of 7.0-litres per 100km (that equates to an impressive 40mpg).

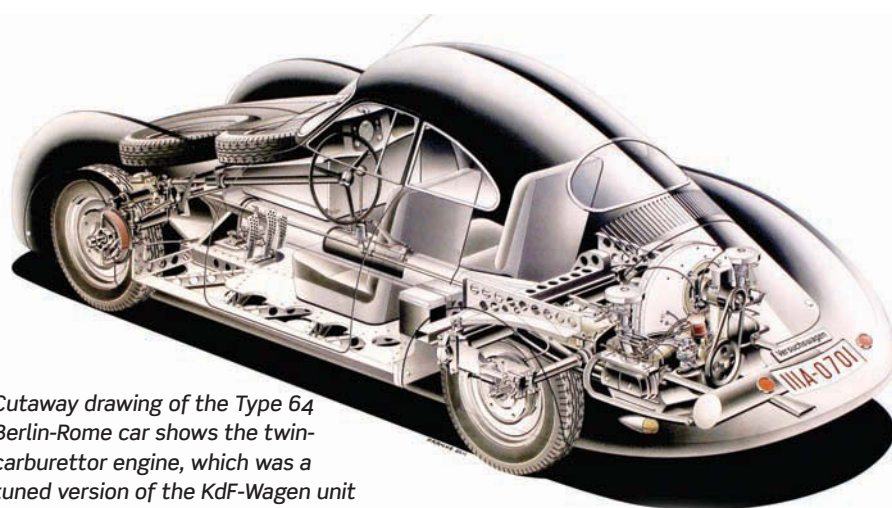
The same engine, essentially unchanged, was used in the next series of prototypes, the VW38s, followed by the V303, with the latter being the subject of a gruelling test in the Alps against rival small cars from Adler, Opel and DKW. The Volkswagen (which by now had been given the name *KdF-Wagen* – short

for *Kraft durch Freude Wagen*) excelled in every respect, climbing every mountain pass without drama – and without boiling over!

The die had now been cast, and the design of the engine fairly much set, save for some minor details. The decision was finally made to use a mechanical fuel pump (some of the recent prototypes had still relied on an electric pump) for the sake of cost and reliability, but there was still some indecision regarding who to choose to supply the exhaust system: Eberspächer or Leistritz. But, generally speaking the engine was finally deemed to be ready for production.

Except, of course, the People's Car project was

“The die had now been cast and the design of the engine fairly much set...”



Cutaway drawing of the Type 64 Berlin-Rome car shows the twin-carburettor engine, which was a tuned version of the KdF-Wagen unit

rather rudely interrupted by the outbreak of World War II. Even though a small number of *KdF-Wagen* were built, all efforts turned to the development and production of military vehicles. Among these was the famous *Kübelwagen* and the revered amphibious *Schwimmwagen*, both VW-based, both relying on essentially the same flat-four air-cooled engine. The *Schwimmwagen* was powered by a 25bhp 1131cc version of the engine, this finding its way into the *Kübel* in March 1943.

The idea of increasing the capacity was nothing new, for a 1.1-litre version had been considered back in 1938. This became part of a programme referred to as Type 115, a supercharged 1.1-litre engine boosted by a Roots-type blower, mounted at the rear of the engine.

The engine was principally developed for use as motive power on aerial tramways, but Ferry Porsche held one back for use in his own VW. With power output almost doubled to 45bhp, it must

have been a fun drive compared to a standard *KdF-Wagen*.

The Type 115 project also spawned an intriguing overhead-cam version, with inclined inlet and exhaust valves (to allow larger-diameter valves to be fitted within a small bore), followed by the Type 171, an engine designed for use in an assault craft. A version of this engine was used post-war by Peter-Max Müller in one of his home-built racing cars, which can be seen today in the VW museum at Wolfsburg.

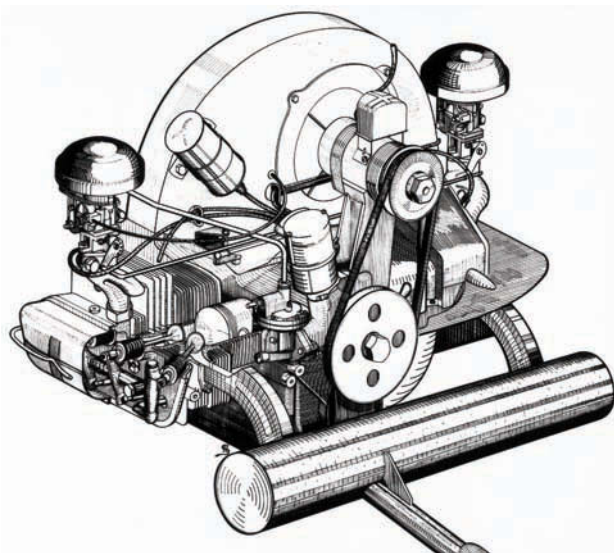
But perhaps the most significant pre-war project, and a definite pointer towards what was to come once hostilities ended, was the Type 64 Berlin-Rome car, of which three were built for the long-distance road race that never actually took place. The Type 64 (aka Type 60K10) was powered by a modified *KdF-Wagen* engine which, while retaining its 985cc capacity, featured larger valves, higher compression and dual carburettors. To save weight, aluminium was used for the cooling shrouds and the exhaust

system was built without baffles. The result of these modifications was an increase in power to 32bhp at 3500rpm, allowing the aerodynamic Type 64 to hit a top speed of just shy of 100mph.

The seeds had been sown, but World War II and all it entailed brought further development to a premature halt. If Porsche had any dreams (which he most certainly would have) of building a sports car bearing his family name, then they would have to take a back seat to more pressing design matters, such as military vehicles – especially tanks – and ‘flying bombs’.

However Ferdinand and Ferry Porsche continued to use one of the Type 64s throughout the war as their own personal transport, helping to keep the flame of hope alive.

It would not be until April 1946 that they sat down at the family home in Gmünd, Austria, to once more discuss the possibility of building their own sports car. Bearing the working title of Type 352, the first proposal was for a rear-engined coupé powered by an air-cooled flat-four engine.

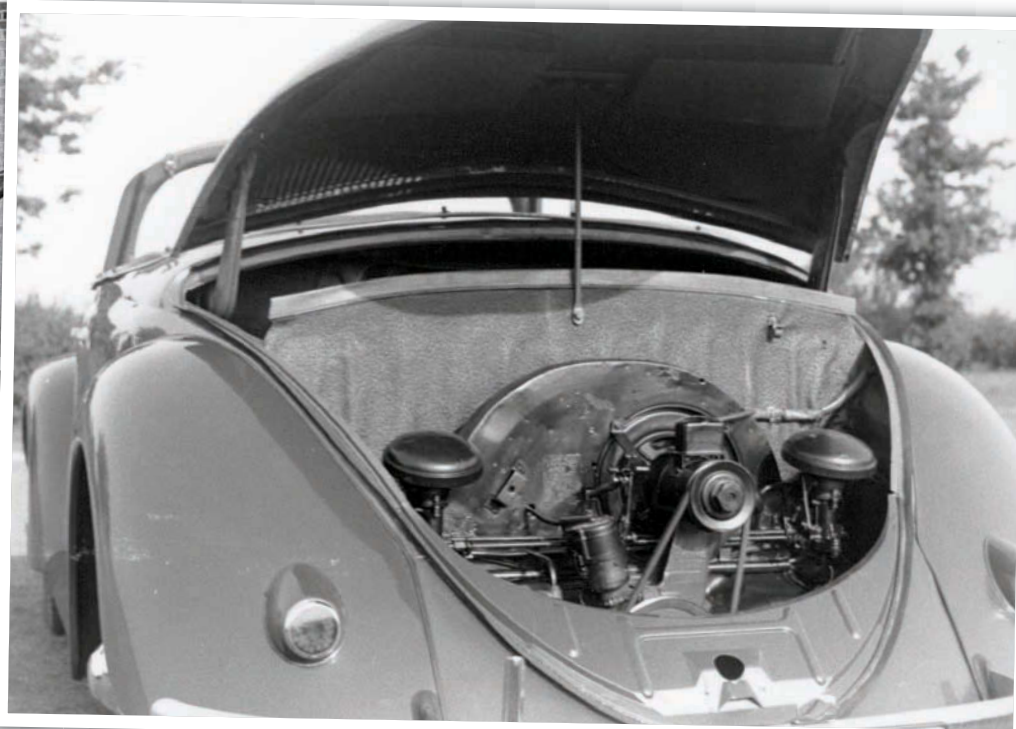
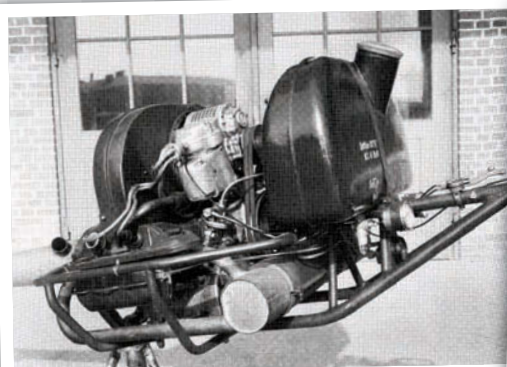


“But those seeds which had been sown in 1939 were beginning to sprout at last”

But that idea was shelved, with subsequent Type 352 proposals suggesting a flat-eight or even an in-line four-cylinder engine.

But those seeds which had been sown in 1939 were beginning to sprout at last. It would take another couple of years before these green shoots blossomed into the Porsche 356, and that's a story which we'll cover next month... **PW**

Above: The first 356 engine closely resembled some of the pre-war prototypes
Below left: Type 171 was a supercharged engine for use in assault craft. It featured inclined valves, like those on the 356
Bottom left: Twin carburettor engine in Prototyp Museum's Type 64
Below: 1946 'Radclyffe Roadster' was built by British Army and featured dual-carb KdF motor



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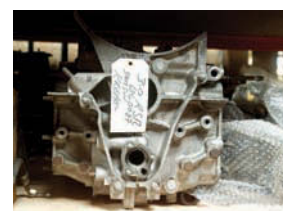
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CHAT AND A LOOK AROUND

Words and photography: Brett Fraser

Location, location, location... Some Porsche specialists select their premises on a need to be seen basis, but Historika has adopted the opposite approach, its Suffolk-based headquarters all but completely hidden on a farmyard at the end of a no-through road. 'We chose this location partly because of the security advantages it offers,' explains Historika's owner, Kevin Morfett, who runs the business with his son Nick, 'and our customers come to see us by appointment only.'

Historika was previously based a few miles down the road, but the move to the farm a year and a bit ago has given the company much more space and extra freedom to set up the operation just the way they want it. 'We now have everything under one roof, so to speak,' relates Nick, 'bodywork restoration, engine building, spares, sales and so on. Obviously we know all the best people in the classic Porsche business, but there's nothing quite like doing it yourself. It gives you greater control over quality.'

Although Historika as a company is a comparative newcomer in the sphere of Porsche specialists – it's been





operational for about seven years – it's home to decades of experience, most notably that of its founder, Kevin. 'I've been in the car business for years,' he tells us, 'and have had a passion for Porsches from a very early age. My first was a 2.4 S, and I had several RSs during the 1970s, when those cars were as they should be.'

'Through the 1980s I was in the business of buying and selling Porsches. More recently I was spending so much time looking after my own classic Porsches – my passion – that it progressively turned into a fully-fledged restoration business.'

Kevin still maintains a healthy Porsche collection of his own, at the forefront of which is a 1964 901 ('built in the first three months of production') that Historika campaigns in the Endurance series for pre-1966 GT cars,

'65 cars very competitively and people are now waking up to the fact that '65 911s are the way forward.'

While the 901 – especially when it's at the pointy end of the grid – is a great marketing tool for Historika, Nick is quick to point out that racing it has other advantages. 'For instance, the experience of building a race engine, which has to be both powerful and durable, is invaluable when it comes to building regular road engines for our customers.'

As desirable as Kevin's 901 might be, it's a swirl of red and yellow tucked away in the corner of the workshop that's more likely to catch your eye. 'That,' says Kevin with a smile, 'is the 911R/ST Prototype that Gerard Larrousse drove to third place in the 1970 Tour de France. Acquiring it was a long story. Several years ago I heard rumour of a 911R that was allegedly an ex-factory car, for sale in

Opposite page: Large workshop gives Historika ample space to carry out multiple projects. Silver 901 belongs to boss Kevin and is a very successful historic racer, although he says it's possibly becoming too valuable to race

“Building durable race engines is invaluable when it comes to building regular road engines”

organised by Peter Auto and also in Masters Historic Racing. 'We've already run in a couple of two-hour endurance races this season, and achieved a first in class at Spa and a second in class at Mugello. And last season we picked up trophies for first places at Brands and Silverstone, and a second at Silverstone.'

'The 901 is a very successful racer for us, but we're slightly concerned about being on the track in something that has now become so valuable. Which is why we now have a 1965 911 SWB 2.0-litre in build for racing: we hope to have it up and running in time for the Silverstone Classic, although we're not sure that we'll get an entry for this second car. In European Historics you can race '64 or

Ireland. But it sold before I could get there. It later went to the Isle of Man, but I missed out on it there, too.'

'Then about seven or eight years ago I read an article in a magazine about a lady up north with a car believed to be an ex-factory competition car. I very rapidly went there and purchased the car. The restoration is nearly finished and its original engine is almost rebuilt. Once it's done we'd like to get Larrousse – who still occasionally races – to drive it again. It's eligible for some high profile events such as Classic Le Mans and Tour Auto, and while it's super valuable we'd love to see it get used.'

