

911&PW AT 25: BUMPER 180-PAGE 25TH ANNIVERSARY ISSUE

911&Porsche *World*

TOP 25

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with the definitive
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of all time, as
voted for by
25 Porsche
movers and
shakers

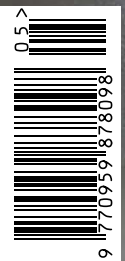
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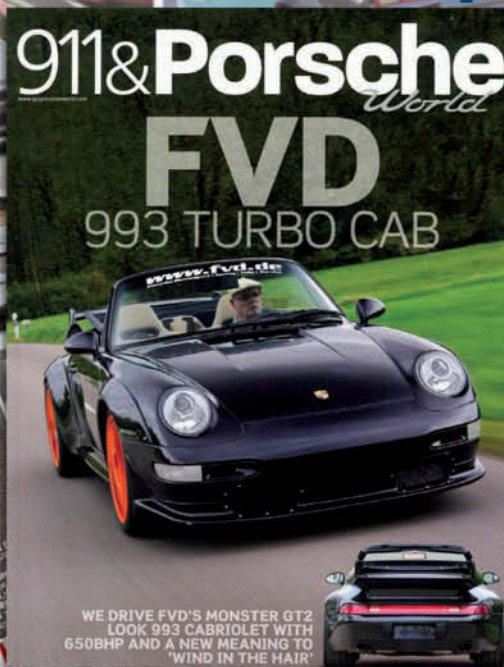




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UP FRONT

Celebrating 25-years of 911 & Porsche World. It's all changed a bit since 1990, but then so have the cars. Here's to the next 25-years, and beyond

So it's happy birthday to us. That's 25-years of 911&PW, which in the world of publishing is quite an achievement. As with all areas of modern life, the way we put magazines together is vastly different to how it was back in 1990, when even a word processor was seen as pretty cutting-edge technology and page layouts were glued together. Publishing procedures that used to take days can now be carried out in minutes, seconds even. The end product is still the same, though. A tactile, in your hands magazine. Or something quite different if you happen to be reading on your tablet device. What would we

“ **Boxster in the Top 10?**
Good call. No 956 or 962?
Really? ”

have made of that in 1990? Witchcraft, probably.

When 911&PW launched, the Porsche model range consisted of just three cars – the 911, 944 and 928. Looking to the future, would any Porsche pundit have predicted what was to come? I doubt it, but it's been one hell of a ride for us and all Porsche enthusiasts, and we include the Cayenne in that, too! So, to celebrate this momentous occasion, we've polled some of the Great and the Good of the Porsche world to come up with a Porsche Top 25. No mean feat that, and the results have been fascinating – even No1 was a bit of a surprise. However, it's the odd quirky entry further down, and what didn't make it. Boxster in the Top 10? Good call. No 956 or 962? Really? And nothing front-engined or water-cooled. Shunned again!

STEVE BENNETT
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PORSCHE

911&PW MAY 2015

THIS MONTH



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997 GT2 RS – A vehicle we are delighted to have secured for the showroom, truly stunning from every angle and sure to make the pulse race that little bit faster. ECU data is exemplary showing no signs of unsightly over revs.



1974 Carrera – Not until the 1973 Carrera RS did the classic Porsche 911 start to make waves. Lightweight chassis, exhilarating mechanically fuel injected 2.7-litre engine and those iconic Carrera side flashes captured the spirit of the 911.



We are thrilled to offer another meticulously maintained Gen II 997 GT3 RS. This GT3 has flown through our inspection process and we are happy to report that the ECU data shows no signs of over revs in any of the six ranges.



996 Turbo – Mechanically sound 996 Turbos are increasingly difficult to source at present, hence we are very proud to offer this low mileage Turbo in the popular colour combination of Basalt Black Metallic with Graphite Grey full leather.

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Chris Valentine Very nice - but Cup cars are cheaper and you can have more fun with them!

Like · Reply · March 9 at 8:41pm

JZMPorsche Most stuff is cheaper & this will pretty much obliterate a GT3 Cup back to back? So probably depends on your definition of fun

Like · March 9 at 10:17pm

Scott Strachan **** Me!!

Like · Reply · March 9 at 8:10pm

JZMPorsche Agreed. It's pretty nice!

Like · 1 · March 9 at 10:19pm

Scott Strachan Never knew your got the gt2rs in guards red

Like · March 9 at 10:21pm

Jacques Dopson Once again... Wow. The standard of cars from you JZM is just on another level.

Like · Reply · 1 · March 9 at 7:54pm

JZMPorsche Thanks Jacques - the nice to sell a GT3 or two this week



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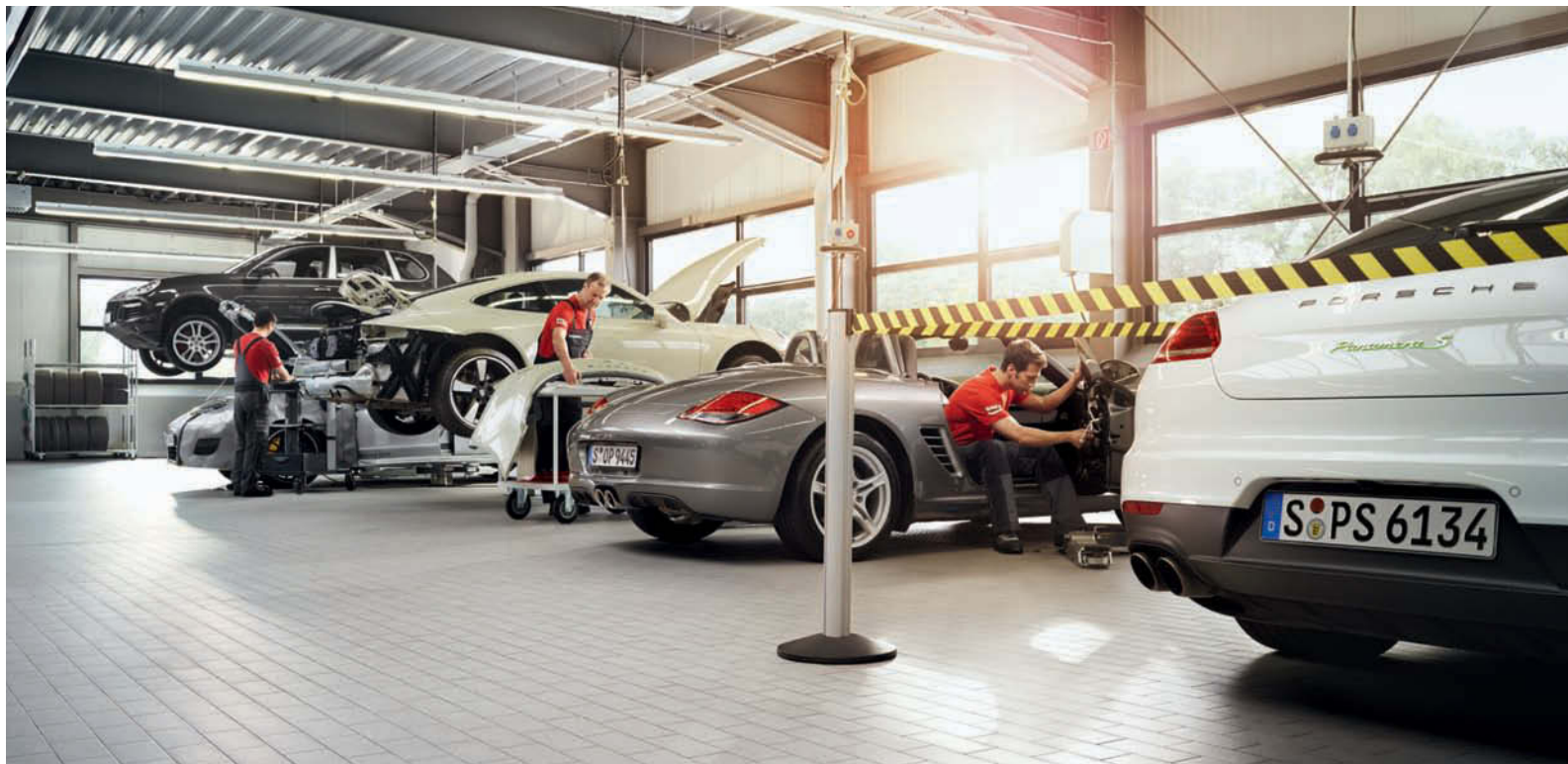
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ALL THE PORSCHE NEWS

NEWS

New GT3 RS is unveiled at Geneva, 930 Turbo prices on the up, new models from Ruf and more from Porsche's Exclusive range



New RS is the fastest and most extreme road legal 911 to date

GT3 RS STUNS!

In March Porsche pulled the wraps off the new 911 GT3 RS, a model it claims 'is equipped with the maximum amount of motorsport technology currently possible in a street-legal 911.' It is the fifth model to wear the GT3 RS badge since the line began 12 years ago, and first deliveries begin in May, priced at £131,296 – a £2830 increase over its predecessor, the GT3 RS 4.0, which was built in the dying days of the 997-series, in 2011.

The new model has the same engine capacity and output as that car – 493bhp and 339lb ft torque – but it is of course not the same classic GT1-derived Mezger engine, rather it is an enlarged, 4.0-litre version of the 3.8-litre direct fuel injection unit in the regular GT3. That itself is almost completely different to regular 911 flat-sixes, with only the crankcase castings

and the cylinder head bolts in common.

The RS has a 25bhp/15lb ft advantage over the GT3, and is also 10kg lighter, thanks to the magnesium roof panel, carbon-fibre boot and engine lids and other lightweight components. This translates into a small but proportionately quite significant increase in acceleration, 0-62mph despatched in 3.3 rather than 3.5 seconds, however top speed is down 3mph to 193mph. It's slightly thirstier than the GT3, 22.2mpg on the NEDC combined cycle compared to 23.0mpg, and hence is a little worse on emissions, at 296g/km – but it makes no difference as both cars are way over the point that a £1090 first year Vehicle Excise Duty rate applies in the UK.

As with the GT3, the RS is available only with a PDK automatic/semi automatic gearbox, but for this model it is specially

modified, with two special features designed for motorsport use: declutching by use of the "Paddle Neutral" setting (the equivalent of pressing the clutch down in manual car), and a "Pit Speed" button on the dash to limit speed.

The chassis is a tweaked GT3 set-up, with wider front and rear tracks, and a fully variable limited slip differential. Rear axle steering is present, as is Porsche Torque Vectoring Plus. The centre-lock 20-inch front and 21-inch rear wheels have the widest tyres on any production 911.

The GT3's wide-arched, Turbo-derived body is used, but with a special, near road-scraping front spoiler lip and a larger, double-decked rear wing so high it looks almost at roof level. It also features prominent air vents on the front wings above the wheels, which Porsche says

GT3 RS is more hardcore yet. Put some numbers on it and you'd easily mistake it for an all out race car. Lightweight materials abound, with carbon fibre boot and engine lids and a magnesium roof section. Front splitter and downforce producing vents in the front wings are aggressive new styling features

911 GT3 RS HIGHLIGHTS

4.0-litre version of GT3's 3.8 engine
 493bhp and 339lb ft torque
 0-62mph in 3.3sec, 193mph max
 Nürburgring lap in 7min 20sec
 Modified PDK gearbox
 Magnesium roof, carbon boot and engine lids
 10kg lighter than GT3
 Priced at £131,296 – £30,756 over GT3



increases downforce on the front axle. The RS alone has a 30cm recess on the front bonnet, a styling cue which salutes classic air-cooled 911s.

The interior is based on that of the GT3, and has the carbon-fibre bucket seats from the 918 Spyder. As standard, the RS comes with a Club Sport Package of bolted in roll-over protection behind the front seats, six-point safety harness, wiring for a battery master switch, and a fire extinguisher. However, the car can be delivered with these items deleted.

Inevitably the new RS was put to the Nürburgring, and achieved a 7min 20sec lap, which was nine seconds quicker on the famous 14-mile German circuit than the Carrera GT's time, that previously being a production class record. It may cost well over six figures to buy, but the GT3 will be a sell-out, surely.

WORST CASE SCENARIO

The search is now on for the worst Porsche 356 in the US, the owner of which will be given a significant amount of new body and mechanical parts to restore it with. The treasure hunt is the brainchild of classic part supplier, Stoddard NLA, which was inspired by 'the recent barn-, field- and even lake-finds' of the 1948-1965 sports car.

The Ohio-based firm is encouraging all members of the 356 Registry, including workshops and restorers, to post pictures and location information of the most impressively decrepit 356s they know of. From Registry members' votes, a final short list of three will be drawn up, after which Stoddard will pick the "best" one, the winning car's owner receiving \$5000 (about £3300) worth of sheet metal and \$2500 (£1650) worth of other parts to hopefully help make it look like the car pictured here.

'Our goal is to showcase the fact that the resourceful Registry members can find these cars and restore them to their former glory—even if they're starting with a rusted and bent wreck,' the company said. 'The worse the car is and the better the story and pictures are, the more likely it will be chosen for the top three!'

The prize will be conditional on the owner agreeing to supply the 356 Registry and Stoddard with regular updates and images of the restoration process. All photos must be posted by the end of April, and voting will take place on 5th May (911 & Porsche World has no connection with this competition). More details can be seen at stoddard.com or (registered members only), at porsche356registry.org



PORSCHE MAKES RECORD PROFITS

That Porsche can build sports cars like the 911 GT3 and Cayman GT4 because of the more mainstream volume cars such as the Cayenne and Panamera is once again borne out in the carmaker's annual profit. In 2014 it increased by five per cent to a record €2.7bn – the equivalent of nearly £5.3m for every day of the year.

Not so long ago Porsche's target was 100,000 sales per year, but with the Macan having quickly become an established seller – 45,000 were delivered in 2014, its first year of production – the 200,000 threshold is now within sight. Last year 189,849 cars were sold, Porsche reports, a 17 per cent jump over 2013. It was even a record year for the staff headcount, this rising 15 per cent to 22,401 employees.

It also emerged at the same press conference (pictured) that Porsche AG has paid off the last of the debt it incurred as a result of the failed VW takeover in 2009, and done so two years ahead of schedule. In 2014 it reduced it from minus €899m to a surplus of €19m.



