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UP FRONT

Porsche won the final race of the World Endurance Racing championship in Brazil. Bennett says credit where credit's due

I've been a bit snuffy about the World Endurance Championship and Porsche's return to topline endurance racing with the Hybrid 919. Indeed a couple of issues ago I suggested that works 919 driver, Romain Dumas, homologating a GT3 for the World Rally Championship, didn't say much for his job satisfaction – the implication being that driving a Hybrid 919 can't be very exciting. I know, I do talk rubbish sometimes!

So to rebalance things a little, I watched the final round of the WEC from Brazil on the telly and was rewarded with a

“ To rebalance things a little, I watched the final round of the WEC ”

captivating race, some drama in the shape of Mark Webber's massive shunt and, of course, Porsche's first WEC win for the trio of Neel Jani, Romain Dumas (fittingly) and Mark Lieb. I think what I enjoyed more than anything was the sheer variety of machinery and – credit where credit's due – the FIA's success in creating rules that allow the top protagonists – Porsche, Audi and Toyota – to race on equal terms with wildly differing hybrid concepts. In a world of one-make tedium and control engines, we have a V4 petrol hybrid (Porsche) up against a V6 diesel hybrid (Audi) and a V8 petrol hybrid (Toyota). It certainly makes sports car racing a good deal more relevant than F1. So interest reignited I'm looking forward to this year's WEC. I might even go to Le Mans too!

STEVE BENNETT
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THIS MONTH



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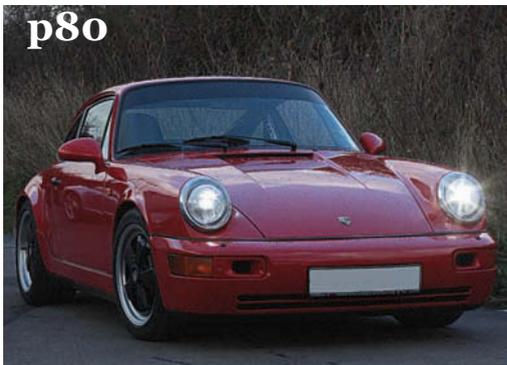
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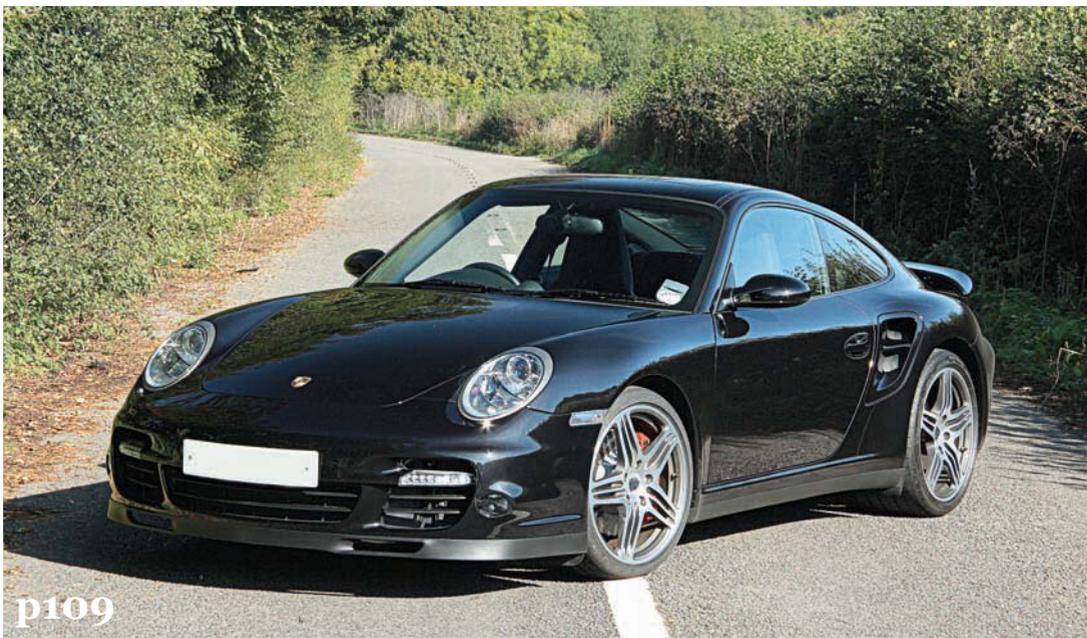
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964 Turbo S Leichtbau – Rarity would be an understatement when discussing a 964 3.3 Turbo S Leichtbau and subsequently this is a vehicle that we are delighted to have secured for the JZM showroom.



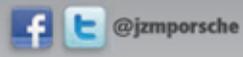
Gen II 997 GT3 – We are thrilled to offer yet another meticulously maintained Gen II 997 GT3 Comfort. This Porsche has received a full JZM one and a half hour bumper to bumper inspection and we are glad to report this GT really is as good as it looks.



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ALL THE PORSCHE NEWS

NEWS

Mystery Porsche prototype uncovered, first WEC win for 919 Hybrid, Cayman-based Willys Interlagos and more record busting auction results



SECRET '60S PORSCHE REVEALED

It seems incredible, but a prototype of a stillborn Porsche model that almost nobody knew about has been rescued from a bodyshop in Aachen in Germany, where it had been left to rot for more than four decades. The barn find treasure is the sole example of the Porsche 911 "HLS", featuring a "retractable roof", the website *Classic Driver* reports – and the public should finally get to see it in mid April, 2015, its current owner, Manfred Hering, having booked space for it at the Techno Classica show in Essen.

It's understood that the 911-based one-

off was developed in the automotive department at Aachen University in 1966, the plan being that the HLS would be a racing coupe with a folding roof. To minimise weight, the all new body – whose central theme is obviously the hinged canopy section – was made from aluminium, while inside a 911 instrument pod is fitted on the passenger side, angled to the driver.

The car was then sent to the Aachen bodyshop, where it was painted in the lairy green, and the letters "HLS" added along the body below the flip-up lid section. It would appear that at this point Porsche

lost interest in the project, and the unique vehicle stayed put until it was brought to the attention of early 911 enthusiast Hering, who, after three years of negotiations with the carmaker, recently managed to buy it.

The HLS's main function since the 1970s has been to house generations of families of mice, and has its original engine and also a spare, both dismantled. 'I will present the retractable roof Porsche at Techno Classica for the first time,' Hering said. 'Then we will study it more closely and attempt to restore as many original parts as possible.'



RACE FOR THE STARS

Pampered movie stars might not seem ideal material for an endurance race squad, but one or two have shown a certain aptitude. There was that Newman fellow who, back in the 1970s and 1980s, was quite handy behind the wheel, and someone called McQueen, while in the 1950s James Dean was, before his untimely death, showing promise in his Porsche Speedster.

The latest celebrity to don the Nomex is actor Patrick Dempsey, famous for playing a doctor in an American soap, who will participate in every round of the 2015 WEC, driving a Porsche 911RSR in the GTE-Am class. It will actually be his third season in a Porsche race car, having previously put in some good performances, including two podiums in the American Le Mans Series and a fourth and a fifth place at Le Mans in 2013 and 2014 in a 911 RSR. Living in California, he is to be part of the Porsche customer team Dempsey Proton Racing, partnering the seasoned Porsche works race driver, fellow American Patrick Long.

It's a coup for Porsche's customer team operations. 'Customer sport enjoys a high priority at Porsche,' explained Porsche Motorsport's Dr Frank-Steffen Walliser. 'For this reason, we're pleased to support Patrick Dempsey and the Dempsey Proton Racing team. Before he drove his first race with Porsche, the world knew him primarily as an actor, over the last two years we've come to know him as a passionate race driver.'



WEC WIN AT LAST

Phew! It took until the final race of the season, by which time the championship had already been won by Toyota, but Porsche's 919 Spyder finally achieved a win in the FIA 2014 World Endurance Series (WEC), thus completing the eight-race series in buoyant mood, if still languishing at the bottom of the manufacturer's standings with 193 points compared to Audi's 244 and Toyota's 289.

And far from Porsche's star WEC signing, Mark Webber, being a third of the winning LMP1 car's crew at the 6 Hours of São Paulo event in Brazil, he crashed out heavily on lap 239 while running sixth and with less than half an hour to go, and spent the night in hospital for his troubles. However, the popular Aussie driver, a veteran of spectacular accidents in both F1 and during his previous GT endurance racing stint, was fine.

Instead, it was the Swiss driver Neel Jani (left on podium, and in helmet) behind the wheel of car number 14, the 919 Spyder by then on trashed tyres, that crossed the line ahead of the Toyota TS040 Hybrid. The car was shared with Frenchman Romain Dumas and German Mark Leib. This trio ended the season third in the drivers' standing with 117 points (champions Anthony Davidson and Sébastien Buemi amassed 166 points), but Webber along with Timo Bernhard and Brendon Hartley were the WEC's wooden spoon recipients, in ninth and last place with 64.5 points.

Despite the extensive pre-season publicity campaign, Porsche's first season back in top level endurance racing for 16 years was always likely to be a learning year with a sparse points total. Nonetheless, early unreliability was improved on, and at São Paulo the two 919 Spyders locked out the front row of the grid.

And with five podium places, three pole positions and two lap records, the carmaker has announced that a third 919 Hybrid will be entered in the 2015 WEC highlight, the 24 Hours of Le Mans, in June, with Force India's Nico Hulkenberg signed up to drive it. As a "dress rehearsal", the car will also run at the 6 Hours of Spa-Francorchamps in early May. All six of Porsche's 2014 LMP1 drivers have been resigned for 2015.



ITALIAN JOB

Had it been a person, it would answer to the description "mixed race", and a heady combination at that, with American, Brazilian, French, German and Italian blood in its veins. It's the Porsche-based Willys Interlagos, launched at the Bologna motor show in December by the Italian specialist builder Maggiora, and effectively a modern rendition of the 1960s Renault Dauphine-based Alpine A108.

The Interlagos is built around a Porsche Cayman platform, and therefore is mid- rather than rear-engined, as was the A108. The engine is a 3.8-litre twin-turbo flat-six, but not, as you might assume, from a 911 Turbo, instead being an enlarged Cayman unit aspirated by a pair of KKK turbochargers. Output is just over 600bhp and torque 612lb ft, fed through the Porsche's PDK transmission and sufficient for a 0-62mph of just 2.7 seconds and a maximum speed of 212mph.

The styling, the work of Italian designer Emanuele Bombai, is sleek and modern, but still abundantly referencing the Alpine original in overall shape and also in detail. The nose and headlamps, and glasshouse, for example, are very similar, while the seam running down the middle of the bonnet, and also the fake bonnet hinges, are period details.

The connection across the Atlantic is that Willys was an American vehicle manufacturer, most famously supplying Jeeps to the US army in World War Two and after, but by the early 1960s based in Brazil and producing Renaults under licence. In 1962 it began making the Alpine A108 under the Willys Interlagos name, the glassfibre bodied coupe in production until 1966. It was Brazil's first sports car, and one that many racing drivers in that country, such as Emerson Fittipaldi, cut their teeth on.

Turin-based Maggiora plans to build 110 of the Interlagos, priced from €380,000 (just under £300,000). The first Interlagos has already been ordered by a Russian car dealer.

What an amalgamation. Based on a Porsche Cayman, styled and built in Italy to a design that's clearly influenced by the Alpine Renault, although in this instance named after the Alpine that was built under licence in Brazil and called the Willys Interlagos. Got all that? Oh, and the first one has been ordered by a Russian car dealer





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1992 PORSCHE 964 3.6 RS - LHD
Metallic Polar / Black full leather interior. Service history. Excellent condition. Alloys. sports seats. Only 36,700 miles.



1989 PORSCHE 911 SPORT G50 - RHD
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1998 PORSCHE 993 CARRERA 4S - RHD
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OUR TAKE

INDUCTION COURSE

It might have been expected that in an increasingly risk-averse car world, turbocharging would have had its day. But it thrives, says David Sutherland

The word 'Turbo' is coming to have two meanings. As Porsche and other manufacturers move towards turbocharging as primarily a means of optimising downsized engines, it is increasingly being seen as an almost environmental device. Quite soon, it's likely that all Boxsters, Caymans and 911s will have a turbocharged, low-emissions and hence road tax friendly engine, although they will not wear a "Turbo" badge.

It's an idea that Saab came up with in the late 1980s, its "light pressure turbo" models set up for low speed torque rather than high end boost. But now technology can make it work better.

On the other hand, some like their turbos to be mental rather than environmental. Luckily for them, there will still be a "real" turbo Porsche, the glorious 911 Turbo, surely a fixture in the Porsche range for generations to come. And, encouragingly, tuners are now beginning to offer (hopefully) well sorted, bolt-on turbo kits that don't break the bank, or indeed the engine. In these news pages we report on Specialist Vehicle Preparations' pack for the Cayman, to be sold for under £10,000 fitted, which in the Porsche tuning world, especially where German companies are concerned, sounds like a bargain.

Turbos are, quite possibly, the only remaining effective way to tune modern engines, whose complexity and existing efficiency renders remapping or old style "open heart" surgery at best not cost efficient, and at worst an expensive waste of time and money. But turbocharging was traditionally a way of getting a lot more power for relatively little outlay, and it's good to see that it's a form of engineering that might be set for a renaissance.

Of course, some will say that Porsche makes its cars as good as they can be, and people outside shouldn't meddle. But with ever more restrictions on cars, it's brilliant that owners still have a choice.



TEN GRAND TURBO CAYMAN

Turbocharging the Porsche Cayman is not a new idea. Before problems in early 2014, SpeedArt had a working man's Cayman Turbo in build, and US-based TPC Racing currently offers a Cayman S Turbo kit said to develop more than 450bhp.

The previous offerings have not phased well known Cayman modifiers, Specialist Vehicle Preparations (SVP) in Droitwich, Worcestershire. SVP has used its motorsport connections to develop a turbo kit including hand-made exhaust manifolds and silencers, which it claims will add at least 100bhp to the power of a standard Cayman S for an all in price of under £10,000.

Developed for a growing band of SVP customers who are competing in sprint races and hillclimbs using upgraded Caymans, the kit is also suitable for road use. SVP's F1 contacts engineered custom exhaust manifolds that twist their way through the Cayman's rear suspension into the rear mounted turbocharger and repackable silencers,

suitable for both road and track driving.

'Our original intention was to turbocharge a 3.9-litre engine build on a sprint and hillclimb Cayman SV,' says SVP owner, Dominic Delaney. 'When the first CAD drawings were shared on social media, so many enquiries came in for road cars we decided to develop a kit for the road.'

While a retail price has not been finalised, Delaney estimates that installation work and engine mapping will take the total conversion cost close to £10,000, but expects the accessible power and expected driveability of the car to make turbo conversions a no brainer for Cayman owners seeking extra performance. 'Our customers love the chassis feedback from SVP-tuned Caymans, but some find standard power to be lacking that ultimate thrill. Forced induction could be the answer, certainly for road cars that need to retain some civility with minimal motorsport modifications.' For more info go to: specialistvehiclepreparations.com

It's work in progress, but you can expect SVP's Cayman Turbo to be an impressive conversion, with the potential of 100bhp extra on tap



MODEL BEHAVIOUR

When a reality TV show wanted to include a classic Porsche as a major prop, there was every chance that Oxfordshire-based Porsche specialist Autofarm would be able to help, older 911s being its speciality. And indeed it loaned the bright yellow 911 Carrera 2.7 RS seen here – and in Sky's Brit Chickz, which follows the lives of six "high-flying British career women", including "brand ambassador and supermodel" Harriadnie Beau.

The 210bhp, iconic 911 is the more generously equipped, Touring version as opposed to the stripped back lightweight Sport model, and is an original condition car imported to the UK from Germany back in 1985. A batch of 1580 2.7 RSs were built in 1973/1974, and this left-hand drive, three-owner car is reckoned to be among the cleanest, the only known modification being the ashtray signed by former Porsche Le Mans racer Derek Bell.

It comes with a folder of bills and a stamped up, original service book, though it hasn't been a "garage queen" all its 41-year, 131,000-mile life, all its owners having enjoyed a spot of club level competition in it. The engine was

rebuilt in 1986, at which point the mileage was 102,000 miles, and between 1991 and 1993 an extended total bare shell renovation was undertaken by Porsche Cars Reading at 112,400 miles. Autofarm now has the car for sale, priced at £575,000.

911s of this era, with their peaky engines, baulky gearshifts and floor hinged pedals are notoriously tricky to drive smoothly, but Autofarm didn't have to worry about the pencil-skirted, stiletto-heeled Ms Beau not bringing its pride and joy back in one piece – because at no time did she fire up and select gear.

'She had a quick passenger ride,' reports one person present at the filming. 'They needed the car as a backdrop to show her working, and part of her high flying lifestyle, but she didn't actually drive it.' While Brit Chickz' is unlikely to break audience records, Autofarm considered it a worthwhile result. 'All marketing is good, so we're up for any promotions,' said one of its directors, Steven Wood.





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CATCHING UP WITH

TERRY GRAHAM

The managing director of Zircotec, a leading supplier of plasma-sprayed coatings that are used by eight F1 teams as well as a growing number of classic and race Porsche owners, drives a Jaguar, but likes older 911s

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

I am 54 and live and work in the Abingdon area in Oxfordshire

What was your big break?

Becoming the owner of Zircotec in 2009. I led the management buyout that has seen us transform the business into the UK's leading supplier of heat management coatings.

Summarise your career

Before becoming the managing director of Zircotec I was a business manager within AEA Technology responsible for the development of a number of fledgling technology based businesses. My background is in the commercialisation of technologies and this has been a huge help with my current role here at Zircotec.

Are you a petrolhead?

Definitely – we have to be passionate about what our customers are driving.

What was your first car?

Ford Escort 1600 Sport

What was the first Porsche you ever drove?

It was a late 911. I just liked the way it drove – so effortless and practical too.

Which Porsche past or present do you like best?

I definitely prefer the older 911s. We work closely with Autofarm and have undertaken a growing number of coatings for pre-impact bumper cars.

What car do you drive?

Jaguar XF

What gets you out of bed in the morning?

We are always looking for new ideas and ways to solve customer problems. We may get a call from an F1 team or car maker that needs a heat problem solving that day and we just have to apply our knowledge and experience to get it done.

What has been the biggest challenge of your working career?

The growth of Zircotec has posed challenges – we had times with the new F1 regulations in early 2014 when demand outstripped supply and we had to work round the clock to ensure every team got what they needed.



POSHEST PANAMERA EVER

As the rich get richer, Porsches get more expensive, the latest limited edition Panamera, the Exclusive Series, priced at a staggering €249,877, or just under £200,000. That's about £68,000 more than the most expensive model, the highly spec'd Panamera Turbo S sold in the UK, so what do the oligarchs get for their money?

For a start, it's based on the Panamera Executive, a 150mm stretched version added in 2013 and intended to compete with cars such as the long wheelbase Mercedes S-Class. These days, no manufacturer can hope to compete in the luxury class with a long wheelbase offering.

Shown at the Los Angeles Auto Show in late November, 2014, the Exclusive Series comes in a graduated, two-tone black/brown colour scheme that has been painted by hand (yes, really). Inside, the seats and lower door panels are trimmed in

chestnut brown Poltrona Frau leather from Italy, these skins hand picked and perforated for ventilation. The upper doors have a different, equally fine grade of leather, and the dash is capped in walnut burl in a deep piano black. A matching Poltrona Frau leather five-piece luggage set is available, but customers have to pay extra for that.

Those in the back enjoy Porsche's Rear Seat Entertainment System Plus, developed specially for this model and comprising high resolution 10.1-inch touch screens with built in cameras and an integrated DVD player. These play through a Burmester surround sound system.

Only 100 of the Panamera Exclusive Series are to be built (each car has a tag showing its build number). However all will be left-hand drive – and thus will not be troubling Porsche's UK price list.

Porsche's Exclusive Series caters for those to whom budget is pretty much infinite. Only 100 Panamera Exclusive Series, long-wheelbase models will be built. Designed to compete with the long-wheelbase Mercedes S-Class, we reckon Angela Merkel should get herself one for those arriving in style, summit meeting moments





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CLASSIC PORSCHE PRICES HIGH

The international classic car auctions in Scottsdale, Arizona in mid January give a good indication of what will be happening to values for the rest of the year, but prior to that, Bonhams' Oxford sale in the UK in late November suggested that there will be little other than upwardly mobile prices in 2015. It sold a mere three Porsches, but all were significant, as was the unsold 1973 911 Carrera RS Touring, telling us that the expected hammer price of between £550,000 and £650,000 was a little too much – at least for the time being.

In price terms, the Porsche star of the sale was the 1969/1970 908 Group 6 prototype racer that had been driven by legendary racers including Vic Elford and Richard Attwood, its racing provenance including Le Mans. It appeared in the 1971 movie *Le Mans*, starring Steve McQueen, and was then acquired by F1 driver and car collector Jo Siffert, finding its way into a museum after he was killed in an accident at Brands Hatch in late 1971. The car, fully restored, sold for £2,185,500, including the buyer's premium of just over 12 per cent.

The days of the Porsche 959 as a "sleeper" in the classic world are clearly over, a 17,000-mile, one-owner Komfort fetching £505,500. It wasn't so many years ago that prices of the twin-turbo, all-wheel drive car – originally conceived as one of the mighty Group B mega rally cars, but which came too late to compete – were hard to shift at under £100,000.

A 1959 Porsche 356A 1600 Super Cabriolet made £130,300, one of only a few made in right-hand drive, it being an Australian market car. It was restored in 1987, but a subsequent owner who imported it to the Netherlands had it rebuilt, returning it to the original colour.

Classic Porsche prices show no sign of slowing. The above 908 – raced by Vic Elford and Richard Attwood and subsequently purchased by Jo Siffert – sold for £2,185,500 at auction



Low mileage Porsche 959 reached £505,500, showing a huge increase in recent years. A 1959 356A Super Cabriolet made a healthy £130,300



NEWS IN BRIEF

- Hertfordshire-based Porsche specialist RPM Technik has opened a Special Projects Department to undertake customer rebuilds on classic Porsches. The options include bespoke body and interior customising, and engine upgrades.

- Values of classic Porsches rose 24 per cent until the end of November 2014, Historic Automobile Group International reports. The London-based analyst, which tracks worldwide classic car prices, says this growth outpaces the classic market overall.

- The Porsche Museum in Stuttgart is now hiring out models from the current range. Prices start at €69 (about £55) for an hour with a Boxster or Cayman, with a 911 €99 (£78), and the maximum hire period one week.

- Porsche's new car sales in the UK rose 12 per cent from January to November, to 8347, according to the Society of Motor Manufacturers and Traders. This was two per cent above the overall market increase.

- Wolfgang Hatz, Porsche's R&D boss, has all but confirmed that the next generation Panamera, expected to be launched in 2016, will spawn a "shooting brake" version, aping Mercedes' CLS estate. A coupe and cabrio are also possible, but less likely.

- In the unlikely event of those driving on Porscheplatz in Zuffenhausen failing to appreciate that they are in Porsche-land, the carmaker plans to erect a structure on a key intersection, 24m high and 10m across its base, with three 911s from different eras at the top.

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PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership



BRAKING UP

Owners of 997-series 911 GT3s might have discovered, to their surprise, that the rear brake pads wear out twice as fast as those at the front, in as little as 4000 miles under hard road or trackday use – the exact opposite of what might be expected. The reason, according to Steve Mchale, director at Hertfordshire-based Porsche specialist JZM, is the lock ratio of 'ramps' used to regulate the limited slip differential.

On the original 996 GT3 these were factory set to give 40 per cent locking on power and 60 per

cent on the overrun. But for the 997 version the ratio was changed to 20/40 per cent, with the electronic traction control that was newly introduced for the 997 compensating for the added wheelspin by applying the rear brakes, hence the accelerated wear.

JZM's solution has been to make up a conversion kit to restore the 40/60 ratio. It comprises a set of bespoke ramps (seen in the lower part of the photo) sourced from a transmission specialist in the US, and the GT3 Cup plates available from Porsche. With this

installed, the car will not only cease to eat its rear brakes, but will feel much better balanced and stable, with reduced wheelspin under power, Mchale claims.

The ramps set cost £800 including VAT from JZM, the Cup discs (including new crownwheel bolts and differential cover O-ring) £587, and fitting is about five hours, so the total would be around £1800 – not such a great deal for what sounds like a very worthwhile improvement.

For more details, call JZM on 01923 269788 or visit jzmachtech.com



PRESSURE POINT

All makes tuner Forge Motorsport has considerable experience in aftermarket parts for

Porsche turbocharger systems, and its latest is a dump valve – its function to release excess boost pressure from the induction system – for the 2009-2012 Gen 2 997-series 911 Turbo.

The High Capacity Dump Valve Kit is aimed at owners who have tuned their cars, or are planning to do so, Forge claiming that the standard valve would not always be able to shift the sheer amount of air generated when the standard level of boost is increased.

The Gloucester-based firm (which also has an outlet in Florida) has produced a twin-piston design to handle the extra throughput of air, which it says is fully compatible with the standard engine management. The unit, in a black anodised finish is a simply fitted, bolt on item, with everything needed for installation included in the £299 (including VAT) price. For further details call Forge Motorsport on 01452 380999 or visit forgemotorsport.co.uk

TIME RICH

Having recently ceased to use an outside watchmaker to supply its branded watches, Porsche Design has now launched the first one to be developed completely in-house.

Porsche Design arguably invented the designer watch back in 1972, the Chronograph I, finished in matt black, which at the time was a radical departure from the usual gold or silver finishes, and the one to mark the beginning of the new era of "Timepieces made by Porsche Design" salutes that early classic, using the same black finish, except taking advantage of advances in technology.

There are two variations, both mechanically self-winding with 25 jewels and a 48-hour power reserve (should they be left unworn and unable to self wind), stopwatch functions and a 50-metre diving depth, their 42mm "carcass" made from bead-blasted titanium.

The Porsche Design Timepiece No 1, priced at £4900, is finished in the same matt black finish as the 1972 original, and has a rubber strap, while the Porsche Design Chronograph titanium Limited Edition, at £4450, features a gunmetal case and comes with a black calfskin strap.

Go to porsche-design.com for more details on Porsche Design watches, and for the Porsche Design storefinder.



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MACAN BOOSTED

The diesel version of the new Porsche Macan has, predictably, proved the most popular, and it didn't take a crystal ball to foresee that TechArt, one of Germany's leading Porsche tuners, would quickly offer an engine management upgrade. Turbo engines, petrol or diesel, are ideal for rechips, because essentially the boost can be turned up and output increased considerably.

The firm, based in Leonberg, on the outskirts of Stuttgart, has introduced its Power Kit TA B95/SD1, and the effect it has is much more interesting than the bland numerical name. This Techtronic management system liberates an additional 41bhp and 66lb ft torque from the 3.0-litre V6, taking it up to 296bhp at 3300-4000rpm as opposed to the factory power peak of 4000-4250rpm, and to 494lb ft at 2400-3100rpm (1750-2500rpm on the standard engine). Zero to 62mph acceleration improves from an already swift (for an SUV) 6.3 seconds to 5.7 and 0-100mph is 0.8 seconds quicker at 15.7, while top speed is raised 4mph to 146. At the time of writing, a UK fitted price was not available from TechArt's UK importer, Tech9 (0151 425 5911, tech9.ms), but TechArt gives us £2600 including VAT as a guide price.



THE TYRE DEPOT

Labels on new tyres provides the information you need to make an informed choice – some of it, anyway

To provide standardised information on fuel efficiency, wet grip and external rolling noise, in November 2012 the European Union introduced a compulsory labelling system for new tyres. It is intended to help customer make the best choice.

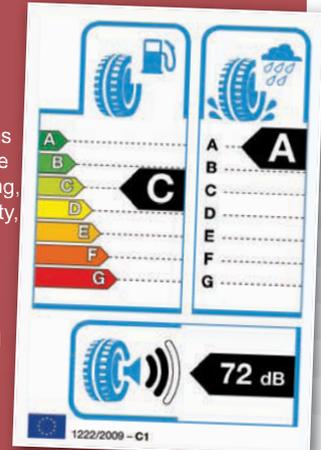
Rolling resistance (in other words fuel efficiency) is graded from A to G, missing D out. The difference in each grade means a reduction or increase in fuel consumption of 2.5-4.5 per cent. That's a difference of 0.42-0.56mpg for a 36mpg car.

Wet grip (braking performance) is a critical safety feature and relates to a tyre's ability to halt a vehicle quickly on wet roads, and can be expressed as a stopping distance. The grades are A to G, with D and G not used. The difference between each grade means an increase or decrease in stopping distance of between one or two car lengths when braking from 50mph.

The final rating is external noise emissions – not that heard by the driver, but external noise made by the tyre. This is measured in decibels (dB) and is indicated by one, two or three black waves on the label; one wave being the quietest, and three waves the loudest.

While these three variables give you more of an idea on three criteria, there are many more important performance factors to consider, all of which are probably even more important with a Porsche than most other vehicles. As 'N' rated tyres are designed for Porsches, specifically to make them feel and handle a certain way, it would be foolish to use only these three criteria when making a purchasing decision.

Added considerations are resistance to aquaplaning, driving stability, handling and steering on wet and dry roads, and durability and braking performance in both the wet and dry.



WINTER FASHION

For decades, wheels that were used for winter tyres tended to be more of a utility item, given the harsher conditions they'd be used in, perhaps the scruffy ones at the back of the garage. But now, several years after the tyre makers began promoting winter tyres (to make up for reduced sales of regular tyres, due to the recession), tuners have woken up to the opportunity to promote wheels to go with them as a fashionable must-have in your garage.

Last month we reported on a TechArt winter wheel/tyre package, and now compatriot tuner Gemballa is offering a new range specifically for the November-March cold season, and finished in matt greys and blacks to reflect their supposedly more purposeful nature. Its rim designed for the current 911 is the twin-spoked GForged-one (main picture), available in 20- and 21-inch diameter, and in Gunmetal or Magic Black, both with either a full-surface finish or with diamond cut accents.

The other Porsches Gemballa caters for are the Cayenne, in all its three model generations (955, 957 and 958), and the Panamera, for which the five-spoked GT Sport Forged, GT Sport and GT Sport-R have been designed. One of the tuner's two UK agents, Gemballa Liverpool – by day known as OCD Porsche Specialists based in Wallasey – is supplying them fitted with either Michelin or Vredestein tyres, prices for a set of four ranging from approximately £3800 to £6990. For more details, contact OCD Porsche on 0151 638 8911 or visit ocdporsche.com



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FEEL THE NOISE

In the December 2014 issue we reported on a new rear exhaust silencer system from Cargraphic for the Porsche Macan S Diesel that made the 3.0-litre turbodiesel sound more like a V8. Now the specialist Porsche tuner, based in Landau, near Stuttgart, has extended availability of the Performance Active Sound System to the Panamera Diesel and the Cayenne.



The system reads signals from the throttle position and, by means of speakers (which are original equipment items built for car manufacturers and thus assumed to have long term reliability) within the pipework, converts the normal tailpipe noise into a "V8 Sound" or a "V8 Super Sound", depending on the setting. Obviously the Cayenne S Diesel already has a 4.2-litre V8 engine, but we assume it becomes more like a petrol V8 in sound. Besides the gruntier tailpipe noise, the system is claimed to add 10bhp and 7lb ft torque to the output of all models thanks to reduced back pressure, plus it is lighter than the standard exhaust.

The UK importer is Crawley-based Porsche specialist Parr, on 01293 537911 or at parr-uk.co.uk, which charges £2438 for the Panamera and Cayenne Diesel systems, and £2918 for Cayenne Diesel S unit. This includes VAT but not fitting, which may vary on these three cars. Cargraphic's website, cargraphic.de, has a video playing the new sound.



COME CLEAN

Modern Porsches, from the original mid-1990s Boxster and 911 onwards, have Perspex rather than glass covers on their headlamps, and, as many owners will have discovered, these can eventually turn an unsightly yellow. The surface can also collect various marks, giving the lamps a generally degraded appearance.

Porsche parts specialist Jasmine PorschLink UK has developed a specific solution for this problem in the form of its Headlight Restoration Service, which entails polishing out the discolouration and coating the surface with a special treatment to restore and protect the as-new, clear appearance. The process, with a before and after picture here, costs £156 including VAT for both headlamps, and takes about two hours, including time for the solution to set. The firm offers the service on a drive-in basis at its premises in Nelson in Lancashire, but if that is too far away, you can send the headlamps in – removing them from the car should be straightforward, as they are held in by Allen bolts in the inner wing.