While the spirit of competition clearly thunders through the veins of its employees, Historika actually devotes only

Below: Engine builder, James, works in a clinically clean environment. Engine laid out on bench ready for rebuild





about 30 per cent of its time to motorsport. 'Restoration is our forte,' insists Kevin, and as if to prove the point his own 2.7 RS can be found on axle stands just inside the workshop doors, having just undergone a 'refresh', and looks immaculate. 'The move to these new premises means we now have ample room for our own bodyshop. Jamie Clarke, our body man, gained seven years of crucial experience at Sportwagen, and his area is equipped with a trio of Celette body jigs which are the best available.

secondhand component you can think of, from doors and gearbox housings, to exhaust systems and period radios. There are even engine parts for a 3.0-litre RSR, while RS ducktail engine covers hang like 3-D paintings on the walls of the workshop. And in a nearby barn lurk several 911 bodysells in varying states of distress. Pointing to a particularly shabby shell, Kevin reveals that, 'Although that may look like little more than scrap, there are so many useful parts we can salvage from it.'

Top left to right: Jamie the bodywork man. 914/6s are highly rated at Historika, while parts have been amassed over the years. Historika top three: Kevin, Nick and Gary, with Kevin's '73 RS

“Kevin is candid about what Historika doesn't do. 'The important thing is restoration' he says”

Another of our guys, Gary Cook, is ex-Autofarm, so is a restoration specialist, while our engine builder, James, also cut his teeth at another well-known Porsche specialist.'

Kevin is candid about what Historika doesn't do. 'We don't do paintwork – paintshops create a lot of dust which gets everywhere, and we'd rather our build areas are clean.' He has a point – the engine assembly area is spotless. And Historika has no intention of becoming embroiled in servicing, preferring to concentrate on performing the best possible restoration jobs. 'The important thing with restoration work,' affirms Nick, 'is being able to concentrate on amassing knowledge and paying great attention to detail: by leaving servicing to others, we're able to maintain our focus on the things we do best.'

Almost as impressive as the standard of restoration work on display around the workshop is the sheer volume and variety of secondhand spares that Historika keeps on towering shelf units. 'I've been hoarding parts for a number of years now,' confesses Kevin, 'with the fortunate result that now when we need something special, we can often just walk into the storeroom and find it.'

'I started collecting spares because they're always useful things to have, especially as not every part for every Porsche has been remanufactured – we're good at adapting new genuine parts for later 911s to fit older models, but it's always better to have the real thing. Increasingly, though, the parts supply is drying up, so we pay careful attention to the classifieds and listen to our contacts: and we snap up just about any parts for short wheelbase cars as soon as we see they're available.'

Historika's shelving is filled with just about any

Another important strand of Historika's business is sales. On the day of our visit a brace of muscular-looking 914/6s is nestling up to the Larrousse car: 'Much underrated and a very good race car,' reckons Kevin of the 914/6. And alongside the mid-engined Porsches sits a spangly green American-spec 911. 'Strip away the slightly strange wheelarches and other US touches,' reveals Nick, 'and what you have is a 1965 short wheelbase in remarkably good and original condition. We're planning to restore the car to what it should be before selling it.'

To accommodate an increased focus on sales, Kevin shows us a barn conversion at the entrance to the farmyard that will soon become a showroom for five cars, as well as offering a comfortable waiting area for clients and an office away from the occasional din of the workshop. There are already a handful of cars seeking refuge in the barn conversion even before it's finished, including a sweet, tail spoiler-free 3.2 Carrera – Historika's restoration efforts concentrate on cars from 1963 to 1973, but it's a different story for sales – and a 1969 VW Beetle. 'The gentleman we bought the Beetle from picked it up secondhand in 1971 and then kept it,' explains Kevin, 'and inside and out it's in astonishing condition, better than new. So while it isn't a Porsche, it is an extremely interesting car.'

You get the sense that Kevin was also attracted by the thoroughness with which the Beetle has been cared for over the years, the same sort of diligence with which Historika approaches its operations. As Kevin says, 'It's attention to detail which counts: anyone can cut and repair metal. But not everyone can cut and repair metal just right.' And that's a work ethic that means while Historika may be a little bit off the beaten track, the effort to find Kevin, Nick and crew is well worth it. **PW**

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PERFORMING SEALS

One of the lesser-known 996 'issues' is leaking oil seals, and the resultant worn bearings, in the four-wheel-drive models' front differential housings – and it seems that the broadly similar 997 Carrera 4s and Turbos are becoming increasingly prone to it, as well. But the cure can be surprisingly quick and easy – and reassuringly inexpensive if you act quickly enough



Even the least expensive and most basic modern car has famously become a fearsomely complicated and DIY-unfriendly contraption, routinely relying as much upon state-of-the-art electronics and even computer technology, and the cramming of as many 'lified' components into as small a space as possible, as it once did on good, old-fashioned greasy bits that could be expected to

last more or less indefinitely.

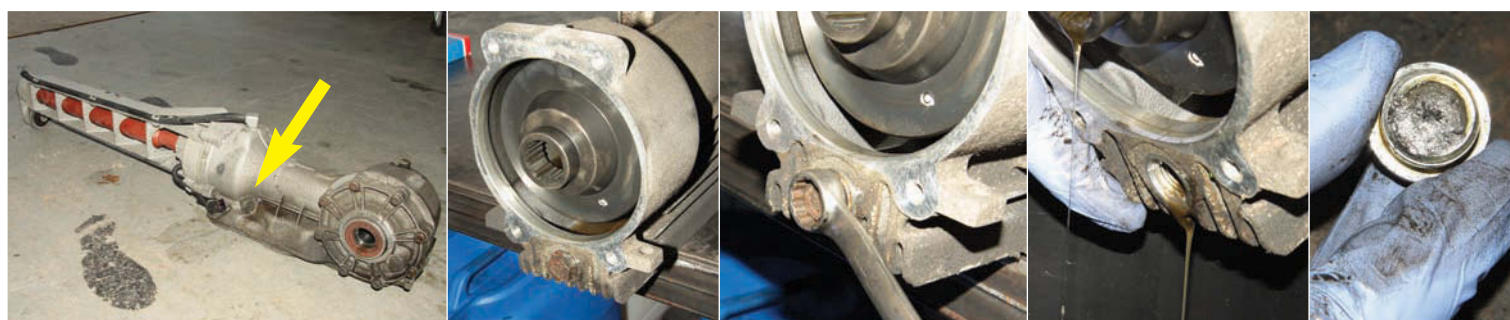
You might reasonably and perhaps gloomily expect, then, that renewing the output-shaft bearings and oil seals in a modern four-wheel-drive Porsche 911's front differential would be the stuff of nightmares. If so, we can happily report, you would be wrong. It is certainly not a job for the inexperienced or the careless, ideally requiring the use of a bearing puller and a hydraulic press, but both of

those have been standard workshop equipment for decades, if not for more than a century, and both could with a degree of ingenuity be dispensed with – although naturally that is not necessarily an approach we could really recommend.

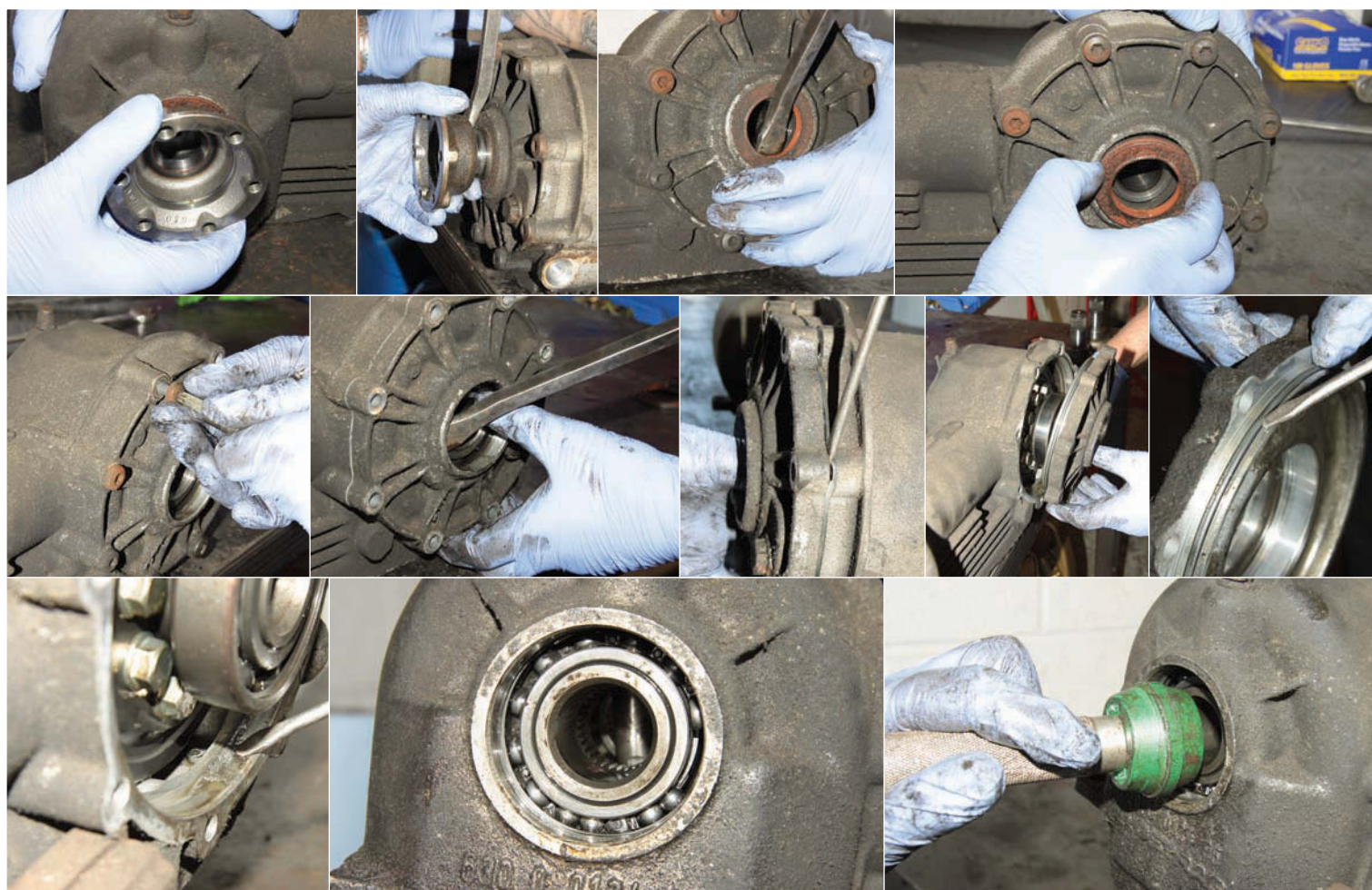
Why, though, might the job even be necessary in the first

place? Because, basically, like any such components, the aforementioned bearings and oil seals – despite looking very much like traditional 'greasy bits' – have a finite working life. Quite why that period should in this case be so disappointingly brief is not something that we can realistically debate here and

Front differential has at its rear end (nearest the camera, above) a special viscous coupling; this will remain undisturbed. Photo below left shows how front part of housing mates with a special open framework carrying the drive shaft from the transmission. In fact, this unit is from a 997 Turbo; note additional level/filler plug (arrowed), not present on the 996 unit we stripped for this story. Removing drain plug will help get the last dregs of oil out of unit before overhaul; note metallic sludge (below)



HOW TO: REPLACE 996 C4 & TURBO FRONT DIFF BEARINGS



now, but you can probably draw your own conclusions. Especially if you have suffered any of these vehicles' other much-publicised technical weaknesses.

The most plausible explanation is that the two oil seals – conventional rotary-shaft jobs, again of a type that has been around pretty much for ever – begin to wear. That, not surprisingly, allows the lubricating oil inside the final drive to escape, particularly if – as is always possible – the breather tube becomes even

partially blocked, leading to a build-up of pressure inside the unit. But there is little more than a litre of oil in there to start with, and because the vast majority of it will naturally pool on the car's aerodynamic undertray, by the time you realise what is going on the damage will have been done. The bearings wear out, or in some cases (as here) start to break up, generating both noise and vibration. Game over, as the saying goes – although only rarely, it seems, do the crown wheel and pinion and the two

Output-shaft flanges (top left) showed significant up-and-down movement, and bearings felt very rough when rotated; no surprise that the outside of the casing had been soaked in oil. Dismantling could hardly be simpler. Lever out both driving flanges, and then seals, here taking great care not to damage the housing. Undo the (Torx) bolts securing circular side cover, and gently lever that off, too. Plastic-bladed scraper would be better to help separate cover from housing, but careful use of a screwdriver, as here, is fine: seal is made by a large 'O'-ring (not available from Porsche, but a local bearing/seal supplier could probably supply, or you could make one from a special industrial kit). This one was OK for further use. Always use a suitable drift (or press) to drive out differential (above)

planetary gears suffer any excessive wear as a result.

We were first alerted to the problem late last year, when *g11 & Porsche World* reader Peter McCormick e-mailed our Q&A service about the drivetrain 'flutter' in his 997 Turbo.

Our enquiries on his behalf took us to nearby Oxfordshire-based Autofarm, where as luck would have it technician Mark Henderson was as a precaution about to replace the seals in a

second-hand final drive they had bought in for a customer's similar car – that alone surely an indication of the relative frequency of the problem, and a route determined by the non-availability of the bearings from Porsche. (Although for some reason best known to itself the company does supply the two seals.) We – I – suggested in the March 2014 issue (page 107) that would also be the best solution for Peter's car.

With differential out on the bench it immediately became apparent just how badly damaged were both bearing races (below). Several individual balls had broken up, and their retaining cages had been torn open, too. Fortunately – and more than a little surprisingly – the teeth of the crown wheel and pinion and the two planetary gears were completely unmarked, so rebuilding the unit would be a viable proposition. Next step was thoroughly to clean components: all swarf has to be eliminated



HOW TO: REPLACE 996 C4 & TURBO FRONT DIFF BEARINGS



SKF bearings came from local supplier, seals from Porsche – although it would be worth trying to source the latter from within the bearing/seal 'industry'; more on this at a later date. One new bearing came with grease/dust shields; these need to be removed. Lever them out with a small screwdriver. A special puller is needed to remove the bearings, here with the aid of a hydraulic press, but you might be able to improvise. It's all pretty basic engineering. Note presence of any shims

But you live and learn, and in the months since we have come to know the team at Long Eaton, Nottinghamshire-based Cavendish Porsche (0115 972 2001; www.cavendishporsche.co.uk). Their preferred solution – for the 996 Carrera 4S and Turbo, at least; they haven't yet tackled an equivalent 997 – is to strip the entire final drive, to clean and carefully inspect all of the

components, and then to rebuild it with new bearings and oil seals.