INTERVIEWS: ANDREAS PREUNINGER, AUGUST ACHLEITNER

At the Geneva motor show, Adam Towler spoke with the man responsible for the GT3 RS, and to "Mr 911"

ANDREAS PREUNINGER

It's the end of a long, hot day at the Geneva show, but Andreas Preuninger (above), head of Porsche's GT cars department, is still buzzing as we discuss his twin salvo of dazzling new GT cars, the orange GT3 RS and the yellow Cayman GT4.

We start with the colour. 'Orange was always an RS colour,' he says with typical gusto. 'My seven-year-old son still has a model of the Gen 1 997 RS in orange by his bed, not a more recent one, because of the colour. Why not do it again? It wasn't long ago that we last did it, but this is a different orange, deeper, it looks even better in natural light.'

Andreas wants to talk about the tyres. He loves the tyres. 'We decided to use the 21-inch wheel on the back at a very early stage because we found that this new Michelin used by the 918 [Spyder] is out of this world! It's such a great sticky tyre and contributes a lot of performance. All the initial CAD work said "no way, it won't fit", but I said, "no, we have to have it". The next problem was the production line – they're too wide! We've had to invest an outrageous amount of money on new, wider tyre slides. We had to alter the suspension, the body in weight and the wheelarches, but we've managed to squeeze a sheet of paper between everything, everywhere.'

Preuninger is equally as excited by the downforce, and in particular, the front wings with their brutal extractor vents. 'By opening up the wings we can get a lot more downforce on the front. Getting downforce on the rear of a 911 is for dummies – you just need a big wing and to put it in the wind – but you need to balance it with a third on the front. The 997 GT3 RS had 170kg at 180mph. With the vanes on the front. This car has 350kg at 180mph, while maintaining the same CofD as the GT3, which has 110kg. Everybody is proud. It's a linear function too, so you feel it at 100mph on a normal road.'

Switching to the engine, he says, 'We knew this engine could be hopped up by displacement. We did a lot to it – it's not like the old Mezger going from GT3 to RS. In this RS we have a different crankshaft made from a material only used in the 919 LMP1 car called V361 – it's a highly clean,

pure steel, like something from Star Trek. It's a horrendously expensive part. We've also got new rods, pistons, cams, springs and oil system. In reality it has more like 510-515hp, up from the homologated 500hp.'

Those big wheels and tyres weigh more, so the team tried to pare back weight everywhere else: 'The front wings are carbon-fibre, they weigh half the alloy ones of the GT3. The front lid is also carbon fibre, and the roof is a whole new process – three sheets of magnesium that have to be welded. It's 1kg lighter even than carbon fibre.'

AUGUST ACHLEITNER

"Vice President, Product line 911", it says on his card. Herr Achleitner is "Mr 911" to you and I. 'The 911 stands for the history of Porsche – the image and heritage – and it will stay in this role,' he confirms. 'This is undoubted within the company. It is the core.'

With the GT4 sat just metres away, I wonder if he sees that car as a threat? 'The GT4 is absolutely necessary for the Cayman line,' he says. 'The car is maybe faster than a few 911 variants, but I don't think this is a problem – they are not the same customer. Right now we are developing a new strategy for the sports cars, and the 911 is at the centre of this.'

They've also been working on the next 911. 'We are developing all the systems in the car, including the steering – we have some detail improvements for that.' And the manual gearbox? 'For me, I want to keep it because it belongs to a sports car. Of course, under objective conditions the PDK is better, but some people are missing this connection between left foot and hand. We have improved the gearbox for the 991 GTS, and that was a special wish from me as I had a manual 991 and wasn't satisfied with it.'

Having confirmed the biggest challenge for the future is 'reducing fuel consumption,' he admits the older cars aren't for him – his favourite 911 is a 991 GTS – but concedes that many of his engineers own classic 911s which they love. That's heartening to know.



1993 PORSCHE 964 3.6 TURBO - RHD

Metallic black with white full leather interior. One of only 42 UK RHD cars - Super rare with exceptional provenance and extremely low mileage of 35,000 miles



1983 PORSCHE 911 3.0 SC - RHD
Metallic Bronze. Upgrades include 3.0 SC Cabriolet - Totally Restored. White full leather interior. Only 35,150 miles



1998 PORSCHE 993 CARRERA 4S - RHD
Metallic Black. Upgrades - Graduated tinted windscreen. Grey full leather interior. Four wheel-drive. Only 44,800 miles



1989 PORSCHE 911 3.3 TURBO - RHD
Metallic Silver. Upgrades - G50, Bumpers with impact absorbers. Burgandy full leather interior. Superb example. Only 35,300 miles



1989 PORSCHE 911 TARGA G50 - RHD
Solid Guards Red. Low Mileage. Upgrades. Full service history. Sports leather seats. Excellent condition. Only 35,000 miles.



1988 PORSCHE 3.2 CARRERA CLUB SPORT - RHD
One of only 53 RHD built. Solid Grand Prix. Black cloth interior. 35kg lighter than standard CS weight. Only 40,000 miles.



1989 PORSCHE 911 SPORT G50 - RHD
Solid Guards Red. Full service history. White full leather interior - 72,500 miles. Excellent condition.



1988 PORSCHE 911 COMMEMORATIVE EDITION - RHD
Rare - 1 of 50 RHD. Diamond Blue Metallic. Concours winning car. Only 25,900 miles from new. Unexpectedly available.



1996 PORSCHE 993 3.6 TURBO - RHD
Solid Primrose. Black full leather interior - Excellent Condition. 12 months MOT with service history. Only 31,400 miles.



1989 PORSCHE 930 FLACHBAU TURBO - LHD
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OUR
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VALUES

For the past 15 years the classic market has more or less ignored 911 Turbos unless they are very special. That is about to change, David Sutherland believes

If the latest set of classic car auctions, and experience on the specialist dealer forecourts, is anything to go by, this is the year of the 911 Turbo. Or at least it is if you have one, not so if you are wanting to buy one, because values appear to be rocketing.

The 911 Turbo is an unusual case in term of its classic value, having a chequered history in the collectors' market. In the late 1980s these cars became extremely valuable in relation to their original price, as firstly the classic market moved up sharply, and secondly because it was believed that there would be no successor. In the end a 964 Turbo was announced, quickly followed by a recession, after which values sank back down again. *911 & Porsche World* once featured a long term owner of a 1986 930 Turbo who paid £25,000 for it nearly new, was soon offered £58,000, and by the time we spoke with him in 2003 had seen his car drop back down to what he paid for it.

But now the market has taken to these cars, which for over a decade have been seriously undervalued, experts believe. As reported right, a 1979 car was recently sold at auction for over £170,000, and a 1987 car made almost £149,000. The fervour is almost certainly driven by many early 911s being priced out of reach, leaving the 930 – and also the 964 Turbo which came after – as the speculators' next target.

Nearly 30 years ago our owner welcomed the increase in value but at the same was uncomfortable that his daily driver was becoming too precious to use, and presently there are no doubt many 930 owners with the same mixed emotions. The one difference in their situation is that it is extremely unlikely that prices will ever come back down again.



Pic: Travis Massey

TURBO'S DAY HAS COME

Recent years have seen prices of original 1973 911 Carrera RSs go through the roof, but now speculators' attention has focused on something more mainstream, if still exotic – 930-model 911 Turbos. At the collector car auctions held in Amelia Island in Florida in March – one of several key indicators of classic values internationally during the year – some very high, six-figure prices were paid for cars which not too long ago would have been valued at under £50,000. 'As first-generation 911 Turbos begin to gain popularity with collectors, well maintained examples have become increasingly difficult to find,' RM Sotheby's commented.

A 1979 911 Turbo, purchased new by Porsche racing driver Al Holbert, who owned a Porsche dealership in Philadelphia in the US, was entered in the RM Sotheby's sale (RM Auctions and Sotheby's have recently merged) with a top estimate of \$175,000 (about £118,300), but went under the hammer for almost half as much again – \$253,000 (£171,000). It had covered just 20,000 miles and been given a "concours-level" engine rebuild and a respray in its original Chiffon Yellow.

At the same sale one of the 591 911 Turbo SEs – the model often referred to as the "Flat Nose, for obvious reasons – built for the US

sold for \$363,000 (£245,400) which was 21 per cent over its top estimate. This 1988 example, originally delivered to a Porsche collector in North Dakota, was pristine, with a mere 2401 miles on the clock. The original owner sold it to another collector, who owned it until the sale. A third, 1987 930 in the classic Guards Red hue and with under 12,000 miles, found a home for \$220,000 (£148,700), \$20,000 over its top estimate.

Rival auction house Gooding & Company realised a high priced for a 911 Turbo at Amelia Island, this time a 993-series model. The 1997 Turbo S was said to be the only example in Ocean Jade Metallic over Grey, and with one owner and 15,000 miles it made \$440,000 (£297,400), 10 per cent over the top estimate.

While 911 Turbos are becoming substantially more valuable there are signs that, after astonishing recent growth, values of 2.7 RSs are taking a breather. A Touring model offered by RM Sotheby's sold for \$891,000 (£602,250), nine per cent under estimate, while Gooding's price of \$605,000 (£408,900) for a 1975 Carrera 3.0 RS was 19 per cent under reserve, and a Carrera 2.7 RS it hoped to sell for £1,100,000-\$1,400,000 (£743,500-£946,300) was withdrawn from the auction.

Above: 1979 930 Turbo, purchased new by Porsche race driver, Al Holbert, sold for £171,000 at RM Sotheby's sale. Amelia Island auction saw 911 prices on the up, with big money being paid for Turbos. The flat-nose SE pictured here selling at £245,000, while the '87 930 Turbo, with just 12,000-miles on the clock, sold at £148,000. Nothing compared to the £602,250 paid for a '73 RS Touring at recent RM Sotheby's auction, but that itself was actually under estimate



Pic: Drew Shipley

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CATCHING UP WITH

ALEX MORSE

Josh Sadler, founder of Porsche specialist Autofarm over 40 years ago, is retiring – we speak to the man who one day may have his job, the firm's latest apprentice!

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

I'm 19 and live in Bicester, near Weston-on-the-Green where Autofarm is based

What was your big break?

Getting my apprenticeship with Autofarm. I got to know Steve Wood, one of the owners of Autofarm, when I was working at Bicester Heritage. We got chatting about where I wanted to go with my career and he offered me the apprenticeship

Summarise your career

I studied Motorsport Engineering at Banbury and Bicester College for two years. I then started working at Bicester Heritage where I was involved with the general maintenance of the site and the track activity. I have been with Autofarm since the beginning of this year

Are you a petrolhead?

Most definitely! My family is involved in club level motorsport so I have been at race tracks since I could hold a spanner

What was your first car?

A bright red Peugeot 106

Which Porsche past or present do you like best?

I prefer the later ones. The 996 GT3, especially the RS

What was the first Porsche you ever drove?

A Boxster. Even though it was only a standard 2.7, it felt well balanced and really wanted to go

What car do you drive every day?

A Peugeot 206

What gets you out of bed?

A cup of tea and my job at Autofarm

What has been the biggest challenge of your working career?

When leaving college I had to decide either to go to university or to find an apprenticeship. I really enjoyed learning by doing instead of sitting in a classroom so I decided to go the apprenticeship route.



ENIGMA VARIATIONS

Alois Ruf can always be relied upon to produce jaw-droppingly high performance cars with spectacular bodywork, and this year's Geneva show was no exception. No less than four new models graced the Ruf stand, including the RtR, RGT, Turbo Florio and CTR-3 'Hippie'.

The RtR (RUF Turbo Rennsport) is the current range-topping model, delivering 802bhp from its 3.8-litre twin-turbo flat-six, via four-wheel drive or rear drive only six-speed manual transmission.

The RGT 4.2 (Ruf Gran Turismo) develops 525bhp from its normally-aspirated flat-six. The revival of a previous car, its wheelarches are more bulbous than before and the front panel contains large round air intakes.

The Turbo Florio is Ruf's tribute to Count Vincenzo Florio, founder of the Targa Florio, which in time-honoured fashion combines a staggering 630bhp power output with traditional Porsche removable Targa top, roll-over bar and fixed rear window.

The spectacular CTR-3 'Hippie' not only recalls the 917 that placed 2nd at Le Mans in 1970 but is also dedicated to Ruf's design consultant Richard Soderberg who died last year. The mid-engined carbon-fibre clad supercar is Ruf's most extreme creation, its 777bhp flat-six powerplant mounted in an integral aluminium subframe, while rear axle construction includes horizontal springs and push-rod shock absorbers. Ruf's piece de resistance.

Ruf displayed a host of new models at recent Geneva show. Stealing most of the attention was a CTR-3 in psychedelic 917 inspired livery





EXCLUSIVE TREATMENT

Porsche appears determined to more energetically exploit the lucrative market in expensive extras, and the latest such item to be made available for its three four-doors cars is an all singing, all dancing video/games system for those in the back. The Rear Seat Entertainment system comprises an integrated DVD player, two USB ports, and SD card slot plus a HDMI ports to allow an external video game console to be used. The system supports various audio and video formats, and, via the Crosslink Streaming function can play videos from another source.

The internet can be accessed on the move, and emails sent and received. Two sets of wireless headphones are included, and a “Plus” version of the equipment is offered, with an internal 32GB

flash drive. It seems you can do just about everything with it that you can in the home or office. It's an option customers specify when ordering a new car, and is supplied through the carmaker's customising division, Porsche Exclusive, with price on application, but as a guide, it costs €3082 (about £2180) in Germany.

Other items from Porsche Exclusive include a modified rear silencer for the Macan S Diesel, which gives a ‘more resonant sound’, activated by a button on the dashboard, and is available with tail pipe tips in silver or black. The price is €2404 (£1700). For the Cayenne, Porsche Exclusive is offering a new 10Jx21-inch Sport Classic wheel with 295/35 ZR21 tyres, including wheel arch extenders to keep them legal. They come in silver metallic or gloss, and high gloss black, or can be matched to the SUV's body colour.

More new gizmos and accessories from Porsche's Exclusive range including new Macan exhaust, 21in Sport Classic wheel for the Cayenne and rear seat entertainment system

SIMPLY A JOLLY GOOD SHOW

If the page in your 2015 diary marked ‘Sunday 7th June’ is free, we suggest heading to Beaulieu in Hampshire that day for the Simply Porsche Show, which the National Motor Museum (which is always worth a visit in itself) is hosting in conjunction with the Independent Porsche Owners Club (TIPEC). To be held in the Beaulieu Parkland, it is expected to attract around 500 Porsches for display, from classic 356s to the latest Zuffenhausen models.