For more information, call 01282 697171 or visit jasmine-porschlink.co.uk

TEE TIME

What is the age beyond which a gentleman should not wear a branded T-shirt? Perhaps it depends on what is emblazoned over it, but we feel that classic Porsche parts specialist Karmann Konnection has been around long enough – it has catered for Porsches since 1990 – and is sufficiently well established for its T-shirts to be donned by those of any age.

The firm's new T-shirts, available in Small, Medium and Large and priced at £9.95 plus £3.50 postage, show KK's new branding, which was introducing to coincide with its move from one part of Southend-on-Sea to a former pub in another area of the town. The sizing is quite small, so if you love carbs other than the type attached to a 356 engine, order Large. Hoodies are also available, priced at £24.95 – but whether the said gentleman should be seen in public with one is something that needs to be carefully considered. More details on 01702 340613 or at karmannkonnection.com



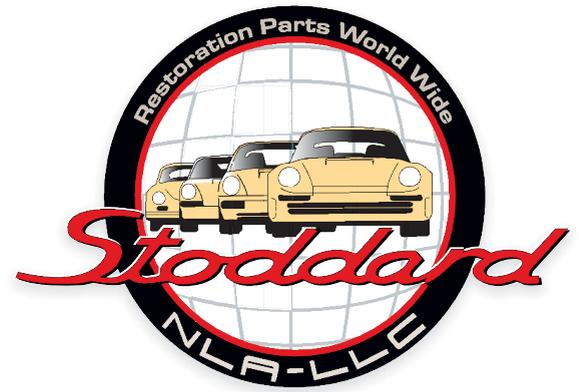
HOT STUFF

Because the Porsche 356, built until 1965, had an air-cooled engine, its heating system was different to those in water-cooled cars, and if it is not working correctly this can be a worry to an owner who might fear that an expensive repair lies ahead. Classic Porsche parts specialist Stoddard, based in Ohio in the US, makes replacement easier, having copied the original heater valve, referred to as the heater "can", and long since unavailable from Porsche.

The heater system contains a left and a right side can, which besides being a valve also acts as a sound muffler, deadening exhaust pulses heard in the cabin from the heating air. With age, they rust or crud up, and the actual valve that turns heat on and off can seize.

There are two versions, the longer one, as pictured here, for the 356A (1955-1959), and the shorter version for the 356B (1959-1963) and 356C (1963-1966). They are finished in a gloss black paint, and priced at \$168 (about £107) and \$157 (£99) each plus shipping and import duties. You can order direct from Stoddard at stoddard.com





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THE USUAL SUSPECTS

As a motoring journo loses his licence and job for speeding, Bennett reflects on a lucky escape. Plus, a spin in Dep Ed Fraser's Boxster and the continuing saga that is 996/M96 engine issues



STEVE BENNETT
911&PW Editor



The speedo never lies. Bennett clocked this outrageous number for 911&PW's 200th issue perfectly legally on a German Autobahn. If caught in the UK, he would probably have gone to prison! More recently, a speeding fine in Scotland and the fate suffered by a fellow motoring hack, has made him think twice

THERE FOR THE GRACE OF...

Here's a tricky one. Motoring journalist and some time racing driver gets pulled on the A96 in Scotland in a bright yellow Porsche 911S press car, doing 127mph. Result? A conviction for dangerous driving, a £2000 fine, disqualified from driving for 15 months and he lost his job, too. Well, of course he did. In fact I'm surprised he didn't go to prison or was at least made to do some sort of community service. So presumably I also think that he got off lightly and that I would never do such a thing? Er, no, of course not. That would make me a raving hypocrite on so many levels.

The journo is question, Owen Mildenhall, was working for *Auto Express* and was wangling up to the far north of Scotland to test a BMW. I don't know him especially, but we share a profession that is pretty odd in the eyes of many, particularly as a lot of the time it involves driving and analysing cars that are built to go very fast. Indeed, a Porsche 911 only really starts to make dynamic sense when it is going really fast, and that has never been more true than with the current 991 generation. Having said that, Mildenhall was nabbed on a straight stretch of the A96. It didn't help that this stretch was single carriageway and the fact that it was 12.45am wasn't considered to be in any way relevant. Speed is speed no matter where and what time. In the eyes of the law it's black and white, and in this case also very yellow. That can't have helped.

Owen reached his clocked velocity having exited a roundabout and put his clog down. We've all been there: Brake, turn into roundabout, perhaps a little wiggle from the rear, exit, gloriously clear bit of well-sighted road, accelerate through the gears, flat-six

wailing behind him and you don't need me to tell you just how quickly 400bhp will take you well into three figures. This is the stuff that motoring journalists are paid to write, surely, or do we just make it all up? Of course that's no mitigation, and if we were to follow all this to its eventual conclusion, then we would be debating the point of cars that are capable of double the speed limit and that way madness lies.

The truth of all this is that Owen was plain unlucky. That's not to condone it, glasshouses and all that. I don't have to stretch my limited imagination too far to comprehend the frankly gut and bowel churning feeling when those blue lights finally caught up. My last speeding incident was in Scotland, in a 911 Turbo S press car and shortly before 1am in the morning. I was also exiting a roundabout (on the A9) and saw the road open up in front of me and began to accelerate. Fortunately I clocked the well-hidden rozzar leaping from behind a bridge parapet and running for the equally concealed jam sandwich, with colleague on board, that suddenly lit up like a laser light show and gave chase. There was no doubting it was me they were after. I wasn't worried so much about the speed I had been doing at that particular point, more about the speed I had been doing earlier in my journey. I was a lucky boy. I was clocked at 86mph in a 60mph limit and my earlier transgressions were safe. The two policemen were polite and business like, and I'm sure that there was a certain cache at having pulled a Porsche, but that's OK. The £60 fine and three points on my licence were a bit of a bugger, but really I just felt relieved that was all it was. There but for the grace of him, the sky and all that.

So I feel for Owen, I really do. In the great scheme of things it seems almost trivial, but

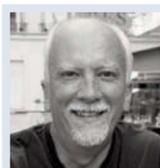
such is the stigma that surrounds speeding in this *Daily Mail* world. There is no defence. That fact that a 911's speed is equally matched by its handling, its stability, its braking cuts no ice. The fact that our man has raced, drives professionally and is paid to have an opinion on how a car handles on or at its limits (on a track obviously) is of no defence. There was no way he was ever going to get away with such an elevated three-figure speed in front of a judge. That would send out all the wrong messages. I get that.

Equally he was never going to keep his job. It's all about example. Dennis Publishing who own *Auto Express* obviously chose to make an example of their employee, the one that they employ to drive all manner of cars and reach an opinion about them. He slipped up, succumbed to the throttle and they hung him out to dry. They would say that they had no choice. Got to be seen to be doing the right thing, lest the proper media gives them a right roasting.

Dennis Publishing is, of course, the empire created by the publishing maverick, Felix Dennis, he of the anti-establishment underground comic *Oz* and someone who generally stuck one finger up to authority of most types and led a very colourful, often drug fuelled life. Sadly he's not with us any more, having recently succumbed to cancer. If he was still around, I'm pretty sure he wouldn't have allowed Owen to lose his job over this. Sure, he might have given him a mighty bollocking (Dennis was pretty hands on), or worse read him some of his poetry and then banished him to the news desk for 15-months, but lose his job? No way.

Needless to say, though, after my own close encounter, I don't intend to put any of the above to the test.

Say what you like about them, but *911 & Porsche World's* elite squad of journalists and Porschephiles have opinions aplenty on all manner of automotive matters. And this is where they get their two-pages worth



KEITH SEUME



BRETT FRASER



JOHNNY TIPLER



CHRIS HORTON



PAUL DAVIES

BRETT'S BOXSTER

The whole purpose of *The Usual Suspects* column is to articulate our random Porsche related thoughts and opinions, and quite often that random Porsche related thought or experience will come out of the blue, like yesterday.

Scribbling away, the mobile buzzes and it's Dep Ed, Brett Fraser. He needs me to drive his Boxster while he takes a happy snap for the 'Our cars' pages in this very issue, to illustrate the flat cornering prowess of the new Eibach anti-roll bars that have recently been fitted. No probs, and within 15 minutes he's rocked up and we leave in search of a suitable corner.

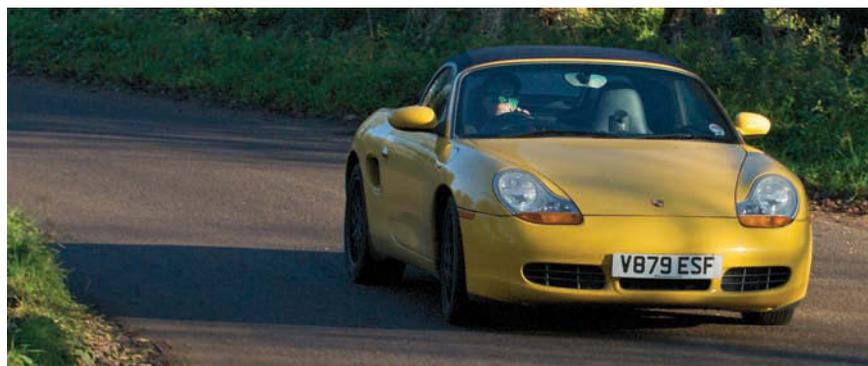
Location located, Brett jumps out with his camera and I jump into the driver's seat. Now I've never driven Brett's 986 Boxster S before. In fact it's been a while since I've driven any sort of Boxster 986. Brett's car is no pampered garage queen. In fact he openly admits to neglect. It lives outside and operates in the real world, and on this freezing December morning it was covered in rural muck and grime. It's got 83,000 miles on the clock and it's 15-years old. So disclaimers out of the way, what I'm saying

is that I probably wasn't expecting much, and I don't mean that in a snobby, superior sort of way. Hell, the best I can manage is a 944 with a broken engine. What I'm saying is that there's a lot of shonky Boxsters out there, which has tainted their image, but Brett's isn't one of them and it only took a couple of miles on a familiar country road to work that out.

I don't know what the Boxster was like before it got its new anti-roll bars, but in the here and now it handles brilliantly with a taught, controlled ride and lovely flat

cornering. The steering is fabulous, there's ample urge from the 3.2-litre engine and the clutch and gearbox worked with familiar, coordinated precision. Sure Brett will tell you that there's a few issues and a few rattles, but most cars of this age simply don't exist any more having tumbled down the cost v economic repair ladder and straight to the scrap yard.

I articulated my thoughts thus: "This goes pretty well. It's not fair. I want one." With Boxster prices where they are, we should all have one.



Bennett at the wheel of Brett's Boxster which, despite Brett's efforts to neglect and keep as grubby as possible, drives with typical Porsche composure and goes/handles better than any 15-year-old car has any right to

DAMNED IF WE DO, DAMNED IF WE DON'T

A couple of issues ago we made a concerted effort to big up the 996. It got the star treatment: Glossy studio shot front cover, a glowing test drive, rose-tinted reminiscing from myself as I recalled my first 911 experience at the helm of a 996. Pointed reminders that when the 996 was launched it was universally acclaimed and lauded over the 993. And none of that has changed. A good 996 is still a wonderful steer and, as we pointed out, it is the first rung on the 911 ownership ladder, now that water-cooled cars have left our own solar system in terms of value. And what a first 911 it makes, as confirmed by our star car's owner, James Churchward, who was delighted with his 996.

So all good, then? Well, no, not really. The 996 does, of course, have its issues and the elephant in the room is the M96 engine. As a magazine *911&PW* has done more than any other to document the various problems that can occur, from the trivial to the terminal. We've covered in huge detail all the fixes on the market, we even ran the first Autofarm Silsleeve engine in our 996 project car, and have

subsequently run a Hartech engine in another 996 project car. There's rarely a month that goes by when the subject isn't being discussed in the Q&A pages at the back of the mag and right now I know of two features coming up that involve readers and their rebuilt M96 engines.

But, for our front cover feature, I decided that we just weren't going to go there. Well, not in any great detail at least. Every time that we write about any Porsche with an M96 engine (or an M97 engine for that matter), there seems to be an expectation of a caveat relating to the already well documented engine woes. Added to this there are two camps: One that thinks the whole thing is over-exaggerated, and another that wants to rabidly pursue Porsche and fling mud at them and – in America – take them to court. Quite simply, we can't win.

Us? For the record we think the problems are very real, but it's impossible to get a handle on numbers, although we're convinced that there are many more M96/M97 engines out there running perfectly happily than there are wrecked and with their owners facing a horrible bill. And for our part the defence for keeping on with coverage of the horrible truth to those

that question our seeming obsession, is knowledge is power. Hopefully, our insights and preventative maintenance tips have kept some engines in one piece. But to those who claim that we're ignoring an inconvenient truth, I would say that every time we write about or drive a 996/997/Boxster/Cayman etc, we can't always include a disclaimer or an in-depth look at the various issues that surround Porsche's enginegate.



All shiny and beguiling but hiding an inconvenient truth. Yes, 996s blow-up, it's a fact and one that we've never shirked. Should we be bound to cover this in meaningful detail every time we write about anything with an M96 engine? No, says Bennett



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LETTERS

Got something to say? Need to express an opinion on the Porsche world? Well, here's your chance...



CAVEAT EMPTOR

I, too, was seduced by the notion that the 996's time has come, and that it could no longer be ignored when you consider the stratospheric rise in values of its air-cooled forefathers. And I agree that, on paper, the performance per Pound was undeniably tempting, but I must air many notes of caution. *Caveat Emptor*, as they say.

After saving hard, and seeking much written and verbal advice, I took the plunge with a low mileage (47,000) privately-owned 2003 C2 with a full service history and the supposedly more reliable 3.6 power plant. All was looking good and how chuffed was I at the time? Nonsense, what foolish nonsense...

In less than three months, and with barely another 2500 miles on the clock, without any warning the IMS bearing gave way with catastrophic results, leading to a major engine rebuild and a repair bill far in excess of the original purchase price.

Two things come to mind as I'm still recoiling: first your comparison with the Subaru at the time – well, luckily I still have my 1999 Subaru that has now covered 150k miles in the 12 years of my ownership, with no faults save one clutch replacement.

The second is that if Porsche were to design buildings we'd be in an awful lot of trouble – and so would they. Probably best they stick with poorly-engineered toys.

I know the issues with the M96 engine are well documented, and there is a chance that I have been unlucky, but gauging from how busy specialist 996 engine rebuilders are, I think not. The engine design is inherently flawed and this shouldn't cloud your judgement when being seduced by the apparent 'bargain' 996.

For my part I'm in too deep to recoup any financial loss and can only hope that some of the magic you mention in your article begins to appear in the long run, and that over the coming miles my experience of Porsche ownership is enhanced rather than evermore disheartening.

Stuart Martin, via E-mail

Keith Seume replies: We're very sorry to hear of your problems. It does appear that buying a 996 (or equivalent Boxster) is like playing Russian roulette at times. Let's hope that once you're back on the road, you finally come to 'get' what Porsches are all about... Please let us know how you get on.

All is not right in Stuart Martin's world after the engine of his 996 failed catastrophically after just 2500 miles of ownership...

WHILE YOU'RE IN THERE

I was in correspondence with your magazine last year when my M96.23 engine blew up after dropping a valve. Sadly, over the last year the car's been stored in a barn, the engine has been in bits in my dad's garage and I've been mulling over what to do.

Well, a few days ago, on a whim, I checked eBay to see if any M96.23s were available from crashed vehicles – and my early Christmas present is one out of a 'facelift' 986 with substantial front end damage, but no side or rear impacts, which Douglas Valley Breakers had advertised.

In the next few days or so the engine should be at Steve Bull's workshops in Devizes, Wiltshire, so I'll be back on the road in the Boxster soon. The donor vehicle's covered 64,000 miles, and in a video shot by DVB the engine sounds ok. There doesn't appear to be any soot or grime deposits on the bumper above the tailpipe, and so I thought it's worth a punt...

Of course, with the engine out of the car, there are various things which should be done. Steve Bull suggested an IMS upgrade (naturally), and I'm thinking that a low temperature thermostat, magnetic sump plug and Cayenne RMS installation are the minimum I should do. The clutch from my own car seems OK, having only been used for 22K miles, and the DMF seems fine, so I'll take advice from Steve on that to see if it's really worth replacing. Is a lightweight flywheel and associated clutch plate worth the money?

Do you have any other thoughts on (relatively) low cost upgrades? Metal water pump, deep sump kit, stuff like that? I've not got bottomless pockets but WYAIT...

And lastly, lubricants/coolants? Is Mobil-1 still suitable or is there something else recommended now? And is the Evans coolant you've been trying doing the trick for you, or should I stick with the bog-standard Porsche recommendation?

Dave Venman, via E-mail

Chris Horton replies: I'm glad to hear you have found what sounds like a good secondhand engine. Your WYAIT (while you are in there) strategy sounds spot-on, too, although personally I wouldn't bother with either a lighter flywheel/clutch, or the deep-sump kit.

It would be worth changing the air/oil separator – it's a horrible job with the engine in the car. Coil-packs, too, perhaps – especially if you are changing the spark plugs, which means they have to come off anyway. (And again that's a much easier job with the engine out of the car.)

Oil? I'm a fan of Millers – their website will tell you which grade etc you need. And definitely the Evans coolant. It's a little more expensive than the Porsche stuff, but since you would presumably have to buy that anyway, and since you are obviously in a position to be able easily to eliminate what remains of the original water-based stuff, I'd say go for it.

SION SIGHTING

My wife and I were visiting friends in Switzerland last summer and quite by chance we stumbled across a lovely little Porsche and Volkswagen show held at Sion in south of the country.

It catered for all models of Porsche, but early examples seemed to be in most evidence. Apparently it's an annual event, so we may try to look it up this year.

John Simmonds, via E-mail

Keith Seume replies: We've just heard the next show will be held in 2016...



Reader John Simmonds stumbled across the (formerly) annual VW and Porsche show at Sion in Switzerland, and recommends it to others. The next event won't be held until 2016, however



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TIERS OF A CLONE

A passion for Porkers was put on hold when Arthur Smid needed brain surgery a few years ago. As an incentive to a full recovery the self-assured Dutchman put in hand the construction of a flawless 2.7 RS replica

Words: Johnny Tipler Photos: Antony Fraser

There's no way of telling the difference. As it blats noisily through northern Brabant's Grenspark de Zoom, it looks a million dollars. In fact, it's as perfect a copy of a 2.7 RS Lightweight as you could wish for, and it's Arthur Smid's pride and joy. Four years ago the lanky Dutchman was diagnosed with a brain tumour and needed major surgery. Undaunted, he sold off his owned-from-new 964 and '64 911, sourced a 911SC donor and commissioned the creation of his fantasy car, the 1973 2.7 RS Lightweight. It would provide him with a focus during his recovery.

Like any number of Porsche buffs, Arthur's interest in Porsches was kindled aged 12 when his father bought a VW Beetle. 'In the '60s Porsche was Volkswagen's rich uncle, and though I was very proud of the Beetle, the Porsche was the ideal car, and that settled in my genes. But it took a while before I could afford a Porsche: actually, not till I was 42!

His first one was a '64 356 SC, acquired after selling up his first company, which made medical devices. Don't ask. All right then, stoma materials, or artificial bowels, if you

must know. Whatever, it was a lucrative transaction. 'At the same time I bought myself a brand-new 964 Carrera Coupé, and I also invested in a restoration company. It was during the early '90s recession, and I saved the company, and after that many classic cars passed through my hands. We went out to the States to scout for cars, and that was a delight!' Arthur sold the business in 1998. 'A lot of cars came and went, and it was a joy to have them around, to drive them, to improve them, and once they were finished they got another owner.'

No new Porsches were acquired after the 964, basically because he enjoys the older ones more. However, in 1998 he did swipe a bargain 964 Speedster that had stood unsold in a Porsche dealer's showroom for six months, making a small profit a couple of years later. 'Nobody wanted them at the time, but it's a different matter now! It's the early 911s that really fascinate him. 'I was in California in '92 and discovered a 1964 911, and the guy who owned it didn't have a clue what he'd got. I recall the chassis number was 300170, and it had been standing there for 10 years, completely disassembled, though complete and rust-free. So we took it away

immediately, restored it, and I owned it for 20 years. But till recently, nobody was interested in '64 cars either, because in 2008 I decided to sell it – it's not a driver, it's really a museum piece. For three years I advertised it in international magazines, in Germany, in England, and nobody responded. I was asking 135,000 Euros, but nobody even responded, and now they're offered at 400- or 500,000 Euros. In 2011, just before my brain surgery, a guy offered the asking price and I sold it and I invested the money in the 2.7 RS project. It was only after 2012 that the prices really started to go up. I've monitored this market for 25 years, and I can live with the increase in prices for early 911s and anything air cooled, but there's apparently no end to it now.'

The seeds of the idea of a 2.7 RS replica were already sown in Arthur's mind before his surgery. He attended the Goodwood Revival in 2010 and noticed Paul Stephens' PS AutoArt demonstrators on his stand, backdated 911s based on 3.2 Carrera and 964 donor cars. Impressed by the quality of the workmanship, Arthur tasked Paul with the job of creating his dream car. 'When I was diagnosed in January 2011 I decided to go for



Arthur Smid's RS replica is indistinguishable from the real thing, which is the point, really. It's no garage queen, though. He uses it for his daily commute to work, clocking up over 16,000kms in two years

it, simply to have a goal, something to live for. In fact I got away very well with it. Anyway, I had in mind a Carrera RS Lightweight, and I delivered the donor car myself because I wanted left-hand drive, and sourcing it myself sidestepped the formalities for Paul of importing a car into England.'

There's a host of differences between an SC and a 2.7 RS Lightweight. 'The front slam panel on an SC is completely different from an F-programme model. You can adapt the hood and sidelights to long bonnet F-model appearance, but you still see a G-model front slam panel. We changed that, and every detail in the front compartment is correct: the two battery boxes, even the profile of the rear wheel arch is 2.7 RS and not the SC's concentric profile.' Sourcing a 2.7 RS engine was a step too far, though, and the 3.0-litre SC flat-six was retained and rebuilt in the throes of the project. 'I compromised the engine, of course, because there are 993 cams and triple PMO carburettors on it, and that's why you will notice that it is a little hard to start, but once it's fired up it runs perfectly.'

The work was subcontracted to Braintree-based Clark and Carter, who customarily handle the lion's share of PS AutoArt cars. 'It took a little more time than we expected, 14 or 15 months or so, but during the process I pushed the limits because I wanted the perfect clone. The lightweight RS Recaro seats, the upholstery, the dash with its Becker radio is all period-correct down to the last switch. Thinner glass, RS door-pulls, and even under the skin the details such as the shell reinforcement around the engine bay. I delivered some parts myself, because I have some restorer friends in the Netherlands and one of them is producing RS parts, and it was my pleasure to go on eBay and find other parts. Like a new-old-stock 85-litre composite fuel tank, a new unused spare wheel, new unused tool set, 38-centimetre steering wheel, steering column and switchgear. The F-programme cars were the first to have an inflatable spare and the compressor is hidden away in the smuggler's box.' All of which Clark and Carter incorporated into the build. Why this particular colour scheme? 'I'd been through all the RS options, from dark aubergine to chartreuse, and this was the final choice: white with green is just that little bit more unusual, and this resembles the 2.7 RS Lightweight most.'

I put it to Arthur that the amount of money he must have spent creating this perfect replica of a 2.7 RS would have gone some way towards buying the real deal. Not even halfway. 'When the project was finished I'd spent about half the value of a genuine Carrera, which at the time was 250,000 Euros, though now they're 400,000 or more. That's still a lot of money, but it's business as usual if you restore Porsches, and they'll always end up more expensive than you'd hoped. On the other hand, when it was finished I had a valuation done by an expert, and he didn't get any clues from my side because I wanted an objective opinion, and he estimated right down to the penny what it would cost to build this car.' That must have been gratifying.

The RS rep was finished in June 2012. Arthur uses it to commute 50km a day to work, and he's clocked 16,300kms in two years. That also includes a tour of Scotland with the Dutch Porsche Club, and one or two track days. 'We recently had a track day at

Arthur and his RS replica, commissioned when he discovered that he had a brain tumour, which would require operating on. The RS would give him a focus for his recovery



“ During the process I pushed the limits because I wanted a perfect clone ”





HISTORY

A tricky one this, given that we are talking about a replica, but then given the way that RS prices have taken off in recent years, even a replica is a valuable commodity these days.

The 2.7, launched in 1973, is probably the most famous 911 of them all. The suffix RS stands for 'Rennsport' - racing sports - and just 1580 were built, a figure that eclipsed the homologation requirement of 500 cars.

Light weight, and with 210bhp, it had the performance to match its status.

Lelystad on the national police training track, and one of these police guys has a Porsche and he managed to arrange access for the club. On a circuit like that you notice that power isn't everything, because there were far more powerful cars there and this one was a front runner, not just because it handles sweetly but because it is only 1,000 kilograms. You don't have to accelerate it, you don't have to brake it, you don't have to manhandle it through the corners, and you can perfectly feel what you're doing, and that's the joy of these RSs, the contact and the experience. That's the motivation: it has to be perfect and it has to be tough.'

And does he plan another project? 'No, no, this is my last one. I've achieved my ambition.' The 2.7 RS rep shares Arthur's garage not only with a dozen gigantic scale-model helicopters, but also a pristine white 911SC Targa. 'I stumbled on it thanks to a tip-off. It was a one-owner car that had been

standing for 10 years because it had broken crankcase studs. Otherwise it was perfect. This guy was in a wheelchair, but he had been so careful with the interior, getting in and out. It can't have been easy. So we fixed

second up to 120-130kph on the highway, and then you go into third, and then it's like a regular automatic, and for sunny day driving it's a delight.'

Nice as it is, the SC Targa's not the

“ It's a perfect Sporto. I'd never even driven a Sportomatic before, and it's a delight ”

the engine and gave it a good overhaul and a respray. It's also a perfect original Sportomatic; I'd never even driven a Sportomatic before, and it's a delight. It has three gears, and it's so relaxed you don't need to use first gear, you can just use

favourite, though. Unsurprisingly, that status is reserved for the RS rep. 'It's the most exciting car I've had, in handling, performance, sound and vision; it's as simple as that. We're touring Italy next year and I can't wait!' **PW**



Above: Arthur's other Porsche is a lovely SC Targa Sportomatic. The perfect antidote, perhaps, to the more frenetic RS rep. Left: With downdraught PMO carbs and correct air filters, the engine looks fairly convincing, but Arthur couldn't run to a proper 2.7-litre RS engine and so stuck with the 3-litre SC motor

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AHEAD BY A NOSE

They're both 964 Turbo Ss, one's a 3.3 Lightweight, the other's a 3.6 Slant-Nose, and both rare as steak tartar. But which would be the keeper?

Words: Johnny Tipler Photography: Antony Fraser



Chalk and cheese in many ways, the 3.3-litre 964 Turbo S Leichtbau and its kissing cousin, the 3.6-litre Turbo S Slant-Nose. Yet, they're both attention-grabbing, in-your-face ballsters in their own highly individual ways. The yellow Turbo S Leichtbau – let's say Lightweight – oozes 'come-dance-with-me if you dare' trackability, the silver Slant-Nose is the sulky fashion victim who seeks approbation at mixer parties. Separated in production by barely a year, their demeanour speaks volumes: 'I'm different,' each cries. 'Check me out!' And so we do, courtesy of Johan Dirickx at Kontich-based 911 Motorsport in Belgium.

The story's this: in Spring '92 at the Geneva show, Porsche revealed the 964 Turbo S; on the face of it, it bore only a passing resemblance to the normal Turbo, having more ostensible affinity with the narrow-bodied 964 RS. This new evolution of the 3.3-litre compressor model bore side air-inlets in the rear wings, a flatter body-coloured rear wing, frontal brake-cooling ducts instead of fog lamps, GRP doors and bonnet lid, and lightweight panes in the side

and rear windows. Interior appointments were on a par with the minimalist Carrera RS, saving 180kg all told over the ordinary Turbo. Using the X33 performance option package, the Turbo S Lightweight's 381bhp flat-six employed high-lift cams, ported intake tracts, a 0.1bar higher boost pressure, and tweaked ignition and fuel-injection systems. And it was the first roadgoing Porsche to run on 18in split-rim three-piece Speedlines. They're wearing Michelin Pilot Sport 235/40ZR x 18 on the front and 285/30 ZR x 18 on the rear. By contrast, the regular 964 Turbo was a very fast, capable and luxurious grand touring car, and certainly not a highly-wired breakdancer.

Inspiration for the Turbo S Lightweight sprang from a one-off 3.3-litre 964 Turbo S racecar, built by Andial and developed by Weissach guru Roland Kussmaul for Florida-based legends Brumos Racing, who were victorious with it in the '91 and '92 IMSA Supercar Championship for production-based cars. They loved to do that sort of thing at Weissach: just look at Jürgen Barth's narrow-body 964 Carrera 4 Leichtbau from 1990-'91, a run of 22 cars

based on the leftover running gear from the Paris-Dakar 959 and 953 Le Mans car programmes. That particular 964 evolution proved a bit of an enigma, as there was no dedicated race series for it to run in. However, our yellow car, the 964 Turbo S Lightweight was a cut above. In early 1992, the head of Porsche's high-flying Exclusive department, Rolf Sprenger, declared his intention to productionise a version of the Brumos car in very limited numbers. The 3.3 Turbo RS 'Leichtbau', as he dubbed it, would be street-legal, with superior power, torque and handling to the standard Turbo, plus bodywork to match. Planned production run was initially 80 cars, and the build kicked off in July '92, closing in November that year with 86 units completed, making the Turbo S Leichtbau a '93 model-year car. Such was the esteem with which it was regarded inside the company that the '92 Geneva show car was selected as one of the exhibits in the 25 Years of Porsche Exclusive event staged at the Porsche Museum in 2011.

This 3.3-litre 964 Turbo S Lightweight is originally a Swiss car and bears the stamp of the Swiss Porsche concessionaire AMAG

This is a rare beast indeed. While Porsche built 76 Flachbau (flat-nose) 964 Turbo S cars, just ten – all for the Japanese market – featured the full covered lights





Yellow peril! This 964 Turbo S Leichtbau (Lightweight) pays homage to the Brumos IMSA race cars and is a product of Porsche Exclusive

The red tray surrounding the intercooler is a defining feature of the 964 Turbo S Lightweight. Right: A simple strut props up the lightweight hood, while slightly incongruous luxury carpet obscures strut brace

on the engine bay closure panel. There's a service tag as well, dated May 20th 2014 at 35,776kms. The engine bay is an inviting sight. All Lightweight Turbo Ss have a red tray surrounding the intercooler and the fan casing and air-filter box are also in red. The rear spoiler is not like that of the normal Turbo: it's the same one that they used on the 964 C4 Leichtbau. It doesn't have the rubber surround of the mainline Turbo, and the form is different; it's flatter on the sides, it's a single moulding and it has a flatter profile with just a little curvature where the ventilation grid is. The front lid is carbon fibre and the doors are flyweight aluminium. Intriguingly, the ducts in the leading flanks of the rear wings are different sizes, bigger on the right-hand side than the left. That's because the left one serves the intercooler and the right-hand one cools the brakes but of necessity it's smaller because of the oil tank location.

The 964 Turbo S Lightweight is a turbocharged RS, really. It's got the lightweight door cards, handles and the canvas door pulls and wind up windows, plus RS bucket seats and four-point Schroth harnesses, and RS-style wheel hallmarked Turbo S. The only things that are not original are the Schroth seat belts;

space under the front lid, but the pouch where the warning triangle lives proclaims Turbo S in the same yellow as the car's body colour, while underneath the carpet which covers the fuel tank is a strut-brace. If you love the RS you'll love this.