The former, here being essentially standard, off-the-shelf items used for all manner of applications, Simon sources from his local bearing supplier for around £25 apiece, and the seals – which rather ironically are seemingly 'specials', and thus not readily available on the after-market – from Porsche itself.

The only item that he doesn't renew is the flexible 'O'-ring sealing the final drive's side cover against the main body of the unit (again, it's not available from Porsche), but even that could be replicated with a length of the correct 'cord', as it is known, and a suitable jointing kit. Any bearing supplier – which will invariably sell most standard rotary-shaft seals, too, if not

those required for this job – would be able to supply those.

So far, Simon and his technicians have between them successfully rebuilt half a dozen such final drives, either for fitting to customers' cars on the premises, or else to be sent out – on an exchange basis – for the customer or his own specialist to install on site, as it were. Prices start at £400 for just such a unit,

Pressing bearings back on should hold no fears for anyone who has ever done this kind of press work before. Key is to use the correct mandrels, and take it slow and steady – and straight, of course. Rear face of crown wheel here had two shims between it and the bearing. Gently lower the assembled differential and bearings into the housing, and then once again ease it home with the press (bottom right). Accuracy is doubly important here to avoid damaging the housing. Don't simply force the issue



HOW TO: REPLACE 996 C4 & TURBO FRONT DIFF BEARINGS



'O'-ring was in perfect condition, but Cavendish technician Sam Skeritt – that's him in the lead pic on page 111 – also used some special sealant. A similar product on both bearings' rebates helps prevent their outer tracks rotating, which could be a problem if the old ones have 'spun' as they broke up and perhaps partially seized. Arguably the trickiest part of the entire job is pressing home outer cover so that it slides on straight and true. One or two securing screws will help maintain its axial alignment

plus carriage, or with fitting at Long Eaton for around £530 – that assumes a total labour time of five hours at the company's current £65 per hour. (All prices quoted here exclude VAT.)

Second-hand units – which you will need if you have no final drive suitable for exchange – usually cost between about £500 and £1200 depending on precise specification, age and mileage, reckons Simon, but not surprisingly can be scarce for

certain very specific models – the 997 Turbo, for instance. As for individual parts, the seals – here part number 999 113 454 41 – cost £18.27 each from Porsche (they are the same both sides), and the two bearings around £50 a pair. That figure comes from from the High Wycombe, Buckinghamshire branch of Bearing Traders Ltd – go to www.bearingtraders.com – but most UK cities and large towns have an equivalent. **PW**

Torque screws to required 25Nm, and then drift home the two seals – both sides are the same. Note special tool – although a socket, slightly smaller in diameter than seal's outer shell, can be used at a pinch. Grease will naturally help them slide home more easily. Don't forget to fill unit with oil at the appropriate moment – and certainly before you drive the car. One last thing: make sure the breather (arrowed) isn't blocked. If it is, pressure build-up will cause more leaks, and you're back at square one

A STITCH IN TIME

Prevention is, of course, always immeasurably better than cure, in which case – and given the apparent likelihood of front final-drive oil leaks in these Porsche models – it will pay dividends periodically to check not only the seals themselves for tell-tale mist or even drips, but also the true lubricant level inside the differential housing. A full oil change won't ever do any harm, either.

To perform any of those three tasks you will need safe access to the underside of the car – which means a pair of axle-stands; never just a jack alone. The differential is covered by a plastic undertray, but that is secured by just a few simple fixings. In the event that the seals have been leaking for more than a few days, watch out for a potential cascade of oil as you remove the moulding.

To check the oil level, remove the filler/level plug on the right-hand front corner of the casing. Remember, though, that if you have raised only the front end of the car you will necessarily obtain a slightly pessimistic reading, so don't be tempted to add too much to compensate. To drain the unit, undo and remove the plug at the lower rear end of the housing, beneath the viscous coupling – and in which case having the car at an angle will obviously help rather than hinder.

Which oil? Millers Oils' on-line selector (www.millersoils.co.uk/whichoil.asp) shows its own TRX Synth 75W90, with a level check every 20,000km (12,000 miles) or 12 months, and a full drain and change every 160,000km (that's around 100,000 miles). The total capacity of the unit is 1.5 litres. Note, by the way, that the front final drive in the 997 C4S and Turbo is very slightly different from the 996 unit: here the viscous coupling has its own special oil (a Porsche-only 75W80, at about £30 per litre) and as a result its own dedicated filler/level plug.

Removing the final drive from the car, and later refitting it, is beyond the scope of this feature, but we shall be showing what's involved in that in another how-to when we have the opportunity – and given the apparent frequency of this relatively minor technical issue we probably won't have too long to wait.



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PROJECTS

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THE TEAM

KEITH SEUME

912/6 EL CHUCHO

The engine is now built and I've made a start on rewiring the car, which may be the bravest thing I've ever done in my life. Or the most foolhardy. The clock is ticking away, and if I am to drive the car by my 60th birthday (yes, I know, I look far younger...) then I'd better get busy. Either that or move my birthday celebration back a few weeks...



PETER SIMPSON

911 CARRERA 3.4 TARGA

Not much to say on project 3.4 backdate this month. I'm looking for a few parts to move on and a pair of front bumper brackets would help mount the steel bumper to the early front panel, which has been welded on. I've been running the engine up now and then but have found a wire shorting out behind the dash which is smoking!



CHRIS HORTON

924S, 944

Busy, busy, busy... but not on either of my two Porsches, sadly. Both the Passat and the Vito van had to be eased through the annual MOT test - yes, they passed - and three Saturdays I spent in a classroom for the CPC training I need to continue to drive light commercial vehicles. Last session in a few days, and then school's out for summer!



STEVE BENNETT

944 LUX

As promised last month, and after finding some more development budget down the back of the sofa, the 944 is back at Augment Automotive. It's now had new Koni dampers all round, new O/E engine mounts, new front discs and pads and Augment Automotive's uprated cam. A very big update next month.



BRETT FRASER

986 BOXSTER S

Shamefully I haven't driven the Boxster at all this month, so it's sitting forlorn and covered in dust in the carport. In the next couple of days, though, it's getting treated to a hood clean using Furniture Clinic's special refurb kit, so hopefully the car will forgive its misuse. Beyond that it will be off to Parr for a suspension overhaul.



EL CHUCHO

The engine is finally ready and things are starting to look good! The seemingly never-ending tale of the 912/6 gets one step closer to completion...

Guess what? I've got an engine sitting on the floor next to my car! Yes, it's true - at long last, the motor is now together and I'm just waiting for some spare time so I can bolt it to the transmission and then think about finally fitting it into the car.

Bob Watson, who now works out of Canford Classics down in Dorset, has done a great job of assembling the 2.2-litre motor for our project and the only delays were caused by him discovering that some of our parts were no good.

The first problem was the oil pump, which had worn badly and started to carve itself to death - the gears were quite literally wearing away the inside of the pump casing, meaning that we'd never get full oil pressure if we used it.

I tried to find a later 'four-rib' oil pump (so called because the outer casing has, well, four ribs on it) but had to make do with an earlier three-rib type as had been fitted to

the 1970 engine originally. Mind you, even finding a good one of those didn't prove easy, as I kept missing ones which came up on eBay, and most pleas for assistance seemed to fall on deaf ears. However, a member of the DDK online fraternity came up trumps (thanks, Tim!) and we were on our way - or so I hoped.

The next problem was that it turned out the aluminium gears on the intermediate (lay) shaft were worn, meaning that there was excessive backlash. That would a) have messed up the cam timing and b) made the engine rather noisy, especially at idle.

So, time for another appeal, and this time Nick Fulljames at Redtek leapt to the rescue, sorting out a good used shaft that met with Bob's approval.

One thing I can't emphasise enough to anyone contemplating an engine rebuild is that you mustn't underestimate the cost involved. While it is theoretically possible to

KEITH SEUME

1966 912

Occupation: Editor, *Classic Porsche*

Home town: Lostwithiel, Cornwall

Previous Porsches owned:

Carrera 2.7; 928; 912; 914/6; Junior Tractor

Car: 912

Year: 1966

Owned for: 33 months!

Mods/options: Six-cylinder engine conversion, etc.

Contact:

classicporsche@chpltd.com

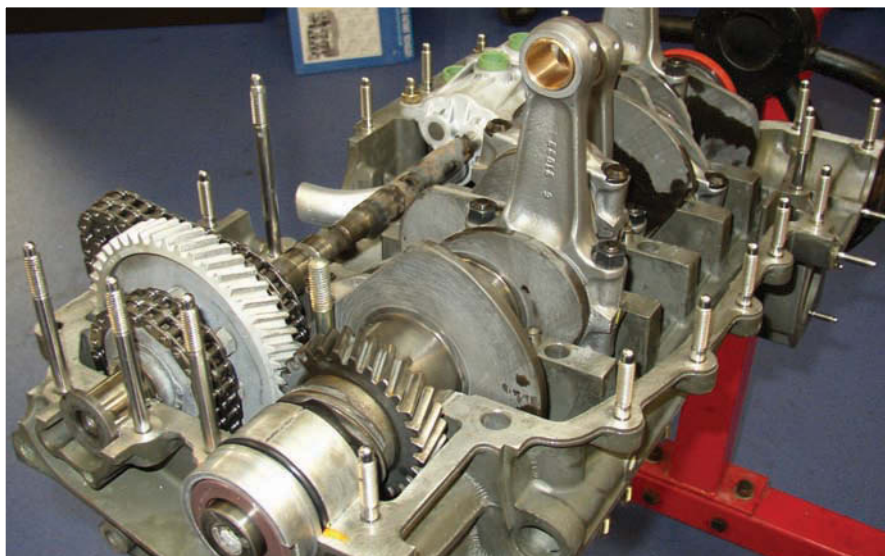
THIS MONTH IN BRIEF:

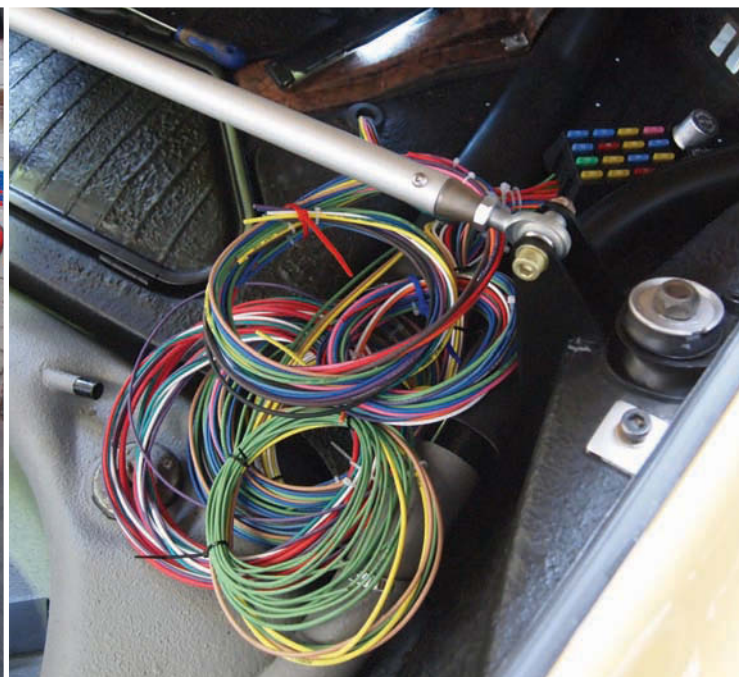
Engine and wiring, etc...

reuse many of the nuts, bolts, studs and whatever, it really would be cutting corners. Likewise, spending time having parts properly cleaned and recoated (such as the crankcase) may seem like a luxury but the cost is only a tiny fraction of the overall expense.

We chose to use ARP fasteners wherever possible throughout the engine - the factory studs etc are, of course, fine to use but, once again, the ARP items are of such high quality that we felt we had to use them. They're a once in a lifetime, fit and forget part that form the icing on the engine cake.

The other costs that are easy to overlook are things like the timing chains and ramps, a





gasket set, sealants, drain tubes, bearings, valves, guides and springs... The list goes on.

This may seem obvious to many, but if you have never funded a full engine rebuild, it can come as quite a shock. I know it did to me, but then I am sometimes accused of being something of a cheapskate...

While the engine was with Bob, he carried out what is known as the 'bypass mod', updating the early crankcase to the later oil bypass system, which returns oil to the feed side of the pump, rather than straight back

into the sump.

It's a relatively simple machining process but is generally agreed to be a worthwhile modification.

Eagle-eyed readers (or those who've turned the page already for a quick peak) will have noticed that Bob fitted solid (mechanical) cam chain tensioners instead of the normal hydraulic type, or the later pressure-fed Carrera design.

I'd asked what he recommended in this regard and he said he liked using the mechanical type, as used on race engines – and to set cam timing on the bench. I was

initially sceptical but what do I know? I'd never built a 911 engine in my life and bowed to Bob's far superior experience.

I came across Stomski Racing in the USA and was impressed by their billet parts for Porsches of all ages. Among the product line was just what we needed in the form of high-quality billet tensioners – attractively anodised in blue, too, even though we won't see them very often.

Bob says I'll need to check the tension after about 500 or so miles to allow for the new cam chains to settle in, and

then maybe once a year after that, depending on miles covered. As I realistically don't expect to cover more than maybe 5000 miles a year, once a year should be more than adequate. We shall see!

While I was over in the USA recently, I took the opportunity to pick up a lightweight flywheel for the engine from Patrick Motorsports in Phoenix, Arizona. This beautifully-finished item weighs just 7lbs, so should help the engine to rev freely!