There will be a ‘people's choice’ concours, plenty of attractions (the ticket gets you into Palace House and the Abbey), lots to eat and drink, and many trade stands. You don't need to belong to TIPEC to attend, and entry costs £10 for adults and £5 for children. Further information from TIPEC (tipec.net) or the National Motor Museum (beaulieu.co.uk).

Head to Beaulieu for the Simply Porsche Show on June 7th. We'll be there



NEWS IN BRIEF

- Always wanted to go to Le Mans but never had the opportunity? Ever thought what it's like to drive a Formula One car but reality says it's never going to happen? Well, as a reader of *911 & Porsche World* dreams can come true, thanks to these special offers we've put together with Wildside Events.

For full details of this year's Le Mans 24 Hours Tour, taking place over the weekend of 12-14 June, turn to page 124, while further information on how to get behind the wheel of a Formula One car, in the South of France no less, can be found on page 126. And while on the subject of *911 & Porsche World* events, this year's Picnic will again be taking place at Mapledurham House near Reading, so make a note of 20 September. More details to follow.

- Porsche is setting up a new importer in Brazil, which will be the carmaker's first wholly owned sales company in Latin America. Porsche Brasil will be based in Sao Paulo and is expected to be up and running this summer.
- Porsche Design, the carmaker's wholly owned lifestyle products subsidiary, has a new CEO, Dr Christian Kurtzke. He is not a Porsche man, having previously worked in management consultancy roles.
- Deliveries of new Porsches rose by one third in the first two months of 2015, to almost 31,000. The biggest increase was not, as might have been expected, in Asia or China (up 36 and 42 per cent), but in Europe as a whole, where volume increased by a half to 9,359.
- Porsche has updated its World Endurance Championship car, the 919 Spyder, with a new aerodynamics package, a spec it will have for the first two six-hour races of the season, at Silverstone (12 April) and Spa (2 May).
- The Macan is not only a strong seller, it has been winning Porsche new customers. Three out of four sold since it was launched mid-2014 have been their owner's first Porsche.
- The Swiss like their Porsches: the carmaker has revealed that 39,000 of them are there – meaning that one in every 200 of the population has a Porsche. Sales of Porsches grew 29 per cent in Switzerland in 2014.

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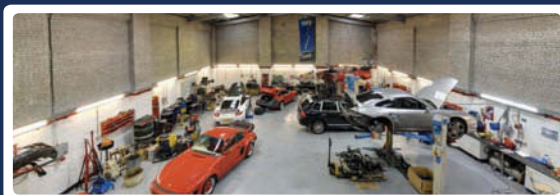
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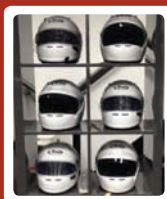
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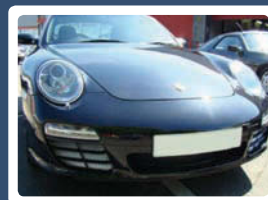
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FIRST DRIVE: CAYMAN GT4

CAYMAN
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At last the Cayman gets the spec it's always deserved in the shape of the 380bhp Cayman GT4

Words: Gavin Conway Photography: Porsche AG

From the day it was launched some nine years ago, the Porsche Cayman has suffered from the same, laboured observation – here was a brilliant chassis that could handle much, much more power. But conventional wisdom held that Porsche's marketing bods wouldn't stand for an in-house competitor to the 911, much less one that might actually be superior.

Well, times have changed in quite spectacular fashion. Not only is the recently launched 380bhp Cayman GT4 more powerful than the 345bhp entry level 911 Carrera, it has also joined the hallowed GT range of Porsches with a chassis worthy of the badge.

The GT4's power comes courtesy of the same flat-six that you'll find under the engine lid of a 911 Carrera S, albeit slightly detuned from the 394bhp you'll find in that car. Power is fed through a strengthened six-speed manual gearbox and, as a further clue to this car's focus, there is no PDK option – it's a manual or nothing.

The GT4, which exudes delicious menace in the flesh, sits a significant 30mm lower than the standard car. Underneath that taut skin, you'll find a chassis that is largely donated by Porsche's sensational 911 GT3. The front axle, for example, is lifted intact from the GT3, as are those massive brake discs. And those intricate 20-inch alloys fill the wheel arches beautifully.

The visual cues that announce this very special Cayman are all about substance rather than style (although there's plenty of that). The GT4 is 58mm longer than a standard Cayman, thanks largely to the prominent lip spoiler at the front. And that massive fixed rear wing leaves observers

in no doubt about this car's intentions. These additions aren't window dressing – the GT4 is the first-ever Cayman to generate downforce at both the rear and front of the car.

For circuit use, you can dial in even more aerodynamic downforce by adjusting the angle of the carbon-fibre rear wing in conjunction with removing panels on the front axle diffuser. If you want to go even further down the motorsport route, Porsche will sell you a Club Sport package, which includes a roll bar, fire extinguisher and six-point safety harness.

The track day focus continues in the cabin. The bucket seats with their stiff, very deep side bolsters, feel like full-on race items and are extremely supportive, even at maximum attack. Another rather neat touch is the door handles, which are actually just a fabric strap – this is no doubt a nod to Porsche's iconic RS cars. And the attention to detail in the cabin is really impressive. The gearlever, for example, has been shortened by 20mm to improve the snickiness and feel of the shift action. Porsche even offers a smartphone app that precisely records lap times as well as information about longitudinal and lateral acceleration (g-force). It'll also allow you to record video of your heroics.

But the interior isn't a stripped out, spartan environment. The seats are covered in Alcantara and leather and there's also proper climate control aircon, electric windows and optional sat nav.

The venue that Porsche chose to launch the GT4 really does speak volumes about the confidence the company has in this new car. Sure, Portugal has some interesting B-roads, but it also has the Autodromo Internacional do Algarve at Portimao. This

PORSCHÉ CAYMAN GT4

Engine:	3800cc, flat-six cylinder
Power:	380bhp at 7400rpm
Torque:	310lb ft at 4750-6000rpm
Transmission:	six-speed manual
Acceleration:	0-60mph in 4.2sec
Top speed:	183mph
Fuel:	27.4mpg
CO2:	238g/km
Price:	£64,451
On sale:	Now



Cayman GT4 sits fully 30mm lower than standard car. Wheels are straight off the 911 GT3, as is entire front suspension and massive brakes

racetrack has it all, with dramatic Nürburgring style changes in elevation, very high-speed straights with tight corners at the end and blind crests everywhere. Calling it 'a bit challenging' is like saying Jeremy Clarkson is 'a bit opinionated.'

But here's the most telling bit. A little while ago I was at the same track with another German sportscar manufacturer. They had littered the track with nannying cones to keep us all on the racing line. And in the case of one mega corner – a 90-plus mph right hander leading onto the start-finish straight – they coned it off entirely, directing us to take a slow run through the pitlane instead.

When we rocked up with our GT4s, there wasn't a cone in sight. Not one, not even on the corner that the other German company was so afraid of. Which was either a vote of confidence in the assembled hacks, or a conviction that the GT4 is sorted enough to save even the most cack-handed helmsman from himself (more on that later).

But first, we negotiated a route to the circuit that took us over some wonderfully



“ You quickly come to realise that this is a properly hardcore Cayman ”

challenging B-roads, a combination of fast and wildly snaking lanes.

Climb aboard and drop down into the bucket seat, which sits lower to the floor than on any other Cayman, and you'll be greeted by one of the best driving positions ever to grace a sports car. The steering wheel is rake and reach adjustable and those massively bolstered seats nail you into position.

Crank the ignition and that big flat-six cackles into life, all woofles and pops. Move off and any doubts about what this car is really all about vanish within seconds. In order to keep the weight down, virtually all of the sound insulation has been removed, so you're treated to a racetrack-style soundtrack of engine growl, a little bit of gear whine and a lot of road noise. And so you quickly come to realise that this is a properly hardcore Cayman.

It's fast. It's very, very fast. Porsche claims that the GT4 now holds a segment-leading Nürburgring North Loop lap time of seven minutes and forty seconds. To put that in some kind of perspective, in 2006 a

Lamborghini Murcielago LP640 set a time of exactly seven minutes and forty seconds (according to <https://nurburgringlaptimes.com/lap-times-top-100/>).

Once everything is up to temperature, I go for a hard launch and virtually every one of my senses is assaulted (in a good way), from the shrieking wail of the engine as it spins to nearly 8000rpm, to the vicious shove in the back from the acceleration of the thing and then the telepathically good feedback through the steering wheel; it's one of the very best electric power assisted systems I've experienced.

As you'd expect, the GT4 also sports PASM (Porsche Active Suspension Management) with a bias toward motorsport tune.

And while the GT4's engine is slightly down on power compared to its 911 Carrera S donor, it is nearly 200kgs lighter. No surprise, then, that the Cayman is a bit quicker to 60mph than big brother.

Reassuringly, the GT4 is fitted with Ultra High Performance tyres, and as we

navigate wildly twisting B-roads, the grip on offer is phenomenal – the car refuses to understeer, just turning in sharply and tracking accurately around corners. Even better, the balance is really confidence inspiring, which is largely down to nearly perfect weight distribution and the mid-mounted engine configuration. But as you'd expect the ride is quite firm, albeit not punishingly so.

I'm also getting addicted to the 'sport' button. It has just one function – when you downshift the system automatically blips the throttle to match the revs. This isn't new for Porsche, but it seems to work even more effectively on the GT4 and, as I dive into yet another tight second-gear corner, the engine delivers up a perfect little woof of throttle. This is very cool.

So apart from the lack of noise refinement, the on-road experience isn't too badly compromised. But it's really the racetrack at Portimao that will determine just how well Porsche has judged its newest GT.

First up is an installation lap to show us

The Cayman GT4 is properly fast in a way that even the previous Cayman R just wasn't, and even though the engine is slightly detuned compared to its 911 Carrera S donor, it's a useful 200kg lighter



“ The GT4 looks to be a bit of a bargain. No surprise that it's sold out for 2015 ”

where the lines are around this fabulously complex track. I'm following a German instructor who's driving a 911 Carrera GTS.

Installation lap? Qualifying lap more like, as our German friend absolutely canes the 911. We go through That Corner, which is the first time I've seen it up close. A quick glance reveals an entry speed of about 80mph and the GT4 feels absolutely nailed to its line. But even better is that communication through the chassis and steering wheel, which is telling me that I can go a lot quicker. So I do, and the Cayman is so faithful that I just know I'm going to run out of talent long before the car runs out of ability.

The way the GT4 stops is just as impressive as the way it goes. That start/finish straight has a fairly sharp right jink at the end, which demands massive braking. And after five hot laps during which there are numerous such braking zones, I'm

not feeling any brake fade. For the record, the discs are 380mm all round, with six pistons at the front and four at the rear.

The real joy here is uncorking all of that 380bhp, which is enough to get you to 60mph in 4.2secs and on to 183mph. And the GT4's power comes on in a perfectly linear fashion with the engine note hardening as the revs rise to the near 8000rpm limit. But here's the thing – when all of your senses tell you that the rev limit has to be right here, it screams you another 1000rpm. And that mechanical, precise, short throw shift is so good to use that you'll be changing gears just for the hell of it.

The GT4 also looks to be a bit of a bargain. For the £64,451 Porsche asks for it, the GT4 offers a package with the engine out of an £83,545 911 Carrera S and the chassis components of a £100,540 911 GT3.

And now, the saddest part of this story.

Porsche told us that they had badly underestimated the demand for such a car and have been swamped by orders. So the GT4 has sold out for 2015, and even if you can get on a dealer's list for 2016, you're looking at a long wait. So I've no doubt that we'll begin to see GT4s popping up in ads with prices way beyond list.

What is beyond doubt is that the Cayman GT4 is worthy of the badge, if for nothing else than its staggering dynamic ability. Yes, it's true that the GT4's engine is a virtually stock Carrera S unit, unlike the highly tuned and adapted engine of a full-house 911 GT3. But then, it wouldn't cost as little as £64,451 – not by a long chalk – if that were the case.

However, there have been rumours – and Porsche hasn't issued a denial – that there could eventually be an even more hardcore RS version of the GT4. Actually, 'Porsche Cayman GT4 RS' has a rather nice ring to it. Better get your order in now. **PW**

Despite a (comparatively) bargain price (£64,451), the Cayman GT4 gets some very fancy kit as standard including seats straight from the 918, wheels from the GT3 and an entire 991 S drive train





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PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership



ON THE RADIO

For many owners of air-cooled Porsches, the wailing of the flat-six engine as revs rise is all the music they need. But those who want the other kind of in-car entertainment too have always faced a problem – period radios look the part in the dashboard but sound tinny, while modern sets with digital capability and so on don't usually look right in a classic (and are often horribly fiddly to operate), by which we mean anything prior to a 996-series 911, which has the standard seven-inch DIN fitting.

There are one or two high-end head units that look period but which have modern internals

including navigation, but all of a sudden these look a bit irrelevant now that Porsche Classic has introduced its own "navigation radio", a DIN compatible unit that fits all pre-996 911s, the 914, and 924/944/968s as well. The Porsche Classic Radio Navigation, which Porsche says will not be supplied with other branding outside the Porsche network, is priced at £900 including VAT from Porsche Centres.

On looks alone, the unit scores highly – plainly styled and finished in black, it integrates perfectly with the 911's no-frills dashboard, the "Porsche" lettering adding authenticity. Featuring a 3.5-inch touchscreen display, two main knobs and six buttons, the 4x45 set unit uses an operating system

based on the carmaker's Porsche Communication Management (PCM) system, and offers a digital radio, satellite navigation, and Bluetooth phone and iPod connectivity. An antenna for the sat nav function is supplied.

So far, brilliant. But oh dear – the radio is not digital, limited to AM and FM, depriving the user of many digital stations in the UK, ranging from small independents to nationals such as the BBC's 6 Music. Granted, the planned 2015 switchover of mainstream radio broadcasters to Digital Audio Broadcasting (DAB) in the UK has been postponed, but given a possible four-figure price once installation is taken into account, couldn't Porsche have designed it with more of an ear to the future?



LOTS OF TIME

As we've reported previously, Porsche Design has set up its own watch making division, ending a long standing supply contract with Swiss watch maker Eterna. One result of this will be a flood of new Porsche Design watches – with an incredible 18 models due to be released before the end of 2015.