And what of our second car? Again, it's the progeny of Herr Sprenger's Exclusive

“ The 964 Turbo S Lightweight is a turbocharged RS really ”

it would have had RS belts in yellow to match the colour of the car. The steering wheel is the original three-tone dark grey, light grey and yellow in the centre, with Porsche embossed on the lower part Turbo S on the hub. There's very little luggage

department, announced in August '93 as a run-out version of the 3.6-litre 964 Turbo S, narrowly pre-dating the 993, and fitted with the X88 'S' motor. At 290,000DM (€148,000), it slightly undercut the 964 Turbo S Lightweight, but was plenty



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cheaper than the regular 964 Turbo 3.6. Along with the 3.3 Turbo S Lightweight, the 1994 Turbo S Slant-Nose was also chosen as a show car in the 25 Years of Porsche Exclusive event.

You either like the flat-nose or you don't; study enough 935 racecars and you begin to see the point and it grows on you. The Flachbau or Flat-Front originated with the 935 racing cars of the late 1970s in the quest for lightness and better aerodynamics – a model manifest as the 935 Moby Dick and Kremer K4 in its most evolved forms. Like many racing applications it soon

enough found a home in the road car line-up. Soon enough other euphemisms crept in (tin-top legend Gerry Marshall campaigned a Firenza with a similarly configured 'droop-snoot' nose) and the one that stuck on the 930 and 964 Turbo was 'Slant-Nose'. The Flat-Front 930 Turbo S started off as a special production model created in Porsche's Exclusive Department in 1985, and in '87 they made it on the production line. Before that, if you wanted a flat-nose Turbo you went to Exclusive where they took off front wings (fenders) and fitted the handcrafted slant-nose. Flat-

Front production flat-lined till the 964-based Slant-Nose appeared in autumn '94.

The incoming fresh-faced 993 quickly overshadowed the last-gasp 3.6-litre 964 Turbo. Johan is blunt about the genesis of the Slant-Nosed 964 Turbo S. 'They wanted to boost sales, so they went for the Slant-Nose look to try and generate some interest,' he comments. 'They made the rest-of-the-world cars with 968-style pop-up headlights, and the Japanese cars were Slant-Nosed.' Indeed, and the front wings and front panel of the r-o-w cars were more akin to the 993, gently rounded, easing the

Slant-Nose interior is the slightly more luxurious place to be. Turbo S Lightweight interior owes much to the 964 RS





Both come from Porsche's Exclusive Department and both are deliberately bespoke. Hard to see the business sense back then, but it made for some wonderful 911 curios

transition from one model to another, while the exposed headlamp lenses lay in their recesses till deployed. Except that they were so rare you hardly ever saw one: just 76 were made, and out of those, ten were destined for Japan. These were fitted with flat-nose bodywork like that of the mid-'80s 930 Flat-Front Turbos, along with masked pop-up headlights along similar lines. 'All ten were finished in silver; a couple were made with a biplane rear spoiler, and the other ones had a spoiler like this,' says Johan, indicating his own car. 'They all had basically the same configuration and the 380bhp engine, and they were all exported to Japan and they are all left-hand drive, even though Japan drives on the left. Even the speedo is in kph, so it's like a European car. And of those ten cars, one is crashed, one is in Colorado, one is in Arizona, and one is here in Antwerp, so that leaves six cars still in Japan.'

Aside from the obvious stylistic differences between the two highly distinct takes on the 964 Turbo theme, there are detail disparities too: the Slant-Nose versions have four tailpipes, not for any performance reason but because the 930 Flat-Front Turbos had four tailpipes too, and only the Turbo S Lightweight has two exhaust pipes. While the Leichtbau has cooling orifices that recess smoothly and progressively in its rear wings, the more

formalised Slant-Nose air scoops have horizontal slats more in keeping with its linear profile. And yet the arching curvature of the Slant-Nose body viewed side-on has much more of a symmetrical curve relative to the sloping back end, provided you ignore the tea tray spoiler. Of the two 964 Turbos the silver Slant-Nose 3.6 is the more extraordinary looking by far, and indeed possibly the one that already looks more dated. It's loosely modelled on the 930 Flat-Front, though viewed side-by-side it sits lower. Or indeed, a 935 racecar, with lidded

of the flared wheelarches, and those are bulged to cover the polished split-rim Speedline wheels, which are shod with Michelin Pilot Sport tyres, 225/40ZR x 16 on the front and 265/35 ZR x 16 on the back. The outside edge of the wheelarch is flat at its extremity and the curvature ends abruptly on the top of the wings where the slats are. An incongruous sill runs from the front to the rear wheelarch, forming what amounts to a running board with a black rubber trim down the length of it, which has the merit of providing some protection if

“ Of the two, the Slant-Nose is the more extraordinary ”

pop-up headlights similar to a Porsche 944 or anything else thus configured, from a Lotus Esprit to a Honda NSX. The vents in the topline of the wheel arches are angled to allow air to exit, getting shot of excess heat from the oil cooler and the front brakes. There are ducts either side of the front valance where the driving lights live in a conventional 964, and headlamp washer nipples in the top of the front panel. There's a splitter underneath the front panel, and that is carried through into the main section

somebody opened their car door onto it. The rear wheelarches bulge more satisfactorily aesthetically than the front ones, and the whole rear end of the car is flared out from beneath the rear three-quarter window down to the wheelarch itself. Ahead of each wheelarch is the vertical vent divided by three horizontal arrowheads protruding from it, and they're of equal size on both sides of the car. The rear bumper has the 964 RS style centre section, and two sets of twin tailpipes



protruding beneath it. Mirrors are teardrops, and much of the core of the bodyshell is regular 964, but the extremities are different. The Turbo tea-tray rear wing contains the intercooler.

Surveyed from the silver Slant-Nose's

supported and they are adequately embracing, though they're not electrically adjustable. At first it seems that the relationship of seat to wheel is rather awkward, and the wheel is resting on my knees, but a little fore and aft manipulation

missing in the dash above the radio, the rear fog lamp and the front spotlights, though the heated rear window and the cigarette lighter are present. It has passenger seats in the back, of which the Turbo S is bereft, though there are no backrests to fold down, so just a rudimentary squab with a back pad, but it does have a sunroof and electric windows. In the Slant-Nose engine bay, the intercooler is dominant, like a giant tray, covered when the lid is shut by the tea-tray wing. It's also got a big air conditioning compressor, so whilst the 911 flat-six is normally an elegant piece of machinery you just don't see it because of the paraphernalia of the intercooler and the air conditioning pump.

So how do they compare as driving machines? When manoeuvring the car at

The flat nose 964 Turbo wears its additions with pride. Big rear wing, pumped arches and side skirts create an attitude. Quad exhausts very un-Porsche of the era

“ The flat-six is hidden by the paraphernalia of the intercooler ”

Recaro race seats, the controls feel like normal 964 kit, even down to the air-bag steering wheel, augmented by a digital boost gauge in the middle of the rev counter. The Recaros look less cushioned than normal sports seats, but in fact I'm well

of the seat conquers that. It's amusing to see that they stuck the Japanese instructions on the driver's armrest, so there's no way you can actually read them as you're going along, whatever they might be recommending. Two switches are

Engine bay is all intercooler and air con gubbins. Bling wheels look the business. A trial to keep clean though, we'd wager



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very low speeds the steering of the Turbo S Lightweight is extremely heavy, but on the move that weightiness is imperceptible. The yellow peril revs much more zingily than the silver car, which simply feels like standard issue, whereas the Turbo S feels way more responsive on the throttle. There's no doubt the Turbo S is a lovely car to drive, and you wouldn't expect otherwise. First, here is Johan's take on it: 'initially you don't have the impression that you're in a particularly high-performance car; it drives very smoothly, you can easily drive in traffic because it's very tractable, you don't have to push it, though it's very responsive if you do want to. It's a very smooth car that's very fast at the same time, and that's what I

call the driveability of the car, supercar performance.' That's from an RS aficionado and historic racer with Laguna Seca, Daytona and Classic Le Mans to his credit. And compared to other Porsches, then, in terms of power delivery? 'A Ruf is more explosive, but it's definitely faster than a 930 3.3, it's faster than a 964 3.3 Turbo or even the 3.6 Turbo, but it's not so much of an explosion. It's not like an old 3.3 930 Turbo where you're conscious of the explosion of the turbo coming in; with this one you sense the turbo coming in, but it's not the same kind of explosion as on the others.' And my take? It's extremely swift, the acceleration is blistering and it does feel awesomely fast compared with the regular

Turbo; onset of the charge is subtle, it doesn't keep you lagging and then come in like a bastard. When pulling away the torque is fantastic, and it is imperturbable during cornering, sitting sublimely close to the deck so handling is spot-on round the turns when it squats down, and there is instant power on tap in the exits to surge on to the next bit of arm-twirling action. An excellent suspension set-up, aggressive but not overly combative, a point Johan endorses: 'driving older cars, you floor it and the car sits down on its arse. This one, the car sits lower, but it's not pushing the back end down the same way, so it's a little bit more planted.'

Heading out onto the Belgian back-

Above and below: Louvres, slats and arches, the Slant-Nose has got the full gamut of tweaks from the Testarossa school of styling





The Flat-Nose look is an acquired one, particularly the way the nose drops away. It's got some presence and character, though, and it's very much of its time

doubles in the Slant-Nose car, it is more difficult to judge where the front of it is because you haven't got the domed wings and headlights to show you where to pitch it. But in the silver car it's the normality of the driving experience that makes it the more relaxing of the two, its zany appearance notwithstanding. In a way it's more pleasurable because it's not overtly sporting. Does what you want when you want it. It's presenting as a sports derivative like the 935 for example, but it's behaving like a normal Turbo and not a growling tiger stalking a kill. Acceleration is sharp, with a slight tendency to lag, but over 3,000rpm the force comes in straightaway and performance is effortless, with commensurately poised handling. Each shift brings a real kick in the back when the turbo bites, and it's a real frisson when it takes off like that. There's no doubting its awesome performance potential.

If further justification is needed as to why Porsche built these cars, consider that the company has always built what the market demanded, even in small numbers, and they probably introduced the 964 Turbo S Lightweight simply to push their sales figures. As Johan says, 'they already had the wide bodies from the Turbo 3.3 and they wanted to do something like an S, so they made a limited series of it. That's something Porsche has always done; historically, Porsche is a masterclass in

making numerous limited edition versions out of a car in order to sell them. Naturally, the 964 RS 3.6 sold extremely well and they built about 2,800 of them, whereas, relatively, the less specialised 3.3 Turbos didn't sell all that well (3,660 units produced), so they made the 3.6 version, and when that didn't sell they made the Slant-Noses. Basically they made whatever the market asked for, and in that period Porsche didn't need money so they built whatever they wanted.'

expensive – almost DM100K (€51K) more than the standard 3.3 Turbo in 1993 – and a little bit later they came out with the 3.6 Turbo, which was almost as fast as the 3.3 Turbo S Lightweight, but much cheaper, so the people who bought the 3.3 Lightweights felt they'd been short-changed. They'd paid a huge amount of money for the fastest car, and within a year the 3.6 Turbo came out that was nearly as fast.' Except, this only means something if having a claim on owning the fastest car actually matters;

“ Each shift brings a real kick in the back when the turbo bites ”

Now, people are searching for the Turbo S Lightweight because it was an exceptional car and limited production, whereas somebody who sought the car in 1992 was after a particular driving experience, or, thinks Johan, 'somebody who wants to have the fastest or the newest Porsche, just for the pleasure of having the latest car. I'm told that they had about 100 customers that were doing that: buying a new one, and once they have the new one they sold the old one and so it went on. It's also showing off, because when the Lightweights were built they were very

the point of the Lightweight is its rawness, and that's immediately evident when you get in the car. The Turbo S is for trackday buffs, and god forbid they get stashed away in an air-conditioned vault, whereas the Slant-Nose is for normal driving – and by that I mean exhilarating rather than nerve-jangling – while it's just the look of it which is quirky.

There's no doubt the Turbo S is the more involving of the two to drive, but I do like a quirky car, one that keeps its audience guessing, and the Slant-Nose gets the nod. By a whisker. **PW**

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RING OF FIRE

Jim Wilkinson's 944 Turbo track car is a *bona fide* 7m 50s Nürburgring lapping machine, barging GT3s out of its way and leaving them in its wake. No surprise, then, that it's one of the best modified Porsches that we've driven for some time

Words: Steve Bennett Photography: Antony Fraser



A track day 944 Turbo? Well, yes, it's a no brainer, particularly from a bang-for-buck point of view. There's no shortage of cheap 944 Turbos out there. Pick one up for, say, £5k, rip the interior out, stick in a cage, bolt on a spare set of wheels with sticky tyres and off you go. Sure it will be a bit scruffy, but what the hell, you'll be having a lot of fun for not a lot of money, and in a Porsche, too.

Well, that's one way to do it, and a compelling one, too. But there is another way, and that's to do it properly. Build a track day 944 Turbo that looks like it's emerged from the factory circa 1990-something, using the Porsche parts bin and inspiration from racing transaxle cars that frankly don't get the kudos that they deserve. We're thinking Le Mans 924 Turbos, IMSA 944s, 924 Carrera GTs and GTRs and, to fast forward, the 968 Turbo S. The amalgamation of

the above could quite easily be described as a 944 Turbo GTS.

Enter, then, Jim Wilkinson, a man with vision and a plan to build the ultimate 944 Turbo track day and potential race machine. Now it should be said that, along with the plan and the vision, Jim does also have the all-important wherewithal. By that we mean the skills and facilities to carry out this sort of job. Jim, you see, runs a highly regarded bodyshop, P3 (Prestige, Paint, Perfection), and he's a pretty handy engineer too. That's all useful stuff when time and fabrication equal big bills. It's why Jim could be slightly indulgent in this project and use a Porsche that would otherwise not be the obvious choice from a cost/potential return point of view. But then what project is ever worth what goes into it. They are all an indulgence of sorts and, without folk like Jim, life would be very dull indeed.

Jim is no stranger to Porsches. He's had

a few 911s and he's currently also working on a narrow body 911, with 3.2 Carrera running gear. He's also got a soft spot for the 944 Turbo. Like all good projects, this one started small and escalated. "Well, you know how it once you get going," says Jim. Er, yes, all too well Jim.

So where to begin? Well, with a 944 Turbo. In Jim's case it was a 1986 car with 200,000-miles on the clock. Predictably the sills were shot, as were the bottoms of the front wings, but apart from that it was just fine, which was all that was required. Jim replaced the inner and outer sills and the bottoms of the front wings, and then proceeded to strip the shell of all its underseal and sound deadening. An immaculate shell was – as far as Jim was concerned – a crucial starting point for the project, and a means to getting the 944 down to a sensible weight. A standard 944 Turbo weighs in at 1350kg, which given its size, is not exactly lightweight (although it





There's probably no shortage of 944 Turbo track day cars around, but very few are of the quality of Jim Wilkinson's superb machine

is still 30kgs lighter than, say, a 996 GT3).

So shedding weight was top of Jim's agenda. In Mk1 form the 944 Turbo featured steel wings and bonnet, but just days after it was finished a van managed to wipe the front end off, so Jim opted for a rethink during the enforced, highly frustrating, rebuild and fitted fibreglass wings and bonnet from Club Autosport in Halesowen. The 924 Carrera GTS-look lights and nose are also fibreglass and lexan and come from transaxle specialists Deutsch Nine, as did the heat removing louvres set into the bonnet. So that's a lot of steel removed from the front.

And if the front of a 944 features a lot of steel, then the rear features a lot of glass. Even with the assistance of gas struts, lifting the tailgate of a 944 you know there's a lot of weight there. Try removing one altogether and it's a two-man job or a knackered back (as your editor can confirm). So an impressively translucent and plastic rear hatch was supplied by GT Racing from the States and the adjustable 968 Turbo S spoiler was another Deutsch Nine addition. Completing the bodyshell is a seriously robust cage from Safety Devices.

Jim resisted the temptation to completely strip the interior, retaining the dash and door cards, which does make it relatively civilised. Roll cage is a solid Safety Devices construction

Jim's 944 Turbo rolls on 17in 993 'Turbo Twist' alloys and making the connection between bodyshell and wheels is a KW Variant 3 coilover set up which dispenses with the rear torsion bar. An M030 rear anti roll bar and standard 944 Turbo roll bar are also fitted. Powerflex bushes all round keep the suspension tight and even the gearbox and engine are semi solid-mounted with mounts from Lyndsey Racing – the go-to 944 folk across the pond. More from them

Turbos left the factory with 2.5-litres and 8-valves, much the same as the base 944 Lux, but with steel rods and forged pistons. Standard they delivered between 220bhp and 250bhp, but as with any turbo, more power is a tweak away. Jim's engine remains standard in terms of internals, but the stock factory turbo and ancillaries have all been upgraded. A Lyndsey Racing 'Widefire' headgasket takes care of any potential combustion issues, while a

“ Days after it was finished, a van wiped the front end off ”

later. Hiding under the rims are 993 Turbo calipers, which clamp onto standard 944 Turbo discs, with Pagid brake pads.

Of course you want to know how much power it's got so we'll move on to the engine. It's a comparatively simple unit, Porsche famously eschewing complication where it's not required, and so all 944

Lyndsey dual boost wastegate and baffled sump take care of boost pressure and keeping the oil in place under cornering. And finally Lyndsey supplied the balance shaft delete kit, which restores the few bhp the balance shafts absorb.

The 944 Turbo was typical of an early turbo installation in that it had a fair amount



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of turbo lag. Modern electronics and turbos themselves have greatly reduced this restriction and Jim's 944 has been uprated accordingly with a hybrid version of the standard 220bhp turbo and electronics from Augment Automotive, who will need no introduction to *911&PW* readers, specialising as they do in 944s of all flavours. Augment Automotive also dispense with the restrictive airflow meter allowing more air into the engine. A much-improved intercooler is employed and, in

Gloucestershire.

So output from this little lot? At the moment 300bhp, but with the potential for a lot more as and when Jim gets the power bug again. He's already talking about a different cam and an increase to 350bhp, but at the moment the temptation to stick with a bullet proof 300bhp must be quite tempting. And in these days of 300bhp hatchbacks it's worth bearing in mind that, with all the associated weight savings, Jim's track 944 Turbo has shed 100kgs,

He's retained the standard dash, and door cards, but has reverted to 968 Club Sport manual windows. Look closely and attention to detail abounds. Continuing the exterior white and yellow striped colour scheme to the backs of the seats and the centre console is a neat touch, but there's other stuff too which take a keen eye to spot. The door cards have been trimmed to blank off the speaker cut-outs and the door bins have been removed. Yes, Jim could have just removed the door cards altogether and replaced them with a sheet of aluminium, but he wanted the interior to remain relatively civilised and stock looking, something a sheet of aluminium vibrating away emphatically doesn't achieve. He has, though, done away with the air-conditioning, but has removed the outer dash air vents for a more concentrated rush of cooling air from the large centre dash vents.

There's a lot of weight in the tailgate of a 944, which is why Jim's is all lightweight plastic. Adjustable rear wing is modelled on 968 Turbo S item

“ This machine has lapped gantry-to-gantry in 7m 50s ”

order to keep up with the extra fuelling requirements, bigger injectors have been fitted, while a three-inch exhaust system deals with the rush of exhaust gases.

The basic engine build was carried out by renowned Porsche specialist, Charles Marsland, who flies under the radar when it comes to PR, but of whom Jim can't speak of highly enough, likewise Augment Automotive's skills for the turbo install. Charles is based in West Malling, Kent, while Augment are in Cinderford,

and now weighs in at a svelte 1250kgs, giving it a similar power to weight ratio to the current 991.

Surprisingly, perhaps, the gearbox and transaxle remain stock, each being happy to handle the extra power, but Jim is seriously considering a Quaife limited slip diff. A short-shifter does, however, reduce the standard throw of the shift, which on a 944 is a little ponderous.

Inside Jim has fitted two Sparco fixed back race seats and four-point harnesses.

Talking of the dash, Jim could have removed this for extra weight saving, but it's handy to have a full complement of gauges and again it adds a dash of civility, which when you're driving to the Nürburgring, or using the car on a daily basis – which Jim is because his van is off the road – really does matter. Or maybe I'm just getting old? Oh, and talking of the 'Ring, Jim has lapped gantry-to-gantry in 7m 50s, which is pretty impressive you'll agree and puts Jim in the mix, with all sorts of well-driven and heavily



IT'S NOT ALL ABOUT PORSCHE

Jim has been running P3 Prestige Paint Perfection from his Riverside, Charlton base for 12 years. Aston Martin trained; he then worked at Porsche bodyshop RS Autos for 12 years before setting up on his own. It's not all about Porsches then, although he is currently working on a narrow body impact bumper 911, which at some point in its life was butchered into a 964 lookalike, but has now been converted back to its narrow status and into which Jim is putting 3.2 Carrera running gear. Well there's no point in getting too precious about a car that's had so many identities. However, knowing the standard of Jim's work, it will be well worth a look when it's finished.

Non-Porsche? Well, Aston Martin work has followed him throughout his career and he also specialises in Lamborghinis, with a Countach LP5000 currently in for restoration. Oh, and there is the small matter of his own Diablo! Anything else? Yes, he's currently in the throes of restoring a 1991 Lola F3000 car, and not just any old Lola. This one was raced throughout '91 by Damon Hill. Jim found it in a neglected state and when it's finished he intends to race it in the BOSS Formula series. Sticking a Cosworth DFV in the back of that will make building track day 944 Turbos look pretty tame.



modified 911s of the GT variety.

Jim modestly attributes a good deal of this to the 944's suspension set up by Center Gravity, and in particular CG's head man, Chris Franklin, who Jim describes as an "absolute genius." Chris spent 10 hours plus on the 944 on CG's chassis rig getting the geometry and corner weights just so and achieved a fabled 50/50 balance, thanks to the 944's rather lighter front end over the standard car. Interestingly, David Barker at Augment Automotive told us that Jim's track 944 Turbo was by far the best handling 944 he's ever driven, and he's

driven a few, and without wishing to sound like a show off, so have I, and so as a keen 944 peddler, I was equally keen to see how Jim's car hangs together from an all round driving point of view.

First, though, I had to contort myself though the rather narrow gap between the roll cage cross bar and door opening, and drop myself into the seat. Jim is a bit shorter than me and age is catching up with my lanky limbs! Strapped in, and with one hand on the dished Momo steering wheel, and the other slotting the gearlever into first, we set off around the familiar

Longcross (also known to many as Chobham) test track.

A slow lap first to get a feel for things and then a gradual increase in speed. With solid engine and gearbox mounts and uprated bushes all round it's no surprise that Jim's 944 buzzes and tingles in all the right places, but actually not as much as you might expect. The carefully assembled engine is very smooth despite being devoid of the soothing influence of balance shafts. Typically the turbo introduces its own sound suppressing influence too. Lag is minimal, response near instantaneous as the hybrid

Jim runs his own, highly acclaimed bodyshop and paint shop. Can you tell? As you can see, then, this a nut and bolt build, using new and fully refurbished parts





K26 turbo rushes to pump air into the cylinders with that trademark fat surge that only forced induction can achieve. On the track's longest straight, Jim's Turbo launches from 100mph to 130mph in fifth with casual ease and then drops speed with equal conviction as the big 993 Turbo calipers grab hold of the discs. So it goes and it stops, but how does it handle?

Well, the 944 is a pretty good starting

drive car). Engine in the front, gearbox at the back, coilover suspension, 50/50 weight distribution, all the basic essentials for ultimate handling as we know it, tweaked, honed and meticulously refined by masters of the art. It should be good, it should be amazing and isn't it just.

The figures suggest a very neutral handling machine and it is. You can sense and feel the balance, with neither the front

attacking, track driving mode it simply goes where it's pointed. If that sounds like a cop out it isn't. In many respects it would be easier to describe using the weight of the rear to influence the turn in, or frontal weight induced understeer, but Jim's 944 Turbo just doesn't have these traits. Imagine balancing a pole with two equal weights at either end? That's what you have here, and allied to that are the four corners that are weight adjusted to match. Rarely have four tyres had an easier workout.

If we were to have an award for 'Modified car of the Year' this would walk it easily. It is easily the sum of its well-considered parts. It would be tempting to stop here. Sure, Jim could lose some more weight from it, give it some more power, but would he then start to spoil what is a giant-killing track day machine? And no, it hasn't been cheap: Jim mutters something that sounds like £50k, but hell, there are people spending many thousands more than that to get around the 'Ring in under 8 mins. Above all, though, it's different. **PW**

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Center Gravity:
centrgravity.co.uk

“ It's a very neutral car. You can sense and feel the balance ”

point. Not for nothing was the 944 and then the 968 hailed as 'best handling' in many contemporary end of year round-ups.

Equally, I well remember one Lotus chassis engineer confiding in me that the 968 Club Sport was his favourite handling drivers' car (imagine if Lotus built a front-engined, rear

or the rear trying to work against the other, or throwing their mass around by means of weight transfer. It neither understeers or oversteers unless provoked, and even then it takes a massive lift and a boot of throttle to unstick the rear. A gentle lift mid-corner will induce a mild understeer, but in





911 Carrera RS (993, LHD, 6-Speed)
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 18" Speedline RS wheels • Air Conditioning
 111,195 km (69,907 miles) • 1995 (N)
 £199,995



911 Turbo (993, 6-Speed)
 Arctic Silver • Boxster Red Leather Sport Seats
 Sports Exhaust • Air Conditioning • 57,873 miles
 1997 (R)
 £99,995



911 Carrera Supersport Targa
 G-50 Gearbox • Baltic Blue • Linen Leather Sports
 Seats • 16" Fuchs Wheels • 3-Spoke Clubsport
 Steering Wheel • 15,765 miles • 1989 (G)
 £69,995



911 Carrera 2 S (997 GEN II, PDK)
 Basalt Black • Black Leather Seats • 19" Turbo
 II Wheels • Touchscreen Satellite Navigation
 9,948 miles • 2011 (11)
 £55,995



911 Carrera 2 S (997 GEN II, 6-Speed)
 Basalt Black • Black Leather Seats • Sports Exhaust
 Touchscreen Satellite Navigation • 31,378 miles
 2011 (61)
 £49,995



911 Carrera 2 S (997 GEN II, PDK)
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 Navigation 38,996 miles • 2011 (61)
 £46,995



Boxster Spyder (987, PDK)
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 19" Spyder Wheels • Sport Chrono Pack with Sport
 Plus • 28,739 miles • 2010 (10)
 £38,995



Cayman 2.9 (GEN II, 6-Speed)
 Jet Black • Black Half Leather Seats With Alcantara
 Inserts • Touchscreen Satellite Navigation • 18"
 Cayman S II Wheels • 34,207 miles • 2011 (11)
 £27,995



Cayenne GTS (Tiptronic S)
 Carmen Red • Black Half Leather Seats With
 Alcantara Inserts • 21" Cayenne Sport Wheels
 Satellite Navigation • 2008 (08)
 £24,995



Boxster S (987, 6-Speed)
 Basalt Black • Black Leather Seats • Satellite
 Navigation • 19" Sport Design Wheels • 48,053
 miles • 2008 (58)
 £19,995



Boxster S (987, 6-Speed)
 Arctic Silver • Blue Leather Seats • 19" Carrera S
 Wheels • BOSE Surround Sound System • 43,220
 miles • 2005 (05)
 £17,995



Boxster S (987, Tiptronic S)
 Basalt Black • Black Sport Seats • Satellite
 Navigation • 19" Carrera S wheels • 51,789 miles
 2005 (05)
 £16,995

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A lovely paint job by Art Car artist Walter Maurer, but this SC harbours a very special factory-fitted 3.1-engine too

BEHIND A PAINTED SMILE

Words: Johnny Tipler Photography: Antony Fraser





Wraps, anyone? Rarely do you see so many cars cloaked in dust covers. We're in the sprawling, former factory premises of Balingen-based historic Porsche specialist Ande Votteler, and his prize possessions are swathed like mummies, prudently masked against light and dust in this vast, glazed 'saw-tooth' conservatory. Some are his, others sold pending delivery, and several are for sale. My snapper buddy and I wager with each other what each shrouded shape conceals (mostly I win), and then Ande reveals them to us one by one: so many RSs from different dynasties, 356 Carreras, a Japanese 964 Carrera Cup car, a Ruf BTR-3 and a charming orange 911R lookalike.

But what's this? A 1979 SC, sporting neat two-tone blue striping all the way around its lower bodyshell. 'Ah yes,' says Ande, 'it was at the Stuttgart show last year, and the livery is hand-painted by automobile artist Walter Maurer.' A modern German expressionist, Maurer assisted Andy Warhol and Frank Stella on their BMW 'Art Cars' produced during the 1970s, and, crucially, the SC is signed by Maurer on the engine lid. 'I also noticed the rear wing was not a normal whale-tail,' continues Ande. 'The engineer who designed the wing was with the car and he told me it was a 3.1-litre car, with 210bhp against the original SC's 180bhp. I got it because it is good to drive, a little better than a 2.7 RS because it has more cubic inches, and the 210 horsepower engine in this car is much more eager and stronger than the standard SC.' Like Ande, I had never heard of a 3.1-litre SC before –

Left: Looks like a scene from a museum, but this is historic Porsche specialist Ande Votteler's vast, glazed conservatory and under each dust sheet lies an ultra-rare Porsche. And then there's our Walter Maurer painted feature car





“ Rolf Sprenger confirms the bigger capacity engine was built and installed ”

and later, when I quizzed Jürgen Barth about it, neither had he! However, Jürgen kindly put me in touch with Rolf Sprenger who was top man at Porsche's in-house Aftersales and Service Department at Zuffenhausen at the time, and he confirms the bigger capacity engine was built and installed in his domain: 'We built this engine in Werk 1 in the factory's Sonderwunsch (Exclusive Department). I remember when Porsche power output dropped from 200PS to 180PS, and of course Porsche drivers didn't like this very much, so we developed the 3,122cc version. This 3.1-litre engine was installed in new cars that we sold from the factory, and was later the base for the 3.2-litre production engine. The engine was modified at Motorenbau Werk 1, but it was also available as a kit-engine to be assembled at dealers' workshops. The cars fitted with this engine were issued with our Porsche headed letter signed by Erich Bret and me, Rolf Sprenger.'

So there we have it: the 3.1 conversion was an unpublicised option, flying quietly

under the radar, carried out under the jurisdiction of engineers Sprenger and Bret, in 1978, '79 and '80. Rolf Sprenger is also renowned for developing the 911's Bosch mechanical fuel injection as well as the slant-nose 930. The proof of the pudding as far as the 3.1 SC is concerned lies in the letter signed by Sprenger and Bret that accompanied the documentation issued with the car when it left Zuffenhausen. The letter basically says: "You've had the performance of the engine of your car raised with us from 180bhp to 210bhp. This was mainly achieved by enlarging the capacity to 3,122cc and increasing the compression ratio to 9.5:1. This means you have to use super-octane petrol, and because not all service garages will have the necessary parts, if you have any problems, call us. We have passed your vehicle through the TUV (MOT) in Stuttgart, but tax implications are your responsibility. Technical details of the engine we've tuned are on an insert in the manual. This vehicle was operational on 26.06.79. Warranty,

which expires on 26.06.80, is not affected."