With the motor back in the R-to-RSR workshop, I couldn't resist a photo with the Jenvey ITB fuel-

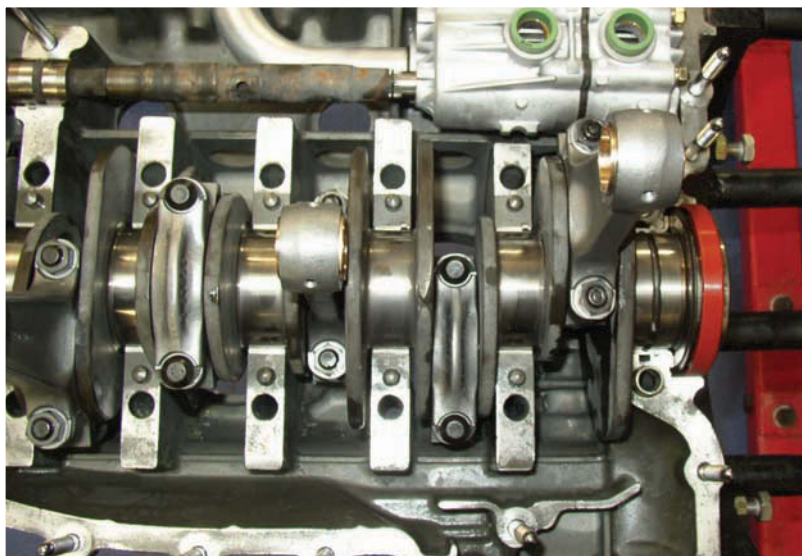
Above left: I'm really pleased with the way the car looks, but I'll be even happier when it actually starts and drives...

Above right: I have decided to rewire the car from scratch, using a custom 'street rod' wiring loom. Wish me luck!

Far left: Intermediate (or lay) shaft had to be replaced as the aluminium gears were too worn

Below left: The original oil pump was also U/S so had to be replaced with one sourced through the Internet

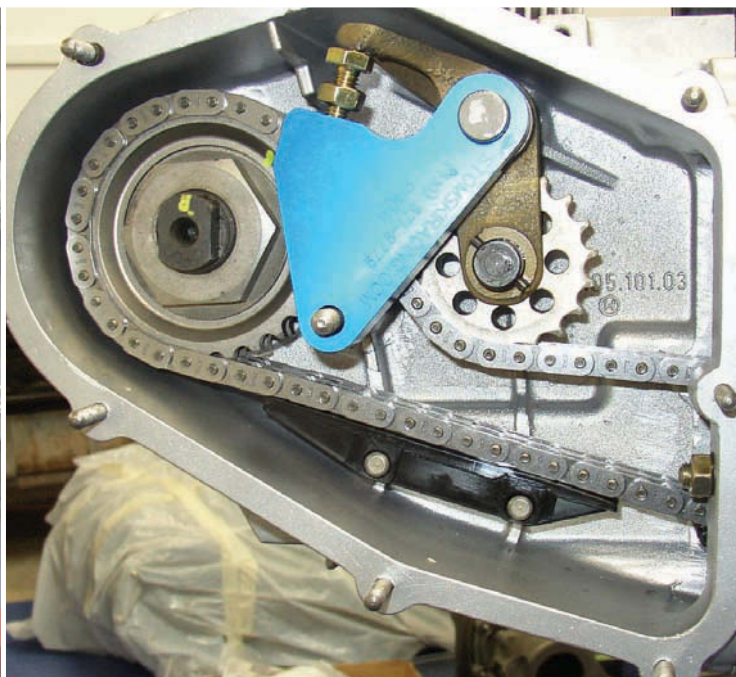
Below: ARP fasteners have been used wherever possible. Lovely!



OUR CARS



Above: 1mm-oversize forged Wossner pistons will give a compression ratio of 10.0:1. **Above right:** Stomski Racing supplied the mechanical cam chain tensioners used in preference to the stock design



Below: Web Cam camshafts were ground to 'S' specification, giving more lift and duration than the previous 'E' cams. Hard welded, they're used in conjunction with matching rocker arms, also from Web Cam in the USA. **Below right:** Jenvey ITB system looks simply amazing!

injection system in place. Boy, does it look good, with the visual character of an early race injection system but all the benefits of modern electronics to monitor the fuelling. All I needed now was an ECU...

For this I turned to the tried and tested Megasquirt system, favoured by many who like to tinker with their cars(!) and excellent value, too. I had mine put together by ExtraEFI.co.uk, who have a very informative website (even I, the original technophobe, can understand most of it...) and I look forward to

completing the installation as soon as I can get to the workshop.

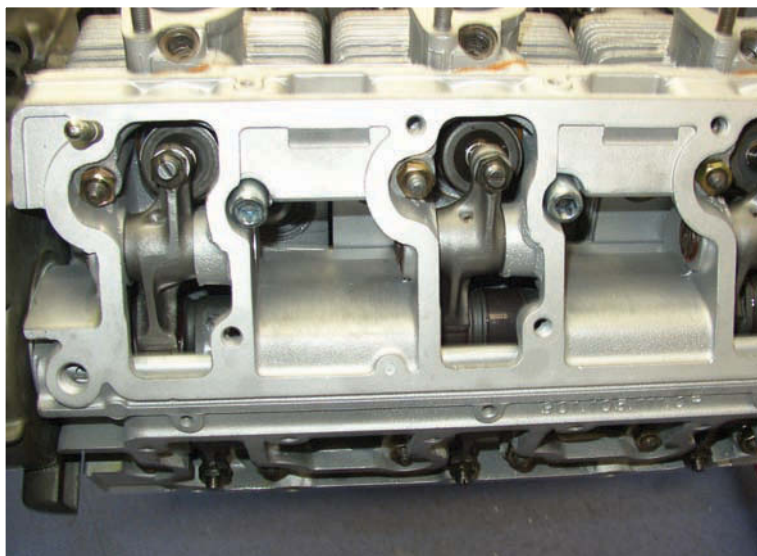
Of course, this will mean I will have to tackle the wiring – oh wait, I already have, at least in part! I decided the original loom was too far gone and ripped it all out, preferring to start from scratch.

Instead of a factory loom, I have chosen to use a custom loom kit designed for street rods. This is great because every single wire is printed with the name of whichever circuit it is to be used for.

A wiring kit for idiots? Well, that sounds about right for me, then...

CONTACTS

R-to-RSR: www.r-to-rsr.com
Web Cam camshafts: www.webcamshafts.com
ARP fasteners: www.arp-bolts.com
Bob Watson: www.canfordclassics.co.uk
Wossner pistons: www.tsr-performance.com
Pelican Parts: www.pelicanparts.com
Restoration Design: www.restoration-design.com
Ben Lewis: www.evilbensblogspot.com
Roger Bray: www.rogerbrayrestorations.com
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ONE STEP FORWARD, TWO STEPS BACK

A simple air con re-gas and fitting a new sports exhaust to the Carrera 3.2. How hard can it be?

MATT STONE

911 CARRERA 3.2

Occupation: Freelance motoring journalist and 911&PW US correspondent

Home town: Glendale, California

Previous Porsches owned: 1

Car: 911 3.2 Carrera

Year: 1989

Mileage: 49,000

Owned for: 12 months

Mods: Sports exhaust

Contact:

stonearama@earthlink.net

THIS MONTH IN BRIEF:

As you can see, very much an introduction this month. More nitty, gritty next time

Over the years I've owned it, this Porsche has generally been right as rain. It always starts, always goes, and rarely disappoints. But there were a few little niggles from the day I bought it, and a couple of things I wanted to modestly

improve/personalise.

The previous owner disclosed to me that the air con never worked properly or held charge for very long. Along the way, it had been converted from the original, more efficient R-12 refrigerant to the more emissions friendly and now less costly, R-134a. I took it to a nearby Porsche dealer thinking that they stocked good HVAC equipment and factory parts available as needed. They serviced the system, and it worked well for at least seven minutes before losing charge. They also replaced the front brake pads, and lubed, oiled, and filtered. So other than the wonky AC, it drove and ran great.

I was then referred to a long time local radiator and AC shop, and their first issue was that the kit used in the refrigerant conversion wasn't a good

one and leaked in numerous places. Plus the compressor seemed tired so they recommended a new or rebuilt compressor and a switch back to the more efficient but also more costly R12, which of course involved the replacement of several valves and hoses. My instructions were "fine; anything that works and stays working." So I bought a rebuilt compressor for about \$300 exchange, and took the car back to Pacific Radiator and Air for the swap and service. Again it worked great the first time but didn't hold charge for long. Hmmm.... what to do?

I also wanted something a bit racier sounding than the factory exhaust system; nothing crazy loud, but deeper, richer and zoomier than stock. I looked at and listened to every SC and

Carrera 3.2 I could get my ears near, talked to people, played videos on YouTube, cruised the online forums and shopped. I ultimately decided to try a Bursch two-muffler, single outlet system that was affordable and looked well-made. I figured that since the company was the go-to source for 356 exhaust systems that they knew their way around the tail end of a Porsche. The system arrived in a big long box, which I threw into the car and hauled up to my local muffler shop. It took the owner and me about an hour to remove the stocker and install this piece, made up of a "turbo" style muffler and a large diameter glasspack connected in series, finished with a nice chrome tip. The system was powdercoated black and the welds appeared

neat and tidy. The install was perfect.

...And the resulting sound was not. I was crestfallen the instant we fired the car, as the resulting exhaust note had a "pucketypuckety" snort to it that wasn't smooth or rich sounding. I decided to drive it a bit and see if the mufflers "broke in" and if it all got better on the move, rather than just sitting on the rack at the muffler shop idling.

I drove it. And drove it. And drove it some more. And it still sounded like a poorly tuned Subaru running on three cylinders. One of my friends who drove behind me on a drive for about 100 miles asked if my muffler had a hole in it, or if a spark plug lead had popped off, thinking the car was misfiring. Needless to say, this solution would not do.



Given my apparent missteps with the AC system fix and a performance exhaust system, I was a bit gun-shy as I contemplated a new steering wheel to replace the flat and somewhat dull looking OEM wheel. I like three spoke wheels, so contemplated a used 911 SC piece, which I always felt looked nice in the car. I'd also installed a seminal Momo Prototipo on a previous Porsche which I liked a lot, so that was an option. Again after looking at numerous cars and catalogues, I decided on the factory Porsche "Sport" accessory wheel, an all black, leather trimmed stylised three-spoke wheel that looked like a high quality piece. I bought one, bolted it on, and surprise of all mother surprises; it fit perfectly, and looked and felt great. Finally something worked!

By now I'd begun planning a major service that would include tyres, shocks, the rear brakes, and the repair of several other minor failings, plus

that blasted AC system. But even though driving a black Porsche through Southern California summers with no AC was a sweaty chore, it didn't bother me as much as how bad the car sounded. The exhaust had to go. Now.

I was insistent on a somewhat factory looking and sounding solution, if possible, and for emissions reasons needed to retain the catalytic converter. Someone referred me to Northern California's S.Car.Go Racing, tipping that they could take my stock muffler, open it up and hog it out a bit, and add a second (dual) exhaust outlet exiting the right hand side of the car. Installed with a pair of the stock slip-on chrome tips, it would look like a "factory dual exhaust" system for a Carrera 3.2 if there were such a thing. I spoke with the folks at S.Car.Go, and they assured me their surprisingly affordable system would look stock, fit right, and sound great;

the only modification needed was to have my body shop nip and snip the below-bumper finisher fascia panel to create an outlet for the new second pipe. I pulled out the panels myself to open up the area for the install, and shipped my original stock muffler to S.Car.Go for its conversion to dual outletness. It came back about ten days later, looking exactly as promised. The only evidence of the surgery, beyond the new right side pipe, was evidence of some can opener work and welding on the side of the muffler, which would not be visible once reinstalled.

It was back to the muffler shop, and while we had the exhaust on the floor, we made the decision to install a new catalytic converter just in the name of making sure the old one wasn't clogged or blocked in any way. The reinstall was easy as could be, and when I turned the key, I nearly wept; the car sounded great, and the

whole job had a proper factory vibe to it. My local body shop nipped and tucked the lower fascia panel to make a proper outlet for the second pipe, and it looks like it came from Stuttgart. That job now done!

My next step was to invest some time going over the car and listmaking in contemplation of a serious major service. A major tuneup, fluids change and valve adjustment were on the list, as well as new tyres, Bilstein Sport shocks/struts, a four wheel corner weighted alignment, doing anything it took to fix the damned AC once and for all, and myriad other major and minor fixes the car was in need of, or deserved, as its 25th birthday approached late last year. And all of that will be the subject of another *Running Report* instalment. In the meantime, the car was begging for some miles of use and enjoyment as next order of business.

Far left: Matt's Carrera 3.2 entertains a visitor

Above middle: Twin outlet system was fabricated by S.Car.Go from the original system. Sounds great

Above: At last something that did go right. Sports steering wheel replaced original four-spoke wheel and fitted perfectly. Hurrah!

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BOX FULL OF NEUTRALS

The gearbox in John Glynn's Cayenne has been misbehaving, but there's light at the end of the transmission tunnel

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: At last an end to the auto saga

“I’ve got some bad news for you,” said the voice on the ‘phone. “Your car does not have a Porsche gearbox. It’s got an Aisin Warner ogD gearbox, same as they use in Volkswagens and others. We repair quite a few of them.” My first conversation with Ken Sneed of Transmission Technology in Knowle made me smile. Fed up with suspected valve

body issues on my immobile Cayenne, I’d googled automatic transmission specialists in the UK Midlands and checked their reviews. Ken seemed like one of the best and he was the only one who called me back when I emailed him.

Having spent the previous three weeks reading every scrap of information on the transmission, I knew the model number and more. I liked Ken’s obvious experience and what people said about him. He quoted me an affordable price for a gearbox rebuild, including removal and installation, so Dominic at SVP Porsche organised a recovery truck and we shipped the Cayenne over.