The first of these will be the mechanically winding Chronotimer Series 1, a matt black design (no distracting reflections from the face) which salutes the original Porsche Design watch of 1972, with its focus on readability, technical perfection, quality and functionality. If you read *Buying Power* in the February 2015 issue of *911 & Porsche World* you might be struck with the similarity between this new watch and the Chronograph 1 featured then, but with 20 watches coming out a year they can't all be completely different.

The 42mm diameter case is made from bead-blasted titanium, and, for the technically minded, an ETA Valjoux 7750 chronograph mechanism is to be found inside it, enjoying a 48-hour power reserve.

The price has not been announced, but expect it to be £4500-£5000. Look out for it at one of the Porsche Design stores around the world.

SPRING HAS SPRUNG

The Macan, Zuffenhausen's latest model series, is not surprisingly the Porsche tuner's delight at the moment, with so much to be found out about it, and so much to be offered to owners. Chassis specialist Eibach counts among those rushing to develop enhancements, in its case uprated suspension springs for the Macan, which is the 2.0-litre base model (it already offers a kit for the S models). The Pro-Kit Performance Springs kit lowers the front of the SUV by 30mm and the rear by 25mm, while the progressive rate of the spring improves handling, but not at the expense of the original ride quality.

The actual kit you'll need depends on whether your Macan is standard in the chassis department or has Porsche Active Suspension Management (PASM), but at £284 including VAT the kit, German TÜV-approved of course, and supplied with a five-year warranty, is a relatively inexpensive tweak. If you are going to fit this, Eibach reminds us that it also offers Pro-Spacer kits which will widen the track, and which cost from £90 including VAT per axle. For details of stockists, call Eibach UK in Leicester on 01455 285850 or go to eibach.com





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DIGITAL CLASSICS

With the best will in the world, classic cars are always likely to let you down electrically, due to bad contacts, perished wiring and just general old age. So if owners of 356s and 912s are happy to sacrifice some originality, they can hopefully build better reliability into their cars with this new engine management conversion kit from Clewett Engineering based in Manhattan Beach, California.

The 912/356 EFI Conversion Kit is a comprehensive upgrade, bringing electronic management and fuel-injection, and the set-up is laptop tunable, making the system suitable for race as well as road cars. Although you are altering the car, the hardware has been designed to look retro, so it will appear reasonably period. It's compatible with any model of 356 and 912 (provided the former has 12- rather than six-volt electrics, and that the fuel delivery system is suitable for high pressure injection). The price is \$4625 (about £3100), and for owners who have carried out a twin plug conversion on their 365, a double plug version is available for an extra £750. UK shipping will be around \$130 (£90), and import duties will be added. For more info go to: clewitt.com



TAKE THE HEAT

With the 914 last built nearly 40 years ago, getting hold of parts is not always going to be easy, which is why a Danish automotive components company, JP Group, is supplying heat exchangers for the mid-engined Porsche. Supplied under the Dansk brand, the pipes are 38mm in diameter and 1.5mm thick, and made from stainless steel are expected to last a lot longer than the originals, which some say rotted very quickly due to the low grade steel that Porsche reportedly imported for their manufacture.

The recommended price is €1698 (about £1230) per side, though that might vary according to where you see them for sale. The firm's Martin Søndergaard Frank tells us that the product – obviously aimed at a small, very specialised market – is still in its initial stages of development as far as output and worldwide outlets are concerned. 'We quickly sold 25 sets, and a new production of 25 pieces is almost sold.' He envisages supplying the heat exchangers through classic Porsche specialists such as Stoddard in the US, and Roger Bray Restorations, Design 911, Tech9 and Euro Car Parts in the UK. More on this in Q&A on p159. For more info go to: jpgroup.dk



THE TYRE DEPOT

FALKEN'S MOTORSPORT ACTIVITIES ARE LIKELY TO RAISE THIS TYRE MAKER'S PROFILE

Falken Tyre Europe will once again campaign its Porsche 911 GT3 R at the Nürburgring "Nordschleife" (North Loop) in 2015. Peter Dumbreck, Wolf Henzler, Alexandre Imperatori and Martin Ragginger will contend selected races of the VLN Championship, alongside the ADAC 24 hour race.

Falken's history with the Nürburgring dates back to the 1990s, with drivers such as Dumbreck, who has already completed eight Nürburgring 24 hour races with the team. The ADAC 24 hour race remains a highlight of the season, last year the team taking fourth place, its highest finish, with the car covering 3,985km without any issues.

The team will aim to improve on this finish at the 2015 event (14-17 May) by continuing to run the same reliable GT3 R with which the team has four years' experience. 'Our strength is our team spirit, good tyres, top drivers, a great pit crew, engineers who are on the ball and a proven car,' says team manager Sven Schnabl. 'We can still deliver a strong result with this car.' As well as the ADAC 24 hour race, the team will also compete in selected races of the VLN Endurance Championship, all of which are based on the iconic 25km Nordschleife circuit.

It translates to Porsche road tyres with Falken's flagship Azensis FK453, the latest generation ultra high performance tyre. It comes in a wide range of Porsche-relevant sizes: 205/50 ZR17, 255/40 ZR17, 225/40 Z18, 265/35 R18, 295/30 ZR18, 235/35 ZR19, 265/35 ZR19, 295/30 ZR19 and 305/30 ZR19.

The Falken brand represents a worthwhile alternative to the major names, as it is available in many Porsche staggered sizes, as well as having the latest in noise absorption technology and a silica enriched tread compound for confident dry and wet performance.



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BLACK AT THE BACK

Spraying exhaust tail pipes black, particularly if they are enclosed in bodywork, is a small touch that can set the look of a car off very nicely, and German performance accessory specialist Foliatec is supplying a spray paint particularly for that purpose. An exhaust is a harsh environment for paint, so the formula is heat-resistant and also permanently seals the surface, thus shielding it from rust, chemicals and general road dirt.

Exhaust Pipe 2C Spray Paint requires no preparation apart from cleaning the surface, and is a simple, quick shake-and-spray process, the hardener already in the paint. Should you not like the result, then it can easily be over-sprayed – it's also available in gloss silver (pictured) as well as gloss black.

Available from foliatec.co.uk, it costs £24.99 plus £4.99 for next day delivery.

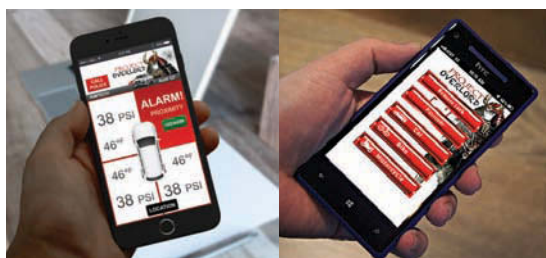


WHEEL TRACKS

We'd imagine that when it comes to wheel theft, those on Porsches, be they originals or aftermarket styles, rate prominently on thieves' hit lists. And once wheels have disappeared they're hard to trace, not least because they usually fit a multitude of models.

Locking bolts are obviously the first line of defence, but a Washington DC-based company, Project Overlord, has unveiled a tracker product aimed at getting stolen rims back quickly, called RimTech. Its development "crowd-funded", the small device is attached to the wheel and, app-linked to the owner's mobile phone and to the police, sends an alert if moved. There is a two-stage alarm, to prevent unnecessary police call-outs.

Developed by former Nokia developers, designers, and department heads from Nokia's GPS and Mobility division, RimTech will go on sale in the US this autumn, priced at \$299 (about £195). It's expected to be available in the UK in early 2016. For more information, visit projectoverlordsystems.com



NEW PORSCHE MODELS LAUNCHED

A new Porsche was unveiled recently at a show. Not a motor show, but one for models and toys, the Nuremberg Toy Fair 2015. Porsche Classic Center Gelderland Netherlands (owned by the official dealer Porsche Center Gelderland) commissioned the die-cast model maker Minichamps in Aachen, Germany to supply four 911s from 1967/68, the 911S, 911L, 911E and 911T.

They are in original colours, "Bahama Gelb", "Ossi-Blau", "Busch-Grün" and "Bluto-Orange".

The four pieces making up the Porsche Classic Set 01 are produced in 1:43 scale, the first time this has been done, the firm says, making them of special interest in the model collecting world, we are told. Numbers are limited, and each set, beautifully presented in a special display box, comes with a certificate and a short history of each model. The sets cost €249 (about £175) and are available only from Porsche Classic Center Gelderland. To order one, call 00 31 26 3560911 or email info@porschezentrumgelderland.nl



ON THE WIDE SIDE

Hamann is something of a part time Porsche tuner, but there was nothing half hearted about its rendering of the Macan S Diesel that it showed off at the Geneva motor show in March. In a vibrant blue – that cannot help but make you think of Elf Oil livery of the early 1970s – and the bodykit adding 120mm in width, Porsche's junior SUV certainly takes on a far more aggressive look. The nose section is actually wonderfully over the top, with huge intakes that are more "Jaws" than "tiger" (the latter the Indonesian translation of "Macan").

The firm, from Laupheim, midway between Stuttgart and Munich, has upped the 3.0-litre V6 oil burner by 41bhp to 296bhp and by 66lb ft torque to 494lb ft. There is also the now customary sports exhaust with "active sound", allowing the exhaust note to be sharpened up, aided by built-in speakers. Hamann claims a 0-62mph time of 5.7 seconds compared to the standard car's 6.1.

The wheels seen here are 10.5Jx22-inch Anniversary EVO rims with 295/30 ZR Vredestein UltracVorti tyres. This whole vehicle would cost around £130,000, but the individual parts are available. Hamann does have a UK agent, but in this instance enquiries should be made direct, at hamann-motorsport.com



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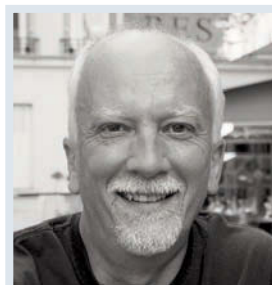
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911&PW WRITERS ON MATTERS PORSCHE OR OTHERWISE

THE USUAL SUSPECTS



KEITH SEUME
CLASSIC PORSCHE

I feel guilty – and worried. Guilty because, as editor of a title devoted to classic Porsches, I found myself strangely attracted to a brand new one. Worried, too, because, as a result, some of my friends probably think me mad. They could be right, of course. Just as well I don't have a spare £100K to hand...



Yes it's big, and yes, it's far from being a simple minimalist car like the 911R, but the 991 GTS is a very tempting proposition for our man Seume. Well, tempting if he happened to have the funds. Which, let's make this perfectly clear, he doesn't...

CLASSIC OR MODERN? SIMPLICITY OR SOPHISTICATION?

Oh boy, have I had some stick over my comments in last month's *Magical History Tour* feature. Not because I dared criticise the GTS's driving position, or hint that maybe the manually-switchable exhaust is a bit, well, unnecessary. No, far worse than that: I dared wonder if I might prefer to have the 991 GTS in my garage instead of a classic 911 – a 2.2S, for example.

In my own defence, I didn't actually come out and say that, but I did suggest the idea that, if you had room in your life for just one (albeit, £100,000) toy, then the 991 GTS might not be a bad choice over and above an old 911. I guess it's because people associate me with older Porsches (well, being editor of *Classic Porsche* is a bit of a giveaway) and naturally expect me to defend them to the last.

I have to admit, it had never occurred to me to consider the idea of owning a 'modern' to the exclusion of all else, but then, if I'm honest, I've not had a great deal of seat time in anything other than 40+ year-old 911s. In fact, I think the longest I've spent behind the wheel of anything more modern than my own former 1974

Carrera was when I drove a 993 Carrera 2 in the USA for a week. I fell in love with it. I've also spent quite a bit of time driving a US friend's Cayman S. I fell in love with that, too. Maybe I'm just fickle.

The GTS was little short of amazing. In fact I positively did fall in love with it. I have to confess, I had expected to get bored with it after a while, expecting a 991 to feel bland and over-refined. I like cars that give you feedback, both through the seat of your pants and the steering wheel. The GTS certainly gives your backside a workout (in the nicest possible way, I hasten to add), its firm suspension and equally firm seats providing the driver with all the feedback his body can take on our battered roads.

But the steering? Most people will tell you the electric steering fitted to the 991 – and nearly every other modern car – isolates the driver from the road, depriving him of 'realtime' feedback. Many of these same people have probably never (let's be honest) driven a 991 for more than a few demonstration miles, if at all.

Expert road testers (far more expert than me!) will also probably decry the use of

what amounts to fly-by-wire steering, but I have to say I couldn't really fault it.

And believe me, I wanted to find fault, I really did. After all, I have my reputation to think of (yeah, right...). But I couldn't, aside from the driving position, which is more down to my 'physique' – or lack of it! There was feedback through the steering wheel – OK, it was electronically-induced feedback, but it still felt natural and it certainly didn't bother me during the 800-mile trip.

But would I really – really! – swap a similarly-valued classic 911 for the GTS? Probably not, if I already owned one. If I had £100K burning a hole in my pocket, would I buy one over an old 'S'? Nope, not a chance... Not because I don't feel it's as good, or whatever, but because I'd probably rather wait a year or so, let the 991's resale value fall and then think about it.

The only trouble is, the way things are going, the classic 911 would be going up in value, probably far out of reach.

So it rather looks like I'd better spend that theoretical £100K on the old 911S now, and save whatever remains of my reputation. Such as it is...

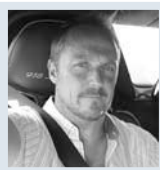
Say what you like about them, but *911 & Porsche World's* elite squad of journalists and Porscheophiles have opinions aplenty on all manner of automotive matters. And this is where they get their two-pages worth



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THE ULTIMATE 911?

Elsewhere in this esteemed magazine you can read the results of a survey we carried out to discover the 'Top 25' of the Porsche world. I have to admit, I was a little surprised by the result. Well, not as surprised as I would have been had the Macan or Cayenne come out on top, but still surprised.

I don't think any of us expected the mighty Porsche 917 to be voted *numero uno* of all time – that's an accolade traditionally awarded to the 1973 Carrera RS. And, I have to admit, deservedly so. Voting an all-out race car like the 917 (although if you read my piece on Count Rossi's road-going 917, you'll see not everyone viewed it that way) into number one spot in such a poll is a fairly unusual situation. Maybe people are tiring of seeing the RS stealing the limelight all the time!

My own personal choice, though, was the short-lived 911R. To me, this represents the perfect Porsche: it's light, fast and the ultimate embodiment of 'less is more'. It is a wonderful example of minimalism without going to an extreme which would make it unusable in real-world situations.