So, what was the justification for creating a 3.1-litre engine, and why don't we know about it? By the late-'70s Porsche management was ambivalent about the 911, viewing the 928 as the corporate flagship. US emissions regs emasculated the capability of non-turbo 911s, and there was a 60bhp gap between Carrera 3.0 and 930. Therefore Rolf Sprenger set out to lessen the divide, targeting the 2.7 RS's 210bhp as a performance goal. Here's how the modifications panned out: Sprenger's engineers fitted new 97mm Mahle barrels and pistons to the SC's 930/03 engine, the same size as the 3.3 Turbo's, with 70.4mm stroke unchanged, raising capacity to 3122cc, with compression ratio increased from 8.6:1 to 9.5:1. A new Bosch fuel pump stamped 6149/8617E dispenses premium grade 98-octane petrol, and a larger oil cooler similar to the forthcoming 3.2 Carrera unit was installed in the right-hand front wing. A hole, crudely cut in in the front valance and filled with mesh, serves as the

Above: Walter Mauer's two-tone blue striping enhances the 911's curvy lines. Below: You'd have to open the engine up to discover its big bore secret. Not many know this, but the factory offered a 3.1-litre engine in kit form for dealers to fit and take early 180bhp SCs up to 210bhp





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

2009 - 997 TURBO COUPE TIPTRONIC S (CARRERA WHITE) 36,000 Miles
Black Lthr Intr, PSM/PASM/PCM-Sat Nav/Telephone, BOSE, CD Changer IPOD Connection, MFS Wheels, Sports/Heated/Memory/Electric Seats, White Dials, Sunroof, Alcantara Headlining, Chrono Package Plus, Cruise Control, Rear Park Assist, Climate Control, Xenon Headlights, 19" Turbo Alloys, Full Porsche Service History

2008 - 997 TURBO COUPE TIPTRONIC S (BASALT BLACK) 19,000 MILES
Black Leather Intr, PSM/PASM/PCM-Sat Nav/Telephone, BOSE, CD Changer, Chrono Pack Cruise Control, White Dial, M/F/S-Wheel, Memory/Heated/Sports Seats, Sunroof, Porsche Crest Headrest, Xenons, Rear wiper, Rear Park Assist, Full Porsche Service History

2008 - 997 TURBO CABRIOLET TIPTRONIC S (BASALT BLACK) 54,000 Miles
Black Lthr Intr, PSM/PASM/PCM-Sat Nav/Telephone, BOSE, CD Changer, sports/Heated/Memory/Electric Seats, White Dials, Chrono Package Plus, Rear Park Assist, 19" FUCH alloys, Full Porsche Service History

2007 - 997 TURBO COUPE TIPTRONIC (BASALT BLACK) 47,000 Miles
Black Leather int, Sports Chrono, PASM/PSM/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

2009 - 997 GEN II C2 COUPE PDK (GT SILVER) 33,000 Miles
Black Leather Intr, PSM/PCM 3-Touchscreen Sat Nav, Telephone, BOSE, IPOD Connector Chrono Pack, Cruise Control, Heated & Semi Electric Seats, Alcantara Headlining, Rear Parking Assists, 19" GEN II Carrera Alloy wheels, Full Main Dealer Service History

2008 - 997 C4S COUPE TIPTRONIC (SPEED YELLOW) 26,000 Miles
Black Leather Interior, PSM/PASM/PCM-Sat Nav, Telephone, CD Changer, White Dials, Switchable Sports Exhaust, M/F/S Wheel, Rear Park Assist, Sunroof, Xenons, 19" Sports Design Wheels, Full Main Dealer Service History

2008 - 997 C4S COUPE MANUAL (BASALT BLACK) 46,000 Miles
Black Lthr Intr, PSM/PASM/PCM-Sat Nav/Telephone/BOSE & CD Changer, White Dials, Sports Exhausts, Heated Seats, Alcantara Headlining, Part Electric Seats, Rear Park Assist, Climate Control, 19" Turbo Alloys, Full Porsche Service History

2006 - 997 C2S COUPE MANUAL (BASALT BLACK) 39,000 Miles
Black Lthr Intr, PSM/PCM/PCM-Sat Nav, Telephone, Heated/Memory/Sports & Fully Electric Seats, Sunroof, White Dials, M/F/Steering wheel, Alcantara Headlining, Rear Wiper, Rear Park Assist, Sports Exhausts, Climate Control, Full Main Dealer Service History

2006 - 997 C2S COUPE TIPTRONIC (BASALT BLACK) - 55,000 Miles
Full Black Lthr Intr, PSM/PASM/PCM-Sat Nav/Telephone, M/F/S wheel, BOSE, Heated/Sports Seats, White Dials, Switchable Sports Exhaust, Alcantara Headlining, Rear Wiper, Rear Park Assist, Climate Control, 19" Splitrim Alloy wheels, Full Main Dealer Service History. (Just been carried out major service)

2005 - 997 C2S COUPE MANUAL (SEAL GREY) 47,000 Miles
Black Lthr Intr, PSM/PCM-Sat Nav, Telephone, Chrono Pack, Cruise Control, M/F/S wheel, White Dial Sports Exhausts, BOSE/CD Changer, Heated Seats, Fully Electric Seats, Memory Seats, Sports Seats, Sunroof Alcantara Headlining, Rear Wiper, Rear Park Assist, 19" Sport Design Alloy Wheels, Full Service History

2006 - 997 C2 COUPE MANUAL (BASALT BLACK) - 56,000 Miles
Sand Beige Lthr Intr, PSM/PCM-Sat Nav, Telephone, Alcantara Headlining, BOSE, CD Changer, Climate Control, Sports Exhausts, 18" Carrera Alloys, Full main dealer Porsche Service History.

PORSCHE PANAMERA

PORSCHE PANAMERA (G1) D V6 PDK DIESEL (DARK CARBON GREY)
2012-14,000 Miles, Black Lthr intr, PSM/PASM/PCM-Touchscreen Sat Nav, Telephone, M/Steering Wheel, BOSE, CD Changer, Memory/Heated/Electric Seats, Sports Exhaust, Cruise Control, Chrono Pack, Sunroof, Rear wiper, Front and Rear Park Assist, 20" Alloy wheels, Full main dealer Porsche Service History, One Owner from New.

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.

1996 - 993 TURBO COUPE MANUAL (MIDNIGHT BLUE) 21,000 MILES
Grey Leather Interior, Sunroof, Part Electric Seats, Electric Windows & Mirrors, Rear Wiper Air Conditioning, Becker Radio Player, 18" Turbo Alloy wheels, Full Main Dealer 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)

1997 - 993 C2S COUPE MANUAL (ARCTIC SILVER) 71,000 Miles
Varioram, Metropole Blue Lthr Intr, Sunroof, White Dials, SONY Single CD player & Radio, Electric Window & Mirror, Air Bag, Air Conditioning, Factory Fitted Alarm System 18" Turbo Alloys, Turbo Spoiler, Fully Documented Service History

1995 - 993 C2 COUPE MANUAL (IRISH BLUE) 88,000 Miles
Sunroof, Black leather electric seats, Porsche Immobiliser and spare keys, Recent cosmetic paintwork carried out to remove stone chips, Porsche document wallet and manuals, Rear wiper, 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) 93,000 Miles
Black Leather Interior, Tiptronic, Sunroof, Becker Radio, Electric Seats, Electric Windows/Mirrors, Rear Wiper, 17" Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

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 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX)
126,000 Miles, Manual Gearbox (G50), Matching Numbers Example, Immaculate Blue Metallic Exterior, Full Marble Grey Intr, Matching Dark Blue Hood, Fully Electric Softtop, Electric Windows and Mirrors, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, Very Original Condition, 10 Years with The Same Owner, Kept with the same specialist for a number of years

1984 PORSCHE 911 3.2 COUPE SPORT (BALTIC BLUE) 74,000 Miles
Manual, Baltic Blue Metallic Coach work, Black Leather Interior, Sunroof, Electric Mirror, Electric Window, Factory Fitted AC, Factory Fitted Alarm system, Fully documented service history.

1991 - PORSCHE 964 C2 COUPE TIPTRONIC 64,000 Miles
Midnight Blue Coachwork, Full Grey Leather Interior, Air Conditioning, Becker Radio Player, Sunroof, Electric Mirror & Window, 17" Alloy wheels, Fully documented Service History.

1990 - 964 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) - 108,000 Miles
Midnight Blue Coachwork, Marble Grey Leather Interior, Sports Seats, Fully Electric Seats Sony CD Player, 17" Alloys, Full service History

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2010 - FERRARI CALIFORNIA (1) 2 PLUS 2 SPIDER 12,000 Miles
Grigio Silverstone with Sabbia, Crema Daytona Seats with Grigio Scuro Stitching and Piping, Nero Carpets, Yellow Rev counter, Central Tunnel and Armrest in Crema Leather, iPod Connectivity, Satellite Navigation, Telephone Module, Electric chromic Interior Mirrors, Front and Rear Parking Sensors, Reversing Camera, Adaptive Headlights, Stability & Traction Control, Magneride Dual Mode Suspension, Tyre Pressure Monitor, Full Climate control, Ceramic Brake Calipers, 19" Forged Diamond Wheel Rims, Scuderia Shields. Full Ferrari main Dealer Service History

2008 - FERRARI 612 SCAGLIETTI COUPE (NERO BLACK) 11,000 Miles
Full Nero Black lthr intr, 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 Sat Nav, I-POD Connection, USB Connection, Telephone, Front & 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

2008 - FERRARI F430 SPIDER F1 (Fully protected and wrapped in white) 20,000 Miles

Coachwork as New condition, Grigio Silverstone Coachwork, Nero Black Leather Interior with Red Carpet, Carbon Fibre Trim, Ferrari Stereo with a telephone module, Manettino with Sports and track settings, Climate Control, Ceramic Ferrari shields, Front & Rear Parking Sensors, Ferrari Crested Headrests, Full Ferrari Service History, Very Well Kept Example

2002 - FERRARI 360 SPIDER F1 (Blue Silver Metallic) 33,000 Miles
F1, 33,000 Miles, Azzuro California (Blue Silver Metallic) Coachwork, Nero Black Leather Interior, Nero Daytona Seats, Cruise Control, Kenwood Radio & CD Player, Ferrari Crest on the Headrest, Climate Control, 19" Daytona Alloys, Full main Dealer Ferrari Service History.

1998 - FERRARI 550 MARENELLO 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 Concours & Awards Winner Engine Rebuilt By Ferrari in Johannesburg 26,000 KMS Ago Comprehensive photos showing The Repair & Work Done By Ferrari Exceptional Condition Throughout.

CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356
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.

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

1973 Jaguar E-Type Roadster Series III AUTO 25,000 Miles
finished in Carmen Red with Black hide interior and Crema soft top, Automatic transmission, stereo system. The finest Chrome wire wheels. Chrome exhaust system, Previous owner over the 32years, totally restored to a very high standard. Total miles is 25,000. Fortune spent on restoring this superb E Type drives like new. This car is just amazing.

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 (OPALESCENT SILVER BLUE)
Refurbished by one of the UK's most renowned E-Type specialists restored to Concours level. Manual, Series I, opalescent 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 Leather Gurney Nutting Coachwork 1 Owner 40 Years Extensive History A True Classic Completely Original Throughout & Has been Exhibited At Louis Vuitton Concours D'Elegance in Paris 2003. Sunroof Produced By Gurney Nutting Chassis Completely Original Throughout

1998 FIAT BARCHETTA CONVERTIBL MANUAL LHD
Blue with a new black mohair hood, It has done just over 51,000 miles. We imported it from Germany at 6 months old in 1998. It had previously been owned by Hertz Germany. The car is clean, but not concours. This is a well loved Italian thoroughbred, which provides an excellent entry into sports car ownership.

“ If you call Porsche and ask them how many 3.1s they made, they simply don't know ”



air inlet for the oil cooler. A taller 5th gear, (0.759:1 instead of 0.785:1) raises potential maximum speed. Each engine bears appropriate stamping, for example, 930/01 3.1. Unofficially designated 3.1 SC-L – Leistungsgesteigert, or 'uprated', master mechanic Helmut Pietsch oversees engine assembly, carried out in Motorenbau Werk 1 by technician Elmar Willrett. Output from the 3.1-litre flat-six rises to 210bhp at 5,800rpm with 206lb ft torque at 4,700rpm, a 17% increase over the '78-'79 SC unit, and still 12% more than the 1980 SC 3.0. Acceleration from 0–62 mph is 6.5s, and top speed is 143mph.

As the letter states, Porsche obtained special TÜV certification for the 3.1 cars, and each owner's manual contains a leaflet showing the revised power and torque curves. Erich Bret advised dealers to mention the availability of the DM7,500

(£2,250 in 1978) optional factory-installed power kit. Buyers were warned that in the event of repairs being necessary they should contact the factory. The 3.1 was only available in Europe and Rest-of-World markets, but not in the emissions problematic USA. 'We just don't know how many exist,' says Ande; 'in fact, we only know of about three or four that survive: there's one in the Netherlands and there's one in the States, and this one. It would be very easy to own one and not even know about it. The engine case is marked as a 3.1 but you have to look at it to find out. If you call Porsche and ask how many 3.1s they made, they simply don't know: the documentation is lost. They say, "between 20 and 100", but that sounds like a guess. It is possible that as many as 300 SC-Ls were built between '78 and '81.' Around the same time, two Porsche tuners

recognised the opportunity to beef up the 911's power output: Max Moritz and Alois Ruf also acquired the appropriate pistons and barrels from Mahle, and though Moritz sold fewer than 100 of his 3.1-litre conversions, Ruf's 215bhp SC-R became his first official serial number model, with 400 units delivered.

This particular car was delivered on August 7th, 1979, and as well as its Art Car graphics and 3.1 engine it was more highly spec'd than most SCs. Factory-fitted extras include the front spoiler, concave rear wing, two-stage dampers, 3cm lowered suspension, 7mm spacers all round, and the pair of Cibie spotlamps on the bonnet. 'The driving lights are the same as were often fitted on the 2.7 RS, and it's very common to put them on the hood. This is what the guy specified at the time so this is the original look. They don't complement

The SC may be keeping quiet about its 3.1-litre engine, but the colour scheme makes its own noise. Automotive artist Walter Mauer assisted Andy Warhol and Frank Stella in decorating the BMW 'Art Cars' in the '70s



Above and far right: Cibie bonnet mounted spotlights give the 3.1 SC a rally appeal. Right: Pin-striped 'Fuhrmann' driving seat was expensive comfort option back in the day

the lines of the 911, but they do help with night vision!

Tall, lean, trendy glasses and ponytail, Ande is softly but rapidly spoken. Maybe a hippy intellectual image masks a wildman persona, but whatever, he's passionate and scrupulous about classic Porsches. He moved into this former kitchen furniture factory a decade ago. It's slightly dilapidated, smells slightly of sawn wood, and probably dates from the 1930s. Its spacious halls enable him to spread cars, parts and project vehicles liberally about the place. Warehouse-like spaces where there are racks full of all kinds of components, pallets laden with seats, belts, wheels, mechanical and electrical bits, boxes full of parts. One room is dedicated to split-screen Volkswagen van parts; there are several Beetle and Porsche 911 shells, damaged cars including the hull of a 911 race car with

Ande's name on it as driver (Alfred E. Neumann is co-driver, *Mad* magazine fans), and a rare BMW 700 shell next to a sailing yacht. There are possibly more 356s than anything else in these nether regions, and fifty-fifty with the 911s covered over in the conservatory. But so many unrelated items; a line of ancient service vehicles, ambulances and fire engines, agricultural apparatus. One barn-like edifice holds a run of 911 competition cars spanning the '60s, '70s and '80s, plus a row of VW buses – 'splitties' and 'bays', plus a Porsche tractor and the Series IIA Land Rover Safari 110 he trekked Africa in as a youth. We first met Ande at Essen Techno Classica in 2012. Having served his time as a classic Porsche restorer and dealer, it's refreshing to find someone who simply eases people into the car they really desire – a bit like a psychologist at work. 'I want to serve

people who have a very high expectation of the car they want,' he says. 'Just to buy a nice looking car you don't need me because I'm not looking at the paint surface, I'm looking under the paint, and if you want a really original car, which is 95% surveyed and documented, you need a specialist, and that's what I am. I've never been a dealer because I never count the money; I just try to get chances, and I was happy when I bought and I was sad when I sold, so it's a different kind of intention. I'm the guy who is offering them possibilities to have nice original stuff.'

Back to our 3.1 SC Art Car. The time has come for an evaluation on the road. I'm sitting in its pin-striped 'Fuhrmann' driving seat – an expensive comfort option at the time, and paradoxically it's got the SC leather seats in the back. There's a regular SC steering wheel, centre console with

FULL THROTTLE

Ande Votteler has a refreshing attitude to classic car acquisition and ownership. Having studied as a technical engineer, he spent most of his twenties travelling the world, fetching up making a biker film in the States for a US TV company. His eye for well-built cars took him down the Porsche route, and he began buying, selling and restoring rust-free California cars. 'Porsches are so much better engineered than rival makes, even Mercedes-Benz,' he says, citing the 3.2 Carrera as the most robust 911 Porsche ever made. 'If you look at a 3.2 Carrera today almost 80% of them have still their first exhaust system, whereas a 993, five years and it's gone, and that's the difference. Probably 50% still have their original dampers too. So the highest quality they achieved was really during the 1980s, and before that too, if you look at a 356.'

Originality is a much overused and overworked term these days, but I notice that many of the cars here are just that: bang-on original. A couple of 356 Speedsters that clearly spent much of their life roasting under the pitiless Californian sunshine, paint faded and mottled; a 356 Cab where the paint on the door top is worn down by the driver having his arm habitually resting on it. These aspects of patina are crucial to Ande, legacies of the car's life, and his acquisitiveness has become more measured and painstaking as a result. As he says, 'Today I'm concentrating much more on those cars which are very special, like this one, and Ruf, the 964 RS and 2.7 RS, and my speciality is original stuff, which means 356s in completely original condition. It's about much more than just the car, it's not the driving experience, it's the 50 years of patina on the dashboard that's impressive, the feeling that it's untouched for 50 or 60 years and still working. Because, even if cars get a little bit of rust or a dent here or there, it's part of the life of the car, and often the life of the owner is a partnership with the car, and that's very special, and if you collect these kinds of cars and their histories it's more special than if you just collect cars which are nice to look at. People who collect Porsches see much more value in an untouched original car because it's wrapped up with the history, the impressions of the years, and this aspect is very much more collectable today; I have customers who only collect original cars. So I don't want to be a restorer anymore; it's much more important and interesting to keep the cars as they are, and to find the good stuff. That's why this SC is very special, and I like it because it is my idea of what a collectable car should be.'

And what would his favourite Porsche be? That's much more up-to-date: his optimum car for road and racetrack is the 964: 'It's simple to prepare for trackdays, but I'm able to use it all day. The 993 RS is even better for all round use, but it's not so good for the racetrack because it's got too many compromises for comfort, and with air conditioning, electric windows and everything automatic it's not the best Porsche for real sporting use; the 964 is perfect. If you drive the 993 RS you feel that it's powerful but if you step over to the 964 RS your eyes begin to shine because it's really good.' We stray into modernity. 'Water cooled engines don't speak to me so much, because with all the modern electronic assistance you lose the real contact with the road.' A car like the 959 doesn't turn him on either. 'It's a technical highlight, but over-sized, it's not a nice form, it's overloaded with technical equipment you don't need. It's like a 928, it's something for a special kind of person, but it's not what my basic Porsche thinking is based on. If you have a nice 2.7 RS you feel the car is responding in a much more direct way at every level.' So, alacrity and originality are the key factors. Can't argue with that.

Right: Ande Votteler pulls back the cover on a 356. As a dealer his stock is eclectic but it tends towards the earlier cars. The tractor and split window VW campers add variety. He says the later water-cooled cars "don't speak to me so much"



battery output and amps gauges, the old fashioned heating controls between the seats, and a Porsche badged temperature gauge on the glovebox lid. It's got an original Porsche radio and the logo'd buttons for the heated rear window, fog lights and cigarette lighter. The odometer says it has done 189,000 kilometres, high-ish, but it's all in very good condition and so there's no reason to think that's not correct.

I extricate the Art Car from the proximity of its shrouded siblings and manoeuvre out of Ande's factory premises. We head for a photo location amid Balingen's steeply rolling Swabian Jura countryside, which provides some great hairpins and wonderful swooping hill roads – all smooth blacktop – to test the low-slung chassis dynamics. The steering is beautifully positive, throws of the 915 gearshift pleasantly accurate through the gate, and the brakes are reassuringly



sharp when backing off for turns, while the engine is loving to rev going through the gears. Being lowered, it's a firm ride but planted too, so the handling and turn-in is fabulous. I reckon performance is more on a par with the 3.2 Carrera than the SC. Low down it's hard to discern any difference from the 3.0 SC, but at around 3,000rpm in

third gear it wakes up, the torque bites, and it's a noticeably stronger proposition. Sprinting up to 5,000rpm, acceleration is extremely lively, its pace endorsed by its screaming soundtrack. It's a neat little cabin cruiser: if it were a launch it would ride the waves so smoothly, perfect with its nautical stripes. This car is not only great to look at,

but it's a lot of fun too.

It is also extremely rare. The Walter Maurer artwork? There's a receipt in the car's documentation that dates Maurer's handiwork to July 19th 1979. A one-off, then, raising the originality factor to the rafters. I think the striping enhances the appearance of the white impact-bumper car, distracting from the stark rubber trim and bumper strips (I'm just jealous because the 964's so-called 'bumpers' are so vulnerable). It is rather lovely, adding something of a gung-ho Regatta-de-blanc flavour to the car.

The 3.1 SC Art Car is just one masterpiece in Ande's collection. One thing's for sure, his hallowed halls contain a wealth of treasures, and we'll be paying him another visit sometime soon to reprise that magic moment when the covers come off and another painted smile is revealed. **PW**

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“ There's a receipt in the car's documentation that dates Maurer's handiwork to July '79

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LIQUEUR LACQUER

It's not just the eye-watering lime-green hue, it's the uncluttered curvaceous simplicity of this retro 911 that fascinates. We sip the Clacton cocktail

Words: Johnny Tipler Photos: Antony Fraser



Splash it on the rocks! The Chartreuse, that is, not the car, of course. Though that's what this 911's sickly external tint conjures up: a bottle of that exotic French liqueur, as mysterious and glamorous a concoction as the vehicle itself.

OK, so it's a backdate. Obvious hints of 2.5 S/T and 2.8 RSR, fulsome, buttock-round arches and extravagantly offset Fuchs-style rims, it started life as an unsuspecting white 3.2 Carrera, the vision of Essex Riviera garage proprietor Jon Lott. The bearded young cockney rebel has certainly touched an aesthetic nerve here.

And you love it. Apart from one dissenter I showed the snaps to (who came up with 'bile'), everyone else liked it, going as far as: 'I think that may be my dream car!' The purple leather interior is, if anything, wilder than the shell. Lime and purple, a combination redolent of the psychedelic paint schemes formulated in the wake of zany journo Tom Wolfe's 'Kandy-Kolored Tangerine-Flake Streamline Baby,' stream-of-consciousness essays on the '60s

American chopping and customising scene. The cabin is as much a work of art as a Singer, a clubbable candyfloss feast of soft, quilted leather with contrasting purple stitching. No pseuds here; bring on la femme fatale!

But hold on a minute. As the values of original '80s 911s escalate dramatically, it's interesting to hear the logistics of embracing a retro build rather than a straight restoration. 'My original plan was to restore the car back to original,' explains Jon, 'and it was going to stay white; everything about it was original, with a certificate of authenticity. So we stripped it, did the welding in all the usual places so that was all out of the way, and over Christmas last year I was flicking through the magazines (*911&PW*, natch) and I kept getting drawn to the big arch cars and I'm thinking, "mmm, this will be my next project!" I'd carry on with the 3.2 resto, and find a 964 C2 to do a one-off custom job on. But after scouring eBay, Auto Trader and phoning a few contacts, I thought, "why get a 964, why don't I just turn the 3.2 into

my project car?" And the specific target image? 'I wanted it as sleek as possible, abandon the rear spoiler, lose the fuel flap, which is now under the bonnet. Just get it to the bare essentials, smooth and curvy, and that's what I've done. The '72 S is probably the tidiest Porsche front end; it's sleek, tidy, and I just love it. But I haven't based it on anything other than how I wanted the car to turn out; I didn't want to copy anything or anyone, which is very hard because all the backdating specialists have done something like an RS before, and I wanted to move it away from that.' As a concession to its indeterminate identity, Jon calls it the GT-H, which stands for Great Holland, the name of the coastal village where the garage is located. It's vibrant enough to act as an advert for the business too. Like lots of blokes of a certain age, Jon's teenage bedroom walls were plastered with Sierra Cossies and Halle Berry, and he later discovered Porsches as a car salesman trading a succession of Boxsters. Having grown up on the family farm he knew one end of a spanner from



Left: It's green, very green, or to give it its proper Porsche designated colour title, it's Chartreuse. Colour extends even into the engine bay



another, and opened his Green Lane Garage in 1994. The pickings are rich in the Clacton and Frinton area, and he has around 2,000 service customers, a number of whom run Porsches. Based on this, Jon is extending the rural garage around a soaring galvanised steel frame that will provide a dedicated Porsche wing, scheduled to open in Spring 2015. Two new ramps were installed the day after our shoot. The 911 project didn't impinge on regular work, though. 'All the grafting was done in the evenings and on Saturdays; very little during work time because we are always busy here.'

The car's bodywork is all steel, including the bulging wheelarches and front and rear bumper panels. 'There's no fibreglass anywhere on the shell, and those metal wheelarches took some doing,' he says ruefully. 'I didn't want to use fibreglass as it misshapes, it moves and it just never looks quite right. With steel, whatever shape you give it, that's where it stays.' The doors stayed on the car for the duration as the gaps were very good and they provided a reference point for the new panelwork. It's got new B-pillars, sills, kidney bowls, and the front bumper is off-the-shelf '72 S. That's been 'molested' slightly to make it flatter across the front, with embryo splitter added, and extended at either corner to

marry up with the wider front wings. These are genuine Porsche Turbo items, standard-issue at £900 each. 'You take a deep breath, and take an angle grinder to perfectly good 3.2 Carrera arches and cut them off and then weld the Turbo ones on.' He indicates a line just below the rear three-quarter window where the cut was made and where the new wing emanates from. It's quite an eye-opener as there wouldn't have been much of the old curvature left. 'The rear wings aren't too difficult to deal with, but the front ones present problems of their own as they are

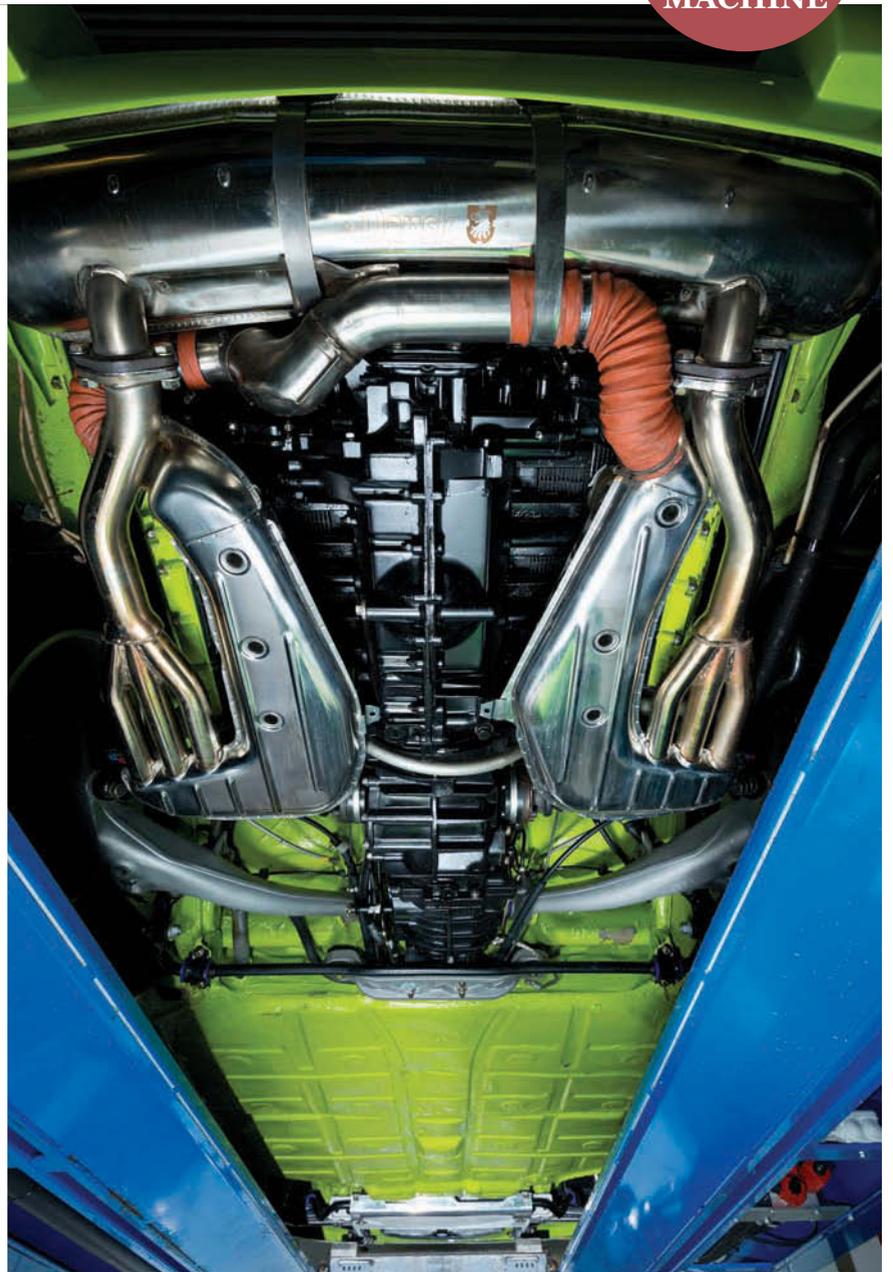
of a leaf-spring. He also helped Jon fit the rear bumper, an original 1973 three-piece unit, which meant adding a 3in section comprising concave and convex compound curves to either end of the bumper panel so it reached the trailing edge of the broader Turbo wings. 'That's also an astonishing work of art; it makes the rear-three-quarters the best view of the car,' claims Jon. A long bonnet joined the revised front panel, and a 964 engine lid replaced the 3.2 Carrera's Sport wing: 'I wanted to keep the 911's sloping back end, while preserving its aerodynamics at speed, and I didn't fancy a

“ The car's bodywork is all steel, including the bulging arches ”

for post-'74 cars, specifically 930s with concertina bumpers and short bonnets.' The Turbo wings are therefore short by 2in at their lower front ends, so they have to be extended to meet the front panel containing the sidelight cluster. After fitting the wings and welding the arches, an old-school coachbuilder called James paddled the curves out, providing the finishing touches to the arches with a paddle made from part

ducktail because I didn't want the obvious connotations of the 2.7 RS.' At this point the car went off to the paint-shop.

So, how about this colour, then? Back in 1973, Porsche released twenty-three 2.7 RSs finished in Chartreuse – colour ref 6767. It's also kinda reminiscent of the '70 Plymouth Road Runner Superbird's 'limelight green', and again, it's similar to the lime green festooning certain '98 VW



Lupos. Looks to me like Jon's painter raided the Carthusian monks' drinks cupboard. Whatever it's called, we're sticking with Chartreuse as that has period Porsche connotations. It might easily have been grey though. We'd have taken that, but this hue is truly vivid. 'How we got to this colour was bizarre,' recalls Jon. The shell was up on the mezzanine floor, completely stripped, and I thought I'd use the wings as a tester for my colours. I always wanted slate grey with a deep red interior, so I mixed 200ml of slate grey, a '70s Porsche colour, and sprayed the wing. I didn't like it, so I tried a darker 997 GT3 RS grey, and again I didn't like it. My

favourite colour is lime green, and all our signage is in lime green, so I went to Clacton Paint & Panels and he pulled out boxes full of different shades of lime green, and I whittled it down from 20 to three and then picked one. I ordered two and half litres of base coat so there'd be no turning back, sprayed the wing that colour, and you just know when you've got the right one, and this was it.'

What of the rest? The engine is virtually untouched – apart from an 80-hour ancillaries-off spring-clean. A 116,000-mile 3.2 unit, it's in rude health, and Jon merely removed the rockers and camshafts to staunch oil leaks, and replaced the starter

motor and clutch. It wears a Dansk exhaust as well, impressive both in complexity and aural delight, while the gearbox is a G50 unit, stripped and rebuilt.

And those fatty wheels? 'They just have to be Fuchs, don't they? They are Images, sourced from Paul Stephens and made specially for this car; they won't go on anything else other than a 3.2 with this bodywork. Measure the hub face to the wheel arch lip, and that's the crucial distance for getting that wheel to fit in that arch. We did have a few issues because the suspension was lowered by about 12mm and the fronts just touched the bodywork, so we had to lift it up a little bit.'

Attention to detail: It's as clean underneath as it on top and a testimony to Jon Lott's skills

Quilted leather abounds and the dark purple complements the vibrant green wonderfully





Tyre width and sidewall is also crucial. 'I didn't want to go too big as I didn't want tramlining issues. So they are 255/45s on the rear and 225/40s on the front, on 17in rims.' Nothing if not dramatic looking, and clearly redolent of early '70s 911 racers.

The brakes are aftermarket too. 'They're a work of art, proper engineering. They were made by Nick Moss at Early 911, and they are copies of AP Racing calipers, six pot front and four pot rear, and they run on standard discs which I had drilled for ventilation and lightness.' Ancillaries such

instead of being slightly raised because the suspension's lowered, so the steering's not affected going over bumps.'