Two days later, I arrived at Ken’s workshop, camera in hand. Ken had removed the transmission, stripped it down, and found some interesting evidence. There had obviously been a long-standing issue with the clutch pack serving fourth,

fifth and sixth gears, and the clutch plates had now burned out. Ken ascribed the problem to weakness in the pressure controlling the clutches. When the valve body was replaced, the restored pressure killed what little was left.

Burned black deposits on the basket holding the plates together supported the diagnosis. Ken would replace all the clutch plates, recondition the torque converter and support the repair with a 2-year warranty. Delighted to finally know the answer to the Cayenne’s problems, I called Pete Stirrup at Valvebodies UK and told him his recon bodies were in the clear. Ken heard me on the phone and it turned out he used Pete for all of his valve bodies. I was a bit miffed at having paid £1300 for the Porsche part, when a recon would have been perfect. Ken knocked the £300 cost of a recon off my total bill as I had a new unit.

The plan had been for

four of us to take the Cayenne to Essen Techno Classica that weekend, but the torque converter rebuild would take a week, so that idea went out the window. As I was travelling with a Porsche 964 friend, SVP Delaney and Jeremy Holmes of MBS Car Parts – MBS sells a huge range of overstock and obsolete Porsche bits and pieces – we used Jeremy’s old Saab diesel estate instead, and did Essen and back on one tank of fuel.

A week later, I was back to pick up the Porsche. I’d had a strange phone call from Ken earlier in the week, advising me to change the front tyres as they were getting low and this would interfere with the gearbox programming. Having read nothing about this in the transmission manuals, the call made me wonder. The Porsche remained on winter rubber: a matched set of Pirellis, still above the limits. I had a set of summer tyres but the big wheels and tyres

would not fit in my M3 saloon to drop them to the workshop, so I told Ken to leave the tyres as they were and I would stick the summers on at home.

Collecting the Cayenne was slightly fraught, as the Transmission Tech card machine played up, so I left my details to be put through later. Looking at the bill at home, there was an extra £50 for “fluids”, which was strange: surely the fluid would have been in the quote? Checking the front tyre tread depths, I found the driver’s side tyre had been swapped for a part-worn Continental. We hadn’t done this and the mounting paste was obvious.

By now, I had totally had enough of the Cayenne transmission saga and I almost listed it on eBay. The drive home had not been that inspiring: some interior trim was still dismantled (as I had sent it) and the gearbox ECU would need a while to learn change points. The car was

CATCHING UP WITH THE GLYNN FLEET

Cayenne: The Porsche V8 now talks to the road through a rebuilt transmission. Needs to sing louder, so secondary cat bypass is on the horizon, plus a bigger LPG tank.

'76 g11 Carrera 3: Being under a Porsche-approved car cover for almost two years has not agreed with the orange g11. Paint has blistered so respray ahead. Still got one cracked headstud: needs a top end.

'81 g24 Turbo: I'm beginning to think that painting this car before fitting a Carrera GT kit was a mistake. It looks great as-is but those bulbous rear arches are tough to resist. Not back together yet.

'83 g44 Lux: Sits where it was last time we spoke about it. Given the damage done under a collapsed garage roof, a few summers under a tatty tarpaulin won't hurt it. Early 944s now getting hard to find, and this is not bad.

'76 g12E: A sweet little project, bought from a chap in San Francisco and currently stored with my Porsche friends at The Stable in Pine Street, SF, this is a future backdate. Bought without an engine and box: I see a 993 flat six coming.

Top: Another Glynn project in progress: g24 Turbo receives paint. Above: Cayenne auto gearbox stripped at Transmission Technology. Clutch pack for 4th, 5th and 6th gears was found to be burn out, a problem exacerbated by replacement pressure controlling valve bodies as described in last month's issue

CONTACT
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Knowle
Solihull
West Midlands
B93 0DX
www.transmissiontec.com
Tel: 01564 779407



unhappy at gentle throttle in higher gears – shunting a little when you squeezed it a bit – so I picked Steve McHale's brains again. "It's not the gearbox," he said, "it's probably the pre-cat O2 sensors. They get lazy as they get older and stop reading evenly. We'll check them on the machine." Plugging in the PIWIS showed Steve was right, and they are still on the job list. A quick flick down a gear solves it for now.

As the miles went on, the transmission got better. We took the

Cayenne to Ireland for a week and ran it up and down the west coast without issue. Apart from that tyre, I am delighted with the work Transmission Tech did, so it's a shame things ended unhappily.

Now 12 months and 14,000 miles into Porsche Cayenne ownership, what have I learned? I've had to do some maintenance, but no doubt these cars are well built. The ferocious appetite for brakes and tyres is a myth if you drive like a normal person. I've learned that the boot is

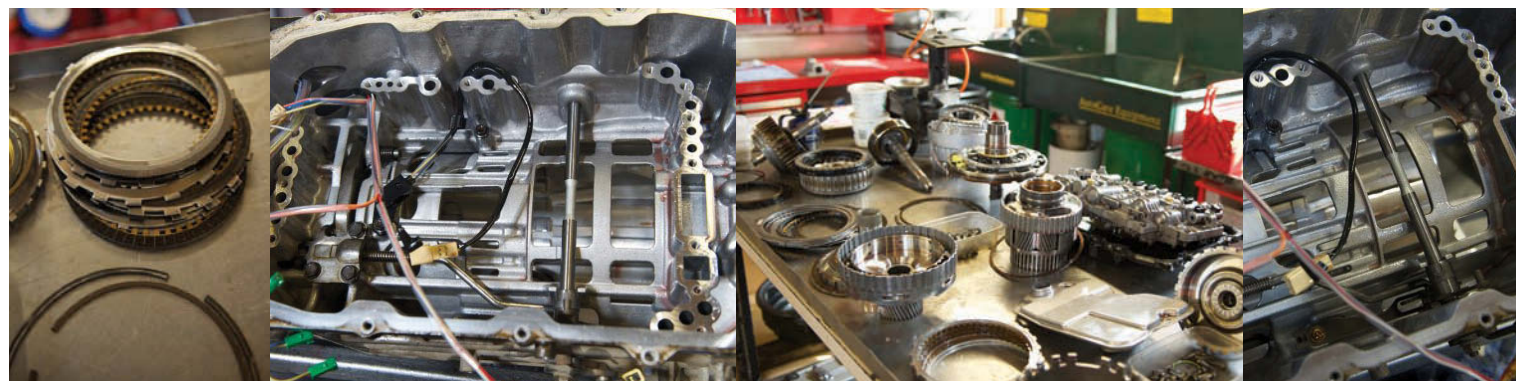
bigger than it looks and that the Cayenne is a delight to drive for hours on end.

I've learned that steel springs ride best on 18" wheels and tyres, and that spare sets of 18s are cheap. I've learned that I did not miss the heated seats last winter and don't miss a sunroof in summer. Most of all, I feel the Cayenne is certainly capable of covering 200,000 miles in comfort. If I don't win the lottery, I intend to run it past there.

Latest running costs?

Wholesale price of the LPG it burns is now 60p a litre including VAT. Petrol is £1.30 a litre and I am getting 19mpg on LPG. I make that over 40 miles to the gallon (equivalent). The gearbox debacle cost the thick end of £3k to sort, but I am earning that back with zero depreciation and have no plans to change the Cayenne. I hope the repairs will pay off over time.

Next time: suspension spending, brake overhaul, DAB radio addition and time for its annual service.



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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.



CHRIS HORTON
g11 & Porsche World



PAUL STACEY
Northway Porsche



PETER TOGNOLA
Tognola Engineering



PERS SCHROEDER
Stoddard Imported Cars



OLLIE PRESTON
RPM Technik

MEET THE TEAM

WHAT TO DO WHEN YOUR BOXSTER'S - OR 911'S - CLUTCH PEDAL HAS NO SPRING IN ITS STEP

I thought you might be interested to hear about a problem I encountered recently – and also about how it was solved. Last September I bought privately a 2004-model Boxster 2.7. It came with a full Porsche service history, and 38,000 miles on the clock. During the previous three years it had been driven only 5300 miles. It soon developed a sticky gear shift, however, so I contacted my nearest independent Porsche specialist, D&G Motor Engineers in North Shields, Tyne and Wear (www.dandgmotorengineers.co.uk).

They put the car on their lift and lubricated the gear-shift mechanism, which solved the problem – at no cost to me. I knew that the air-con condensers needed changing, however, so I asked for a quote, and also for one to change the IMS bearing and install a new clutch. Being very satisfied with the figures they provided I duly had the work carried out. D&G proprietor Dean McPhee subsequently told me that for its age the car was one of the best-maintained Boxsters he had worked on.

A couple of days later, having the confidence that a brand-new IMS bearing gives in these cars, I revved the engine to around 7000rpm, depressed the clutch pedal to change gear, and found that it dropped to the floor, leaving the clutch completely disengaged. When I immediately braked (as you naturally would under those circumstances!) the pedal came back up off the floor, and the clutch engaged normally.

Naturally I contacted Dean right away, and after a test-drive he agreed with me that there was a problem. He changed the



Boxster's clutch fault baffled even the manufacturer, but independent specialist's clever solution did the trick

hydraulic slave cylinder, but the fault persisted. He then contacted Sachs, the company that had manufactured the clutch assembly, and they suggested changing the master cylinder, as well. Same fault again. No one, it seemed, including the Sachs technical people in the UK, had experienced such a problem before, so they referred it to their opposite numbers in Germany.

Eventually, the problem was discovered to be within the clutch release system. It's a little bit complicated, but it seems that it's something to do with the leverage built in to the pedal mechanism. The centrifugal force generated at 7000rpm is sufficiently high to overwhelm the return spring, causing the pedal to remain in the fully down position. Basically, the entire release mechanism has to be gone through, and checked and lubricated, from the pivots in the pedal box to the release arm in the clutch housing.

Sachs also recommended flushing new hydraulic fluid through the system.

Having checked all of this already, Dean decided on his own solution, and simply cut one coil from the clutch-pedal assister spring – as you illustrated in a recent Q&A, in connection with a 996, I seem to remember – and immediately this solved the problem. Good, old-fashioned but innovative mechanics, then – and proof that there is still very much a place for good, old-fashioned independents, who diagnose and repair, rather than simply fit new parts. D&G didn't charge for all of this additional work, by the way, in spite of my telling them that this problem must have had nothing to do with the routine clutch change they had carried out. They were sorry for the inconvenience I experienced.

Michael Fitzpatrick,
Ponteland, Northumberland



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CARRERA 3.2 AIRFLOW SENSOR: MAKING ALL THE RIGHT CONNECTIONS

You kindly answered a query for me in the June 2014 issue about my 'hunting' 911 Carrera 3.2 – its seemingly erratic idle speed, essentially. Your advice was much appreciated, and so I thought you might appreciate this brief update.

While I was fiddling about with the airflow sensor, or the metering unit, as it is also known, I noticed that the plug-and-socket electrical connection was – as you hinted at in the photos you published to

illustrate your answer – a little dirty. I carefully cleaned both halves with a small wire brush before reconnecting them, and then started the engine.

Since that time the car has run absolutely perfectly. So you have saved me at least the cost of a new metering unit, and proved yet again the old adage that one shouldn't try to fix what isn't actually broken! Many thanks again.

Ian Milne



Our suggested diagnosis for Ian Milne's rough-running Carrera 3.2 proved to be spot-on: nothing more than a dirty electrical contact

CAYENNE AIR SUSPENSION SHOULD BE RATHER MORE RELIABLE THAN YOU MIGHT THINK

I recently bought myself a second-hand 958-model Cayenne. It happens to have the optional 'air' suspension, but I don't really need that for my purposes. What's more, I have been told that if or when these systems fail they can be extremely expensive to repair and/or to replace. Is it possible, then, in the event of such a failure, to replace my car's high-tech suspension hardware with conventional struts and springs?

Bill Douglas, Western Australia

Ray Northway, Northway Porsche: *I have to say that I am unsure why you would want a Cayenne that came with presumably fully functioning air suspension (if not, why would you buy it?) and then consider discarding it. It's a pretty good system and as a result a desirable option, with no particular faults – as far as I know, anyway. If yours is a 958 Cayenne then it must also be a 2011 or later car,*

so I would think it highly unlikely that you would have any problems for quite a while yet.

To be fair, we have dealt with a number of older Cayennes with air-suspension faults, but we have always been able to strip and rebuild the pumps and replace the relevant sensors pretty cheaply, so I have no doubt that much the same techniques will apply to these later vehicles when the time comes. In fact, the comprehensive repair kit we buy (from Volkswagen; for some strange reason Porsche doesn't do one, even though the parts are exactly the same!) costs only around £75. But just don't tell everyone, OK...?

It would no doubt be possible to remove the air suspension and replace it with conventional shocks and springs, but the cost would almost certainly be far greater than sorting out a fault that you may never experience in the first place. And the fact is that once you have had a Cayenne 'on air', to say that you don't need it is

like arguing that you don't need all those cylinders to get you about. But they are there, and you paid for them, so why get rid of them?



Cayenne air suspension might sound overly complex if it ever needs fixing, but Ray Northway for one reckons that won't be an issue: buy a VW repair kit...

ELUSIVE 993 MISFIRE? MAKE SURE IT DIDN'T MISS OUT ON THE OFFICIAL RECALL BACK IN THE DAY

I have been reading your magazine for quite a few years now, and I am pleased to say that I have learned a great deal from it. I am turning now to your panel of experts because I have been plagued by a minor but annoying engine problem on my 1994-model 993 for more than a year, and have still not found a solution.

When I start the engine it runs normally, but after a minute or two the tone changes and it loses a little power. It sounds as though one of the cylinders is not receiving fuel, or perhaps not getting a spark. It also makes an odd 'put-put-put' sound, a bit like an old VW Beetle.