The 911R was a lightweight competition version of the 911, developed in 1967 by Ferdinand Piëch's team. It was a natural development of the 911T-based rally cars that had gone before, and was seen as being a modern version of the lightweight 356-based Carrera GS/GTs which had been developed almost a decade earlier.

An initial batch of four cars was built early in 1967, the aim being to develop a 911 that

would be capable of competing in GT races and rallying. The bodysells were assembled using lighter panels, relying on glassfibre and aluminium where possible. The rear and side windows were replaced with Plexiglas, while the original heavy steel hinges were replaced with lightweight aluminium parts. The brakes were upgraded to vented discs all round.

There are a number of trademark 911R features which frequently make an appearance on modern hot-rod 911s, such as the louvred rear quarter windows, mesh engine lid grille, small Hella trailer taillights and, of course, the almost legendary '7R' rear wheels – these are in effect 6Jx15 Fuchs which have been widened by an inch, the extra being added to the inside of the wheel. Slightly flared rear wings accommodated wider tyres and the slightly increased track.

Motivation came from a 2.0-litre engine

derived from that of the 906, developing 210bhp at 8000rpm and 152lb ft of torque. The dry-sump oil tank was relocated ahead of the right-side rear wheel, for improved weight distribution, a feature which reappeared on production 911s in 1972.

'Production' versions (in fact, just 20 examples were built, in addition to the prototypes) weighed in at a little over 800kg, or more than 200kg less than a regular 911S. With an extra 50bhp, they were quick!

Despite victories in the Tour de France Auto and Corsica Rally, a slump in the motor industry led the marketing department to pull the plug on the 911R, feeling that it was unlikely to sell in enough numbers to be profitable.

Today the R remains the inspiration to a generation of outlaw 911s and is, to my mind at least, more than worthy of being considered the greatest Porsche ever...



Seume's number one Porsche. With plastic windows, plastic door handles, and glassfibre and aluminium body panels, the 911R was one of the lightest 911s ever built. With over 200bhp on tap, it was (and still is) a seriously quick car

SAVE ME FROM MYSELF!

I can't help it! I really can't. As many of you know, I started on my 912-based hot-rod project more than three years ago. Three long, tedious years. I shouldn't have done it – I should have listened to myself at the time and simply gone and bought a nice 911SC or Carrera 3.2. It would have saved me a lot of aggro – and money.

Naively, I set myself a budget of (don't laugh) £20,000, including buying the car, sorting out the engine and all the bodywork. I also set myself a time limit – I wanted to drive to Le Mans Classic in it. Not last year's event, but the one before, in 2012. Just six months after I collected the car from the shippers. Fool.

Anyway, here we are 38 months after bringing the car home, and with more wonga gone from my bank account than I dare think about. It's perilously close to being on the road, but I hit a big snag in the form of a lack of knowledge of modern electronics – well, if you can call a

Megasquirt ECU, Ford Mondeo crank sensor and independent throttle bodies modern. Carbs and distributor – bring them on! I'd have had that baby fired up weeks ago. But no, I wanted to be 'different', so I chose to march boldly into unknown territory, confident that I'd be able to demonstrate newfound skills as I sorted out electronic doo-dads that, I was assured, would make my little car a delight to drive.

I know it will be on the road soon – I have to confess that I've called in the experts and will willingly sit back to watch (and learn) as they suck air through their teeth, shake their head in dismay and resist calling me an idiot for even attempting this.

Let this be a warning to anyone thinking of taking on a project. Budget: think of a number you can't quite afford – and then double it. Time: aim for

the next big event – and then hopefully make it to the one a year or two later. Learn new skills: find out how to make excellent tea while a proper expert fixes your mistakes.

Projects can be great fun, I am told. And I'm sure they can be. But for now, I'm taking a raincheck. Wish me luck.

Projects are fun, they said. You'll enjoy it they said. Soon be on the road, they said. If ever I find out who 'they' are, they will be sorry...





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Sat Nav, 40,000 miles.....**£32,000**



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YOU WRITE, WE READ

LETTERS

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



This photo in last month's issue of Brian Glover's 964 brought back some not so happy memories for reader Jason Holmes...

WRECKING CREW

I read with great interest the *You and yours* feature on Brian Glover in the April 2015 issue. It brought back memories for all the wrong reasons...

Mr Glover's accident which saw the destruction of his 964 (see photo above – KS) was a dead ringer for what happened to me on not one, but two occasions. In both instances, I was at the wheel of a Porsche, first an old 911SC, the second a then-new 996 C4.

The 911SC was my first Porsche and, looking back, it was not the best car on the road. Or the best one in which to have an accident of this nature. It was, you see, a slightly down at heel Targa, with rusty sills. I didn't know this until the accident.

I was stationary at a set of traffic lights when I heard that gut-wrenching shriek of tyres on road. Glancing in the mirror I just had time to brace myself as I saw a terror-stricken young lady sliding her Renault Clio in to the back of my 911.

The impact was loud and certainly severe, but more so for the Clio than my 911 – or so I thought. We exchanged details

and I called my local garage to come and collect the Porsche. Nobody was injured so the Police weren't involved.

As I looked more closely at my car I noticed the door gaps weren't quite what they used to be. The driver's door still opened OK, but the passenger door was wedged shut. The car had bent in the middle, a small sprinkling of rust on the road underneath suggesting that it was not as sound as I had hoped. I reckon I got away lightly on that occasion.

The second time was when I was hit by a 'white van man' driving while on his phone. The 996 was hit at approximately 40mph – I was stopped at some lights and got punted straight across a road junction. Fortunately nobody was coming the other way.

The 996 stood up to the impact amazingly well – the Police and ambulance services were impressed. I suffered severe whiplash and bruising (like Mr Glover, from the belts) but I am OK now. The car? I still have it. How many other 'supercars' can withstand that kind of impact?

Jason Holmes, via E-mail

STEYR 270 ON SHOW

While reading the fascinating story of Porsche's wartime exploits (*Porsche's War*, April issue), followed by the *Magical History Tour* feature, I thought you might like to see a photo of the Porsche-designed Steyr 270 that is on show at Donington, and which gets a brief mention in the tour story.

The version on display is a '1500A' Kommandeurwagen, which is of interest because it was built by Gläser, who also built bodies for the Porsche 356 in the 1950s. Funny how the same names keep popping up in history...

These 'cars' were only built in small numbers for the use of higher-ranking



officers. Very few survive, although there are several Steyr 270 trucks still around. Jochen Neumann, via E-mail

MAGICAL MEMORIES



Keith Seume's excellent feature *Magical History Tour*, stirred some memories of my time working in the retail motor industry in Reading during the 1980s.

If I can fill in some more detail. He has missed a photo opportunity at the Mercedes dealer in Richfield Avenue, Reading, which is the site of the original AFN Reading HQ. AFN moved to this location directly from Isleworth, the above photo of the showroom window was taken by me around 1980. At the time a friend had a 911 Sportomatic; I remember cruising around and stopping there to drool over the 911s on display.

Later on, still in the 1980s, the Porsche HQ we know today was built, the IMI (Institute of the Motor Industry) of which I was a member organised a guided tour of the new facility.

I clearly remember the occasion: at the end of the tour we were served coffee in the staff restaurant. I was at the same table as John Aldington, who impressed me immensely. I commented how the restaurant was for the use of all Porsche staff, from cleaners to directors.

For his reply he pulled his pen from his pocket and said that all his staff were of equal importance to his business, they just have different skills. His technicians used spanners and he used a pen.

Another anecdote that springs to mind is an ex-colleague achieved notoriety when he moved to Porsche Cars as a technician. He made the national press when he wrote off a new 911 Turbo during a road test. His employment continued after this event, however I don't think he did a lot of testing after that.

Mike Miller, Burghfield Common, Berks

Keith Seume replies: Hi Mike, glad you liked the story. I remember Richfield Avenue well – I delivered my first Porsche test car back there. Sadly we ran out of time to call by, but at least I got an honorable mention!

Donington Park's museum is home to one of a few surviving Steyr 1500As. Designed by Porsche, it saw action from 1943 onwards



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YOU AND YOURS: MARK WEBBER

TOP MARK

Mark Webber's passion for Porsche doesn't just come in the form of a works drive pay cheque. Long before he got behind the wheel of the LMP1 919, Webber paid his own hard earned for a 997 GT2 RS and 997 GT3 RS 4.0. He's a Porsche nut like us!

Words and pictures: Brett Fraser/Porsche

In an era when we've been conditioned to believe that elite sports folk, especially those from the rarefied world of top league motorsport, are haughty and unapproachable, Mark Webber is refreshingly everyman. The tall, trim Aussie may have a successful F1 career under his belt and currently be spearheading Porsche's return to endurance racing in the World Endurance Championship, but he's affable, honest and open.

We're not here to talk racing with him, though. Even before his pay cheques started arriving in envelopes with Stuttgart postmarks, Mark was a Porsche owner, and these days has the V5s for a 997 GT2 RS, 997 GT3 RS 4.0, and his most recent purchase, a 1954 356 Cabriolet. All a far cry from the vehicles he grew up with back in Australia.

'My dad had a motorbike dealership and workshop, and he repaired motorbikes and cars, though mainly motorbikes. That was

what he did during the week, but at the weekend the family had a farm, so at weekends it was tractors and four-wheel drives. My enthusiasm for four wheels started pretty early: as soon as I could reach the pedals I was driving the trucks on the farm.

'I did a lot of things that Dad probably wouldn't have been that happy with in the early days, but I know that he did exactly the same when he was that age. But he had a good licence on me, knew where the threshold was; he let me do things that were certainly quite adventurous. It was great for a young lad in his teenage years to have his own car out on the fields and paddocks to just basically run out of fuel with.'

Webber senior also instilled the motorsport bug in young Mark, having himself been inspired by one of Australia's grand prix heroes, Jack Brabham. 'It was [ex-F1 and current sports car racer, friend and fellow Australian ex-pat] David's father

Jack who started my father's passion for motorsport. Jack Brabham did so much over here [UK] that he inspired many males back home, and my father was one of them.

'To follow Jack back then [during the F1 season] was tough, but at least they also had the Tasman series, and Jimmy Clark and Jackie Stewart and Jack Brabham and Graham Hill, they would all race in Australia. My dad would hitch-hike from Canberra to Sydney on his own to watch them race.'

Mark's father, Alan, channelled his enthusiasm for the sport into helping his son get on track. 'He bought a go-kart for me so we could go racing, he loved doing that. And he soon became aware that it was my passion and something that I wasn't too bad at...'

As for his first road car, Mark started pretty humbly. 'My first car was a Toyota Corona 1969 with two on the tree and a top speed of about 100-kay. Except, of course, if we were seven or eight up and it was 80-kay! It did a lot of hot laps around town, it

Webber at the wheel of his own GT3 RS 4.0, a car he won't be parting with any time soon. Another recent purchase is a 1954 356 Cabriolet



did a lot of rally stages in the back streets, it did plenty with mates and girls and all sorts: I had a great time with it.'

Mark's first drive of a Porsche was a more nervy adventure. 'The first time I drove a Porsche was probably around '93 or '94. I was in Formula Ford at that point and a friend of a friend had a 964 that he let me have a steer of on the street. I couldn't believe the power. I was extremely nervous and very relieved to give it back in one piece, although the owner was in the car with me and I wasn't doing anything outrageous: wouldn't want to be, either, because I had a lot of respect for the vehicle.

'My first Porsche that I owned – well, not actually owned, it was kindly lent to me by Porsche GB – was a 997 Turbo. I was racing in Formula One at the time and this was my day-to-day runner. I just couldn't believe how far they'd come on, how functional they were, how quick. And with the four-wheel drive component you could go out there in all conditions and just start it up, scrape the frost off and then off you go. It was a really functional, everyday car and I really enjoyed driving it.

'The first Porsche I bought was the 997 GT2 RS. Actually, Sebastian Vettel bought one at the same time. We were both talking about it from the website; I remember it was at the Monaco Grand Prix, and we both brought it up and said, yeah, it looks awesome and is awesome! In fact, I drove mine last night: it was a clear night and I took it out and, yeah, beautiful...

'The horsepower is alluring. I think it's about 620bhp – it's a massive amount of power and it's in a road car. Obviously it's a track-oriented car, but I don't have roll-cages in mine, or any six-point harnesses, yet I can see why people might like that: but I've spent all my life getting into race cars and putting on those harnesses so I don't want to do it in my road car.

'And I like to keep it a bit cleaner inside just in terms of aesthetics, and also I'm down to things like weight, I like to keep things as light as possible and as pure as possible. I loved the way it looked so tough at the time and even now they just look so aggressive.

'I also have a respect for the technology in the GT2 RS. When it came out it was extremely special – OK so it's not a 918, but what is a 918... it's on another stratosphere – and it remains the last GT2. It's an absolutely phenomenal car. And then along came the 4.0-litre [997 GT3 RS] so I needed one of those as well. I wanted to get the last two RSs in the 997 shape, and also because of the H-pattern 'box: I knew there was a bit more PDK coming along, which I'm a fan of, I'm not negative of PDK at all.

'I've spent the last 15 years of my career with effectively PDK in my hands at the race track, that's just the way it is. Some people can get hacked off about not having an H-pattern; I'm happy for them to show me how well they can use it, and a lot of people can't – it's all relative, right? H-pattern transmission is dinosaur technology and it's amazing it has stayed this long. It's in the [Cayman] GT4 which is great – I like both. If I want to go quick on an A-road, it's PDK. If I'm sitting in traffic, it's PDK.'

As with his GT2 RS, Mark didn't order the GT3 RS 4.0-litre with a roll-cage. But he did

Last time we encountered Mark Webber in the pages of *911&PW*, it was to hitch a ride in a Carrera GT in Imola, back in 2006. He was rather taken with it, we seem to remember. Below: Naturally as a Porsche employee, Mark gets a company car, well two actually: a Cayenne and a 991 Turbo S. The smoking, sideways GT3 RS is Webber's own car



“ I wanted the last two RSs in the 997 shape, and the H-Pattern gearbox ”





HISTORY

Aussie and Anglophile, Mark Webber is best known for his F1 career, which started with Minardi in 2002, before stints with Jaguar in 2003-2004, Williams in 2005-2006, and then a lengthy spell at Red Bull from 2007 to 2013, where he came close to winning the World Championship in 2009, but ultimately played second fiddle to Sebastian Vettel, as he would up until his retirement from F1 in 2013, albeit with a whole load of wins along the way. The announcement that he would head Porsche's endurance racing return in 2014 was hugely popular.

have one special requirement. 'I wanted ceramic brakes but I wanted red calipers – ceramic brakes normally come with yellow calipers. And they look awesome, particularly because the car is black with red graphics. I'm really not worried that people might think I have steel brakes.'