The car's other obvious *piece de resistance* is its gorgeous leather-trimmed cabin. 'Simon the upholsterer at SS Car Trim is based at Great Bentley, and about three years ago he showed me an RS500 Sierra he was re-trimming and I was like, "wow, that's amazing!" Turns out Porsches are his favourite cars, and two years later he was trimming the GT-H. I love diamond quilting: you see it in Aston Martins and

them. So I took them to the trimmer and he went, "you're joking! Those seats are a nightmare," but eventually he said, "right, I have worked out how I can do them." They do work though, and I love the winged shoulders.' The interior is upholstered in either black or purple leather, with contrasting purple or black stitching as appropriate. A neat wooden parcel shelf replaces the rear seats, clad in leather, partly quilted, and merging with the inner rear arches. The headlining is Alcantara, while the dash is faced in leather, ornamented with aluminium bezels to set the gauges off, and the steering wheel is an RS-style rim also acquired from Design 911. Pedals are unchanged: 'I didn't want to overload the interior with shiny bits, but there's a bit of brushed steel on the door handles, and that's all.' Apart from the windscreen, which was replaced, all the main panes are original, including the rubber trims. The door mirror is cleverly fitted on a bolt-through mount onto the driver's three-quarter window, which is Perspex, so as to avoid drilling the bodywork to locate the mirror. A matching one is being made for the passenger side. 'It's actually just a cheap plastic one, painted to look the part.' The final decoration is the black Porsche side-stripe graphics, embellishing the car's lower flanks.

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“ I've got rid of the rear torsion bars completely ”

as brake pipes and oil lines were mainly sourced through Euro Car Parts of Wembley. 'Certain bits are original, other bits are new.' The suspension is an ongoing project too. Jon's fitted coil-over Eibach springs and Bilstein dampers at the front, and plans to upgrade the rears similarly, using a Redline kit. 'I've got rid of the front torsion bars completely, and I'm keen to lose the rear ones as well, if only to get rid of those adjuster holes in the sides of the car!' He plans one further refinement. 'One job I will do over the winter is fit a bump-steer kit: track rod ends should sit flat

Range Rovers, and you pick bits out that you like and you can make that a reality. I tried to keep the inside the same as the outside – simple and uncluttered.' The door cards are RS with foam-backed, sewn-leather, diamond quilting, which imparts a padded feel, while the extravagantly contoured bucket seats were bought on eBay. At first they were less than promising, but Jon could visualise a transformation. 'They were hideous white vinyl with the Dub brand embroidered across the back of them, but the shape of the backrests is amazing and that's what attracted me to



For our photoshoot I'm let loose on the shoreline fringes of the Essex Riviera, revelling in the shipshape Art Deco, glitzy piers, chip-shops and seafront beach-huts, still busy though not bustling as it's winter. My first impression is how rock solid the car feels, four-square and planted, and exuding a great presence on the road. The suspension is undeniably firm, and the big wheels with their broad boots require a bit of hauling on the steering at low speed or when turning around as there's no assistance to the wheel. The seats are firm and unyielding, tight enough to preclude undesirable body movement, though the seating position isn't quite for me, and

though there's fore-and-aft adjustment, I would get the driver's tilted back on its frame slightly. Otherwise the controls fall easily to hand, and the RS wheel, pedals and shift are familiar and responsive in a 3.2 or 964 context. Acceleration is keen, the engine rasping, and the faster I go the lighter the steering becomes. There's plenty of rubber on the road so I can lean the car heavily on the tyres when cornering quickly. There's slight oversteer on entry, switching to understeer on exit, controllable on the throttle, and I'm thinking I'd like more feel on turn-in – those big tyres negate it perhaps – and more sensation to the brake pedal. The more I drive it the less

these things encroach, and I bow to the period '70s experience and imagery that Jon's achieved.

And that's partly down to the Chartreuse pigment. Which is what, exactly? The only natural green liqueur, a blend of 130 different plants, best consumed cold, on ice, even, to bring out all its flavour. With my Monet hat on, it's an ambiguous cross between green and yellow. The Carthusian monks did indeed produce a sweeter 'yellow chartreuse' in the 19th century at their Alpine eyrie above Grenoble, and that's what adorns this 911 cocktail shaker. And now I've tried the car I'm off for a festive tipple. **PW**

It looks pretty dramatic on the road. Stance is super low, but suspension is more than just slammed. It's a combination of Bilstein and Eibach and works really well



Brakes are custom made by Nick Moss at Early 911. Trimming extends to front under bonnet. Fat Fuchs replicas are essential for this sort of hot-rod

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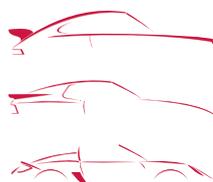


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TECH SECTION

PRACTICAL PORSCHE

Welcome to the grubby end of the magazine, where the glossy features give way to the oily bits. Too often ignored, this is the beating heart of Porschedom, where we strip, mend and modify our machines and yours

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HOW TO 80

Modern Porsches may be lacking the soul of the classic air-cooled variety, but they haven't half got good headlights. Here we show you how to fit uprated lights to your classic 911



SPECIALISTS 86

Looking for cost effective servicing in the Cotswolds area? We check out Cotswold Porsche and come away impressed with their rounded view on the Porsche scene

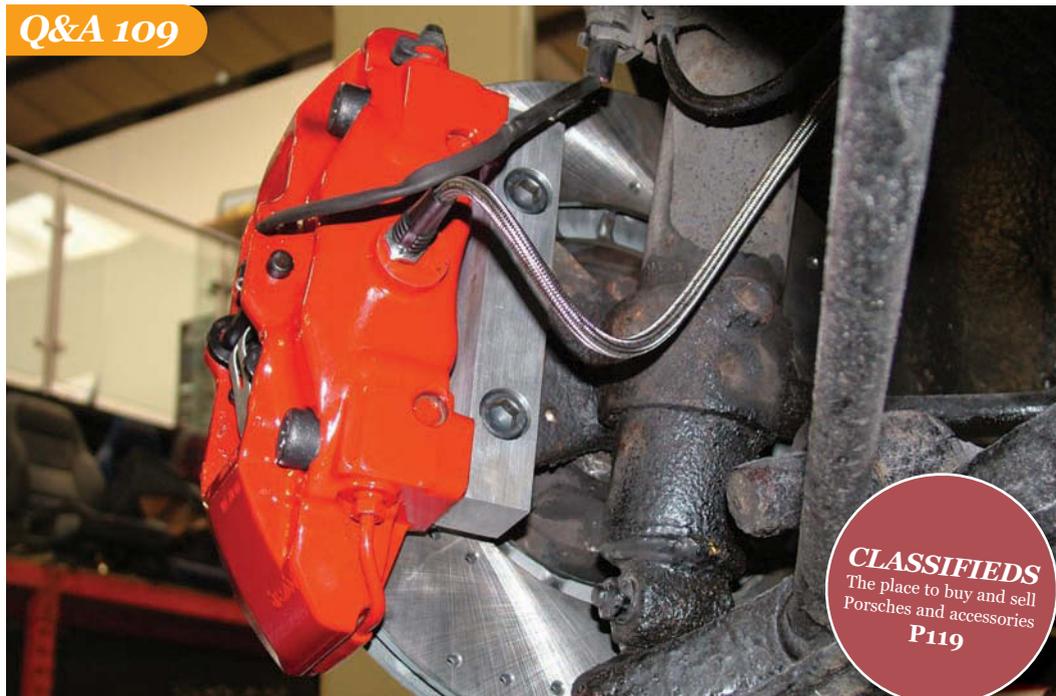


OUR CARS 92

A monster 10-pages of projects can mean only one thing – we've all been very busy spanning. So, Antony's GT3 has had a full suspension makeover, Brett's Boxster gets brakes and roll bars, Paul Davies's Carrera 3.2 has a brake caliper overhaul and Ken Coad's 968 receives a top-end rebuild and a new exhaust system



Q&A 109



CLASSIFIEDS
The place to buy and sell
Porsches and accessories
P119

You ask, we answer; well, our tech guru, Chris Horton does, together with his crack squad of Porsche experts. This month we tackle 944 distributor cap removal, 944 top mounts, Carrera 3.2 4-pot caliper conversion and more

BUYERS' GUIDE 120

The fastest way to cross a continent? That would be in a Panamera – Porsche's uber saloon. Fancy owning one? Then read our buyers' guide



TRIED & TESTED 125

Getting out there and kicking the tyres! This month our man Horton checks out two immaculate Cayman S models. One red and one black!



DETAILING 116

It's all wasted on our man Fraser you know, but here the GT3 gets its final lustre enhancing coat of Swissvax. Next it's 'project renovate the interior'

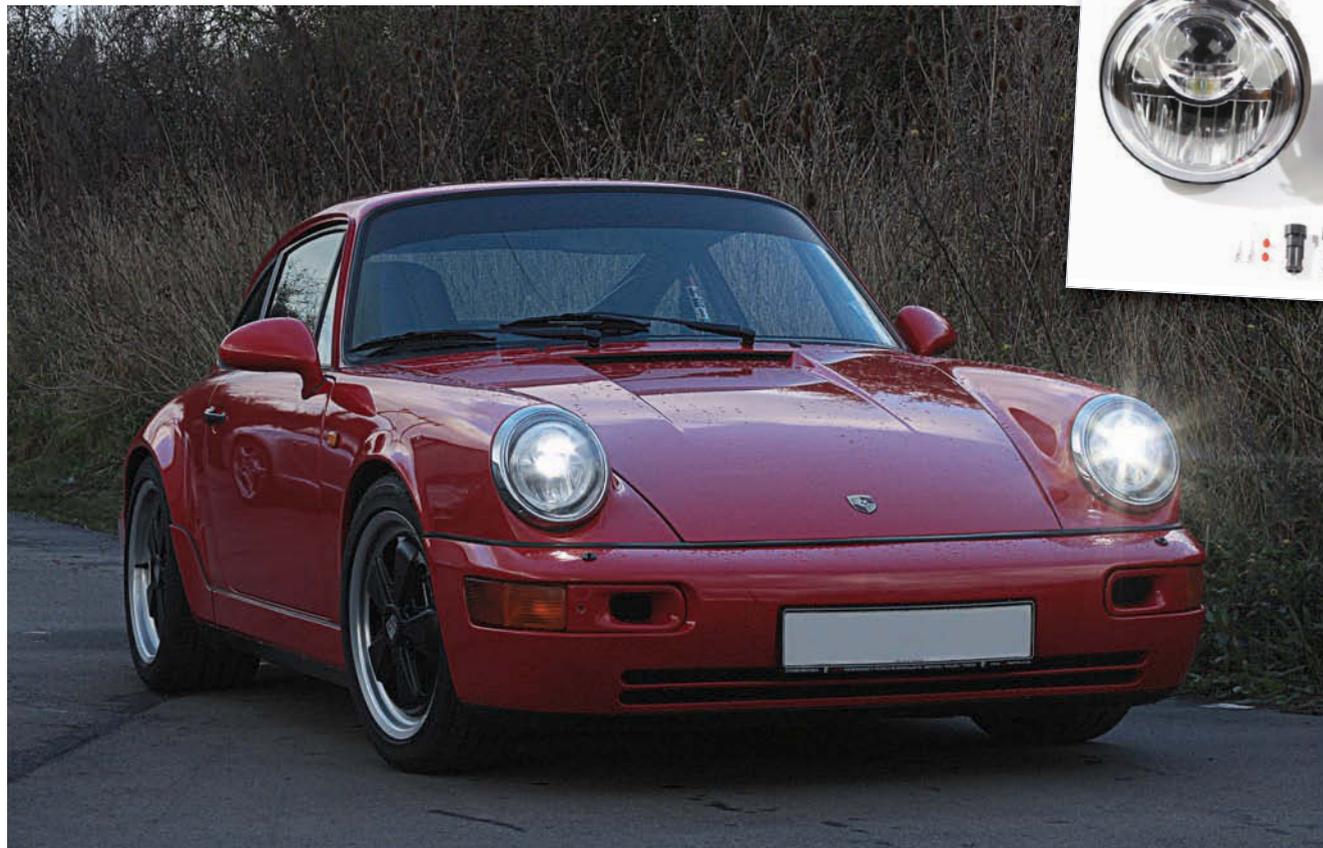


TECH: HOW TO

LIGHTS FANTASTIC

Brighter modern headlamps are far more than just an excuse to drive flat-out in darkness, as evidenced by the motor industry's increasingly widespread use of first xenon and now LED technology. Here we show how even your older air-cooled 911 can benefit from similar hardware

Story and photos by Chris Horton; additional material by Tore Bergvill of Bergvill F/X



LumeTechnik (above) is an easy installation in all air-cooled 911s up to and including the 964. Special laser-cut brackets allow the units to fit quickly and neatly inside the standard headlamp covers. Only the sidelight wiring requires minor modification. It's never easy to show in a photo how good any light might be, but RPM car (left) amply demonstrates the whiter and crisper light the system delivers. Another big plus is the minimal heat generated by all LED lamps

Whatever may be the many admirable qualities of the air-cooled Porsche 911, cutting-edge headlight technology is not among them. The 993 was optionally available with low-beam xenon lamps, but in essence all pre-996 models relied – and still do – on old-fashioned halogen bulbs inside polished reflectors behind simple glass covers.

It was a cheap and simple set-up, dating from almost the dawn of motoring. Those halogen lamps still work fairly well, too – but arguably not to the level demanded by the cars' performance. And these days, frankly, not to the level demanded by motorway driving, or even cross-country commuting, now that just about every other oncoming

car will have 'xenons' or the equivalent.

We were intrigued, then, by two new after-market upgrades. The first, from RPM Technik here in the UK, is an entirely LED-based low-beam, high-beam and sidelight kit for all 911s up to and including the 964. The second, from Norwegian innovator Bergvill F/X, has been engineered as a low-beam replacement for the 993 (as in Porsche's own Litronic system, the high beam retains a conventional halogen bulb), and again provides an LED sidelight.

The Bergvill kit employs what are known as HID (High-Intensity [Gas] Discharge) units, but whereas a decade ago the first such kits came with rather bulky external transformers, these new set-ups have been both miniaturised and simplified. RPM's

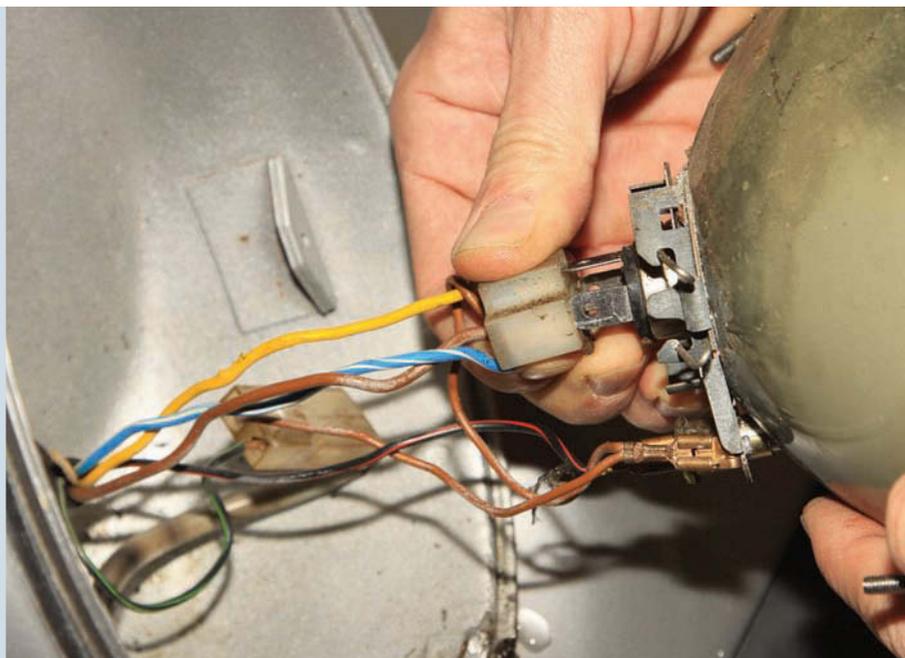
LumeTechnik units are self-contained and virtually plug-and-play, requiring only a minor modification to the car's sidelight wiring. In the Bergvill system there are two ballast resistors and two transformers, but the former are easily attached to the lids of the 993's plastic headlamp housings, and the latter hang free within the mouldings.

We followed the installation of an LED LumeTechnik unit in a 911SC in the capable hands of RPM's Ollie Preston, and later briefly drove a 964 fitted with a pair of the units. It is difficult objectively to quantify differences between old and new, but the LumeTechnik has a visibly whiter and crisper light – and all of the company's technicians who have experienced them are enthusiastic converts. 'A few days ago



Standard headlamp glass has a chrome-plated trim, and perhaps a body-coloured trim over that (far left and middle). If the latter, undo the fixing screw at the 'six o'clock' position, and then in both cases the further larger screw securing the entire lamp assembly to the recess within the front wing. Cloth protects paintwork

Ease the complete lamp forward, and carefully disconnect the three-blade terminal block from the back of the standard halogen bulb (far right). It may be quite tight; if so, gently wiggle it as you pull it. Then disconnect lower cables to sidelight. Beam adjustment is made via these rather crude devices (below right): essentially two arms, on long screws, pushed into rubber plugs on the side of the lamp reflector. To separate the reflector from the cover, gently lever each arm out of its rubber with a suitable screwdriver



I drove a Carrera 3.2 with the old-style halogen bulbs,' one of them told us. 'Ollie was behind me in, that same 964, and I could have switched off the 3.2's lights and still have seen where I was going.'

We have no direct experience of the Norwegian Bergvill system, with both the text and photos on page 83 supplied by proprietor Tore Bergvill. But such was the quality of that material – and the ingenious electronic solutions Bergvill has developed for other Porsches – that we have every confidence in it. The Bergvill kit is also, as we shall see, remarkably inexpensive.

Well worth a punt, to put it another way.

Two LumeTechnik kits are available. The basic set-up consists of two light units and connectors, ready for installation in the existing headlamp covers. The full kit adds two brand-new genuine Porsche headlight surrounds. Those are available with either the regular ribbed lenses or, for a more contemporary appearance (which might not suit early cars), clear glasses. You can also choose either the normal chrome-plated finish for the outer trims, or the colour-coded items as per the later models – and the light units themselves are available in

chrome or so-called dark chrome.

Both kits are suitable for left- or right-hand-drive cars. You need to state whether for left- or right-driving traffic, though, and there seems to be no way of switching the dip-beam pattern for driving abroad without resorting to stick-on converters, which might be rather tricky with those clear lenses.

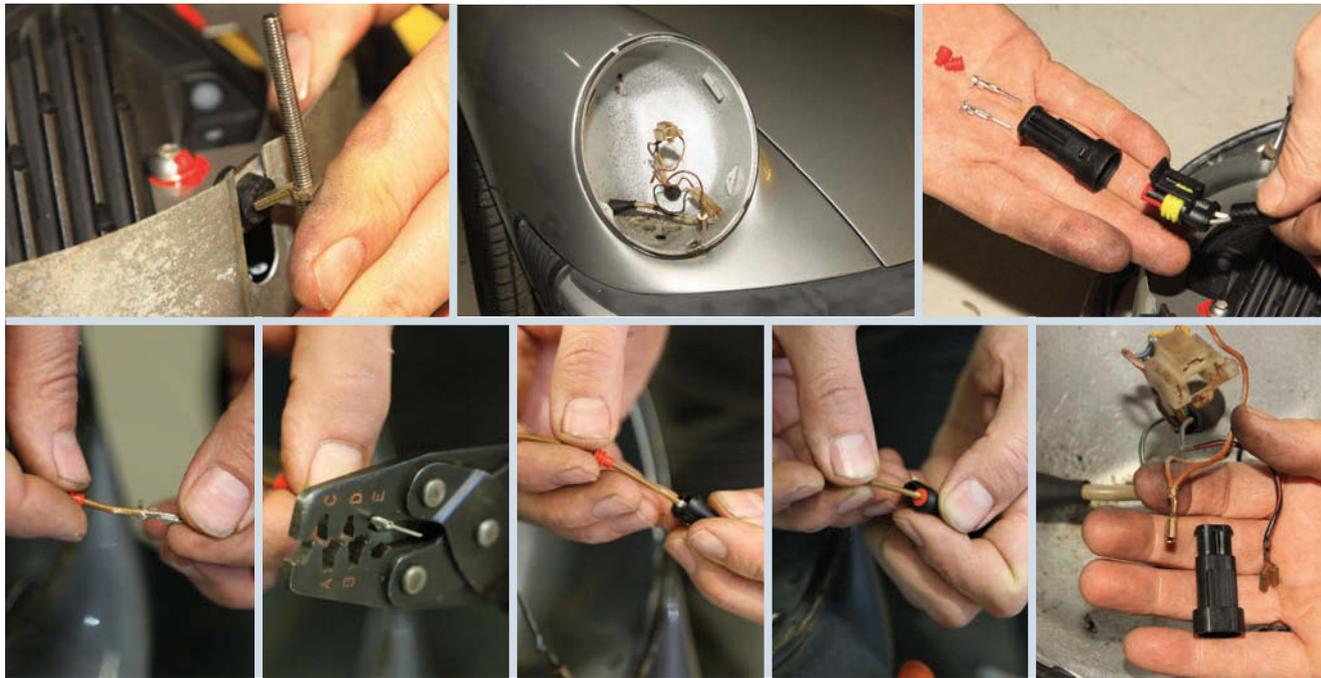
Indeed, the only real downside we can foresee is the cost. A basic kit is priced at £1050. A full kit with new standard ribbed lenses will set you back £1650, or with clear lenses £1800 (all prices include VAT) – although given the substantial and ever-

One of the rubbers (top row, middle pic) acts as the necessary combined anchor and pivot point between reflector and cover; slide it out of the channel in the latter, and the two elements will be separated. Next task is to remove the rubbers from the old reflector, and fit them in the special bracket by means of which the LED unit can be secured to either the old cover, or else to the new standard ribbed or 'clear' covers of your choice; see text.

In truth, refitting them is perhaps the trickiest part of the job. It takes a bit of persuasion to 'start' them in the relevant holes. Alternatively, you might want to obtain some suitable silicone tubing of the required internal and external diameter; RPM can supply if necessary. Middle pic on the bottom row is just a mock-up to show the bracket; ordinarily that comes already attached to the new LED lamp



TECH: HOW TO



Beam adjusters are a simple push-fit back into the rubber plugs (far left), leaving just that minor wiring mod to deal with. Essentially all you are doing is adding a modern two-terminal socket to the car's existing sidelight wires. By definition that entails cutting off the original terminals (below, near left), but it would be no more difficult to revert to the original set-up if you later wished to transfer your LED lights to another car. Tiny orange items are seals; make sure you slide those onto the individual wires *before* crimping on the terminals. All of these components are supplied with the LumeTechnik kit

THE KNOWLEDGE

- A halogen bulb is one with a filament surrounded by a halogen vapour. Halogen is defined as any of the five electro-negative – or inert – gases from the group containing fluorine, chlorine, iodine, bromine and astatine. A xenon lamp is a type of gas-discharge lamp, which generates light by passing an electric current through ionised xenon gas under high pressure. It produces a bright white light. 'Xenon' headlamps use metal-halide bulbs, in which a xenon arc is used only during start-up. A metal-halide lamp produces light by passing an electric arc through a gaseous mixture of vapourised mercury and metal halides (compounds of metals with bromine or iodine).
- Xenon headlights (more efficient, brighter and longer-lasting than halogens) first appeared in Porsche cars as an extra-cost option in the 993. The system was – and still is – known as Litronic. It was upgraded for the 996, and became what is known as a bi-xenon system. The earlier set-up has a single xenon bulb for each low beam, with the high beam provided by a conventional halogen unit (albeit with the xenon switched on, as well). In the bi-xenon system (996 and beyond), a single xenon bulb is used for both low and high beam, with the required aim achieved by physically moving the bulb, or a similarly adjustable reflector.
- Later vehicles with factory-fitted xenon headlamps are required by law to be equipped with both high-pressure lens washing systems (to prevent light scatter caused by dirt on the covers), and a device to maintain the low beams at the level required to avoid dazzling oncoming drivers, regardless of the car's ride height or undulations in the road surface. This explains why xenons often appear to be flickering slightly as the vehicle moves. Neither additional system is required in earlier models fitted with after-market xenons – although plainly it is only sensible to keep the glass covers as clean as possible.
- Most of these uprated headlamp systems, including Litronic, rely on very high voltages, typically 23,000 or more. This is achieved via the same simple transformer technology that has powered engine ignition systems for decades, and although there is only a relatively low current involved, the units are still capable of delivering a potentially lethal shock. So disconnect the car's battery whenever you are fitting such a unit, or even subsequently tinkering with it.

increasing value of air-cooled 911s even that is arguably a very small price to pay for safer night driving. More information at rpmtechnik.co.uk, or call 01296 663824.

The Bergvill system starts at US\$130.00 for the basic T-LIGHT kit, or just US\$110.00 to Rennlist, 911uk and Soloporsche forum members. (Full details at bergvillfx.com.) The kit is available in what is known as two colour 'temperatures' (4300 or 6000 Kelvin, the latter with a slightly more blue tint to the light output), and additionally provides two 12-volt LED 'bulbs' for the front sidelights.

Also on the Bergvill website are details – and an on-line ordering facility – of all the related products available from the company, including a range of 12-volt LED bulbs for all manner of Porsche (and other) applications. How about an LED kit for the usually hard-to-see warning lights in a 964/993 centre console? (Just US\$12.) That alone would make any one of these classic Porsches far more pleasant to drive in darkness. Being able actually to see where you are going, thanks to proper headlights, is the icing on the cake. **PW**



Newly fitted socket attaches directly to the plug on the end of the LED units' sidelight wiring (top row of pics); headlamp itself is powered via the same three-pin terminal as the original halogen bulbs (middle row, far left). Ribbed lenses or clear? On a relatively modern-looking 964 you might want the latter, but 3.2s and earlier are probably better suited to ribbed. Either way, the choice is entirely yours. Side-by-side comparison shows immediately the much-improved output and light quality from the LED unit (far left). The original halogen bulb, on the right in this photo, is plainly a rather dirty yellow



Norwegian innovator Tore Bergvill (above) offers a number of appealing electronic upgrades for a range of Porsches. We hope to be featuring many more of these in future. T-LIGHT kit is essentially two HID bulbs to replace 993's low-beam halogens (high beam is left as standard), plus two lower-wattage LEDs for the sidelights



NORWEGIAN BLUE

The headlights in the 993-model Carrera are ideal candidates for upgrading to a more modern HID (xenon) system, writes *Tore Bergvill*. The standard halogen dipped beam has a lens-and-reflector construction, similar to the one used for the Porsche Litronic system.

Using HID bulbs in the halogen version of this lamp produces a crisp and well-defined output, with little light scatter and the resulting disturbance to oncoming traffic. In addition, using HID in the 993 is recognised as a good safety upgrade, since they produce about three times the light output of a halogen bulb.

It is difficult to see any external differences between the Porsche Litronic and the standard halogen versions of the 993 headlights. When the 993 was on sale as a new car there were none of the requirements of modern self-levelling systems. This, combined with the above-mentioned light construction, will allow MOT or similar routine inspections to be passed without problems.

It is not recommended, though, to use an HID bulb for the 993's main beam. This retains a conventional reflector, and using HID here will produce a lot of stray light, most of it in the car's immediate vicinity. Try to get hold of good-quality H1 halogen bulbs, maybe with a whiter tint to match the HID light colour.

There are many types of HID kit available.

They vary in dimensions, ease of installation, and not least colour and light output. Our T-LIGHT kit has proved to be very popular, primarily due to the easy installation, but also thanks to its quality. There are no changes to the headlight construction or wiring, making it easy to revert to the standard halogen bulbs.

The kit comes in two colour variants: 4300 or 6000 Kelvin. This refers to the colour of the light; the light intensity is the same for both. Most users prefer the 4300K variant. This is similar to the colouring of the Porsche Litronic system. The 6000K system has a slightly more blue tint to the light. The complete T-LIGHT kit comes with additional LED bulbs for the front sidelights, in a matching colour.

Make a note of how your headlights are adjusted before you start the installation. This will simplify any subsequent adjustment. The instructions contain information on how to do this, using nothing more than a suitable wall. Apply tape or marks on the light beam boundaries to allow you to adjust the light to the same position after the installation.

Remove the headlight from the car by turning the lever in the luggage compartment. Open the lid at the rear of the enclosure by removing the steel spring. You might need to deal with the common problem of bulb-holder deformation due to the heat produced by the halogen bulb. Porsche supplies a special clip that will fix the bulb retaining spring properly. You will need two of these. The Porsche part number is 000 043 204 28. HID bulbs run

somewhat cooler than halogen bulbs, so you will not see this problem occurring again. Likewise some bulb holders are a little too narrow immediately to accommodate the HID bulb, but the manual we provide includes instructions for easily modifying the opening using a Dremel tool or similar.

The 993 headlight enclosure lid has fixing studs for the Porsche Litronic ballast resistors. These studs can also be used for mounting the T-LIGHT ballasts. Some early 993 models don't have these studs, and here one solution is to buy the appropriate new lids. (Porsche part number 993 631 911 00.) Alternatively you could use small screws secured through holes carefully drilled in the old lids, and secured with matching nuts.

Use the original wiring for the halogen bulb to connect the T-LIGHT ballast unit, and ensure that the plastic insulating tubes cover all live electrical parts. The small transformer can hang freely inside each light housing.

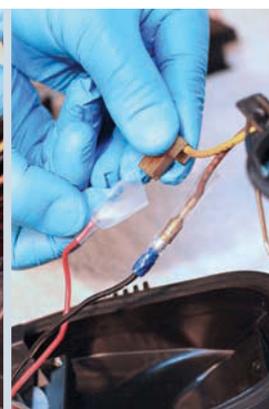
Finally, check the beam pattern against your marks on the wall. Adjustment can be made via the two Allen screws on the side of the headlight bucket. These are accessible through an opening within the luggage compartment when the light unit is in place in the car. See your owner's manual for details.

The original front 993 sidelights are located in the fog-light enclosure. Remove the fog-light fixing screw, and pull out the fog light. Turn the sidelight bulb anti-clockwise to change the bulb inside (see below).

Fitting budget-priced T-LIGHT is simplicity itself, thanks in large part to the ease with which the entire 993 headlamp assembly can be slid forward out of the car's front wing. (Full details in the vehicle owner's manual.) Take off plastic lid, and then substitute new HID bulb for old. Entire process is explained in instruction sheet provided, as well as how to modify and/or repair the bulb holder should that prove to be necessary (see the text above right).

Ballast resistor and transformer are easily stowed away inside cover/housing, too.

Final refinement is sidelight LED, again a direct replacement for the old-style filament bulb (far right). Perhaps not surprisingly, Bergvill can supply LEDs for just about any other Porsche application, as well. We can see (no pun intended) at least one of the 911&PW project cars being updated in this way very soon



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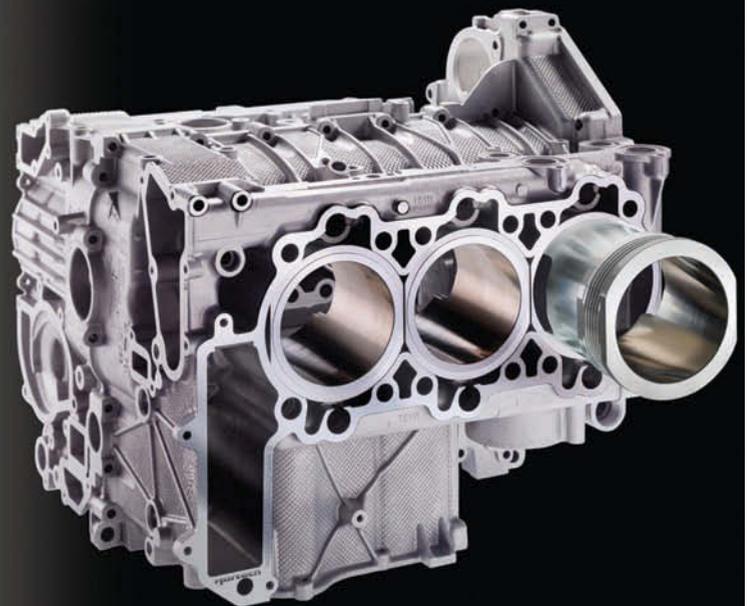
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COTSWOLD PORSCHE SPECIALISTS

Lee Jones and wife Lynsey spotted a gap in the Porsche servicing and spares market and gave up their day jobs to start Cotswold Porsche Specialists. They haven't looked back and nor have their customers

Words and photography: Brett Fraser



Cars get under your skin. Porsches more than most. And when Lee Jones claims that he runs Cotswold Porsche Specialists as more of an enthusiast than a businessman, he says so with the sort of irrational glint in his eye that makes the claim seem very plausible. Not that he's merely playing at the servicing, dismantling and spares operation he set up in 2012 with his wife Lynsey – after all, he gave up his day job as a chartered engineer specialising in electronics engineering to devote his full attention to running the business – it's just that Porsches, and cars in general, energetically rule his conversation. In other words, he's one of us.