The duration of this situation varies. Sometimes it's just a few seconds, but occasionally up to two minutes. When the engine returns to normal again the fault doesn't come back again for the duration of the journey, or until I shut down the engine and restart it a few minutes later.

These symptoms persist only during the first few minutes of each run. Never later than that. Even then the engine seems to idle quite happily, and you notice the problem only on accelerating. When the engine returns to normal again it's instant – just like an on/off switch.

Much work has been done on the engine over the last few years, but the problem persists. Here's a list. DME relay swapped, with one from another 993. New spark plugs and leads. New distributor caps and rotor arms, and a new drive-belt

inside the twin distributors. Ignition coils changed. Compression on all cylinders measured – all within tolerances.

And there's more. Ground (earth) terminals checked and cleaned; the braided ground wire from battery to body renewed. Oxygen sensor changed. Fuel-pressure regulator changed. All electrical connections on the engine checked for corrosion. MAF sensor cleaned. Idle stabiliser checked and cleaned. Throttle-position sensor checked and measured. Engine tested with Durametric diagnostic equipment; no faults shown. And, finally, all sensor readings checked again with the Durametric system while driving; again, all normal values.

Nine times out of 10 the engine behaves in the way I have described, but on the odd occasion it will run perfectly normally from start to finish. As you can probably imagine, I am running out of ideas now – and my patience is wearing pretty thin, too. Any help you can offer would be very much appreciated.

Dax Janssens

Paul Stacey, Northway Porsche: *It does sound as though you have covered most of the usual suspects that might cause a 993 to run roughly.*

What I would now start with, then, is to have the engine wiring loom checked by your local Porsche Centre to make sure that the required recall – dating back to

when the cars were still in production – has been carried out. You should be able to give them just the VIN, or Vehicle Identification Number, and they will let you know if it has been replaced. Most surviving 993s will have had the recall carried out, but if not then the loom can start to break down and cause intermittent electrical faults.

If all is OK there, then you need to make sure there are no air leaks from the inlet manifold. This can be done by blocking off the inlet, downstream of the air mass meter, and pressurising the system. You can also remove the blanking plug in the catalytic converter, and test the emissions before the exhaust gas enters the catalyst cell to see if the

hydrocarbons are too high. If they are then that, too, could indicate an air leak somewhere at the inlet manifold.

The air mass sensor can become damaged while being cleaned, or if any debris has passed through it, and sometimes won't show any fault codes. If you have a donor car available then it might be worth swapping the two units to see what effect this has.

Finally, you say that the fuel pressure regulator has been replaced – but has anyone actually checked the fuel pressure? You could have a blockage, or even just a slight kink in the return line, or an insufficient flow from the pump. The reading should be approximately 4.0 bar at idle.



993's misfiring is a mystery – owner Dax Janssens has had all the usual suspects checked. But faulty wiring remains a possibility if the car missed the official recall

OIL ANALYSIS SHOULD GIVE THE REASSURANCE YOU SEEK

As the owner of a fairly low-mileage g87-model Boxster 'S', and professionally mindful of the necessity for and the benefits of preventive maintenance – my work occasionally brings me into contact with the light-aircraft industry – I understand that it is possible to have used engine oil analysed in order to pinpoint any problems that may be developing within the power unit. Is there anyone who might be able to offer this service to we Porsche enthusiasts?

Richard Lavis

Chris Horton, 911 & Porsche World: In short, yes – and I am about to use it myself to test the oil that last came out of my 924S project car. Millers Oils – founded by John Watson Miller in Brighouse, West Yorkshire, in 1887 – has launched a retail-based oil analysis service called MillerCare, which enables individual owners to investigate the health of their car's engine and/or transmission. It is claimed that the results of the analysis can accurately predict component wear and lubrication life – or at the very least give you some idea of what is going on inside the unit.

'The oil in an engine or transmission is like the blood flowing through your veins,' suggests Martyn Mann, Millers Oils' technical director. 'And just as a doctor can examine blood samples to assess your health, so we can look at lubricants and determine what kind of life your engine is living – your transmission, too. From the data gathered we can build up a picture showing not only if there are any components experiencing unusual levels of wear, but also the quality of the oil currently being used.'

The analysis identifies and quantifies metallic particles (swarf, basically), as well as any additives and contaminants being carried within the lubricant. From this is created a succinct report highlighting any unusual characteristics. Abnormally high silicone content, for example, which we are told could be an indication that the air filter needs replacing. (Although there are

obviously easier ways of determining that.) High levels of iron, meanwhile, could point to the deterioration of the piston rings or, in those engines with steel-lined bores, excessive wear to the cylinders themselves.

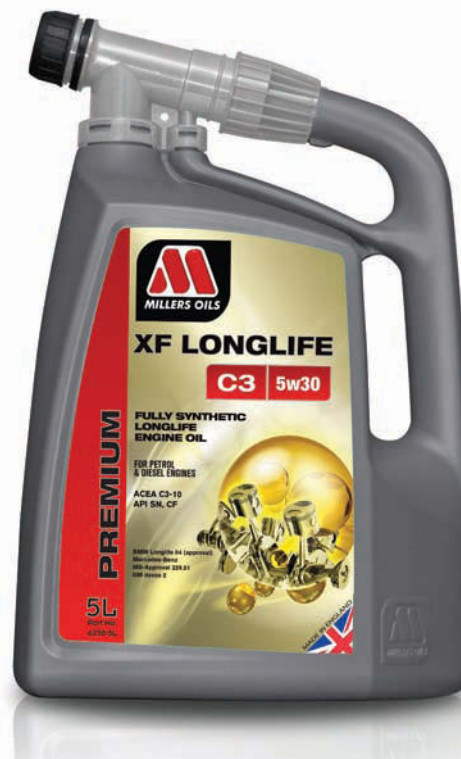
The service will also test the precise viscosity of your oil to determine if there have been any significant changes since it was first used. (And despite their obvious benefits to overall engine efficiency, and thus to the environment, Millers has recently warned the automotive industry about the inherent risks to engine longevity from the seemingly ceaseless drive for ever thinner lubricants.) Changes to any given oil's viscosity usually occur as a result of extended drain intervals, overheating, or contamination with fuel or even coolant.

'MillerCare provides our customers with a detailed but very easy-to-understand report,' adds Mann. 'It is the only way accurately to check a vehicle's engine and transmission health without doing a complete stripdown, or by buying expensive exploratory tools.'

The new service (although we believe that it has been available to industrial users for some time) will initially be marketed on a two-tier basis: Basic and Advanced. The former, priced at £29.95, includes a relatively simple but suitably detailed one-off report, while at £39.95 MillerCare Advanced enables customers to test multiple samples in order to produce a trend graph. By submitting two samples over six months, for example, the customer can monitor an issue highlighted during the first test, and see how it has progressed. Both figures include VAT.

The MillerCare oil-analysis kit – essentially a special plastic bottle, identification sheet, and the secure packaging required to mail the samples to the company's West Yorkshire headquarters – is available on-line at www.millersoils.co.uk/auto/motive/millercare.asp. The results of the analysis are normally sent back via e-mail, but can also be posted if requested.

Millers Oils' joint md Nevil Hall – himself a classic-car enthusiast – has recently spent much of his time personally developing what is arguably the most significant improvement to engine-oil packaging in recent years. Flowcontrol, as it is known, is essentially a tap attached to the spout of the container, and crucially enables that to be placed directly over the engine's filler orifice before being opened, preventing not only the usual dribbles but also, thanks to its internal breather, the so-called 'glugging' that, no matter how careful you are, can itself squirt lubricant all over the engine. More at www.millersoils.co.uk



997'S LOSS OF BRAKE-PEDAL ASSISTANCE USUALLY HAS A SIMPLE EXPLANATION

A fortnight ago my 997-model g11 Carrera suddenly lost all servo assistance to the brakes. Luckily I was able to stop the car safely, because the brakes themselves still worked, but I needed to press the pedal very much harder than usual. As you can imagine, it was quite a worrying moment.

I had the car recovered to my home from the side of the busy A41 (three cheers for Green Flag!), and since then it has sat on the driveway until such time as I can work out what might be wrong, and how to have it fixed. Your advice would, of course, be much appreciated.

John Bannister

Chris Horton, 911 & Porsche World: Unlike older Porsches – and, indeed, most other cars – your 997 doesn't have a traditional servo, as such, but instead a special engine-driven pump to create the vacuum that allows ambient atmospheric pressure to provide assistance to the brake pedal. In the g11 it is mounted at the rear end of the right-hand cylinder head, and driven by the exhaust camshaft.

The pump itself is usually reliable enough – although bizarrely they often need to be replaced because of external corrosion; see the photograph below, far right – but there is a shaped metal pipe connecting it to the rest of the system. The 997's optional sports exhaust

system runs perilously close to this, and I have heard of a number of cases where this has touched the pipe, and eventually chafed it through. You don't say whether your car has this system, but from what you have said I would guess that it probably does.

The pipe can be replaced with the engine in situ (as can the pump, which given its history it would obviously be sensible to replace at the same time, or vice versa), but you are looking at a total parts and labour bill of around £500 – obviously more if your specialist elects to take the engine out, perhaps a bit less, pro rata, if you have other, related work carried out at the same time.

997 engine – here shown removed from the car for other work, and mounted on a stand with the right-hand cylinder bank uppermost – shows the position of the vacuum pump that helps provide 'servo' assistance to the brakes; it's at the rear end of the camshaft housing. Middle photo shows what can happen to the connecting pipe in cars with optional sports exhaust system: they chafe through. And photo on the far right shows why many pumps have to be changed: corrosion!



911SC'S AIRBOX WILTS UNDER PRESSURE - AND SO MIGHT THAT OF YOUR CARRERA 2.7 OR 3.0

Following the stripdown (and eventually, I hope, the ensuing rebuild) of Auto Umbau's mega-mileage 911 Carrera 3.2 has meant spending many hours in the company's large and busy workshop – all of them enjoyable and informative, I might add – and during my last visit I spotted this 911SC engine undergoing some clearly much-needed attention to its induction system.

The problem – or one of them, anyway – was that at some point during its by now plainly rather chequered history this particular unit had backfired, most likely because of fuel leaking from a worn metering unit and/or incorrect ignition timing. This, as those of you who know your SCs (and Carreras 2.7 and 3.0, as well) will probably be aware, has become a not uncommon scenario that all too often irreversibly damages the plenum chamber beneath the air-filter housing – and that is precisely what had happened here.

The resulting minor explosion had effectively destroyed the specially sealed – and obviously now rather ancient – joint between the two halves of the moulded-plastic chamber, creating a massive air leak, which in turn meant that the engine was never again going to run with anything like the correct fuel/air mixture.

You might – if you were thus stranded out in the Mojave desert, perhaps – reasonably attempt to fix the problem by fully separating the two halves of the chamber, and then resealing them with some sort of flexible jointing compound. But Auto Umbau proprietor

Robin McKenzie believes in doing things properly, and thereby doing them just once. Which is why I enjoy watching him at work.

So Robin had bought, brand-new from Porsche, the entire airbox and chamber assembly, and as you can see from the accompanying photos was well on the way toward having the engine running again. (Had I been there from the start you might well have been reading this as a full how-to.)

The job can be done with the power unit still in the car, but such is both the inevitably limited access and the relative ease with which you can remove an earlier (and inherently simpler) air-cooled 911 engine that it is arguably far quicker to do precisely that, and have done with it. This approach also means that you shouldn't necessarily have to disturb the inlet ducting to the cylinder heads, itself quite a time-consuming task.

Costs? Around £240 plus VAT for the airbox alone (just be thankful that you can still buy it!) and, if you're feeling flush, £40 or so for the six short rubber hoses connecting its ports to the inlet manifolds. (They will be well past their best by now.) Another few pounds or so for gaskets and other sundries, and you're done. Labour times and thus costs are more difficult to quantify – have

the engine out, and you will be able to attend to a host of other maintenance and repair issues, and that will almost certainly lead to so-called 'mission creep'; maybe even a complete stripdown and rebuild – but reckon on a minimum of around three hours.

You might also want to spend another few quid on a so-called pop-off valve (below). Time was when you would see many Porsche accessory companies offering these in the ad pages here in *911 & Porsche World*, but naturally they have become rather more difficult to find as the cars themselves have become that much scarcer. I see from its website, though, that the Porscheshop (www.porscheshop.co.uk) still does one, imported from the US, and at just under £60 plus fitting – itself best done with the new or original airbox on the bench, rather than on the engine – has to be a worthwhile investment against ever experiencing the problem again.

As even the Porscheshop's Ian Heward correctly observes, it can be no substitute for setting up the engine correctly in the first place, and if necessary sourcing either a new or reconditioned metering unit, but equally there can be no harm in taking a belt-and-braces approach with components of this nature and value.

Backfire in 911SC's induction system (or that of a Carrera 2.7 or 3.0) can destroy joint between the two halves - upper and lower - of induction system's plenum chamber (also known as the airbox). The only effective solution is to fit a new one - and luckily they are still available from Porsche and many other parts suppliers. Installation is naturally a lot easier with the engine out of the car - as here - although the chances are that 'mission creep' will see you replacing many other parts, as well, if you want to make a proper job of it. And surely that's the only kind to do? Pop-off valve (below right; see also text above) should eliminate the possibility of the problem recurring - although so would a new or overhauled fuel metering unit, and 100 per cent correct ignition timing



AND FINALLY...PERHAPS YOU CAN HELP US - OR OUR MAN HORTON, ANYWAY

My turn now to ask *911 & Porsche World* readers for some assistance, writes *Chris Horton* – and at the same time to pass on a pretty obvious warning about the dangers of leaving cars standing for several years at a time, especially out in the open air.

A few weeks ago I finally got around to removing my long-dormant left-hand-drive 944's windscreen-wiper mechanism. For several weeks before that I had been pondering how to undo the 22mm nut securing the right-hand spindle body to the scuttle. The former turned easily enough, but so too did said housing.