Unsurprisingly given his day job, Mark hasn't felt compelled to take his RSs on track on a regular basis, although both have been out on the fun side of the Armco. 'The GT2 has been out on track at Silverstone and not driven super-hard but reasonably warm. And I've had Valentino Rossi in the passenger seat – "Mama mia, ze f****n' hell, back off... I s**t myself!" That was in Beckett's. So that car has had Valentino in it and the 4.0-litre has had Jackie Stewart in it: they've got pretty good history already and I've got the photos to prove it.'

And what of Mark's more recent purchase? 'Yeah, I love the little 356, so I've

got a '54 Cab. It's a very, very good example: Porsche actually helped me acquire that. Obviously a lot of my heart lies with the new stuff, but you absolutely have to take your hat off to what went on back

the back. The 911 Turbo S is unreal: unbelievable for a street car. Frankly, that's enough. It's very nice.'

Not that Mark doesn't have other Porsche fantasies. 'The 918. I'd have to be a straight

“ The 911 Turbo S is unreal: unbelievable for a street car ”

then with what we now call the classics.'

Being a Porsche race driver has its perks when it comes to company cars, as Mark explains. 'Well, the poison of choice at the moment are the Cayenne S and a 911 Turbo S. The Cayenne S is a diesel; unbelievable, the fuel gauge doesn't move and the power, well, the horses just fall out

customer. That's a very, very rare car. All us guys [in the World Endurance Championship team] are pretty fussy, and Porsche has been very nice and lent it to us over weekends, and you bring it back thinking, "bloody hell, it's a long way ahead of the game". Mate, of course I'm employed by Porsche, but bloody hell...' **PW**



Top: Mark Webber and Maria Sharapova, the Porsche sponsored tennis player, plus a 918. Judging by the peaked cap, Webber is playing at being a chauffeur. Left: With 911 Turbo and a preference for PDK in most situations. Well, if it's good enough for him...

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911 & PORSCHE WORLD @ TWENTY FIVE

25 AND COUNTING

25 AND COUNTING

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FIVE**

It's 25 years ago to the month that the first issue of *911 & Porsche World* hit the newsstands and since then we've been acting as a timeline for all things Porsche. Time, then to have a look at what's been happening in that quarter of a century. It's been quite a ride so far

BACK TO WHERE IT ALL BEGAN: LAUNCHED BY CLIVE HOUSEHAM, WHO STILL STEERS THE SHIP, ISSUE NO1 COST £2.85, WHICH WAS REASSURINGLY EXPENSIVE IN 1990. THE BRIEF WAS SIMPLE. WE WOULD MAJOR ON ALL THINGS PORSCHE BOTH OLD AND NEW



P55 OUR TOP 25 PORSCHES

And the votes are in. We asked 25 movers and shakers in the world of Porsche – including such luminaries as Walter Röhrl and Jurgen Barth – to nominate their 25 top Porsches. A tall order, when you think about it. Then scoring back from 25 down, we arrived at what we feel is a definitive Porsche Top 25. Don't agree with our list? Then let us know what yours would be, and we'll compile the definitive readers' Top 25 too

P42 SEPARATED BY 25YRS

When *911&PW* launched in 1990, the lead story in the news pages was the impending arrival of the 964 Turbo, the pinnacle of the 911 range. In order to assess the passage of 25 years of 911 development, we pitched the 964 Turbo against the current 991 Turbo. You can't stop the 911 and you can't stop progress.



P78 THE 911&PW YEARS

We've seen a lot and covered a lot of ground in 25-years. From boom to bust and back again. We've seen the demise of the air-cooled cars and the brave new world of the Boxster and the 996. We saw Porsche almost buy VW and then gasped as VW bought Porsche. It's never been dull and we wrap it up over five pages.



P84 THE FUTURE NOW

If you want to know what the future holds for Porsche, then take a look at the present. The astonishing 918 Spyder is Porsche's tech and development platform for future 911s and more, and we managed to blag ourselves a drive in this astonishing machine that makes a 911 Turbo feel pedestrian!



Words: Steve Bennett
Photography: Antony Fraser

TIME MACHINES

What better way to illustrate 25-years of Porsche progress, and 25-years of *911&PW*, than by pitching the two top dog 911s of their respective eras. Enter the 964 Turbo and the 991 Turbo for an evolutionary, time travelling showdown



“**T**he past is a foreign country – they do things differently there.” An overused quote (the opening line of LP Hartley's 1953 novel, *The Go Between*), but overused for a reason, that being its eloquence and descriptive power. Does any other line sum up the power of progress quite as well? I don't think so.

In these days of rapid and rampant progress, subtracting 25-years from 2015 to arrive at 1990 appears to be just a short hop back in time, but truly it was a different time. Imagine going back there now? When *911 & Porsche World* launched in April 1990, as a finger in the air exercise of publishing, the only way to gauge whether there would be an audience for the title was by simply doing it and putting it on the

shelves of WHSmith and a few specialist Porsche dealers.

The brief was simple: To cover all things Porsche and to represent the interest and passion of all things Porsche for owners and enthusiasts. In a world devoid of any form of digital media and communication, that is how things worked. Paper, words and pictures. Copy was typed, pictures were committed to film, pages were stuck together with glue. Typesetters and compositors turned it into reality. What we can do now in seconds, used to take days. 1990 might have seemed all very modern and exciting, but if time travel were possible, anyone from the '60s would have been able to adapt very quickly indeed. Hell, plenty of cars still had carburettors and points!

Inevitably 25-years of *911&PW*, for its

eclecticism, also reads like a Porsche timeline from its launch to now. We've followed the fortunes of the marque from near bust to a sonic fiscal boom and back again. We've followed each new model and have chronicled five generations of 911 from the 964 to the 991, or exactly 25-years of the 911's timeline. No, the 911 isn't the be all and end all of the magazine, but its constant presence creates an essential point of reference, just as it does for Porsche the company. No other sports car has been developed to the same degree as the 911, with each generation exploiting the technology of the time. For the first 25-years progress was pretty sedate, but the following 25-years, the 25-years that this magazine has been around, like the rest of the technological world, it's been rapid indeed, thanks largely to a

964 TURBO V
991 TURBO

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Left: Distinctive and huge intercooler sits on top of the 964's 3.3-litre, air-cooled flat-six. Power is 320bhp. Clocks are resolutely analogue, while four-pot alloy calipers were considered huge for 1990

digital revolution that has left no part of life untouched.

So how best to illustrate this in our own little world? Well, if the 911 is the constant by which the magazine is measured, then why not gather the ultimate 911 of 1990 and wind up the KKK turbo for a bit of time travel and propel into its own future to meet its 2015 future self. Sure there's a void in between, but all the better to accentuate the massive progress of the past 25-years. We're going to make one giant leap, rather than a number of incremental steps. Hold on!

Fittingly, the ultimate 911 of 1990 was announced in the news pages of the very first issue of *911&PW*. "911 Turbo for the nineties," was how we introduced the 964 Turbo. Following hot on the heels of the normally aspirated 964 C2 and C4, the Turbo featured the same aero front and rear bumper treatment and side skirts, plus 959-style five spoke 'Cup' wheels, that temporarily seemed so modern compared with the Fuchs of old. And big too. At 17 inches, they seemed huge. Aero wing mirrors were another improvement, but ultimately there was a feeling that the 964 Turbo wasn't much of a leap forward over the 930 Turbo and it stuck with the 2WD drive layout, despite the 964 range being

launched with a flagship 4WD version. Put it this way, there wasn't much sense of this containing a great deal in the way of trickle down technology from the 959, which was kind of surprising looking back now, or even then, but we'll come to that.

Whereas the normally aspirated 964 got what were essentially all new 3.6-litre engines, with twin plug heads, the Turbo rather made do with the 930 Turbo's 3.3-litre engine and an extra 20bhp, bringing it up to a not inconsiderable 320bhp, thanks to its larger KKK turbo, larger intercooler, Bosch K-Jetronic injection and revised air intake system. Like its 964 siblings, the Turbo also got coil spring suspension all round, with MacPherson struts at the front with aluminium transverse links and semi-trailing arms at the rear.

The modernising front and rear bumper treatment deserves more than just a throwaway reference. Without having to do much to the main body shell, Porsche used the front and rear aprons to dramatic aerodynamic effect, but unlike the normally aspirated C2 and C4, the Turbo didn't get the retractable rear spoiler, but remained faithful to the Turbo defining 'tea tray' lid, which rather accentuated its connection with the 930, rather than the rest of the 964 range.

There was, then, a feeling that the 964 Turbo was something of an afterthought compared with the base 964s, which were clearly a leap forward from the G-Series cars that they replaced in terms of sophistication and modernity. But that was then and this is now and 25-years into the future the 964 Turbo has rather come of age. After years in the doldrums it has been reinvented as the last of the old school, rear drive only 911 Turbos, and as such it commands a price above the 930 Turbo. And of course because it's an air-cooled 911, that price is not inconsiderable.

Above all the 964 Turbo is a product of its time and was constrained by the engineering solutions of the day. It is very much 'mechanical.' Much as computers had little to do with the day-to-day production of *911&PW*, they had very little to do with the development of the 964, and nor did the 964 have much in the way of on board computing power. Take out the Bosch ECU and you'll find a few RAM chips to control the fuelling and ignition, with about as much operating power as a 2015 cordless phone. There is also what Porsche optimistically describe as an 'onboard computer,' which features an LED screen in the bottom centre of the rev counter, which gives basic distance travelled info, outside temp and

Damp, cold North Yorkshire moors roads focus the mind in an old school 911 Turbo, with absolutely no driver aids whatsoever. Not that the 964 feels anything other than grippy and competent



964 TURBO

Model tested:	Porsche 964 Turbo
Engine:	3300cc, flat-six DOHC, single turbo
Transmission:	Rear-wheel drive, five-speed manual
Body style:	Coupe
Suspension:	MacPherson struts front and rear
Top speed:	167mph
0-62mph:	5.0 secs
Power:	322bhp at 5750rpm



boost pressure. There is an equivalent in the 991 Turbo, which will even display G-force and the engine's torque curve.

But let's not sneer. Even if it were possible to convey such info to the driver in 1990, it probably wouldn't have crossed the engineers' minds. Why would it? Twenty-five years on it's just a bit of tech froth, that would only appeal to teenagers and Nissan Skyline drivers. But that's progress for you and the endless digital revolution, that makes all this stuff possible, some of empowering, essential usefulness, some, like an onboard torque curve readout just a gimmick.

On board the 964 is a familiar air-cooled place. The interior of this immaculate example is era defining light grey. The dash is essentially a modernised version of the 1963 original, while the prominent centre console is about the only 959 feature to have made it into the 964 Turbo,

and sits on top of the redundant transmission tunnel. The deep bolstered Sports seats are fabulously comfy and offer a modicum of electric adjustability, while the four-spoke 'lozenge' centred steering wheel is fixed in all plains. The pedals, naturally, still pivot from the floor and are offset on this right-hooker. For 911 pilots of old, it's all part of the package, here in the modern world you objectively wonder as to how some of the 911's quirky features could have lasted for 25 years and beyond. Even in 1990 this essentially 'modernised' 911 must have felt rather old-fashioned compared to the competition like the Honda NSX, or the Ferrari 348 (actually the 348 wasn't a prancing horse, but more a lame donkey, with a gearbox full of rubble. The NSX, however, was a game-changer, held back only by its badge). But that, as we know, is all part of the 911 charm and mystique. If you

have to ask, then clearly you don't understand. Or is that just making a virtue out of a necessity?

But it could, and should have been so much different. Of course the 959 hadn't been forgotten. The car we could have been driving today, if everything had gone to plan, and Porsche hadn't gone through one of its many financial blips, was called the 969 and was clearly the son of the 959, with a 370bhp 3.5-litre twin turbo engine (other engines were considered, like the V8 Indy car engine – seriously), with water-cooled four-valve cylinder heads and a sophisticated four-wheel drive system hooked up to Porsche's own PDK transmission, or a manual 'box if the buyer preferred. The 969 was due for a 1991 launch and would happily hold 185mph around the Nardo bowl. It featured the sloped back headlights of the 959 and hoop rear wing. Sixteen prototypes were

964 Turbo looks terrific in white, like a refugee racer on the road. New front and rear aprons, plus side skirts and aero mirrors were a styling success. Tea tray rear wing a 911 Turbo trademark

“ Even in 1990 this essentially ‘modernised’ 911 must have felt rather old fashioned compared to the competition ”



Pale grey interior is very early '90s. Deep bolstered 'Sports' seats are among the best Porsche have ever made. Cockpit feels tight and compact, but visibility is excellent

991 TURBO S

Model tested:	Porsche 991 Turbo S
Engine:	3800cc, flat-six DOHC, twin turbo
Transmission:	Four-wheel drive, seven-speed PDK
Body style:	Coupe
Suspension:	MacPherson struts (f), multi-link rear
Top speed:	198mph
0-62mph	2.9 secs
Power:	552bhp at 6500rpm



built. It would have been the pinnacle of the 911 range and in all likelihood another form of Turbo would have slotted in underneath.

Internal machinations and costs killed the 969. Too expensive to build, technology not quite there yet, with a potential price tag that could have been beyond market forces and a financial crisis within Porsche, and on top of that the 969 would have launched straight into the early '90s recession.

So that's what could have been. It's what the 993 Turbo vaguely became (twin turbos, four-wheel drive and a lot of the 969's styling cues) and certainly what the 996 Turbo achieved. But the 964 Turbo? Yes, it really was something of a rush job, stop-gap model, particularly in its first 930-engined based iteration.

So, it would have been great to have

been driving the stillborn 969, and it would certainly have had rather more of a connection with the 991 Turbo, but we're not, so let's just get the 964 Turbo fired up. Who's got the key?

'Fired up' is a bit of a misnomer. Typically it 'churns' into life and settles into a soft, muted idle, the turbo and the new fangled catalytic converter acting as effective silencers. The 964's new power steering takes the heft out of steering and the relatively new G50 'box is an ally in the soon to be forgotten and interactive art of changing gear. Those floor-mounted pedals might feel weird, but the clutch is light enough and the throttle pedal allows full foot coverage. Lifting your footing completely off the footwell to operate the brake is, well, just one of those 911 idiosyncrasies.