Cotswold Porsche Specialists is based at Toddington, a Gloucestershire village within easy travelling of Tewkesbury, Evesham and Cheltenham, and since 2005, home to artist Damien Hirst. Although there's a Porsche Centre nearby in Tewkesbury, general Porsche servicing and maintenance specialists are thin on the ground locally, which was one of the reasons Lee thought there was a gap for his company. His hunch that there was a need for an independent

outfit has panned out, and on the day of our visit both of Cotswold Porsche Specialists' lifts were loaded, with another car on the ground – things were busy.

Servicing and repairs – including dent repair and panel replacement – represent the largest part of Cotswold's business. 'Our labour rates are pitched at £45 + VAT, ensuring that people who can only afford to run their Porsche on a limited budget can do so,' professes Lee. 'Our chief mechanic, Marcus Hall, has garnered invaluable knowledge from working for several premier league car franchises, so brings a wealth of experience with him. And while our apprentice, Daniel Stevens, can't match Marcus's knowledge, for less skilled jobs we offer our customers the option of a substantial discount on our regular well-priced labour rates if Daniel does the work.'

'Where possible we use genuine Porsche parts for servicing, and we have an excellent relationship with nearby Porsche Tewkesbury. And we employ proper Porsche diagnostic equipment that allows us to work on most modern Porsches, including the Cayenne.

Our advantage is that when it comes to

high-cost repair items – engines and gearboxes, for example – we are in the position to suggest good quality secondhand units that can cost thousands less than a rebuild. At the end of the day, we want to see as many Porsches as possible still on the road, not off to the scrapyard.'

Lee and Lynsey are big on customer service. 'When we first set up the company I wanted us to treat our customers the way I would expect to be treated by a Porsche specialist,' remarks Lee. 'And as a consequence we enjoy some very strong relationships with our customers and can accommodate some unusual requests.'

To illustrate the point, Lee shows us a facelift 986-series Boxster 2.7 parked up in the parts store. 'The guy who owns that car brought it in with a suspected IMS failure. When we stripped down the engine the damage was even worse than we thought, with metal fragments everywhere, so rather than attempt to repair it, we suggested a replacement secondhand engine.'

'But the facelift 2.7 is quite a rare model, so we offered to store the car here until a donor became available. It's taken a while

Lee Jones turned his own Porsche habit into Cotswold Porsche Specialists. Recognising a gap in the market for cost-effective servicing and parts, their ramps are full day in, day out

Right: Exactly what it says, a Porsche specialist business that's based in the Cotswolds. Below: Spares and breaking side of the business was borne out of Lee's experiences and frustrations sourcing parts for his own Porsches



to find a good one, but we hope to get one in very soon. We'll thoroughly inspect the engine and upgrade its IMS; we believe that gives our customer a much more satisfactory outcome than simply rebuilding the wrecked motor and hoping for the best.'

Outside and tinged with moss and surface rust is another example of out-of-the-ordinary customer care. 'A customer – a friend, really – of ours arrived at the workshop with a white 944 on his trailer. It was a genuine barn find that he was offered for next to nothing while he was delivering to a farm, and he asked us if we could forklift it off: it had been forklifted on!

'He wanted it up and running again; it was a Porsche he'd always fancied. And although I wouldn't say it has been an easy task, we've done it. While cosmetically it still looks like a barn find, it does actually have an MOT.'

Lee's Porsche addiction began long before he set up Cotswold Porsche Specialists. A minor collector of the marque, Lee ended up with a 964, 928, 924S, 924 Turbo and a Boxster S outside his house before Lynsey issued an ultimatum. 'She told me that she was fed up with having so many cars on the drive and that there couldn't be any more.

'But using man logic, I figured that "no more cars on the drive" wasn't quite the same thing as "no more cars", so I started looking for a unit in which I could store more Porsches. I also spoke to a good friend, Stu Fleck, an excellent ex-military vehicle mechanic, about working on my

cars – I'm no mechanic – and about selling on surplus parts from cars we'd dismantled to keep mine going.

'What triggered the idea that this could be turned into a business was my personal experience with the breakers' industry. I needed a back box for my 924S and was quoted what I considered a ridiculous amount of money to supply it. What was more galling was that they wouldn't even take it off the car until after I'd paid for it and weren't terribly forthcoming about when the back box might arrive.

'I thought I could change the way that

business, especially the servicing. And, of course, there was the obvious attraction of indulging my hobby and passion as a way to make a living.'

Although not exclusively a one-model outfit, the Boxster features large in Cotswold Porsche Specialists' operations. The sheer ubiquity of Porsche's mid-engined roadster and the number of people trying to run one on a shoestring, means a steady stream of phone calls and email messages from owners looking for keenly priced servicing or secondhand parts. 'As a fan of the 924 and 944 I've made sure we

“ There was the obvious attraction of indulging my hobby as a way to making a living ”

system worked by fully dismantling cars when they arrive, then cataloguing the parts and having them ready for immediate despatch. Coupled with reasonable pricing, this approach caught on very quickly, and it wasn't long before Lynsey packed in her regular job to help Stu list and file the parts and post them off to customers.'

With business booming, in particular the servicing side, Lee was soon the next full-time recruit to Cotswold Porsche Specialists. 'I fancied a fresh challenge,' he admits, 'and I wanted to be able to grow the

have plenty of parts for them on the shelves, too,' assures Lee. 'But we don't tend to break many these days because they're not so cost-effective – we 924 owners don't like to pay more than a few quid for anything!'

And yet the shelves are well stocked with every conceivable component you could want for a 924 or 944, from greasy bits through to wheels and tyres; body panels through to the tiniest and seemingly most insignificant interior trim component. The same is true for Boxster parts, although



TECH: SPECIALIST



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the inventory for the more modern Porsche includes several whole engines and transmissions. There is also a neat stack of Boxster hoods, all in lovely condition but waiting for Lee to find someone who can cost-effectively replace their cracked rear screens.

Keen-eyed observers may also spot a

Lynsey, who is now expert on the minutiae of model differences within the various Porsche ranges.

In fact, I'd wager she knows as much, if not more, than the parts managers in most Porsche Centres, in terms of identifying which components are the right ones for your particular car. Lee has a similarly

Lee truly is passionate about Porsches. When he put his 928 on eBay – a project too far, sadly – he ended the auction early because the “right” person showed up. ‘The 928 was basically a sound, genuine car, but it had been sitting around for a year with nothing happening to it. One of the bidders got in touch to come and have a look. Turned out he worked in a respected Aston Martin bodyshop and was in a position to give the 928 the love it needed.

‘He gave me the “buy it now” price, and while I might have made more money if I'd let the auction run its course, I'm really glad it went to him. It might sound slightly barmy, but sometimes cold, hard cash is less important than caring for the best interests of the car.’

Yes, that's an irrational philosophy from a pure business perspective, but as Lee intimated earlier, Cotswold Porsche Specialists has a somewhat more “holistic” approach to furthering the cause of Porsche ownership. And being the scrumpers and savers that we are on *911 & Porsche World*, we get that! **PW**

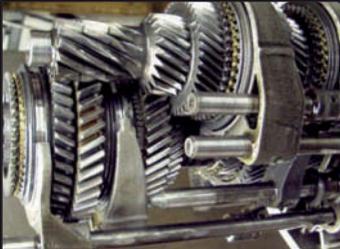
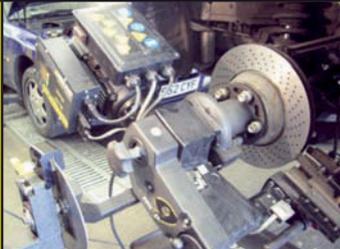
“ Cotswold Porsche has a somewhat more holistic approach to Porsche ownership ”

few bits and pieces for 928s, including an engine, while in reception there's a pair of tail-lights for a 991 – not that Lee has had one of the latter in for dismantling. Not yet, anyway. Parts for sale appear both on the company website and on Cotswold Porsche Specialists' eBay shop page; every component is photographed and listed by

encyclopaedic knowledge of new Porsche parts, and how to achieve the best value for service customers. He adds: 'I also like to give a breakdown and estimate of jobs the car may need in the near future so people can budget – for example, you'll be needing brake discs and pads in six months. It's something our customers really appreciate.'



Above and left: Cotswold Porsche may have started as a parts supplier, but servicing and repairs now make for a big part of the business, with Boxsters proving to be very popular. Early 986 model is awaiting a replacement engine after dreaded IMS bearing failure

			
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STEVE BENNETT



944 LUX

The 944 is still at Augment Automotive having its engine rebuild. Hopefully I'll have it back before Christmas, but there's no real rush from my end. My trusty MX-5 is filling in



KEITH SEUME



912/6

Well, we finally have oil pressure and, better than that, we have fuel pressure! All that remains now is to sort out some wiring gremlins and maybe, at long last, El Chuco will fire-up



CHRIS HORTON



924S, 944

A quiet time after last month's burst of activity, with the 924S now at Auto Umbau for on-going fettling and storage. Getting it there wasn't without dramas. More later



PETER SIMPSON



CARRERA 3.4 TARGA

Project Backdate is looking much better now I've made myself get on with some much needed work. I've worked out what bits were missing from the rear trailing arms so the build-up can begin



BRETT FRASER



BOXSTER 3.2S

The Boxster is turning a corner. The brakes and suspension have had an overhaul, with new discs and pads and the addition of Eibach anti-roll bars. Made a big difference



JOHNNY TIPLER



964 C2, BOXSTER

Having shredded a ContiSport at 3.00am on the A11, Peppermint Pig's getting some Michelin Pilot Sport Cups. It's pristine after valeting by Dan at Paul Stephens too



ANTONY FRASER



996 GT3, SC, TRACTOR

Well, as you can see opposite, I've been camped out at RPM Technik, while the GT3's suspension has been hacked off and replaced with lots and lots of shiny new stuff



SUSPENDED ANIMATION

Breathing New Life Into Project GT3



Readers with a very good memory indeed will be able to cast their minds back to a time before history, when dinosaurs roamed the Earth, and I first started promising that a suspension rebuild was just around the corner. Well, I am pleased to report that the moment is finally upon us. Project GT3 has been enjoying the skilled attentions of Dan Francis at RPM Technik, in Herts. We'll get to the details in a moment, but first, let's refresh our memories as to why we're

going down this route.

I think it's fair to say that our GT3 was just starting to show its age. Don't get me wrong, it wasn't a bag of nails – far from it – but the dampers were getting a bit tired, there was the odd knock over potholes, one of the camber plates had a crack in it (ouch!) and I wasn't absolutely happy with the set-up. It was reasonably well balanced in faster corners, but a frustratingly dogged understeerer in the tighter stuff – and it seemed to be getting worse, somehow. Playing with the tyre pressures didn't seem

Two thirds of the Fraser Porsche fleet. The GT3 has been on the receiving end of a major suspension overhaul, as you can see on the following pages



Left and right: A bench press is essential for the task of removing and pressing in new bushes



This might all seem a bit brutal, but the GT3 is 15-years-old now and so a lot of the suspension components are rather reluctant to come off – hence the air saw! A variety of Poweflex bushes should help to sharpen things up



to help much, and I just yearned for a more mobile rear end (steady now), and a little more turn-in bite. And of course some previous owner had convinced himself that GT3s simply aren't low enough to begin with, and had slammed it (as the young people insist on saying) to the deck, making it, quite frankly, a bit of a pain over traffic bumps and the like. Even with the Cargraphic Airlift kit at the front, the rear was still vulnerable.

Repeated drives in newer models also got me thinking that improvements could

surely be made over the standard arrangement. Don't forget, this car's fifteen years old now, and the technical world has marched on in the meantime. I wasn't looking to stiffen the suspension too much; it's still primarily a road car. It's very easy to go too far, and end up clinging desperately to the wheel of a bucking bronco that's constantly trying to launch you over the nearest hedge. But I did want a more direct and precise driving experience – a happy compromise between road and track.

Now, I know this is a risky strategy on

two levels. Firstly, there's the issue of diverging from the original spec of a car that's rising in value (a bit). It's a fair point, but our car's never going to be a low-mileage garage queen, squirreled away by an avaricious investor; it's for driving, and it always has been, in my book. But that then throws open the much bigger question: what if I spend all this time, money and effort, and it's horrible? What if my free-thinking ways in the handling department turn out to be stupid arrogance, believing I could do better than hundreds of experts at



New coffin arms all round to replace the creaky old ones. Poweflex 'Black' urethane bushes are intended for motorsport use. Too stiff for the road? Well they do have some give, so we'll have to see



New rear coffin arm in place, plus lovely rose-jointed adjustable Rennline tie rod

Weissach? There's a sobering thought. Only one way to find out...

So, what we have here is a mélange of componentry from some of the finest suppliers in the Porschesphere. We have dampers from Bilstein, springs from Eibach, bushes from Powerflex, and assorted camber plates, top mounts, control arms and linkages from Rennline.

You can't fit shiny new components, however, until you've relieved the beast of the burden of all the old parts. Previous forays underneath this car had prepared me for the right royal arse-ache to come. The rigours of fifteen years of hard labour, combined with an absence of any kind of lubricant on the bolts from their original assembly, led to an entirely predictable several hours of equally hard labour for Dan, as he battled on bravely with spanners, penetrating oil and (inevitably) a

power saw. Me? I'd have got frustrated, used a big hammer and broken something. Probably my finger.

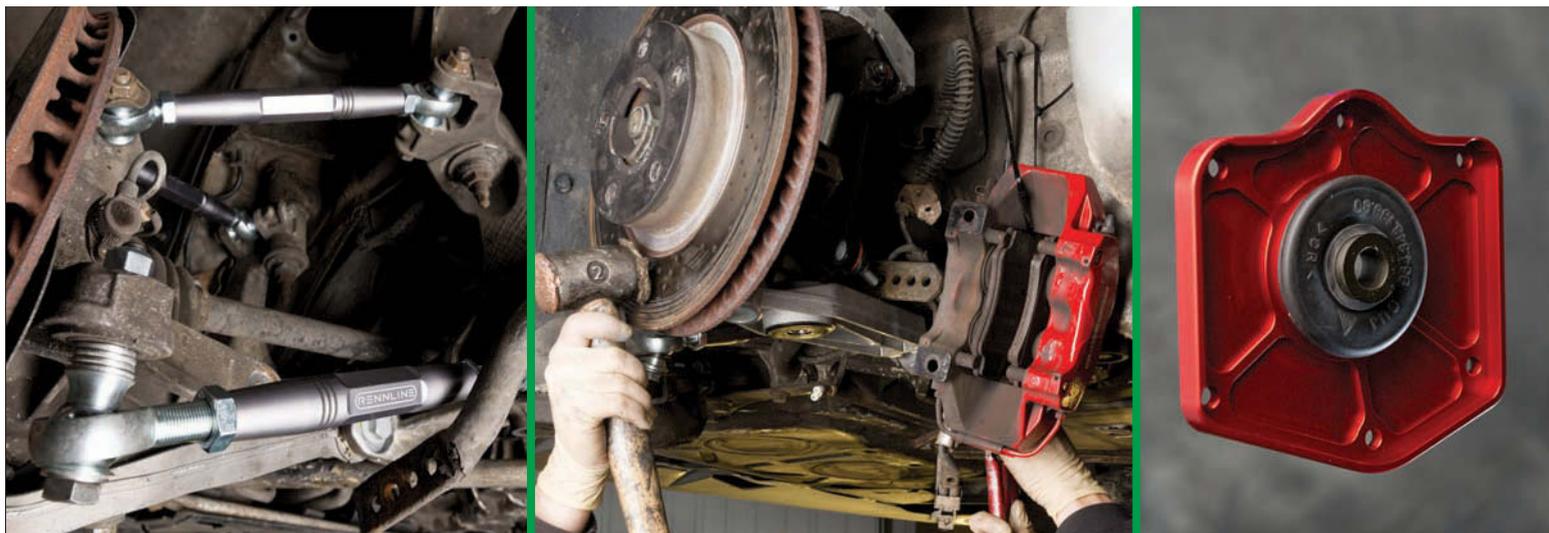
At length, the outgoing parts had been persuaded to leave quietly by the back door, and the car was a clean sheet. And this was the point at which the job started to become a pleasure, both for Dan and for myself. With all the receiving points cleaned up and ready, it was a (relatively) simple matter to build up each corner.

So, let's go through what has been replaced, and why. At the front, we have, most obviously, new dampers and springs. The former are adjustable units from Bilstein, the latter are from their close partners Eibach, complete with helper springs. If you're going to fiddle with set-up, adjustability is key, and that includes the dampers. These are one-way items, for simplicity, so that is to say, no separate

bounce and rebound control. The helper springs are a motorsport-derived idea, and are there purely to stop the main springs coming out of their seats under full extension – if, for example, the car is airborne. Not sure where we're going to test that aspect, but leave it with us...

Rennline are responsible for much of the other trick kit at the front. This includes bumpsteer-reducing adjustable tie rods for the steering, camber plates for the strut tops, and inner inserts for the lower control arms (coffin arms to you and me). What makes these an improvement over the standard parts is the adjustability, and that they are replacing rubber bushes with spherical bearings (rose joints, if you like). By taking away the small movements of the rubber bushes, you can ensure that what is a good, accurate set-up on a ramp, remains that way under load. This is A Good Thing.

Below left: A better view of all the Rennline kit, with tie rods and adjustable control arms in place. Below: Rear camber plate





The danger is that you may increase harshness on the road. Time will tell...

A word about coffin arms. The fronts on a GT3 are a two-piece arrangement, into which you can add shims (Rennline again), to increase camber, by slightly widening the track. There was a time when aftermarket coffin arms were available from a number of different sources, but now, only Porsche themselves seem to produce them – at a truly astronomical cost for a perfectly simple casting. Add to the mix that the ball joints at the outer ends aren't replaceable, and you can sniff a nice little earner for our friends at Zuffenhausen. Grrrr.

The factory thrust arms have been retained, but with upgraded bushes from Powerflex's Black Series. These are developed for motorsport use, and are considerably stiffer than the standard items, while retaining just a little bit of give.

Remember, this is a road car, and I'm trying not to ruin it!

Turning our attention aft, there's a similar story; Eibach springs over Bilstein dampers, all held in place by some very impressive-looking Rennline links. So, that means upper control arms (in pairs), and lower toe control arms, all adjustable and all with spherical bearing ends. The adjustment, by the way is via a simple turnbuckle arrangement. Undo the locknuts and turn the main body of the arm – no need to remove it.

As per the front, the standard thrust arms remain, again with Powerflex Black Series bushes at the coffin arm, which is the standard item. It is possible to fit the front two-piece coffin arms to the rear, if more rear camber is what you feel you need, but we've stayed clear of that, at least for the time being, as I'm not really looking for

even more rear grip, and I'm too tight to pay for rear tyres every five minutes, which is what would happen.

I haven't mentioned anti-roll bars, but we've left the standard items in place, at the existing settings, but with new (factory) drop links. This may change later, but it's a good place to start.

That's about the sum of it, for now. Stand by for more purple prose on the geometry set-up, and driving impressions. One of the reasons we picked RPM Technik for this work was that they have a very solid, and growing reputation as handling wizards; their 996 and 997 CSR models are testament to that. That they're also approved dealers for both Bilstein and Rennline can only cement that reputation. There's a lot riding on this work for me, and I know I'm not going to be disappointed. I can't wait.

Left: Bilstein platform adjustable damper, with helper springs and Eibach coil spring. **Above:** A big rusty pile of tired old suspension components



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BOXSTER BACK TO ITS BEST

Expanding on last month's tale of Boxster shenanigans, Brett begins to reap the benefits of improved braking thanks to new discs and handling thanks to new Eibach roll bars. He's thinking of sports suspension next



BRETT FRASER

BOXSTER 986 S

Occupation:

Freelance writer,
Dep Ed 911&PW

Previous

Porsches: None

Current

Porsche:

Boxster S

Mods/options:
Standard, save for
Eibach anti-roll
bars

Contact:

brett@brettfraser
.co.uk

This month:

New brakes and
new Eibach anti-
roll bars front and
rear have really
sharpened the
Boxster up. It's
amazing how you
get used to gradual
deterioration

Hello, my name is Brett, and I'd like to confess to the group that I'm a serial neglecter of my own Boxster. The group, of course, may already have surmised this. It's a habit I would genuinely like to kick, but things keep getting in the way... But I will get better, I promise.

In all honesty, part of the reason for the decline in the Boxster's general wellbeing is that I find myself subconsciously adapting to issues such as weakening braking power, driving slower and watching the road even more carefully. It's amazing how far that approach will get you, as I discovered to my horror when Paragon pulled off the Boxster's wheels to reveal discs that looked

as though they'd been sitting outside in a scrapyard for 20 years. I know I mentioned this last issue, but I feel the need to shame myself further in order that I don't let it happen again.

Understandably the Boxster's braking was much improved with Paragon's new discs attached front and rear, but I only realised a couple of weeks ago that I was still driving the car a little bit as though it had the crappy discs on: I'd wanted to bed in the new ones before using them in earnest, but then ended up in successive streams of dense traffic and was just tickling them.

A couple of days ago the traffic thinned and the roads dried out for a couple of hours and I was able to properly stamp on

the middle pedal. The initial bite of the pads wasn't as meaty as I would like, the pedal requiring a fair bit of pressure and then feeling a tad inert underfoot. But with more force the brakes got down to business, with pedal pressure feeling linear to the bottom of the pedal's travel, and the rate of retardation building with similar predictability. The progressive nature of the Boxster's braking – now that I've become accustomed to the initial inertness of the pedal – is giving me confidence to brake deeper into corners. And being able to stamp on the brakes hard, over and over again, is a factor that I hadn't properly appreciated had slipped away slowly from the car's repertoire as the previous discs had lost both their sparkle

CONTACT

Paragon Porsche:

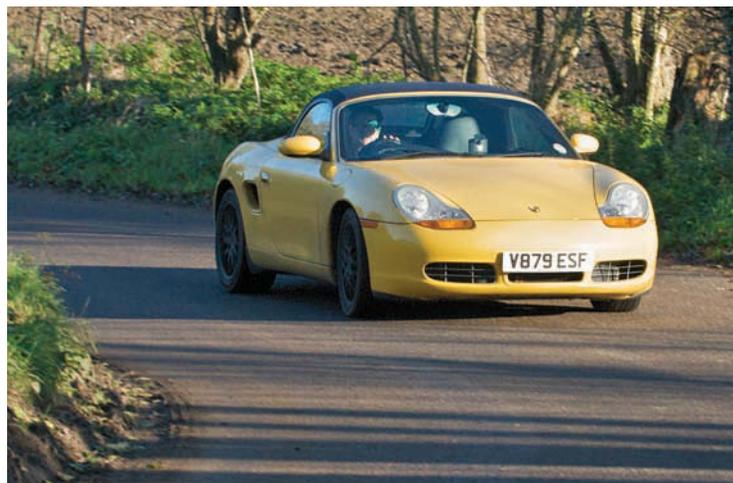
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has sharpened up the
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01455 285851;
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Parr: Fitted up Eibach
anti-roll bar kit
01293 537911;
parr-uk.co.uk



Fraser co-opts Editor Bennett into helping out with a few cornering shots to illustrate the Boxster's now flat cornering stance with new Eibach anti-roll bars. And yes, it does look pretty flat, but that could be because Bennett is mindful of the nearly bald rear tyres



and surface coating...

In the last issue I reported that Parr had replaced both the Boxster's anti-roll bars with thicker, lighter items that are part of an Eibach upgrade specifically for the mid-engined Porsche. And then on the journey home, traffic largely stopped play. Well, on the same day that the driving gods had granted permission for me to try out my new brakes, I was also able to assess the Eibach anti-roll bars in more depth.

First thing to note is that I was glad I listened to Parr's technician, Matt Skeet, who fitted them, when he advised against setting the front anti-roll bar to full stiffness. It's a thicker diameter bar than the standard item and the extra zing it adds to the Boxster's steering and willingness to change direction is just about right for regular road use. Compared with before,

the nose has an appetite for following road cambers and crowns, and while it's in no way twitchy or wild, it does call for greater concentration behind the wheel.

Turn-in is much crisper than with the standard setup, and it takes a few corners before you adjust to its sharpness. Once you have, it's easier to place the Boxster precisely through a corner, or even where you'd like to position yourself on a straight, wide road. It could just be me, but I think I can detect extra communication through the steering wheel, and there's noticeably less body roll as you pound around bends.

As for the rear end, the extra anti-roll bar stiffness manifests itself – in straight lines, at least – as a greater sensation of movement and feedback through the seat of your pants. Again, nothing twitchy, more a feeling of greater attachment between

car and driver. Sportier, I guess you could call it. And as for cornering, the back of the car sits flatter than I remember with the original anti-roll bar.

The Boxster's handling now feels more fluid, better tied down; it's more focused as a sports car, despite the excellence of the standard arrangement. Wise heads have suggested that if I want to reveal yet more of the Boxster's inner hardcore sports car then I should consider Porsche's sports suspension, or an aftermarket equivalent.

The idea is appealing but in the spirit of improving my approach to the Boxster's all-round care, first I must sort out the tyres. I'd be feeling smug about already having a set of Michelins on order, if only I hadn't noticed that I've left the Falkens on the rear to become almost bald... There's that feeling of shame again.

Far left: Old discs were a shocking sight. New rear disc in situ. Eibach anti-roll bars prior to fitting.

Middle: Standard anti-roll bar had actually snapped. Above right: New and visibly thicker roll bar fitted

Left: Blank switch has been lost in depths of centre console. Below: Anti-roll bar fitting at Parr



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COOL RUNNING 968

Ken Coad's 968 gets the benefit of Evans Waterless Coolant and a full top-end rebuild, plus a new exhaust system and catalytic converter – all just in the nick of time too judging by these pics



KEN COAD

PORSCHE 968 CS

Occupation:

Marketing Consultant

Previous

Porsches: 911

Carrera 2.7, 993 C4

Current

Porsche: 968 Club Sport, 924S

Mods/options:

KW Variant 3 suspension. Bespoke exhaust system

Contact:

coadspeed@btinter.net.com

This month:

Lots to report: Top end rebuild and coolant replenished with Evans Waterless Coolant. New exhaust system and shock of discovering just how bad the cat was

Being water-cooled, my 968 requires coolant to keep it both cool and to prevent it from overheating and, conversely, freezing. Coolant, then, has to cover a lot of bases. Coolant is usually a mix of water and some sort of antifreeze, with corrosion inhibitors and other ingredients. It is the water that in many respects is the limiting factor, lowering the boiling point and creating pressure and eventually creating corrosion.

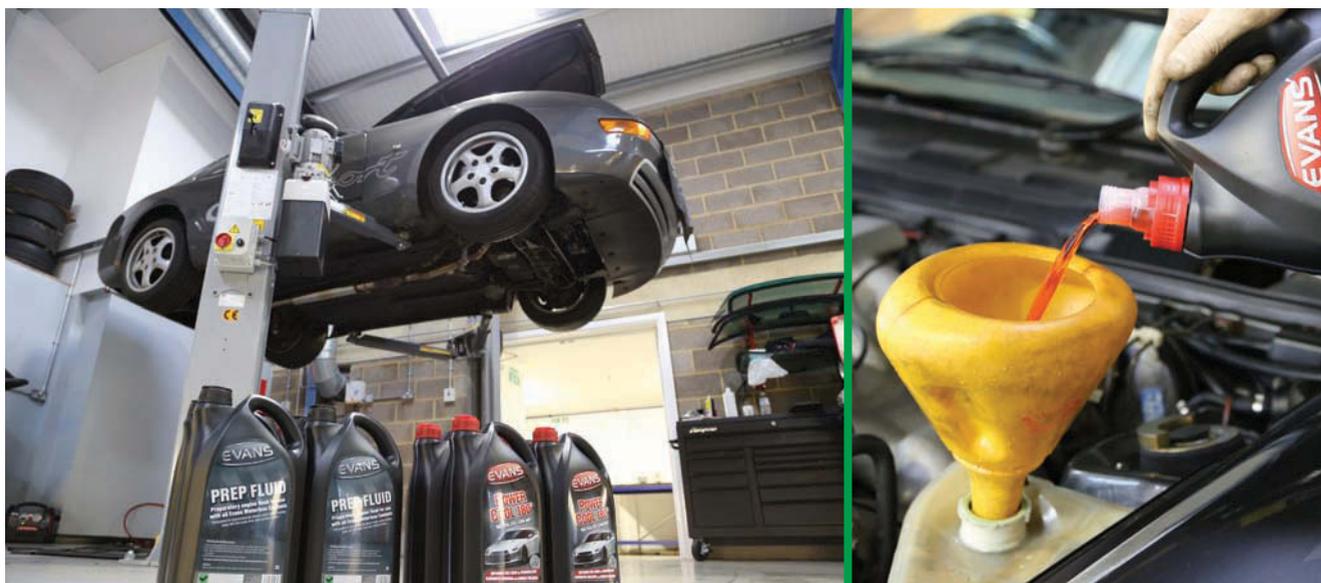
Recently, a new potion has hit the market – namely Evans Waterless Coolant – that claims to eliminate and alleviate the issues that come with traditional coolant, namely all of the above, while maintaining a more stable heat transfer around the engine. Already it has found favour with Porsche

engine specialists and it's seen to be of significant benefits to the water-cooled M96 and M97 911/Boxster engines.

Why do I mention this in relation to my 968? Well, in recent months I've spent out on a top-end engine overhaul. Well, at 20-years old, and with 163,000-miles on the clock, it was probably due. The work was carried out by JZ Machtech, who did a meticulous job. With the cylinder head off, the corrosion on the face of the head was clear to see, as was the deteriorating head gasket, particularly around No4 piston. Indeed, it would only have been a matter of time before the antifreeze mix entered the cylinder, and then it could have been game over for the block. At the same time a new water pump was fitted and a new radiator, too. Naturally I wanted to ensure the

longevity of all these new components and enhance the protection and performance of my engine. Evans claim a minimum of 20 years' life, and a cooling system than never needs topping up, and reduced running temperatures.

So I was convinced that this was the way to go and booked the 968 in with RPM Technik at Long Marston. They've been using Evans in their CSR conversions and track day fleet, with noticeable results. It's quite an involved process. First the original water-based coolant needs to be flushed out with Evans flushing liquid and then, once purged, the cooling system can be filled with Evans Power Cool 180 coolant which, for the 968, means 7.8-litres. RPM leave the car for a few hours to check for leaks and a top-up if need be.



Ken's 968 being replenished with Evans Waterless Coolant. Top end rebuild revealed extent of water damage. Head gasket had nearly rotted through. Evans coolant extends boiling point and minimises pressure in the system



Left: Catalytic converter in 968 showing its age in the form of a virtual meltdown. Surprising the car ran at all! Exhaust and cat were both original and so past best. Wonder if this is what most 968 cats look like now?

CONTACT

Evans Waterless Coolant:
01293 537911;
evanscoolants.co.uk

RPM Technik:
01729 572299;
rpmtechnik.co.uk

JZ Machtech:
01923 269788;
jzmachtech.com

JC Weldfab:
01933 274579;
jcweldfab.co.uk

Okay, so it's not cheap. The whole operation, including buying the flushing agent and the waterless coolant, comes in at just over £400, but you could do it as a DIY job. I was happy to let the experts do it and happy with the peace of mind, knowing that my cooling system is in peak condition.