In the event I was able to hacksaw through the relatively soft (and also relatively thin) nut. Typically – for me, anyway; I can barely draw or cut a straight line, even with a steel ruler – I couldn't avoid slightly damaging the threads on the aluminium-alloy spindle body, but by now it was pretty obvious that the thing was completely and utterly knackered anyway.

Unsurprisingly, none of the usual UK Porsche breakers that I tried had a wiper assembly for an oval-dash 944 with the steering wheel on the 'wrong' side, and new ones are no longer available from Porsche. Neither, for the record, are those for the equivalent right-hand-drive cars. And it's highly likely, given the seemingly endless permutations of wiper direction, and heater box and battery position you find in these vehicles, that no other transaxle car's wiper mechanism will fit, either.

So does anyone, either here in the UK, or more likely overseas, have one that they would be prepared to sell me for a reasonable figure? The part number I need is 944 628 031 00, and I understand from Porsche that this was later superseded by 944 628 961 00 – although that, too, is no longer supplied new.

If you can help, then do please e-mail me at porscheman1956@yahoo.co.uk. Fingers crossed, anyway. You will be doing me a very big favour!

Does anyone have a good one of these for sale? Horton's left-hand-drive, oval-dash 944 needs a replacement windscreen wiper linkage. Please help!





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SPECIFICATION

PORSCHE 996 GT2

Engine	3600cc flat-six
Transmission	Six-speed manual/five-speed Tiptronic
Max power	462bhp at 5700rpm
Max torque	457lb ft at 3500-4500rpm
Brakes	Vented discs 350mm front and rear
Wheels & Tyres...	8.5x18in (f), 12x18in (r). 235/40x18 (f), 315/30x18 (r)
Weight	1440kg
0-60mph	4.1 secs
Top speed.....	196mph



Porsche has long had a tradition of building 'special' models, cars aimed at the weekend racer, or just the serious trackday enthusiast. Think Carrera RS or the later Carrera 3.2 Clubsport. Or to really sort the men from the boys, models like the GT3 in all its various forms...

At its launch in 2001, the GT2 was hinted at by Porsche as being a perfect trackday car, a real enthusiasts' machine, setting the standards by which all other such cars would be judged.

And on paper, it certainly looked as if that would be the case. Over 460bhp via two-wheel drive, two huge turbos,

adjustable suspension and a new race-bred braking system showed the GT2 was not for the faint hearted.

It was not cheap, costing a shade under £115,000, but its technical specification promised it would be worth every penny of its high asking price.

Simply put the 996 GT2 was a 996 Turbo, but with two fewer driven wheels and a bunch of goodies stolen from the GT3 parts bin. It eschewed any driver 'aids', such as traction control, PSM or anything else from Porsche's ever expanding box of chassis and grip enhancing tricks. And that was the point. This was an old school 911 for real helmsmen!

Options were few, with nothing

as wimpy as a semi-auto gearbox on the spec sheet. This was a machine that could only be tamed manually via the internals of a six-speed gearbox.

The crowning glory were the brakes: Porsche's much-lauded ceramic composite system (aka, PCCB) made their debut on the 996 GT2 ensuring that it stopped as quickly as it went.

PRODUCTION AND MODELS

Launched in the summer of 2001, nobody was quite sure where the GT2 placed in the Porsche line-up. It wasn't as fully equipped as the gizmo-laden Turbo yet was more costly. Could it be regarded as the flagship? No – it was too much of a specialist product to

warrant that title.

Launched with 462bhp, the GT2 was the most powerful production 911 ever built. But Porsche was never a company to rest on its laurels: for 2004 Porsche unleashed a revised GT2 Mk2 with a massive 483bhp thanks to revised turbo and engine management. The price spiralled too. By the time production was halted in 2005, the GT2 cost a not inconsiderable £126,500.

Justifying that, perhaps, is the GT2's exclusivity. Worldwide, there were just 247 sold in 2001, 716 in 2002, 233 in 2003 and a paltry 18 in 2004. Of these 963 were so-called Mk1, the remaining 324 the later Mk2. A total of 129 cars came to the UK,



of which 16 were the upgraded Mk2 version. The GT2 is, then, a rare car indeed, which makes it a sure fire winner value wise.

STYLING AND BODYWORK

The GT2 was based on the wide-hipped bodysell of the 996 Turbo, but with various aero aids thrown in for good effect.

At the front end, the bulbous nose is unique to the GT2, with a rubber-lipped spoiler that sits rather too low to the road to be practical.

Air is ducted in through the central 'grille' to the front-mounted rads and out via a slot across the top of the nose. Not only did this aid cooling, but it also served to reduce front-end lift at speed. Ducts in the flanks sent cooling air to the engine bay and intercoolers too.

The rear bumper/valance is unique to the GT2, as is the fixed rear spoiler. That has ducts to aid cooling as well. Anything to prevent GT2s getting hot under the collar...

INTERIOR

The GT2 was available in Clubsport and Comfort trim, which rather speak for themselves. Clubsport versions were equipped with fire-retardant, fixed back Recaro buckets, half cage and no rear seats. A fire extinguisher was standard, while a battery cut-out switch and a set of harnesses were supplied, but not fitted, for track use.

The Comfort version used the same front seats (and still no rear seat) but the electrically-operated leather chairs from the Turbo were an option. Electric windows and central locking were standard, but air con and a CD player were only available at extra cost.

ENGINE

The GT2 used an upgraded version of the 996 Turbo engine, itself often referred to as the 'Mezger' engine, which can trace its lineage back to the GT1 endurance racer. It is a legendary and tough motor, with none of the issues that can haunt other 996 engines.

Designated the M96/70 unit, it displaced exactly 3600cc, thanks to a bore and stroke of 100mm x 76.4mm. Each bank of cylinders featured two overhead camshafts, with four valves per cylinder.

The GT2 differed from the 996 Turbo by the use of a pair of KKK K17 turbos which, aided by a reprogrammed Bosch Motronic ME7.8 injection/management system, helped boost power to 462bhp at 5700rpm. This rose to 483bhp with the introduction of the Mk2 version, thanks to new KKK K24 turbos and revised Motronics.

The throttle operation was purely mechanical, rather than fly-by-wire. There were also two pickups in the dry-sump reservoir to ensure oil supply under hard cornering and acceleration. Small points maybe, but indicative of the GT2's serious intent.

TRANSMISSION

The GT2 was equipped with a six-speed manual gearbox similar to that used on the original 993 based GT2.

Ratio changes were made via a cable linkage, and the gears kept cool by the use of oil spray nozzles inside the 'box, and a water-to-air heat exchanger similar to that used on the Cup race cars.

It's a strong unit, but still needs to be treated with respect. With a standard engine it will handle the high torque output, but start modifying and

WHAT TO PAY

So here's the good news. The 996 GT2 is a bit of a sleeper at the moment. In fact it's been a bit of a sleeper for some time now. That's not going to last forever. It is a Porsche after all, and a very rare one at that, with fewer than 130 sold in the UK.

The last time we took a look at the 996 GT2 market was almost exactly two years ago and prices have barely moved - hovering between £45,000-£55,000. That covers middle mileage cars of, say, 45,000-miles, to low mileage cars down in the 20s.

Of course the GT2 is something of an acquired taste and not for everyone, which will keep prices down to an extent, but we say that the market will wake up to its potential sooner rather than later. Oh, and don't be put off by modified cars. The GT2 can take it, within reason.

it will become the weak link.

SUSPENSION AND BRAKES

In line with the normally aspirated GT3, launched some two years earlier, the GT2 features Rose-jointed suspension, making it easily adjustable in the workshop. As you would expect it rides on coil springs all round and stiff ones at that, although the ride was originally criticised as being too soft. Indeed the handling came in for a certain amount of critique all round, thanks largely to the factor's default suspension set up that favoured a benign understeering influence on the handling. Of course, being

infinitely adjustable, this was easily dialled out and nowadays all sorts of suspension tweaks and fixes have been implemented by owners.

The big news was, of course, the introduction of PCCB - Porsche Ceramic Composite Brakes. This race-bred set-up looks very impressive on paper and is indisputably impressive in hard use, say on track, via the massive six-pot calipers, but suffered from cold and the discs were prone to cracking and were hugely expensive to replace.

Many owners chose to replace them with steel discs and leave the PCCBs on the shelf in the garage.

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WHAT THE PRESS SAID

The new GT2 is a hardcore g11 all right, but don't think it delivers everything it promises. You can't argue with its staggering performance but its chassis isn't as decisive, as keen and communicative as it ought to be.

EVO Sept 2001

It starts to pull meaningfully from as little as 2000rpm in any of the first four gears and by 3500rpm the surge borders on the ridiculous in any gear. Mid-range overtaking performance is genuinely titanic and would be hilarious were it not necessary to have every last one of your wits about you.

Autocar Feb 2001

The GT2 is the g11 Turbo's street-fighting counterpart, capable of shameless wheelspin, eyeball flattening acceleration and generous measures of oversteer.

Car and Driver, May 1991

WHEELS AND TYRES

The 18in wheels and tyres might have seemed big back in 2001, but these days they're pretty weedy. Having said that, the rears at 12in wide still put a lot of rubber on the road.

To accentuate the GT2's hardcore track credentials tyres were exclusively Michelin's Pilot Cup Sport, which was a semi slick tyre for the road, with a preference for grip over anything else.

WHAT TO LOOK OUT FOR

Is a 996 GT2 likely to have been used as a track day car? Well what do you think? OK, it's not an absolute given, but it's highly likely. Not that this should be an issue mind you. Porsches are designed to be tracked, and the GT2 in particular was designed for this purpose. The only caveat is that it has been maintained in line with its track escapades.

Of course the other issue with track work is the potential for crashing. The GT2 is not a car for the inexperienced. That sort of

power going to the rear wheels, with absolutely zero in terms of electronic intervention, can have consequences. For that reason it's very important to keep a close eye on the bodywork. Panel gaps should be Porsche perfect, as should paint match.

Mechanically, as we've already intimated, the GT2 is pretty tough. It's quite simple too, with little in the way of electronic gubbins to go wrong.

The engine has none of the 996's usual issues and will run and run. The gearbox won't take kindly to being abused, or rushed when cold and will only put up with so much tuning. Be sensible, though, and it will hang in there. The clutch too should be good for at least 50,000 miles, or more if treated with care.

Compared to modern g11s, the simplicity of the 996 GT2 is a huge plus point.

THE DRIVING EXPERIENCE

Back in 2001, when the 996 GT2 was launched, its biggest rival

internally was the 996 GT3 and, to be completely honest, it didn't stack up too well against its narrow-bodied, normally aspirated sibling. With the benefit of hindsight, and some tweaks across the years, it's rather obvious that the GT2 is a very different machine.

Compared to the GT3 it is something of a thug, which is not to do the GT2 a disservice – really. Whereas the GT3 is about poise and revs, the GT2 is about barely contained power borne out of huge torque from its twin turbo engine. Its chassis feels resolutely damped, with body movement kept to a minimum. Controls are heavy duty from throttle to clutch to notchy gearchange; everything about the GT2 feels meaty.

It doesn't so much dance across the tarmac, as thump it into submission. It's a raw, visceral experience, devoid of the safety net of any sort of traction control, which just enhances its aura. Most GT2s have now benefited from suspension and chassis set-up tweaks, which make them a lot more enjoyable to drive too.

One thing is certain, the GT2 marked the end of an era for Porsche. It was a last hurrah before digital started to take over from analogue. Compare the 996 GT2 with today's 991 GT3, with electronic everything and a non negotiable PDK gearbox. We know which we'd rather have and we suspect the GT2 would respond to a challenge from the GT3 with a swift head butt! It's that sort of car! **PW**

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'I BOUGHT ONE'

Tony Lawrence

I still have to pinch myself as to how fast this car really is. It never ceases to surprise me. But then on the flipside it can be so docile too, and in black, with the badges removed, no one seems to take any notice of it either. The perfect stealth Porsche really.

I've had it for five years now and before that a friend of mine owned it. I paid £60,000 mates' rates price, or to put it another way, the same price that he was quoted as a trade in against a newer 997 GT2 by a dealer, so we all got what we wanted. It's completely standard and it's going to stay that way. I can't really imagine needing more power. It's already like sitting on a rocket!

What do I like about it? Well to me it's the last of the old school g11s. There's no electronic interference, the power goes to the back wheels and nowhere else, and it feels so solid, although much of that is due to the uncompromising suspension. Did I say I wasn't going to modify it? Well, maybe I might look at the suspension one day. I reckon a compromise could be struck. It is a bit too tight for some UK roads. My mate had all the suspension angles looked at and it turns in much better than a standard GT2. The clutch requires a bit of effort too.

Problems? Not really. It's done close to 50,000 miles now and apart from routine servicing, tyres and brake discs (non PCCB) and pads, nothing has fallen off or blown up. It's done a few track days too. It's mighty on long tracks like Spa, where you can really stretch it, but feels a bit contained on UK tracks. It's not much fun at Mallory Park for example!

I'm constantly reassured by the fact that it's got the seemingly bullet proof Mezger engine in the back too. It feels unburstable and really quite understressed, but that's the power of two big turbos for you. It's all in the mid range, with no need to wind the rev counter up!

I think I might keep this one!