Off boost, below 3000rpm, it feels soft

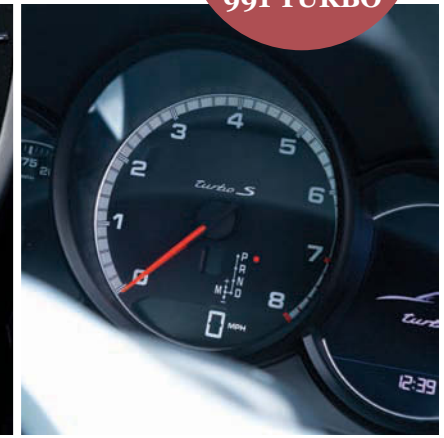
and lethargic. Get the big old turbo spinning and the fuel pumping and it picks itself up with a hard-edged vigour. Unlike some old supercars of the era, the 964 Turbo isn't going to get blown away by a modern turbo diesel. A modern hot hatch maybe (a Golf R would humiliate it), but on boost the 964 Turbo feels like it's got every one of those 320 horses working, although typically tall gearing (80mph in second) will see it easily drop off boost. It's a feeling that's accentuated by the very stiff suspension, that has the Turbo leaping about these not entirely flat North Yorkshire moors. It's not 964 RS stiff, but it's not far off, a product of the new to the 964 coil spring suspension, which doesn't have quite the sense of detachment from the road surface that the G-Series cars did, with their torsion bars. The big 17in wheels and 50 profile tyres don't help

“ Unlike some old supercars of the era, the 964 Turbo isn't going get blown away by a modern turbodiesel ”

Right: The 991 Turbo is bristling with detail. Wheels are massive 20in, diamond polished cross-spokes, with centre lock fixings. Equally huge six-pot brake calipers clamp on to Porsche PCCB discs. Braking is awesome in the true sense of the word



Interior is similar to 911s of old, with the curve of the dashboard and placement of the air vents all following 911 tradition. PDK seven-speed gearbox is the command centre, with its three modes: Normal, Sport and Sport Plus



964 TURBO V
991 TURBO

either, but those big wheels do allow massive – for 1990 – 333mm front discs and hefty four-pot calipers, that even now haul the Turbo up with impressive retardation.

In the corners and the 964 is a natural understeerer. It has to be bullied and worked to get to the apex, but then get the boost right and it launches itself out with that characteristic rear-end squat, and charges off with a turbine howl. If the corners are coming thick and fast, then be prepared to work very hard. There's massive amounts of grip, but the Turbo doesn't much like changing direction, so a lift at the right moment will activate the tail, but that's a bit like juggling chainsaws. Get it wrong and it will hurt.

In today's context it feels old-fashioned, but in an endearing sort of way. It's got old school Turbo twitches and tendencies. You absolutely know it's there, influencing the whole demeanour of the car. It's either on or off. Even in 1990 it was a bit of an animal and not exactly the car that was expected. Uncouth and unsophisticated, something of a thug. But then as we know now (and what wasn't appreciated at the time), this wasn't the Turbo that Porsche had intended to bring to the market.

And so to the 991 Turbo. Are we

travelling backward in time here or forward? Well forward obviously, but so mightily fast is the 991, and so comprehensively evolved and sophisticated, that an ability to time travel back to 1990 for a look at its predecessor, wouldn't be a surprise. I'm sure if you were delve in to sat nav settings the time travel option would appear. Just tap in North Yorkshire Moors 1990, and in Terminator style the 991 would appear in a frisson of pulsing, arcing electricity to scare the sheep.

The 991 Turbo is progress on a massive scale, made possible by the advances in digital and engineering technology, but mainly by the former. Its whole build and design was conceived electronically, from the design process to the build process where engineering tolerances are micro managed by computer-controlled machinery. The integration of computer and mechanical is almost cyborg in nature. The machines are taking over and in the shape of the 991 Turbo, and much more in modern life, it's very much true. We live in a time when a tiny pocket device, originally conceived to simply make phone calls, puts every conceivable piece of information, book, piece of music and visual image within instant reach. Imagine

predicting that in 1990?

It's only when you jump the void from 1990 to 2015 that you realise just how extraordinary the 991 Turbo is, and how we now take all this stuff for granted. Maybe we will refuse to be astonished until cars finally shed their wheels and we start to hover everywhere, or they simply drive themselves, but the only thing that connects the 991 Turbo with the 964 Turbo is the 911 designation, its evolutionary silhouette, its engine location and the fact that it's got four wheels and a steering wheel and still runs entirely on petrol and, come the next generation of 911, we can certainly expect some form of electric assistance.

There are many things that astound about the 991 Turbo, but the most beguiling and frankly mind blowing facet is just how ludicrously easy it is to make it go fast. Teleport the 964 Turbo owner of 1990 forward 25-years and stick them in the driver's seat of the 991. They would be able to grasp the concept of putting the PDK-only transmission into drive, the rest is purely turning the wheel and pressing the go pedal. From that point on, the machine takes over. It will take a little while for 1990 911 Turbo man to actually keep up with what's going on, such is the

Direction changes and grip levels in the 991 Turbo border on extraordinary. It has a raft of technological solutions geared entirely to getting it round corners as fast as possible





Far left: The launch of the 964 Turbo as we covered it in the first issue of *911&PW* in 1990. Left: What could have been. The sole surviving 969 Turbo prototype, a clear descendant of the 959, but canned for financial reasons

THANKS:
Sincere thanks to all at Specialist Cars of Malton for the loan of the 964 Turbo, which is currently for sale. Tel: 01653 697722 specialistcarsltd.co.uk

speed at which the modern Turbo responds to instruction, and that's before you've employed any of the go faster functionality. Best save Sports Plus and Launch Control for another time.

Compared with its 25-year-old ancestor, the 991 defies any semblance of physics. It shouldn't be able to corner like it does. It does so because it has a raft of electro mechanical components that look conventional, but are anything but. Dampers? Yes, they look like dampers, but they're controlled by electro magnetic valves. The roll bars? They're electronically controlled too, stiffening to

support the side of the car that needs it. The centre diff? Electro magnetic again to deliver power and traction back and forth in a nano second. The rear end steers itself, and Torque Vectoring speeds up the inside rear wheel to facilitate turn in. Hell, even the engine mounts clamp the engine tight when the going gets twisty. And all that's before you even start to consider the traction and stability management controls and the small matter of nearly 600bhp, not far off twice the power of the 964 Turbo.

The 991 Turbo is fast, but it's artificially fast. Like a modern fighter would fall out of the sky without its flight control systems, so modern 991 Turbo would fall off the

road without all its electronic systems. They are what enables it to function and do the mind altering stuff that it's so capable of, in the background, making modern 911 Turbo man look like a complete hero.

But that's progress for you and there's no going back. The 964 Turbo is like a warning from the past as to how these things used to be. It's a quaint reminder of the pre digital age. A Sunday toy for a bit of heavy-duty mechanical interaction. The 991 Turbo is a thrilling, flying on the ground, 21st Century marvel and a fitting pinnacle of where the 911 is right now, and I know which one I'd take. **PW**

“ The 991 Turbo would fall off the road without all its electronic systems ”



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911 & PORSCHE WORLD @ TWENTY FIVE

SILVER JUBILEE

Anniversaries come upon us thick and fast as time passes, and it's now 25 years since *911 & Porsche World* first hit the newsagents' shelves. To celebrate in style, we asked 25 prominent connoisseurs to list their top 25 Porsche models – and came up with some interesting results

Writer: Johnny Tipler Photos: Antony Fraser



When you ask almost any car buff to name their fave Porsche, or what they perceive to be the most significant model to bear the Stuttgart badge, they inevitably cite the 917 prototype endurance racing car. No surprise, then, to find that the iconic racer stole the show in our Silver Jubilee poll. Indeed, you could probably have predicted the top three cars with some confidence: in 2nd spot comes the 911 2.7 Carrera RS, and 3rd is the 356 Coupé in all its formats – though in truth there were plenty of high votes for the Cabriolet and Speedster versions too.

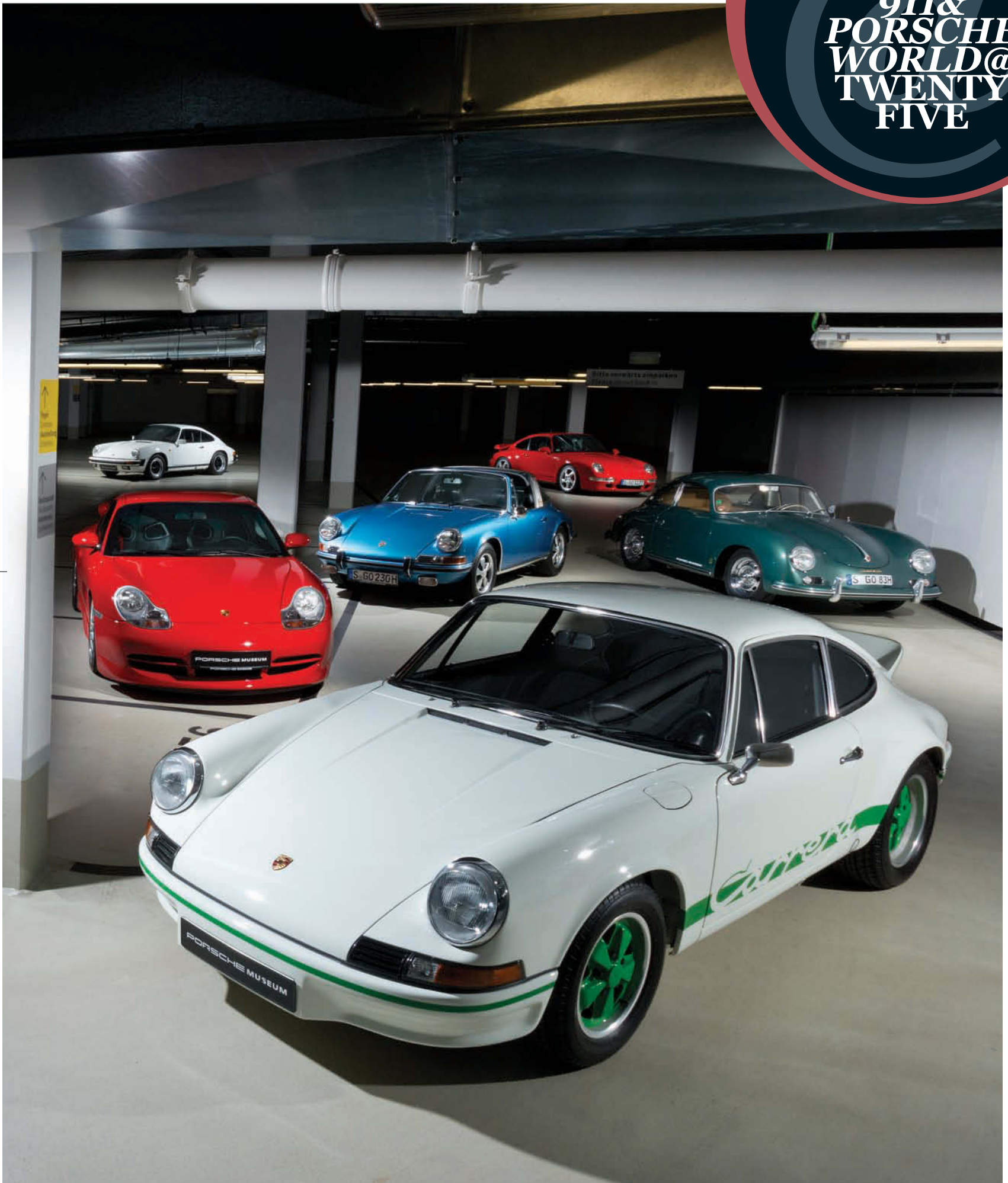
It's then that the surprises start to arrive: at number 4 we find the 993 Turbo; and that's because several people placed it high up enough on their lists. After that comes the 3.2 Carrera, a great all rounder and on the cusp of ancient and modern. Another recent car is 7th, the ultra-competent mile-munching 997 Turbo. And then we have a throwback to an almost forgotten era, the early '60s 356 Carrera Abarth 1600 GS, an exotic racecar beloved

of deeply knowledgeable aficionados. Up comes the Boxster in 9th spot, in all its derivations, significant as entry level Porsche and the purest driving experience, as well as marking the turnaround from low-volume hand-built niche producer to higher-volume robotised niche producer. Closing out the Top Ten is another modern, the enigmatic rocketship 996 GT3, followed by the classic 2.2-litre 911.

Thereafter, the following 15 cars are a heady mix of old and new, and it's refreshing that so many moderns make it into the Top 25, testimony to our panel's wisdom and perspicacity. Subsequent entries represent quirkier cars, chosen for personal reasons that are perfectly valid to the nominator though perhaps not generally held. It will be interesting to see how the list stacks up on our Golden Jubilee! We have a sneaking suspicion that, if 60-year-old cars can figure so prominently in the current list, there's no reason why they won't be in with a shout a quarter of a century hence.

TOP 25

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25TH: THE 911R

The 911R is the factory-built racing version of the production 911 and was the weapon of choice in GT racing for works and privateer teams in 1967. Just 20 examples of this pared-to-the-bone, 830kg 911 were assembled by Baur at Stuttgart. Legend has it that Porsche engineers offered a case of champagne to Baur's bodybuilders if they could get the car's weight below 900kg. No problem: replace everything except the basic shell with fibreglass panels. That means the bumper-valances, front and rear lids, doors and front wings are all in fibreglass. The R's door window frames are aluminium, and they even glued in the panes with silicone, while the engine lid is hung with the simplest of hinges. Sidelights and indicators are sourced from the contemporary rear-engined NSU 1000 TT parts bin, and the oil filler cap is prominent above the rear right-hand wheelarch. A great chassis, agile with precise turn-in and plenty of feedback, loads of grip from the Dunlop Green Spot racing tyres. Such a cutie – with a sting in the tail.