So with the cooling sorted, I knew that I needed to turn my attention to the exhaust system which, being original, was past its best and was making some worrying rattling noises from the internals. And of course there was the catalytic converter to worry about too as the car had just failed its emissions.

So it was all too obvious that a new exhaust system was required, but which way to go? There's not much available off the shelf. Factory parts are available, but hugely expensive, but I still wanted quality. It soon became apparent that a custom

made system was the way to go. My godson, Ian Godney, at IG Racing, is an ex F1 mechanic, and has many contacts in the business (we also share the running of a track day 924S) and recommended JC Weldfab Ltd. These geniuses can do anything with pipework.

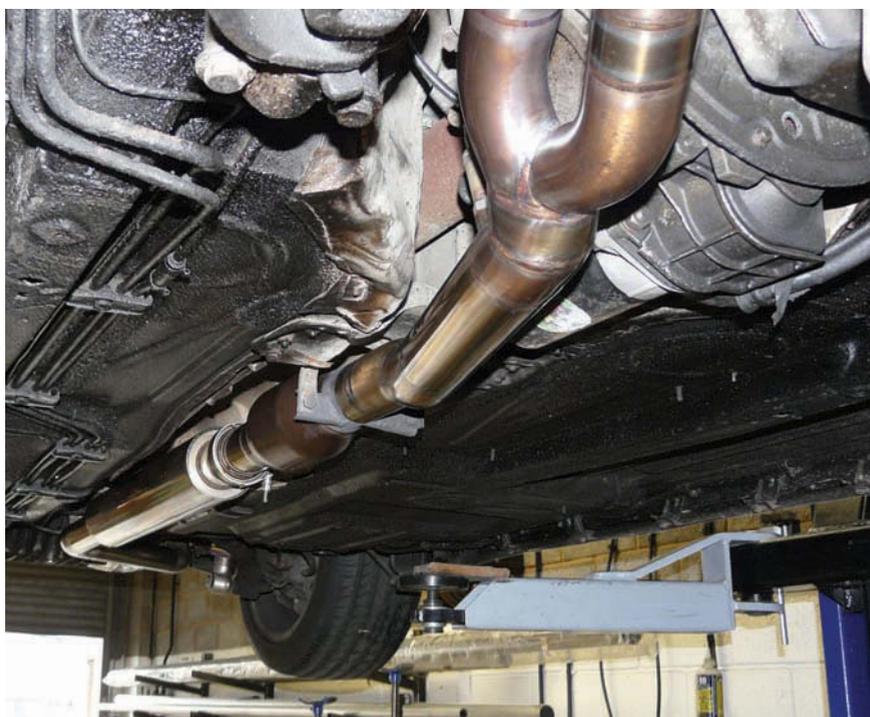
Headed up by Jonathan Crossland and Michael Moyers, they have worked for some impressive outfits learning their art. As well as fabricating exhaust systems, they custom make radiators, oil coolers, tubular manifolds and can seam weld bodysells and carry out all this for various race teams. My humble 968 exhaust wouldn't be a challenge and would probably be over-engineered compared to standard. However, it would last for ever, improve the performance and sound purrfect!

The car was with JC Weldfab for a few days and, once they removed the old

system from the downpipe back, they discovered the root of the problem. Opening up the catalytic converter, it was clear to see that it was totally blocked having seemingly melted, leaving just two small holes for the exhaust gasses to pass through. Look at the pictures – it's a wonder the 968 was running at all!

But now it's running very well. The stainless steel exhaust is a work of pipe bending art. Indeed it's a shame it's hidden out of view. JC Weldfab use mandrel pipe bending technology, which doesn't crease the bend and allows for smoother airflow, and certainly with a freshly rebuilt cylinder head, efficient cooling and a new exhaust, my 968 is transformed and has a wow factor I've not experienced before. Price? About £1500, but try get quality any cheaper. So lots of work and ground covered. Now I can enjoy the driving.

New exhaust system by JC Weldfab is a work of fabricated art. In full stainless steel it should complement the newly rebuilt top end a treat. Just having a fully flowing catalytic converter should do wonders for the performance too!



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BRAKING STORY

It was going to be just a quick pad change, and then things got a bit complicated. Sound familiar?



PAUL DAVIES
CARRERA 3.2

Occupation: Freelance writer
Previous Porsches: 912
Current Porsche: 1987 Carrera 3.2 Targa
Mods/options: None, just as Stuttgart intended
Contact: auto.writer@btinternet.com
This month: It should have been simple, but then these things rarely are. Still, I've got a refreshed braking system now and that's always a pleasure. Read on for the full story...

I'm reminded of one of my favourite comedians, the late Marty Feldman, who in one famous sketch 'popped out for a bunch of daffs for the wife'. He went into a florist and ended up in a tropical rain forest having a steamy affair with a colonial planter's wife. Not that I'm suggesting *911&PW* readers do such things of course, but I hope you understand. You start on a simple bit of car maintenance. Just a five minute (OK, two hours) job, but then mission creep, as they say, creeps in.

With the 200-miles Autumn Leaves Scenic Tour just a couple of days away, the prospect of the Carrera 3.2 tackling the notorious Abergwesyn Sheep Trail (more on that some other time) with brakes that I knew were feeling a little dodgy was a bit disconcerting. The front pads had not been touched since I bought the car some 48,000 miles ago (really!), and under heavy braking it was pulling to one side. A sharp dab on the pedal usually straightened things out, but I suspected a caliper piston was sticking.

However, not much time, so the least I could do was fit new pads. The service from

Design 911 was top class. I ordered a standard ATE original equipment replacement set (I'm not a trackday guy) plus the necessary pair of wear sensor cables one afternoon and they – in the form of Woodcock the DPD van driver – were knocking on the door the very next morning. The price, for all items, at £54.64, excl VAT, was pretty impressive, too. I'd previously taken a peek, and decided the existing pad retaining clips and pins could be re-used.

Front end up on jack, axle stands firmly in place (health and safety y'know) and I was disconnecting the sensor wires, knocking the pins out, removing the retaining clips and tugging at the pads themselves with a pair of grips. Eventually they came out, and inspection revealed the friction material was almost down to the sensor wire contact. Chances are the warning light would have come on half-way down a Welsh mountain.

Then I had a good look at the calipers through the accumulated grime. The right hand one seemed OK, but the left revealed the shredded remains of a rubber dust seal poking out from one piston. You could argue this was only the dust seal, and not

the inner seal that holds back the brake fluid as the piston slides back and forth, but the downside is that grit and water gets in, rust forms, and very soon the caliper is b-----d. More to the point, the car might not stop at the bottom of that aforesaid Welsh mountain!

So, I obviously needed a new set of calipers; you don't normally change just one side. For front-garden DIY maintenance this began to get complicated. I stupidly took off the offending caliper and started to leak brake fluid amongst the begonias (not really) before I refitted the part to stem the flow. In the process I realised that the metal 'bundy' piping connecting the caliper to the flexible hose (which in turn connects to the brake system, etc) would need replacing. I then tried to formulate a plan.

Calipers normally come as reconditioned units, on an exchange basis for your old ones, but I had little time to organise replacements, and also for those bundy pipes. Time to seek professional assistance.

I called Dom Delaney at Specialist Vehicle Preparations, who agreed his men could do the job in time if they could get the

CONTACT
Specialist Vehicle Preparations
01299 251152;
specialistvehiclepreparations.com

Design911 (mail order)
020 8500 8811;
design911.co.uk

Battery Fighter
08448 221454;
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1) New kit. Shiny ATE remanufactured calipers come with new pad retaining clips and pins. Pads from Design 911 are manufacturer's original equipment, also from ATE

2) With front wheels off the car there's an opportunity to brush the dry (or wet) mud from the wheel arch – especially on R/H side where oil cooler pipes can be corroded by grunge

3) Wear sensor has a loop of wire inserted in a hole in the pad. When the pad wears down the disc shorts the wire and the warning light comes on. Use new sensors when changing pads

4) Old caliper shows tattered piston dust seal. Grunge and water will get in and ruin the piston, causing it to stick and/or fluid to leak out when the internal seal is damaged

5) New bundy pipe was fabricated by SVP man to follow original shape. Pipes were made from copper (easy to bend) with each end flared to fit the caliper and brake system unions

6) Our man Colin gets to work with the brake pipe flaring tool. Making the two replacements took no more than 20 minutes – but he does it all the time!

7) Special clamping tool stops hydraulic fluid flow through the flexible hose to prevent total loss during caliper replacement. If the flexibles are renewed the system will need to be drained

bits needed. After much 'phoning around he located a pair of original ATE re-manufactured calipers, but the piping was not readily available. No problem though, said he, because he could make them up in the workshop. (SVP builds race and rally cars from scratch and so is adept at manufacturing bespoke brake systems and, indeed, electrical wiring looms.)

The Carrera was, of course, sitting in front of my house with no pads fitted, and a pint or so less fluid in the brake system than was healthy. The old pads went back in, and I topped-up the fluid and single-handed – using a Sealey kit comprising a little plastic bottle and pipes bought from

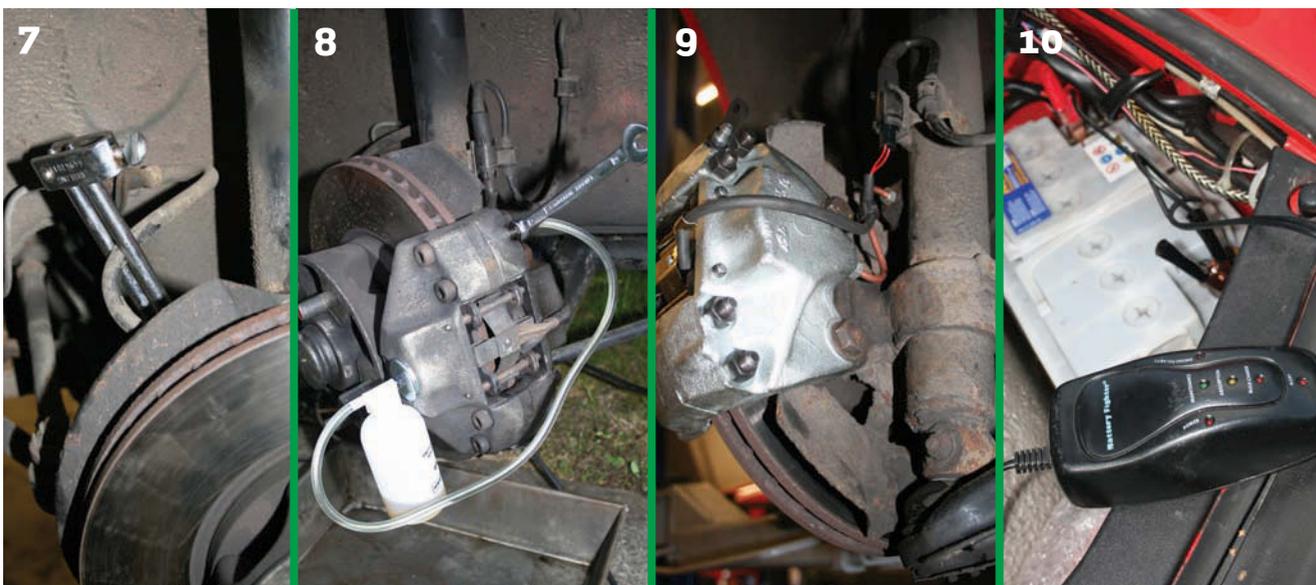
my local accessory shop for just £8.20 – bled the system.

They made short work of the job at SVP. Colin Davis (not the Colin Davis who, with Antonio Pucci, won the Targa Florio in a Porsche 904 in 1964 of course, he's no longer with us) had the old parts on the bench in no time, and niftily crafted a pair of replacement bundy pipes. Sometimes you need a hefty 19mm ring spanner to loosen the two caliper-to-hub-casting bolts. The high price of the original ATE calipers (£208.12, excl VAT, each) was tempered just a little by the fact they came complete with brand new retaining clips and pins, which separately cost around £40.

With more time I know I (we?) could have sourced less expensive remanufactured calipers. Design 911 quotes £149, excl VAT, for exchange units, but the clips and pins are separate, and there are several companies who will take your old calipers and refurb them for just under £100 each (try type911.co.uk).

But, in this instance, it was SVP to the rescue and the prospect of tackling that Abergwesyn road did not frighten me anymore. Many thanks to Dom and Colin – and please note that no planters' wives were ravished during the making of this feature!

Now take a look at the pics.



8) Natty little kit from Sealey allows easy one-man brake bleeding. The sealed bottle fixes to the caliper by magnet while you pump the brake pedal and top up the fluid reservoir

9) Newly fitted caliper shows bespoke bundy pipe, and pad wear sensor wire which plugs into a connection on the strut. Pads are not handed, so wire is positioned differently each side

10) Something different: we rate this Battery Fighter device, which monitors battery condition and charges when necessary. Ideal if the car is laid up for any time, say over winter

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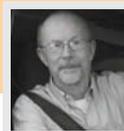
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Welcome to 911 & Porsche World's Q&A pages, edited and assembled by the magazine's technical man and do-it-yourselfer, Chris Horton (above). The format is much as you would expect – you ask, and our experts try to offer a practicable, real-world solution – but we also pass on some of the knowledge that we gain during the course of our own work on the magazine. Either way, we routinely add as much detail as possible – including part numbers and costs, contact and website details, and any relevant illustrations we can find. Prices quoted are to the best of our knowledge correct – for the UK market – at the time of writing, and generally exclude VAT unless otherwise stated. Naturally we do our very best to ensure that the advice and information given is accurate, but we can accept no responsibility for any effects arising from it.

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ANOTHER TURN OF THE SCREW

Q My 1986 944 failed to start today. Not entirely surprising, given how wet the weather has suddenly become – and the entire under-bonnet area was pretty much soaked with condensation – but no less annoying for that.

In the course of my preliminary investigations I took off the distributor cap, but now there is no way I can make the lower of its two spring-loaded 'screws' lock into position again. The top one was difficult enough, but I spent about half an hour trying simultaneously to push and turn the lower one, before giving up in disgust.

What on earth was Porsche thinking when it came up with this utterly half-baked idea? Any suggestions?

Colin Shuttleworth

A Chris Horton, 911 & Porsche World: I sympathise entirely. This has to be one of the most absurd and infuriating pieces of 'design' you will see in any vehicle, bar none. I would love to be able to tell you what the trick is, but in truth it seems to be down to brute force, determination, and ultimately not a little luck.

In principle, and with the engine out of the car, it is relatively easy. In practice, however, even the upper fixing can be quite difficult. And it is almost impossible to get a screwdriver on the lower 'screw' head, and simultaneously push and turn it with sufficient force to be able to lock the hooked inner end over the shaped lug on the inside of the rotor-arm housing.

Perhaps the best advice I can offer is in the form of the accompanying photos of an old rotor-arm housing and distributor cap that I happened to have laying around. As you do...

These quickly and conveniently demonstrate that probably your best chance of success is to offer the cap into position with the arms of the two 'screws' positioned such that they will pass easily through the slots in the housing, and then – completely counter-intuitively, I think – to rotate both screws in an anti-clockwise direction.

They also help to show just how far the two devices need to be pushed in order to allow the arms to engage on the lugs on the inside of the housing. Even while setting up the parts for this Q&A I found it useful to 'rehearse' while pushing the housing against the side of a tool cabinet in the garage –

closer examination of the relevant components (and subsequent experimentation, as well) shows that, somewhat counter-intuitively, both of the distributor cap's fixing 'screws' have to be turned anti-clockwise to engage their hooked inner ends. A long, flat-bladed driver is best for the lower fixing: it allows much better leverage than the shorter one that logic suggests would be best

although that still doesn't fully equip you for the maddening inaccessibility of the lower screw when the cap is back on the engine again.

The only answer I can suggest for that particular issue is to try several different (flat-bladed) screwdrivers, until you find one that offers the best compromise between length and grip (some professionals suggest using a really long flat-bladed driver that will pass over the headlamp-lifting linkage and even the nose panel), or perhaps even to remove the entire housing before attempting to refit the distributor cap.

Time-consuming and annoyingly unnecessary, yes, but sometimes you just have to resort to such subterfuge. Good luck, anyway!

A FLUID SITUATION

Q My 997 Turbo appears to be leaking oil from somewhere under the right-hand front corner of the car. I have noticed that the clutch pedal has become quite heavy – actually, it was a friend who drove the car who first pointed this out; I guess I had just become accustomed to it – and now there is a sort of swishing, scraping noise whenever I turn the steering wheel from lock to lock. Your advice would be appreciated.

Peter Hurst

A Paul Stacey, Northway Porsche: The only reason why you could have an 'oil' leak from the driver's side front of your 997 Turbo (and the 996 Turbo uses essentially the same set-up) is probably due to the clutch fluid reservoir overflowing, with the excess hydraulic fluid leaking down the bulkhead drains and out on to the ground.

The clutch system in these models has two hydraulic circuits. The reservoir at the front is the same as in a conventional system. In other words, when you press down on the pedal the piston in the master cylinder pushes the fluid down the lines to the slave cylinder, which in turns operates the clutch.

But the Turbo clutch has

to be able to handle a lot of power and torque, and the necessarily strong clamping springs make it very heavy to disengage, so Porsche added power-assistance. This assistance is once again derived from hydraulic pressure, but this time from the engine-driven power-steering pump – hence why sometimes the clutch pedal can feel heavy until the engine has been running for a few seconds. Both sides of the system use Pentosin CHF 11S fluid.

The problem you have described occurs when the seals inside the clutch slave cylinder begin to fail, and the fluid from the high-pressure side bypasses the seals and empties the power-steering reservoir into the low-pressure 'conventional' side. This can also result in a low fluid level in the steering pump's reservoir in the engine bay, which in turn can cause noisy power steering, and again a heavier than normal clutch pedal.

The clutch slave cylinder isn't a particularly 'nice' component to replace, and the job takes even us around four hours. The cylinder itself costs £334.37 plus VAT from Porsche, and you will also have to replace the accumulator which screws into the slave cylinder. That currently costs £108.97 plus VAT.

997 Turbo's massive torque demands a power-assisted clutch. Heavy pedal and fluid leaks are the usual signs of a worn-out slave cylinder



NO-START 997: CHECK THE ALTERNATOR WIRING FIRST

Q The engine in my 2006 997 Carrera 4 is becoming increasingly reluctant to turn over on the starter motor and, therefore, to fire. I had a new battery installed by my local fast-fit centre, but almost immediately the problem recurred. Naturally I complained, and they were good enough to put in another battery, but now it is happening again, and I am beginning to think that there must be some other underlying fault within the electrical system. Can you offer any advice, please?
William Colpet

A **Chris Horton, 911 & Porsche World:** There are a number of possible causes for this increasingly common scenario in earlier 997s, including a faulty alternator and/or voltage regulator. Or even a faulty starter motor, of course.

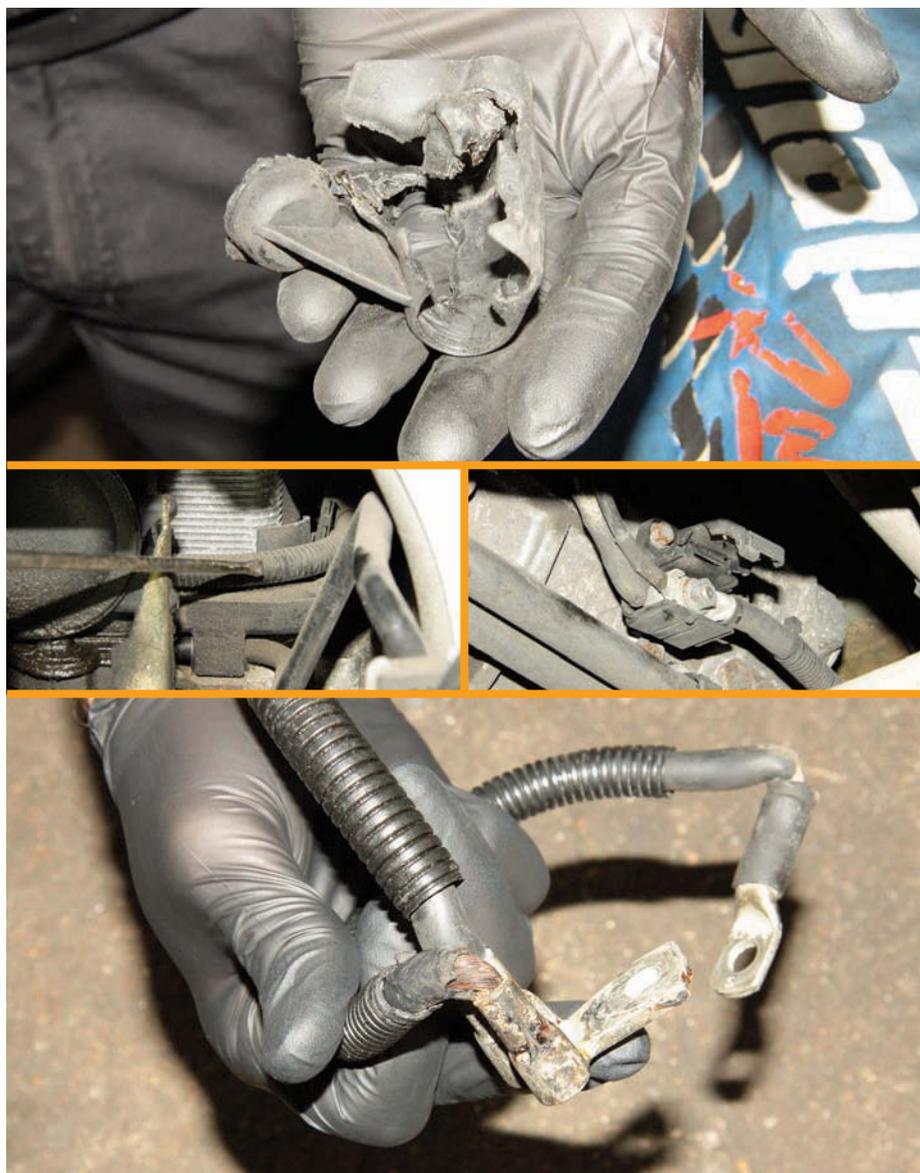
But these days by far the most likely cause has to be a high-resistance connection in the main lead (or wiring 'harness', as it is technically known) exiting the alternator, or generator, and thereby linking it to the starter motor and the battery. Essentially this prevents the battery being charged properly – and which explains why a brand-new

and thus fully charged accumulator temporarily cured the fault; and why your engine will almost certainly turn over at normal speed if you attempt to start it with jump-leads from another 'good' one. (Have you tried that?)

That's the easy bit, though. The lead – which from Porsche costs around £85 including VAT – can be changed only after removing the alternator and the air-conditioning pump, and then delving around in the depths of the engine compartment, below the inlet manifold. After that, you have to venture beneath the vehicle and detach the front end of the lead from a connection point on the side of the gearbox, where it meets the lead to the battery itself.

We described the process in one of our how-to stories in the December 2013 issue (pages 112–115), but frankly it's a job only for those who are both capable and pretty determined. A good independent ought to charge no more than around £400 all told for parts, labour and VAT. Before you explore that avenue, though, it might be worth having the car checked over by a good auto-electrician, just in case the problem does lie elsewhere.

Non-starting 997 is almost certainly down to a high-resistance alternator lead (right). Changing it isn't quite as simple as you might hope, though



A 944 PROBLEM – OR PERHAPS A GOLDEN OPPORTUNITY?

Q I had my 1987 944 MOT-tested recently. It passed, I am very pleased to say, but the tester informally drew my attention to the rather rusty nuts securing the top of each front suspension strut to the inner wing. And I have to admit that he had a point. The inner pair on each side look terrible, and I am doubtful that there will be anything left of the studs if I try to undo them, let alone the nuts. The question is, then, what can I do about it? Will I have to buy two complete new strut assemblies, and can I expect to find similar levels of corrosion on the inner wings, as well?

David Markham

A **Chris Horton, 911 & Porsche World:** This is quite a common scenario in all of the transaxle cars these days, especially if they have stood unused for any length of time. (The photo on the right shows the equivalent area from my own 924S which, as you might have seen from my running report in the previous issue of the magazine, had been unused for over two years.) It's caused by rainwater and even condensation pooling at the lowest part of the recess formed by the strengthening lip around the strut mount. In my experience only rarely are the inner wings affected, but you won't know that for sure until you actually remove the struts.

Unfortunately you can no longer buy new from Porsche the relevant so-called bearing flange, via which the strut is secured to the inner wing. Oddly,

the company recently made quite a big song and dance about the parts it is once again making available for these cars, including even cylinder blocks, but presumably these flanges were deemed not 'sexy' enough.

The obvious solution, I guess, is to buy complete second-hand struts with good bearing flanges (it obviously doesn't matter what condition the dampers are in), and then to do the necessary parts-swapping, but since that will entail both compressing the spring and later possibly having the geometry reset you might wish to farm the entire job out to an independent specialist. The only other alternative would be to have replacement studs professionally (and accurately, of course) welded to the bearing flanges.

To stop the problem recurring – or to slow down any existing deterioration – soak the area in a wax-based spray such as Dinitrol, or Comma's WaxSeal.



The four nuts and studs securing 924/944 suspension struts to the front wings often corrode quite badly, with the problem seemingly worse for the inboard pair each side, due to rainwater and condensation pooling around them. The solution – if absolutely necessary – is to fit replacement bearing flange(s), as they are known, but since those are no longer available from Porsche that will probably entail buying complete second-hand struts; see text

WHICH DISCS FOR BOXSTER BRAKE CONVERSION?

Q You recently helped me with some information about upgrading the front brakes on my 1976 911 Carrera 3.0 with 986 Boxster 2.5/2.7 calipers, as per the step-by-step feature that you ran in the July 2009 edition of *911 & Porsche World*. The PDF of the story that you e-mailed me was very informative, but I am still not entirely sure

about which discs I need to use. Should I stick with the original 911 items, or do I need to install the discs from the Boxster, as well?
Richard Holt

A **Chris Horton, 911 & Porsche World:** The Porscheshop conversion that we featured in that how-to story in 2009 was carried out on a 1986 911 Carrera 3.2,

using two brand-new, standard-size discs.

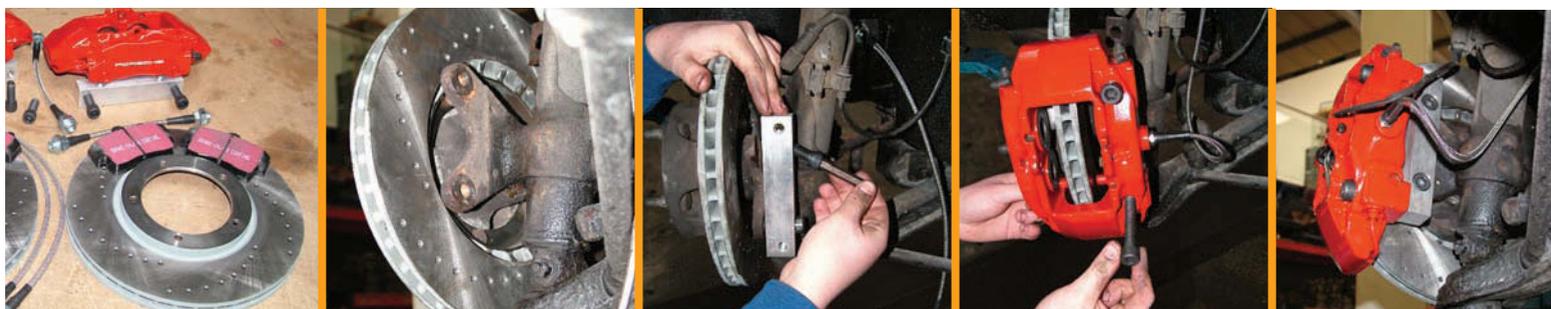
Significantly, however, the kit that we covered back then is no longer available, certainly from the Porscheshop. Most owners of 911s of this vintage are now restoring these increasingly valuable cars, says the company's Ian Heward, rather than modifying them. Obviously that won't necessarily stop you from doing so, of course, but the

fact is that you will need adaptor blocks of some sort or another with which to attach the Boxster calipers to your Carrera hubs.

Boxster 2.5 discs won't fit either the 3.0- or 3.2-litre 911s (or any other of the earlier cars, for that matter), because the method of mounting them on the hubs is totally different. The 911's front hub uses an adjustable tapered-roller bearing, and the disc is bolted to the hub

using a series of M8 x 1.25 fixings. The diameter of the area to which the disc bolts to is much larger than on the Boxster, which uses a more modern style of disc that is secured to the hub using two small locating screws, and then held securely in place by the wheel itself.

Boxster calipers will fit a 911 Carrera 3.2 or earlier, but you will need the correct discs (see text), plus a pair of mounting blocks and bolts



KNOWLEDGE IS TRULY POWER

On at least one previous occasion I have alluded to my belief that e-mail makes it often far too easy for lazy PR companies to send out press releases that by rights ought never to have been committed to keyboard, let alone disseminated to the general public via copy-hungry and pathologically even lazier 'journalists'. So I wasn't expecting too much from a subject line running thus: 'It's official: We are a nation of useless mechanics; 49 per cent can't even change a tyre'.

But on this occasion I was wrong. Apparently a recent survey, commissioned by car-leasing company flexed.co.uk, asked over 3000 drivers if they knew how to carry out the most basic vehicle-maintenance tasks. And the results were frankly both astonishing and in many ways pretty terrifying.

I can just about get my head around the 49 per cent who don't know how to change a wheel. (I think 99.9 per cent of us would struggle to change a tyre, as suggested in the release.) But 31 per cent of the survey's respondents didn't know how to check their tyre pressures – and it's a legal requirement to have the correct amount of air in them – 63 per cent confessed to being unable to check their engine's oil level, 58 per cent didn't know where to add oil if necessary, and 29 per cent had absolutely no idea how to fill the windscreen washer bottle, which is effectively another legal requirement. More astonishing still, one per cent – and that is fully 30 people out of the 3000 questioned – didn't even know how to fill up with fuel.

Flexed's spokesman, Mark Hall, argues – quite rightly in

my view – that car maintenance should be part of the school or college curriculum, so that people have a basic working knowledge of British society's 'most dominant device', as he puts it. This would help to minimise their chances of breaking down, and so becoming the cause of either a traffic hold-up – how we are all mesmerised and distracted (and ultimately delayed) by the sight of a broken-down vehicle at the side of the road – or, worse, an 'incident'. (The authorities don't like to use the word 'accident'. There is, they claim, no such thing.)

'The fact that the major breakdown organisations now have specialist patrols to help drivers who have run out of petrol just goes to prove how little people know about their own cars,' says Hall. 'And the fact is that even older



vehicles have bells and whistles to tell you that your fuel is running low.'

What does all this have to do with *911 & Porsche World*? Well, I fully appreciate that relatively few readers will want or realistically even be able to do some of the tasks we describe in our regular how-to stories – any more than I want to clamber up on my house's roof and fix the disintegrating gutters. (But hey, guess what I shall be doing next weekend?)

I do sincerely hope,

though, that those painstakingly constructed technical features will give all of you an idea of what is involved in many such tasks (and the consequences of ignoring them), and at the same time help you avoid having a poor-quality job done for you, and/or paying over the odds for it.

And I am sure that, even if only as the result of a process akin to osmosis, you all know how to carry out those most basic forecourt checks. Don't you?