PARTS PRICES

(Prices supplied by www.grouptyre.co.uk and www.carparts911.co.uk)

Tyres (each)	£146.00 front, £248.00 rear (Michelin)
Front pads (set):	£303.00
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Ignition coil:	£26.82 (each)
Exhaust system:	£1500 (left and right)
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Rear damper:	£413.00
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(Prices supplied by Northway Porsche www.northwayporscheltd.co.uk)

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BLACK 996 3596cc CARRERA 2 TIPTRONIC, 2003, metallic black, service history, low mileage 74,663, Sport pack fitted, full black leather interior, private number included 'L5T GO', £16,900. Tel: 07967 674184. Email: kerylcolwill@aol.com (Staffs). P0814/036




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Lagoon Green/Grey metallic with Metropole Blue Leather interior 40,000 miles

6 Speed Manual	Multichanger with Sound Package Plus	AirCon & Climate Control	Litronic Lights
Comfort Seats		Electric Sunroof	19" Carrera S Alloys



2003 996 CARRERA 4S WIDEBODIED MANUAL **£17,495**

Arctic Silver metallic with Black Leather interior 69,000 miles

6 speed manual	Onboard Computer	Climate Control	Silver Pack
Memory Seats	AirCon &	Rear Park Assist	Interior
CDR22 Stereo			18" Twist Alloys



2005 997 CARRERA 3.8S TIPTRONIC **£26,995**

Arctic Silver metallic with Metropole Blue Leather interior 56,000 miles

Heated Seats	Colour coded seats	Rear Park Assist	Rear Park Assist
SatNav and Phone Module	Litronic Lights	Cruise Control	19" S Alloys



2004 996 CARRERA 4S WIDEBODIED MANUAL **£19,995**

Seal Grey metallic with Black Leather interior 63,000 miles

Heated Seats	SatNav and Phone Module	Rear Park Assist	18" Turbo II
AirCon & Climate Control	PSM and PASM	Sports Exhaust	Monoblock Alloys



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911 3.2 CARRERA TARGA, 1988, black, 6 months' tax and MoT, 150K, black leather seats with red trim, recent bodywork, new exhaust, clutch and gearbox, original '80s Pioneer stereo, £15,000. Tel: 01865 400675. Email: harvey.rodga@hydro-gis.co.uk (Oxon). P0814/023



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

BOXSTER 'S' (987) ■ 2007/56 ■ 59,886 MILES ■ £15,995

There persists in some quarters the notion that buying your Porsche 'privately' – from an individual rather than from a *bona fide* trader – somehow nets you the better deal. That can be true in certain cases – and if it is a very specific car that you are after then you may have no choice – but such are now the safeguards built in to a trade transaction (or one with a reputable UK trader, anyway) that, by and large, it's a complete no-brainer.

I would, then, take very little persuading to hand over the full asking price for this Midnight Blue, manual-gearbox Boxster 'S', and drive it away just as soon as I had arranged the insurance. Not because I consider £15,995 to be an inconsequential amount – far from it – but because I have by now made several visits to Cavendish Porsche in Long Eaton, Nottinghamshire; because I am impressed by their business ethics (as well as their obvious knowledge of and passion for Porsche); and because, well, it is a genuinely lovely machine. And, I firmly believe, a bit of a bargain.

Just look at the specification. Climate-control air-con (fully operational); PCM with phone and sat-nav (and a CDC-4 six-disc CD changer in the front compartment); Porsche Stability Management; 18-inch Carrera 'S' wheels; on-board computer; wind deflector; heated seats with partial electric adjustment; white-faced dashboard dials – and not least two clearly cared-for keys (roughly £300 a time if you optimistically buy a car that needs a new one, remember). Even a complete – and pristine – set of handbooks. Oh, and let's not forget the performance from that 295bhp, 340Nm, 3.4-litre flat-six: typically 0–62mph in just 5.4 seconds, and a top speed approaching 170mph. So 'just' a Boxster, yes, but by no means slow or boring.

First registered in January 2007, and with three owners to date, the car has clearly been cherished from day one – and not least by Cavendish itself, which not only offers it with the company's standard six-month, no-quibble warranty, but has also spent time and money (probably around £1500 at retail prices for both parts and labour) addressing the few issues that it did have. Pre-sale preparation work began with the company's routine 141-point check, and this identified the need for one new air-con condenser, four radiator hoses, a front-suspension arm, three ignition coils, front brake discs and pads, six exhaust-system bolts, and not least a replacement

crankshaft oil seal, or RMS. Can you see the average private seller going to those lengths? No, neither can I.

There are a few very minor marks on the underside of the front apron (which looks to me as though it might have been repainted at some time in the last few years), and the usual collection of (minuscule) stone-chips on the bonnet, but that apart the paintwork is hard to fault: no parking dents, no annoying patches of surface corrosion behind the front wheels; no under-floor scars; nothing at all. The wheels – and their fixing bolts – likewise, and even the contrasting black convertible roof. (The latter was more than a little dusty when I pitched up, effectively unannounced, but all it took was a quick going over with a vacuum cleaner to have it looking like new again.)

Same story inside. A few reassuringly faint marks on the right-hand sill kickplate, but the black leather seats, the steering wheel and the gear knob are unmarked, and thanks to thick overmats so too are the carpets. No chips on the windscreen, and seemingly no engine-oil or coolant dramas in the rear luggage compartment (both fillers are in there, beneath a flap, the surrounding carpet routinely revealing careless filling, or sudden expulsions of liquid). The front luggage compartment, too, has plainly never had anything more than a few soft bags placed inside it. Would that all seven-year-old Porsches were this clean and tidy.

No less encouraging is the car's apparent mechanical health. (And that is not to damn with faint praise; even Cavendish's Adam Caulfield agrees with me that no M96/97 engine can be guaranteed in perpetuity.) It has a full Porsche Centre history – the last service was a so-called major (together with auxiliary drive-belt change), at 59,478 miles – and in 2011 both the battery and the rear brake discs were replaced. It comes with all five MOT certificates (the current one to January 2015, although Cavendish will have it retested before it leaves), and both front and rear tyres – Continental Sport Contact 3s – are about 33 per cent worn. On bumpy roads there is a faint clonk from somewhere under the right-hand front corner – most likely an anti-roll-bar link, I would guess, and hardly a deal breaker – but the car feels taut and eager, as well as pleasantly refined and comfortable, and the underside of both the engine and the gearbox are bone-dry.

In fact, I would be more than happy not just to drive it home, but to embark on a very long road-trip, indeed. **PW**

CHECKLIST

Background: A three-owner and relatively low-mileage 987 with standard manual gearbox and a number of modest but none the less useful options – including heated seats and a wind deflector. Full service history (and many recent new parts), a long MOT (although it will be sold with a brand-new certificate), and the vendor's customary six-month warranty

Where is it?

Cavendish Porsche is at 7 Gainsborough Close, Long Eaton, Nottinghamshire NG10 1PX; tel: 0115 972 2001; www.cavendishporsche.co.uk

For: A simple, no-nonsense – but still credibly quick and above all stylish – 987 Boxster that surely any real enthusiast would be delighted to own. Impeccable history, and given the pre-sale preparation work it has undergone – as well as the 3.4 'S' engine's relatively good reputation – should be as sound as any for the foreseeable future. A great price, too

Against: Not much that we can think of – if anything. Worries about the engine's longevity, perhaps – but in this case even that really wouldn't put us off. Sometimes you just have to live on the edge and just go for it

Verdict: A truly impressive car which we stumbled across almost by chance – but which, having done so, we felt duty-bound (and entirely happy) to bring to your attention. In the past I would almost certainly have opted for a 911 (996 or 997) or a Cayman, but seeing and driving this little gem has made even me reassess my automotive priorities. Very nice!



Value at a glance

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PARTS

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PORSCHE 911 SC rear reflector, good condition, no cracks, minor blemishes on rear, £110. Tel: 01903 694550. Email: gary911sussex@btinternet.com (W.Sussex). P0814/030

TWO 235/35 ZR 19 Continental ContiSportContact 3s (91Y XL FR), brand new, £180 the pair (collect only). Tel: 07850 654911 (Surrey, close M25). P0814/020

964 C4 ENGINE under tray, very good condition, no cracks or splits, £150. Tel: 07970 203070. Email: jason_swan@aol.co.uk (Herts). P0814/031

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

911 TURBO (996) ■ 2002/02 ■ 43,973 MILES ■ £29,495

It is a measure of the topsy-turvy world of Porsche values that this 996 Turbo, seven years younger than the 993 version showcased here last month – and just as well specified and preserved, and in some respects even more desirable – is on offer for less than a third of that car's price. Such remains the seemingly irresistible attraction of the air-cooled 911 in any of its forms, and the apparent undesirability of the water-pumpers, although I can't help thinking that, sooner or later, the cream of the 996 crop – Turbo, GT2 and GT3, with their more reliable Mezger-derived motors – will come to be viewed with similar reverence.

Be that as it may, this one is another beauty. And, given Ray Northway's exemplary Porsche background, another car that despite its not insignificant cost and complexity (and if I had the money!) I would happily pay the asking price for within a heartbeat. Like the Cavendish Boxster 'S' on the previous spread, its condition, its history and its provenance speak eloquently for themselves, and so just like that car it is, frankly, a bit of an unsung hero; certainly not worth missing out on because of a mere 'grand' or two. Factor in the subtle and effective modifications that it has undergone – more on those in just a moment – and you have, I believe, something quite exceptional.

First supplied in February 2002 – in Madrid, Spain, although it is a genuine C16 (ie full UK-specification and right-hand-drive) car, the Turbo has had four owners. The most recent kept it for five years, the one before him for four – so it has not been shunted around like some vehicles of this nature tend to be. Colour scheme is the classic Arctic Silver with Metropole Blue leather, transmission the standard six-speed manual, and the equipment and options much as in most of its kind: sunroof, fully electric seats with memory (and heating), air-conditioning (as in that Boxster, fully operational), auto-dipping rear-view mirror, cruise-control, trip computer, rear parking sensors, overmats front and rear, and a Porsche CDC-3 CD changer mounted in the front compartment. There is also a Tracker, ready for activation by the new owner if required, and not least a useful certificate of authenticity from Porsche Cars GB.

It's the other after-market and additional Porsche stuff that really grabs the attention, though. The wheels, for instance, as you have probably spotted, are not the usual

996 Turbo jobs, but the wheelarch-filling genuine 18-inch rims from a 996-model GT2. Inside, the standard PCM unit has been replaced by a multi-function Alpine INE-S900R (Google it for a full overview of its many facilities, including sat-nav.) Up front, the standard – and never exactly ineffective – brakes have been replaced by Alcon discs and GT2 calipers, and all four corners now have fully adjustable Manthey suspension. That entire conversion, carried out by Hertfordshire-based JZM in 2006–2007, cost somewhere in the region of £12,000 (these and other bills in the thick history folder make fascinating reading), and while not particularly noticeable during normal road use (which means that under those circumstances the ride is amazingly refined) would make the car a truly formidable track weapon – although somewhat ironically I doubt that, so far, it has ever been near a circuit.

Little to complain about on the condition front, either. (Significantly, the car had undergone no preparation before I inspected it, other than what Ray Northway described as a rinse with a bucket of water. Even so, it looked superb.) At the front there is the usual but here very slight abrasion to the underside of the black-plastic lower lip spoiler, and on the right-hand rear wheelarch, where it meets the bumper moulding, a rather strange little patch that looks almost as if it had never been top-coated – although the underlying metal appears entirely rust-free. There is also, if you are being especially picky, some brake dust around the ends of some of the wheel spokes. That apart, though, I would argue it to be well nigh perfect, inside and out, above and below. (No surprise that the underside of the power unit is bone-dry.) That said, you will need some tyres fairly soon – the MOT certificate, current to May 2015, advises that the inner edges of both front covers are close to the legal limit – and another advisory notes that one of the power-steering pipes is slightly corroded, but that's a common and relatively minor 996 trait.

Service history? The first four workshop sessions were at Porsche Centre West London, then it was independents JZM and Wrighttune in Wallingford, Oxfordshire. In fact, the car was last there in May for a 12,000-mile and pre-MOT check. As a result it drives just as well as it looks, with performance naturally way beyond anything I could explore on the day, but also the underlying docility that makes it as easy to live with as a VW Golf. Perfect! **PW**



CHECKLIST

Background: Four owners, full service history, road tax to the end of August, MOT to May 2015. Standard six-speed manual transmission. Front brakes upgraded with Alcon discs and Porsche GT2 calipers, fully adjustable Manthey suspension – all fitted by JZM. Wheels from a 996-model GT2

Where is it?

Northway Porsche is at Grange Place, Grange Lane, Beenham Industrial Area, Bath Road, Reading, Berkshire RG7 5PT; tel: 0118 9714333; www.northway.co.uk

For: How long have you got?

Performance, style, condition, history, provenance, colour – never mind an inherently far stronger engine than the mainstream water-cooled cars of the period. And given the amount of money spent on it over the years, not least on the brakes, suspension and wheels, it's an absolute bargain

Against: Not much that we can think of – always assuming that it's the kind of Porsche you are after, of course. Not the cheapest 996 Turbo you'll find – but we think one of the best

Verdict: Their status, value and perceived strength have between them preserved many 996 Turbos from the worst excesses of the tuning industry, and this is no exception. Suspension and brake upgrades may seem quite extreme – especially when the car shows no sign of having been 'tracked' – but in truth bring far more to the party than they take away. Ray Northway joked that at this price I would mark him down to three ticks or even two, but as you'll see (below) I have done the exact opposite!

Value at a glance

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

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WANTED CAYMAN S GEN II, manual, in silver/grey but preferably GT Silver, must be in beautiful condition, private buyer will travel. Tel: 07772 674965 or 01623 883438. Email: philsmith31@yahoo.co.uk (Notts). P0814/010

WANTED: 993 C4S, Carrera 2 or Targa, preferably manual but will consider Tiptronic, private buyer will travel. Tel: 01403 782743. Email: victor@vkjrobinson.freesevice.co.uk (West Sussex). P0814/033

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911 & PORSCHE WORLD magazines, no 1 to 240, all in good condition, some in binders, £195. Tel: 01903 694550. Email: gary911sussex@btinternet.com (W.Sussex). P0814/032

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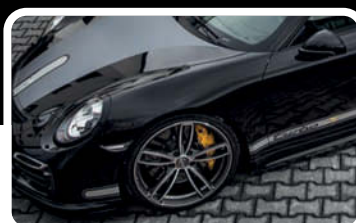
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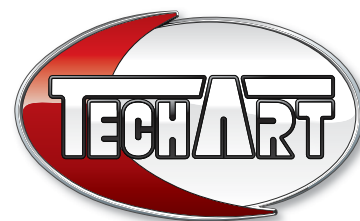
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