EVANS

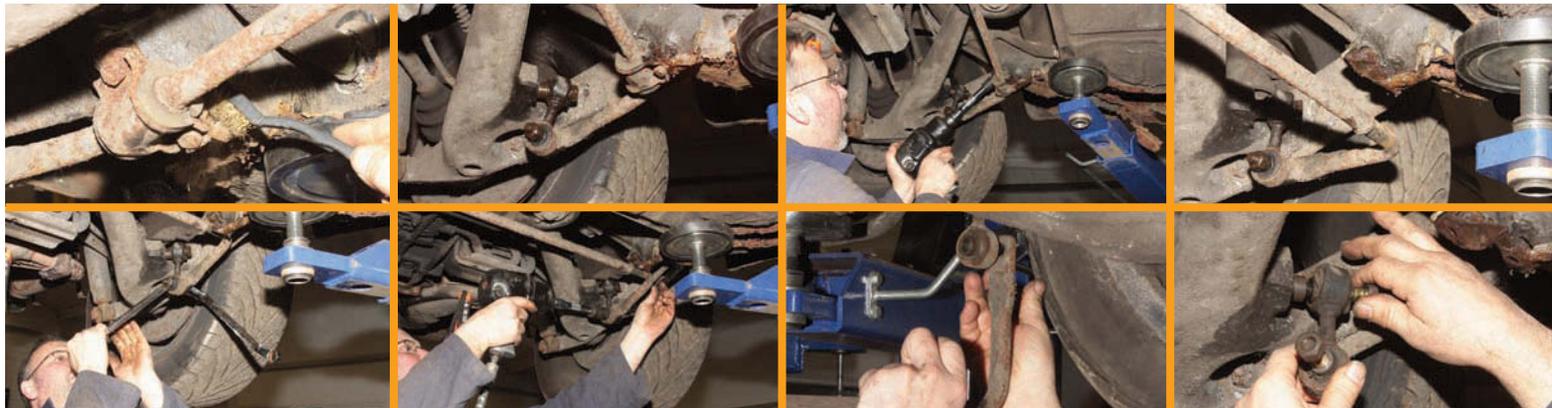


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WORKING AT THE BAR

Q I had my 911 Carrera 3.2 MOT-tested a few weeks ago. It passed without too many major problems (a worn-out wiper blade, basically, plus a faulty connection to one of the tail lights), but I was advised that the mounting bushes for the rear anti-roll bar have also deteriorated quite markedly, and so are in need of replacement. Indeed, the tester suggested that they are most probably the source of the increasingly loud knocking sound that I have gradually become aware of from the rear end of the car. I am generally fairly handy with a set of spanners, so is this a job that I might be able to tackle myself? It certainly looks straightforward enough.

Michael J Brown

A **Chris Horton, 911 & Porsche World:** Clearly it is impossible for me to know what your capabilities and facilities might be, but the fact is that, as you suggest, this is

a relatively simple task. You will, though, need good access to the underside of the car, so make absolutely sure that the rear end is safely supported on suitably sturdy axle-stands before you venture beneath it. You will most likely need to apply considerable force to at least some of the fixings, so ensure, too, that the vehicle cannot possibly move as you do so, and thereby potentially fall off the stands and so down on to you. Assuming that the front wheels are still on the ground, place blocks of wood in front of and behind either of the tyres.

The accompanying photos – shot on the 911 Carrera 3.2 we are restoring in conjunction with Auto Umbau in Silsoe, Beds (classicporsche.repairs.co.uk) – should give you a pretty good idea of what is involved. (Try to ignore, in this context, the catastrophic corrosion all too evident in this car; one can but hope that yours is in far better condition.) The trick is to wire-brush as much dirt and rust as possible off any exposed screw threads, and then to soak them in

penetrating oil some time before you start work. That will give you the best chance of undoing them without risk of the damaged threads or even breakages that will add immeasurably to the difficulty and cost of the job. You also need to have both wheel hubs and thus their swinging arms hanging free at the same time. This allows the anti-roll bar to assume a neutral position, and exerting no tension against either of the swinging arms.

If all you intend doing is to replace the bar's mounting bushes, simply undo the two M8 screws securing each 'U'-shaped bracket to the body. Gently lever the bracket away from the rubber, and allow the bar to drop so that it is hanging from the links connecting it to the suspension. Open up the slot in each rubber bush with a screwdriver (assuming the bushes haven't completely disintegrated already), and peel them away from the bar. Clean as much dirt and corrosion as possible off both the bar and the two brackets, slide the new bushes into the correct position, and then refit the two brackets. A quick burst from an aerosol silicone spray should help the rubbers settle,

although such will be their somewhat greater bulk compared to the old ones that you will probably have to use the fixing screws themselves to pull the brackets into place and so compress the bushes to their working dimensions. For that reason tighten those four screws gradually and evenly, frequently checking that you are not distorting any of the components. Needless to say, it's a good idea to smear some copper-based grease on all the screw threads to help prevent any future corrosion.

From Porsche, new anti-roll-bar bushes cost around £45 per pair including VAT, although you will need to specify the required internal diameter, ie the thickness of the anti-roll bar itself. This should be 18mm, 20mm or 21mm. Alternatively, you might wish to fit uprated polyurethane items, such as those available from Powerflex (powerflexshop.com). Some argue that like all such items these can transmit more 'NVH' – noise, vibration, harshness – to the body shell, but again like all such items they are often quite a lot easier to fit than the standard rubber bushes, and will most likely last a fair bit

Replacing rear anti-roll-bar bushes in a pre-964 Carrera is easy enough, although as usual corrosion might be an obstacle. A good opportunity to upgrade with polyurethane, perhaps? Simultaneously fitting new connecting links (above, right) is a sensible move, too

longer, too. Currently the on-line price from Powerflex is £32.31 per pair including VAT, and again you will need to specify the internal diameter.

You might also wish (or, as on this Carrera 3.2, need) to replace the aforementioned links connecting the two ends of the anti-roll bar to the suspension arms. At the lower end of each link is an M12 bolt and self-locking nut; at the upper end a special M12 bolt alone. The usual combination of wire-brushing and soaking in penetrating oil will once again be helpful, but even so you will most likely need some suitably hefty ring spanners, sockets and long 'breaker' bars. (And it's this process that, if you are not careful, risks dislodging the car from the stands.) New links cost around £170 per pair including VAT from Porsche, or about £90 per pair including VAT (and bolts) from Euro Car Parts (eurocarparts.com).

THERE, I FIXED IT...

These days, one of the quickest and easiest ways of assessing the overall mechanical health of a 996 or 986, whether you own it or are contemplating buying it, is to turn the steering wheel to full left or right lock so that you can see inside the front wheelarch, and thus the driver's side track-rod gaiter. (Which caters for both right- and left-hand-drive cars.)

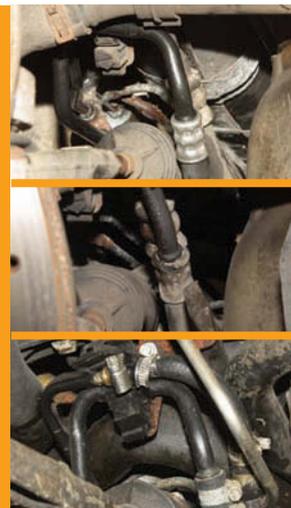
Ideally you will see, adjacent to the concertina-style rubber cover, a hydraulic

line in much the same condition as the (brand-new) one shown top right. More often than not, though, it will probably look something like the one in the middle photo. And sometimes – although not, one hopes, too often – it will have been 'repaired' with the worm-drive hose clip(s) that, for all of their many technical virtues, have become as much a part of the bodger's armoury as the ubiquitous cable-tie (bottom).

To find out how to do the

job properly, may I refer you to the November 2014 issue of *911 & Porsche World* (pages 109–112). Even with our help it will cost you a few quid to do it yourself (typically £225 in parts), plus the fee for about four hours' labour if you pay someone else to do the work for you, but that has to be better than ignoring the issue (until the next MOT test, anyway, which the car will surely fail), and/or having the connection suddenly let go without warning. Which is what, equally certainly, will eventually happen.

You should still be able to steer the car safely to a halt under those circumstances – unless, perhaps, you were lazily barrelling through a fast corner with just one hand on the steering wheel – but there will be Pentosin CHF 11S everywhere (see last month's Q&A for more detail on that specialised hydraulic fluid), and you will have little option but to finish your journey on a tow-truck. And then to take stock, and assess what other horrors may have been perpetrated on your pride and joy by previous owners.



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In our last instalment, Ben of Aspect Valeting protected the now familiar GT3 belonging to *911 & Porsche World* snapper Antony Fraser. For most owners this would be more than sufficient, but as we are creating a concours car it's only right that we go the extra mile and add a layer of organic wax to deepen the lustre yet further

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Andy Allgood owns World of Detailing, and as one of the elite Swissvax authorised detailers we thought he would be the perfect candidate to give this silver beauty that final touch. On a frosty December morning Antony emerged from the mist and the car was safe-washed, a process made easy despite the thick grime thanks to the ceramic coating applied a fortnight before. Soon the halide detailing lamps had warmed both car and detailer sufficiently to crack open the wax.

Swissvax produce a wax specifically engineered for Porsche called Zuffenhausen, and we had a brand new pot and pad at the ready. Waxing a car is not particularly difficult; but there are plenty of tips and tricks to learn. Firstly, it is all about preparation. The car should be washed, decontaminated, and dried perfectly. The former should include inside the door shuts and crevices, the decontamination needs to remove any old wax, and the drying needs to include panel gaps where irritating drips can spontaneously appear if ignored. Temperature is important, both wax and car should be at room temperature – too cold and the wax won't adhere properly;

too hot and it will cure too fast and prevent a perfect finish.

The term 'wax' in detailing refers to an organic or polymer coating that can be in liquid, paste or solid form. As distinct from a 'polish', a wax does not physically alter the surface of the paint, but coats it, dramatically increasing gloss and making the surface smooth to the touch. Car waxes can contain a multitude of different waxes, from organic beeswax to synthetic formulations. The headline component in top-end products is an organic compound produced by the Copernicia Prunifera tree, found in Brazil, known commonly as Carnauba. In its raw form, Carnauba is rock-hard, completely impossible to apply to a car, which is why waxes claiming to be 100% Carnauba are rather misleading, particularly when presented with a liquid or soft paste for all of ten pounds. In contrast Swissvax Zuffenhausen is a genuine 40% Carnauba and is tailored for all 911s from G-models onwards, as well as Boxsters, Panameras and the like.

Using your fingers or a suitable foam pad, it can be applied all over the vehicle and then buffed off in one go. Alternatively it can be applied and buffed panel by panel. It is

vital to ensure you have a suitable plush and clean microfibre to buff with – one speck of dirt can spell complete disaster, leaving fine marks all over your freshly prepared paint.

Alloy wheels can also be protected, either with ceramic sealants, or with specialist waxes. Again, Andy turned to Swissvax and their Autobahn wheel wax to get the split-rims glowing. We will be covering a full alloy refurbishment on this car in 2015 but there's no harm in getting the wheels sparkling for the festive season! Equally, some Swissvax Pneu was applied to the tyres to give them a wet-look and contrast nicely with the light paintwork.

To celebrate the completion of the paintwork on Antony's GT3 we are giving away the very pot of Zuffenhausen used on the car – being a high quality wax, very little is used, and thus there is plenty left for the lucky winner to indulge their car with. The Porsche-themed question and prize draw will be hosted on the Professional Valeters & Detailers Facebook page (www.facebook.com/ProfessionalValetersDetailers) in the New Year.

In our next article we will cover the professional rejuvenation of the GT3's interior and trim.

Left: Andy Allgood of World of Detailing gets to work on Antony's GT3, giving it a finishing coat of wax. Wheels were tackled too. Above: Antony and Andy, with the pot of Swissvax Zuffenhausen wax that you could win

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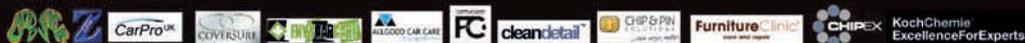


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Happy New Year to all Porsche enthusiasts. The thing that binds us together is the love of the cars. The depth of engineering, the thrill of driving and the hard to describe joy of owning, touching and looking at our piece of machinery. A biro works fine but a beautiful pen is a special thing in the hand. We earn a living from the Porsche market, we purchase, broker, sell, service and carefully restore Porsche with the same enthusiasm as you have. Although we aim to make a profit (most of the time) we too are trying to own and sell lovely genuine Porsche, we too are trying to avoid costly problems and resolve problems efficiently.

We deal with all ages of Porsche, just before Christmas I looked below and saw every model series from a 356 through to a 911, plus Cayenne, 968 and 928, it was quite a surprise to see what we covered. Therefore should you be considering selling, buying, or need help with your Porsche we would love to hear from you and have the opportunity of your business and your friendship.

At the time of going to press we can offer from stock a fair variety, of which I have chosen a few to promote here.

997 C2 2009 3300 miles as new; 996 Turbo 2001 23000 miles, looks new; 911 2.7S Coupe sweet as featured; 911 3.2 Coupe 53000km LH; pictured great LH 964 C2 just right; 930, 993 Supercharger, 964 Turbo, Cayman, Boxster, 997, 996...etc...call.

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PANAMERA EXPRESS

Porsche's non-sports cars have always generated opinion, but if you need a four-seater Mercedes, Audi or even Maserati rival, then why shouldn't it be a Porsche, and a distinctive looking one at that in the shape of the Panamera



WHAT TO PAY:

There is a rule of thumb that says that big, luxury cars depreciate in much the same way as chucking a brick off a tall building. That is to say that they lose money fast. The Panamera will follow that trajectory, make no mistake, but right now it's too young in model years to be shedding too much of its value. So if you want to get yourself into a Panamera, you'll need to be spending in the region of £40,000-£45,000 for a 2010 V8 S. The cheapest car we spotted was £36,000 for a V8 S, while Diesels being younger are £45,000+. Turbos? A minimum of £50,000 is the required spend for an early car, rising to £70k+ for a 2012 on.

Unveiled in April 2009 at the Shanghai motor show (which gives a pretty clear message as to the Panamera's intended market), the Panamera is Porsche's first ever entry into the exclusive world of the truly high-performance luxury saloon class.

With four-doors, four-seats and a top speed that nudges 200mph for the Turbo, the Panamera squares up to the other heavyweights in the sector such as Maserati's Quattroporte and Aston Martin's Rapide, which doesn't really seat four in any sort of comfort. You'll either love the Panamera's looks or you won't, but there's no arguing that it looks pretty imposing on the road, and we'd say it's quite colour sensitive, too. Dark metallics work best, and don't go for white, which just makes it look bloated. And that's because it's big at just under five-metres long and weighing in at 1800kg.

Like the Cayenne, to drive a Panamera is to 'get it.' It really is a wonderful way to travel, demolishing long journeys in style and comfort. Currently now in its second generation, we'll concentrate on the first gen cars for the purposes of this buyers' guide and on the V8, the Turbo and Diesel in particular.

PRODUCTION AND MODELS

In first gen form the Panamera range grew to eight models, but at launch it was just three: The 4.8-litre V8S, the 4S and the mighty Turbo.

A year later, along came the 'basic' Panamera and Panamera 4, both powered by a VW/Audi derived 3.6-litre V6. These were then followed by the Hybrid S, the Diesel and Turbo S in 2011.

The entry level Panamera is a two-wheel drive V6, which had a six-speed manual as standard, although no one ever specced it with one, just about all coming with the seven-speed PDK. PDK was the only option on the four-wheel drive models, although the two-wheel drive V8 S could also be specced (as could the Turbo) in manual. Again it was an option box that was rarely ticked. Shame. We drove one and it was terrific to have full manual control over the rumbling V8.

The 'S' models come with a larger V8 – as does the Turbo. The all-wheel drive Turbo is a 493bhp rocketship, but the Turbo S goes a stage further, with 542bhp and a massive slug of torque. For the more

environmentally aware, there's the 250bhp 3-litre Diesel, with Tiptronic trans, or the Hybrid: 333bhp on petrol and 47bhp of 'e-power', or a combined 380bhp.

STYLING/BODYWORK/INTERIOR

Critics haven't been too kind to the Panamera. Maybe Porsche's insistence on using the 911 as starting point for all its styling decisions isn't such a great one, but it does ensure that the Panamera is recognisably Porsche. There are obvious links to the 997, which was the 911 model in residence at the time of the Panamera's development and launch, and to a lesser degree the Cayenne. The rear quarters are typically high-haunched, *a la* Cayman, the air vents behind the front wheels a tip of the hat to the Carrera GT. That it is front-engined and predominantly a V8 can be seen as a throwback to the 928.

If there is one area that the Panamera truly impresses, it's the interior, which has been the inspiration for all Porsches that have followed.

The rows of switches flanking the transmission tunnel are easy to access,



Porsche interiors have always been great places to be, but with the Panamera Porsche's designers really moved the game on in terms of layout and quality

SPECIFICATION

Porsche Panamera V8 S
 Engine: 4806cc V8
 Transmission: Seven-speed PDK
 Max power: 400bhp at 6000rpm
 Max torque: 369lb ft at 3500-5000rpm
 Brakes: Vented discs. 360mm/330mm front and rear
 Wheels & Tyres: 8x18in (f), 9x18in (r). 245/50xZR18 (f), 275/45xZR18 (r)
 Weight: 1800kg
 0-60mph: 5.6 secs
 Top speed: 175 mph

WHAT THE PRESS SAID

"There is an overall feeling of artificiality to the way the Panamera Turbo S goes about its business of devouring challenging twisty roads. It is, however, an impressive, accomplished and entertaining experience"
Autocar

"As the miles increase and the Panamera Diesel's speed stabilises to a steady cruise, so the mpg continues to climb. At one point we manage to see 50mpg on the on-board computer and overall our dash from London to Scotland averages out at 40+mpg"
911 & Porsche World

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 Tyres (each) £144.00 front, £252.00 rear (Michelin)
 Front pads (set): £148.50
 Front discs: £163.20 (each)
 Ignition coil: £35.50 (each)
 Exhaust system: £1572.00 (Porsche O/E)
 Front damper: £1006.00 (PASM)

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(Prices supplied by Northway Porsche, northwayporsche.co.uk)
 12,000-mile service: £185.00
 Brake fluid change: £50.00

while the instrumentation is easy to read, laid out in the current 'overlapping' Porsche style.

The full leather trim is nothing short of sumptuous, although all-black, as seen here, may be a bit oppressive for some. Rear passengers get individual seats, making the Panamera a true four-seater. Luggage space is a bit limited for a Grand Tourer, but the rear seats can, of course, be folded, giving more impressive loading capacity.

ENGINE

The Panamera S and 4S both come with a 4.8-litre, normally-aspirated V8 engine with direct fuel-injection (DFI), VarioCam Plus, and a variable-length inlet manifold. It produces just short of 400bhp at 6000rpm, with a maximum torque of 500Nm from 3500-5000rpm.

The base Panamera and Panamera 4 models use a lightweight 3.6-litre V6. A

balance shaft ensures smooth operation. DFI and VarioCam plus are once again present and power is rated at 300bhp. The Turbo uses a 4.8-litre twin-turbo unit with DFI, VarioCam plus and charge-air cooling. Producing around 500bhp at 6000rpm, it delivers maximum torque of 700Nm at 2250-4500rpm.

The 3.0-litre Diesel delivers 247bhp at 3800rpm, along with 550Nm of torque from 1750-2750rpm, together with impressive fuel economy.

TRANSMISSION

While manual was standard on V6s, you'd be unlikely to find one. Likewise as an option on V8s and the Turbo, it was rarely specced. The majority of Panameras, then, come with the PDK double clutch, seven-speed gearbox or, in the case of the Diesel a Tiptronic 'box. Both work well, although it's the PDK 'box that is the more advanced and offers true manual control too.

Styling divides opinion and the Panamera can be quite colour sensitive. It is, however, an imposing machine and never more so when it's travelling at speed and usually devouring all in its sights



TECH: BUYERS' GUIDE

CHASSIS

With its front-engined layout, it will come as no surprise that the Panamera's chassis stands alone in the Porsche technical line-up.

Porsche is proud of the fact that it has been able to keep the weight within reasonable limits, considering its size, thanks in part to the extensive use of lightweight aluminium suspension components front and rear.

Double-wishbones at the front, and Porsche's trademark multi-link design at the rear, help isolate noise and reduce unsprung weight. A 'Sport' button sharpens up the suspension settings on PASM (Porsche Active Suspension Management).

BRAKES

If you feel inclined, you can spec your Panamera, regardless of model, with Porsche's PCCB ceramic disc-brake system – but that's probably a little over the top. After all, huge 360mm front discs and 330mm rears, with six-pot calipers at the front and four-pot at the rear, are going to do a pretty impressive job of slowing even a heavyweight like the Panamera down. Of course the Turbo goes even bigger, with massive 390mm front discs.

DRIVING/WHAT TO LOOK OUT FOR

As already intimated, to drive a Panamera is to get it. Rather like the Cayenne, this is

a car that defies its size and the driving position and layout mimics that of a 911, while the handling is extraordinary given its four-seater status. The V6 is a little disappointing, but the normally aspirated V8s offer plenty of thunder and performance and the Turbo is just plain bonkers. Our favourite, though, is the Diesel, which makes real world sense and 40+mpg, with oodles of oomph. What to look out for? Well, the Panamera is a relatively new model and even the oldest cars on the market are barely five years old, so there are few issues that we are aware of in terms of major problems. Many cars will still be under warranty and still in the OPC dealer system in terms of servicing. It's fair to say that many Panamera buyers are not traditional Porsche enthusiasts, so cars may not have been as well looked after as, say, a contemporary 911. If there are no issues as such, there will be running costs. Big, luxury cars are expensive to keep on the road (although the Panamera is remarkably frugal for its size and performance) from a consumables point of view. By that we mean tyres, brakes etc. There's a lot going on in the suspension dept and longevity of PASM dampers, and all those multi-links and bushes are an unknown at the moment. What is certain is that like any big, luxury machine, depreciation will be a factor, but of course you can negate that initial hit by buying secondhand. And if you do? Well, we're sure you won't be disappointed. The Panamera is a mighty machine. **PW**

Rear hatch is useful and unusual on a car of this size and niche. Front end is rather blunt and tries to emulate the 911's styling cues. No mistaking it's a Porsche, though

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With *911* & *Porsche World*'s consultant editor, Chris Horton

CAYMAN 'S' (987) 2006/56 18,137 MILES £21,995

If you thought the Gen 2 Cayman 'S' on the previous *Tried & Tested* page is good – and it certainly is – then prepare yourself to be equally impressed by this Generation 1 car. First sold by Porsche Centre Exeter in November 2006 – so now fully eight years old, and also one of the earlier 'S' models you will find – it has had, unsurprisingly, four owners, but between them they have racked up a mere 18,137 miles. That's an annual average of barely 2250 – or fewer than around 200 per month. And those four owners have also maintained their car in no less impressive condition, both inside and out. This has been no mere commuter hack or, when standing idle, left to take its chances in some suburban sidestreet.

I'll come back to that in just a moment, but first let's have a look at the no less eye-catching specification. Guards Red paint, obviously enough, with full black leather trim, and here extending to the fascia top and door cards. There is a contrasting body-colour centre tunnel moulding (with a Cayman 'S' monogram on the lid of the storage tray), and also a matching red insert running all the way across the dashboard area, immediately below the air vents. (Red seat-belts, too, and reassuringly showing none of the grubby fingermarks you so often see on such items.) The hard-backed Sports seats are heated, and have electric adjustment for their vertical settings. Wheels are 19-inch 911 Turbo rims, with 5mm spacers and Michelin Pilot Sport tyres all round. Transmission is the standard – and predictably delightful – six-speed manual, with a special-order aluminium gear stick, and also a short-shift mechanism. Nice.

Other equipment – whether standard or optional; at this stage it doesn't really make much difference – runs to PCM with both sat-nav and phone; Sport Chrono Plus and Porsche Active Suspension Management; Porsche Stability Management; a Bose sound system with a six-CD auto-changer; cruise-control and on-board computer; rear parking sensors; silver instrument dials; full climate-control air-conditioning; and not least both the usual alarm/immobiliser system and also a subscription-based Porsche VTS, or Vehicle Tracking System – although we are told that this has not yet been checked for current validity. The car additionally comes with three keys in similarly exemplary condition: two main, and one so-called 'master'. Last but not least, the lower part of the front luggage



compartment is protected with a moulded plastic liner – and likewise there are overmats in the cabin, of course.

The car's condition, then, is stunning. The paint, barring a couple of tiny marks on the front lid, is flawless; the bumper like glass. No scrapes beneath it, either – or anywhere else on the floorpan. No sign of oil or coolant leaks from the mid-mounted power unit, and the air-con condensers are clean and dry. The wheels are perfect – although all four centre caps are showing signs of corrosion beneath their protective lacquer – and likewise the discs, pads and calipers. The last in particular look as good as new. Indeed, the only real downside in this area is the tyres – perhaps 60 per cent worn, on average, but to judge from their date markings (2008 and 2009) getting on a bit. No issues inside the cabin, either: the seats are as new, and the usual (and almost unavoidable) faint marks on the driver's side plastic sill trim will disappear after a quick wipe with a damp cloth.

This Cayman is predictably good to drive, too – as you would expect from 295bhp and 340Nm – and although on paper not quite as quick as the 'R'-engined Black Edition, in practice it feels slightly more flexible and responsive. Superb by any standards, anyway. The history shows three services and three brake-fluid changes, and it will be sold with at least six months' MOT. Again, sorted! **PW**

Over eight years old it may be, but this truly superb Cayman 'S' is in almost every respect as good as brand-new – and it acquits itself just as favourably against one of the very latest 981 models, too. (At least £51,000 to the same spec, and arguably rather more like £60K with comparable options.)

The Gen 1 3.4-litre flat-six offers slightly less power and torque than the 'R'-engined Black Edition on the previous spread (295bhp and 340Nm, respectively, against 325bhp and 365Nm), but is still good for 0–62mph in around 5.4 seconds, and a top speed of at least 170mph. And all for a whisker under £22K – plus now road tax, of course, and in the medium-term perhaps four new tyres. At that price it's unlikely to be on 911virgin's stock list for too long, we suspect, but this long-established Home Counties independent, run by the irrepressible Henry Firman and his knowledgeable team, has cars of this high calibre coming – and going – all the time, so just keep a weather eye on their website

CHECKLIST

BACKGROUND

A four-owner, eight-year-old and thus obviously Gen 1 Cayman 'S', but still with little more than 18,000 miles on the clock. Manual transmission. Great basic specification and options list – including those eye-catching 997 Turbo wheels – and has a full service history. Will have at least six months' MOT when sold

WHERE IS IT?

911virgin.com is on the edge of Uxbridge in west London, and conveniently close to the M25, M40 and M4 motorways. Opening hours are from 9am to around 6pm, Mondays to Fridays, and 9am to 3pm on Saturdays. Potential buyers are requested to phone first to book an appointment to view: 01895 255222. More details at www.911virgin.com

FOR

As for the previous *T&T* candidate, one of this car's most pertinent qualities is that it's a Cayman – the model that Porsche suddenly realised was almost too competent for the company's own good. Plus: colour and specification; low mileage and superb condition; history and provenance... well, you get the idea

AGAINST

Just one minor point: slightly corroded wheel centres (see text). Tyres, too, have a perfectly reasonable tread depth, but sidewall markings date them to circa 2009. Hardly a deal-breaker, though

VERDICT

A lovely modern Porsche, with surely enough performance and equipment to keep any real enthusiast happy for many years to come. By no means the cheapest of its type that you will now find, but beyond doubt one of the very best

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●



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P0215/041



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PARTS



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£200 P0215/044

TRIED & TESTED

With *911* & *Porsche World*'s consultant editor, Chris Horton

CAYMAN 'S' BLACK EDITION (987) 2011/61 17,218 MILES £36,995

From Mars bars to motor cars, I have never been a big fan of the so-called limited edition. What do they say about either the ethos or the quality of the run-of-the-mill product? Be that as it may, it is rather difficult not to be drawn to this Cayman 'S' Black Edition, one of 500 built in 2011 to mark the end of 987 production. Or, if you are being cynical, to help shift remaining stocks of the outgoing model before the new 981 came on stream.

Central to the car's appeal back then was its relentlessly black colour scheme and nominally no-cost extra equipment, although both of those – and especially the former – must have been achieved with very little additional effort on Porsche's part. Black paintwork is hardly cutting-edge stuff, and rare is the modern Porsche without black seats or a black headlining. Matt-black exhaust tailpipes? Mine always end up that colour anyway. To be fair, you also got the Cayman 'R' engine (325bhp, 365Nm, and crucially in what appears now to be bullet-proof Gen 2 guise), the same rather more hard-core model's 19-inch RS Spyder wheels (with gloss-black spokes), and several otherwise chargeable options, including heated Sports seats, bi-xenon headlights, sat-nav, black centre console and black dashboard trim – and even specially darkened instrument dials. The sill kickplates came with a 'Black Edition' motif, and the glovebox lid with a plaque showing the car's number in the build sequence. Optional extras include PCM with Bluetooth and iPod connectivity, Sport Chrono, cruise-control, Park Assist, rain-sensitive windscreen wipers, an auto-dimming mirror and, chassis-wise, as it were, both Porsche Stability Management and a Porsche Sports Exhaust.

Those same attributes underpin the car's appeal today, of course, but here with the added bonus that with only 17,000 miles on the clock – in the hands of just one clearly caring and very fastidious lady owner – it remains in showroom condition. Black paint is famously unforgiving when it comes to blemishes, or even just dirt (which is why I would never rush to buy a black car, and certainly from brand-new), yet here you will struggle to find signs of either. There are a few tiny marks on the moulded front apron, but not a single tell-tale scrape beneath it, no obvious stone-chips on the windscreen, the mirror shells or the headlamp covers, and not a trace of



parking dents on the car's flanks. (Nice to see pristine air-con condensers, too, while we were poking around at the sharp end.)

Wheels and their fixing bolts, plus brake calipers, discs and pads, are all as good as new (I imagine that interrogation of the ECU would reveal few, if any, excursions into the higher rev ranges), and all four N2-rated Michelin Pilot Sport tyres have plenty of tread. Indeed, their sidewall date markings show them to have been fitted only a few months ago. Same story from a necessarily brief but informative glance underneath: no scrapes, no leaks from the engine or transmission (as if...), spotlessly clean suspension arms; absolutely no dramas of any kind, in fact. Inside, too, you will believe yourself to be at the wheel of a brand-new car. There are some ghostly-faint marks on the black trim ahead of the sill-mounted switches, but that apart both cabin and luggage spaces are flawless.

The car is predictably good to drive, with strong performance from the DFI engine, and the smooth and easy-to-live-with clutch and throttle that are so essential in modern traffic. A nice, tight chassis, of course, and great brakes and steering. There was a very slight shimmy at 75mph, which naturally I reported to Cavendish's Adam Caulfield – and almost immediately he had a full four-wheel alignment and balance carried out. Sorted. **PW**

On sale from autumn 2011, the Cayman 'S' Black Edition came, you will not be surprised to learn – or perhaps to be reminded – in solid black paint alone. That theme was continued with gloss-black 19-inch wheels, an almost entirely black interior – even the instrument graphics were darkened – and matt-black exhaust tailpipes. The sill kickplates were inscribed with a 'Black Edition' motif, and there was a plaque on the glovebox recording the car's place in the build sequence (this car is number 443 out of 500). Engine was the same 3.4-litre, 325bhp flat-six as in the then recently launched Cayman 'R', transmission either (as here) a six-speed manual, or else a seven-speed PDK. Porsche claimed a 0–62mph time of around five seconds, and a maximum of circa 173mph. Prices started from about £50,000, around £2500 more than the contemporary Cayman 'S'. A modern classic? Quite possibly – and even if not so on the basis of its rarity, then it is still a supremely capable sports car. The personalised number plate comes as part of the deal, by the way



CHECKLIST

BACKGROUND

A special-edition 987-model Cayman 'S', with the 325bhp Cayman 'R' engine and standard six-speed manual transmission. Registered in December 2011. Good history – such as it can be – and fully equipped with both the kit that came as part of the 'Black Edition' package and a number of sensibly chosen extras. Will be sold with a full year's MOT

WHERE IS IT?

Cavendish Porsche is at Units 6 & 7, Gainsborough Close, Long Eaton, Nottingham NG10 1PX; tel: 0115 972 2001; www.cavendishporsche.co.uk. In addition to car sales the company offers top-quality servicing and repairs – it has featured in several *911* & *PW* how-to stories – and is reworking its premises to take account of an increasing workload. Open 8.30am–5.30pm, Mondays to Fridays, and 8.30am–1pm on Saturdays

FOR

It's a Cayman, for a start, and effectively a Cayman 'R'-engine'd 'S', to boot. So: performance, relative rarity, high levels of equipment, and by no means least its absolutely pristine condition. Colour, too, if black happens to be your thing

AGAINST

Not a lot, unless – like the author – you are not overly keen on all-black cars. But even he would make an exception for this one. Not exactly inexpensive, either – but then it is in effect almost new, and lacking no genuinely useful extra

VERDICT

Looking for a new Cayman? The 981 may be very nice, but this nominally three-year-old – for possibly half the price – will give it a very good run for its money

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●

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