24TH: THE 914

Commissioned by Volkswagen to replace its lovely Karmann Ghia sports coupe, the linear-styled 914 was designed and built by Porsche, who took over the whole project when VW pulled out. That explains the presence of VW 1.7- and later 2.0-litre flat-four engines, though 3,338 received the 2.0-litre Porsche flat-six and two had a flat-eight. It has the distinction of being one of the first mid-engined production cars, following in the wake of Porsche competition cars, and creating a precedent of sorts for the Boxster, yet 35 years down the line. The 914's Targa roof could be stowed in the rear boot to create a highly entertaining sports car, and it sold well in the USA. Raced in period with the six-cylinder motor, the 914/6 figured in the Le Mans results at 6th place in 1970, driven by Guy Chasseuil and Claude Ballot-Lena, winning the GT class into the bargain, while more recently your own correspondent raced one with a 2.0 VW motor all the way up Mexico in the 2011 Carrera Panamericana. Fun times.



23RD: THE 996 C2

Undervalued and unappreciated. That's where the basic narrow-bodied 996 C2 languishes in the marketplace. But our panellists know better; they see the 996 for what it is, a sleek design with exemplary manners, and in facelifted 3.6 format, a vice-free Porsche for virtually pocket money. That's how it comes to have won a place in the Top 25. Launched in 1997 in the vanguard of the company's lurch into modernity, the original 996 shares frontal bodywork and water-cooled flat-six with the 968 Boxster, including the once controversial 'fried-egg' headlamps. But apart from the questionable Carrera badging, it has nothing in common with its air-cooled predecessors. Variations on the theme include the all-wheel drive C4, available from 1998, the Turbo in 2000, and the C4S that was a Turbo in all but the blowers. The Gen 2 cars were introduced in 2002 along with the switch from 3.4- to 3.6-litres, and the Coupe and Cabriolet were joined by the Targa. It's only a matter of time before 996 values consolidate.

TOP 25

911& PORSCHE WORLD@ TWENTY FIVE

NO.
22

22ND: THE 964 C2

A 964 makes it into the Top 25. (Two in fact – see No11.) But why not the C4? Well, some reckon the rear drive-only cars lend a purer tactile quality to the steering and the front axle doesn't dominate the handling process in the way the C4 does. Sure, it'll be less assured in adverse conditions, but in these circumstances a C2 shod with winter boots is a hoot. In standard format the 964 is a fine performer, its cabin a comfortable environment, rather like relaxing in a cosy study. Like its more raw RS sibling, the standard 964 is a near-perfect blend of classic styling with modern performance, with only its unyielding plastic bumper panels the drawback in the event of an altercation. Like most Porsches, it's a car with a dual personality, happy to saunter along at low revs on a Sunday jaunt, and equally enthusiastic cruising at 130mph on the unrestricted autobahn. As we keep on mentioning, the 964 has waxed mighty expensive as prices have gone north with the rest of the air-cooled brigade. Fine, so long as they get driven.

21ST: THE 935

Slant-nosed and oozing with attitude, the 935 was the mainstay Porsche privateer racecar during the late 1970s. It was not an easy car to drive, with brutal power in abundance. As one of its exponents, Hans Stuck, once said: 'It was like swinging a hammer; you were the handle and behind you was the engine which was the iron head!' Hence the enormous rear tyres. Its race record was impressive enough. If Le Mans be the yardstick, in 1976 the 2.8-litre twin-turbo 935 of Rolf Stommelen and Manfred Schurti finished 4th overall, with Claude Ballot-Lena and Peter Gregg placing 3rd in 1977, and in '78 the 935s came 5th, 6th, 7th, with Moby Dick, the low-line spaceframe 935 driven to 8th by Schurti and Stommelen. The Kremer 935 K3 scored outright victory in 1979, with Klaus Ludwig, Don and Bill Whittington claiming the first overall win at Le Mans for a Porsche customer car. The 935 of Dick Barbour, actor Paul Newman and Rolf Stommelen was 2nd, and another Kremer K3 was 3rd. The model soldiered on into the '80s, extremely successful in IMSA, and was sidelined as the Group C era took hold. Watch them backfire in the night at Classic Le Mans: a blast from the past.

NO.
21NO.
20

20TH: 904 GTS

Such a pretty car, the 904. Porsche set out to design a completely new racecar in 1963 in order to maintain their stronghold in the under 2.0-litre GT racing class. For homologation purposes, they needed to build at least 100 units of the new car in twelve months, and it would have to be a road-going model because in those days they'd be unlikely to sell 100 full-on racecars. The engineers reverted to the early 550 chassis type for the 904 because the tubular spaceframe of the Type 718 would be too expensive for a production car. The 718's mid-engined layout was carried over, so that the four-cam Carrera flat-four was mounted between cockpit and rear axle on a steel ladder-frame chassis, clad with fibreglass body panels styled by Butzi Porsche. Race record included overall victory in the '63 Targa Florio for Colin Davis and Antonio Pucci – it doesn't get much better than that – and many class victories in WSC 1,000km endurance races including Le Mans 24-Hours. In 1964 two factory race cars were fitted with a 2.0-litre version of the F1 718's flat-eight engine, and later in '64 the flat-six was installed, though these unhomologated cars ran as prototypes. Gorgeous lines, perfect soundtrack.





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19TH: THE 911 GT1

Cars competing in the mid-'90s BPR Global GT race series and subsequent FIA GT Championship were based on highly evolved roadgoing models such as the McLaren F1 and Ferrari F40. Porsche took a different line, creating in 1996 a sports prototype using an amalgam of the 993 GT2 front end and the 962 Group C car's rear. Power came from the 962's mid-mounted, twin-turbo 600bhp flat-six. To qualify for homologation they created 25 street legal units and, given the merging of two distinctly different cars, it's amazing the 911 GT1 looks so purposeful. It was a success first time out, winning GT1 category at Le Mans, while Hans Stuck and Thierry Boutsen won the Brands Hatch 4-Hours outright. Stylistic revisions were made for 1997, including the incorporation of 996 headlights, and aero upgrades raised maximum speed. Reliability issues clouded results that year, but fresh bodylines for the GT1-98 enabled 1st and 2nd at Le Mans in '98 to notch up a record 16 victories for the marque. Overlooked, but a landmark car nevertheless.



NO.
19



NO.
18

18TH: THE 993 GT2

The cleverest engineers can always outsmart the rule-makers. It's a deadly serious game, and one that Zuffenhausen – make that Weissach – engineers are supremely adept at winning. So when the FIA chiefs outlawed four-wheel drive cars for the top-line BPR Global GT endurance racing series in 1993, Porsche introduced the rear-drive only, twin-turbo 993 GT2 to contest that particular category. Just 57 were made, of which 11 road-going versions were built in right-hand drive. If ever a 911 looks like it means business, this is it: bolt-on plastic front and rear wing extensions, vast rear wing with ram-air ducts at either end, front airdam and splitter curving around the valance, 20mm lower ride height than the regular Turbo, not to mention aluminium bonnet and doors and thinner window panes. Power output was quoted as 465bhp, though set-up varied according to the race series contested. The Evo version provided the basis for the mid-engined 911 GT1, which was another ballgame altogether.

**17TH: THE 911 2.4**

The final incarnation of the classic 911 before the concertina bumpers arrived, the 2.4 epitomises the early '70s carefree spirit, a time when Porsche could do no wrong on track or rally stage, exemplified by Zuffenhausen's psychedelic colour chart offering shout-out colours like Viper Green, Roman Purple and Blood Orange. In several ways the '73 F-series 911S represented the zenith of Porsche's roadgoing sportscar programme at that time. For one thing, the 'S' embodied the final flowering of the free-revving 2.4-litre

type 911/53 engine, delivering 190bhp against the 165bhp of the 911E and the T's 130bhp. The 1972 E-programme 911s were the first to receive the new 915 transmission, stronger and slicker than the previous 901 'box, while the 2.4S sports a front chin spoiler to reduce front-end lift. Both sets of front and rear Fuchs rims are identical, making the F-series models the last to be built with the same size wheels back and front. On the road, they're light, zesty and elegantly poised, aesthetically and dynamically beautiful. Poetry in motion.



NO.
17

NO.
16


16TH: 911 2.8 CARRERA RS

Conceived in 1973 to contest the international Sports Racing category against the Ferrari and Matra prototypes, the 2.8 Carrera RSR was an evolution of the 2.7 Carrera RS. Bulging wheelarches were a sign of the times. The RSR suffix stood for Renn Sport Rennen, and Porsche needed to build 50 units for homologation so they made 49 copies. The 2,808 cc RSR with its stripped-out cabin and built-in roll-cage weighed 900kg and produced 300bhp at a raucous 8,000rpm. The rarefied spec included high-compression pistons, twin-plug ignition, bigger injection pump, wider wheels and tyres and gloriously flared wheel arches. The RSR was good enough to claim 7th place overall at Le Mans in 1974, and John Fitzpatrick (one of our panellists) took the European GT Championship in George Loos' 3.0 RSR. Best result for the RSR at international level in 1975 was the Daytona 24-Hours, where Peter Gregg and Hurley Haywood headed five more RSRs for outright victory, their Brumos RSR winning the US IMSA title from 1973 to 1975. At Le Mans in 1975 the best finish for an RSR was 5th place (Fitzpatrick/Van Lennep) when no fewer than 14 RSRs took part. The racer's racecar.


NO.
15


15TH: 997 GT3 RS

Following hard on the heels of the eponymous 996 supercar, the 997 GT3 RS showcases Porsche's prowess as the purveyor of off-the-shelf track-oriented GT cars, as well as providing a homologation platform for a range of race series. It's 20kg lighter than the already austere GT3, tipping the scales at 1,375 kg, courtesy of an adjustable carbon-fibre rear wing, plastic engine cover and lightweight plastic rear window, manifest as a power-to-weight ratio of 300bhp per tonne. The 997 GT3 RS shares the same dimensions as the 997 C4 models, making it 44mm wider at the rear compared with the 'regular' GT3. The resulting wider track improves directional stability and increases grip levels – at the expense of increased drag, which means top speed is slightly reduced. In 2010 the facelifted Generation 2 RS appears, its 3.8-litre flat-six developing 435bhp, and knocks off 0-62mph in 4.2s with a top speed of 192.2mph. The 4.0-litre GT3 RS is unveiled in 2012, using GT2 chassis data and employing the RSR crankshaft with longer stroke, raising output to 500bhp. Ride with the Valkyries!

14TH: THE 930 TURBO

It's 1974, and the 911 Turbo was born in a crossfire of pop ecstasy and economic angst. On track, Porsche's new 2.1 Turbo came 2nd at Le Mans (van Lennep/Muller), while Porsche Carrera 3.0 RSRs ruled the GT category (John Fitzpatrick was Champion), and Porsche launched the 911 Turbo at the '74 Paris Salon. Turbocharged road cars were a novelty in '74, though the practice dates back to 1896. Performance-wise the 930 – the factory's internal type number – was a startling leap from standard 911 fare: the 930 topped the Carrera 3's 200bhp and 190lb ft torque with 260bhp and 253lb ft and, significantly, the 930 could directly challenge other supercars from Ferrari and Lamborghini. Visually, the Porsche 911 Turbo morphed from the basic broad-arched 3.0 whaletail car of 1974 to the 3.3 tea-tray rear wing of '78, staying the same till '89 when it was given five gears instead of four. Volumes were small: just 2,850 units of the 3.0 Turbo were built, with 14,476 examples of the 3.3-litre 930 coupe made from 1978 to 1989, plus 193 Targas and 918 Cabriolets. If ever there was an apt car to be dubbed an icon, this was it.


NO.
14

TOP 25

911 &
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TWENTY
FIVE

TOP 25

911 & PORSCHE WORLD@ TWENTY FIVE

NO.
13

13TH: THE 550 1500 RS SPYDER

Porsche's first out-and-out sports racing car, the 550 Spyder was released in 1953 and two ran at Le Mans fitted with coupe-style hardtops for journalists Richard von Frankenburg and Paul Frère, and Hans Herrmann and Helm Glöckler. The only mid-engined cars in the race, they came 15th and 16th overall in a dead heat orchestrated by publicity-conscious race manager Huschke von Hanstein. Later that year the 550 Spyder won its class in La Carrera Panamericana, and the Carrera name was adopted for the new four-cam Carrera flat-four engine that powered it, as well as Porsche's subsequent competition models. The 550's ladder chassis was clad in curvaceous aluminium bodywork that would inspire Harm Lagaay to design the Boxster 40 years later, and the four-cam Carrera engine, mounted amidships, was designed by Dr Ernst Fuhrmann who later became Porsche CEO. The 1.5-litre 550A Spyder of 1956 was built on a lighter stainless-steel tubular spaceframe chassis, and Umberto Maglioli won that year's Targa Florio single-handed. The web this Spyder spun was far reaching, even celebrated in 2003 by the limited edition (1,953-off) 550 Boxster special edition.

NO.
11

11TH: THE 964 RS

The 964 is almost unanimously everyone's favourite amalgam of old school meets new wave, thanks to it managing to hold onto the classic 911 shape combined with wishbone and coil-over suspension instead of torsion bars, and a punchy 250bhp 3.6-litre capacity. The 260bhp RS is the hot one, a case of less is more. Stripped of niceties, it's primed for hard-driving action. Released in September 1991 and based on the 1990 Carrera Cup M001 race cars, it was tweaked for extreme road use, trackday or sprint. Like the classic 911 2.7 RS, most creature comforts were omitted to keep its weight down. The bodyshell was stronger and lighter, with aluminium front lid, lighter doors and thinner side-window glass, lightweight rear bumper, no underbody sealant, built-in battery cut-off switch, cooling ducts instead of driving lamps, and magnesium-alloy 6J and 8J 17in Cup wheels. Suspension was lowered by 40mm with uprated springs and dampers, plus Turbo front brakes and re-tuned ABS. Over to you, trackday kings.

12TH: THE TYPE 908

The late 1960s was a hive of ever changing specs as Porsche developed its racing prototypes, and the 908 from '68 was another great endurance racecar that scored more wins than the 917. Smaller and more agile than the 917, the 3.0-litre flat-eight 908 evolved from a coupé into three Spyder versions, winning events ranging from the Targa Florio to a host of 1,000km WSC races. At Le Mans that year, Jo Siffert and Hans Herrmann put their 908 on pole – the first for Porsche at La Sarthe – while Rico Steinemann and Dieter Spoerry's 907 forebear placed 2nd overall. In the 1969 race, the 908 coupe of Hans Herrmann and Gerard Larrousse would have been victorious but for a defective wheel-bearing that cost half-an-hour to rectify, then chasing down the leading Ford GT40 of Ickx and Oliver, swapping the lead time and again as the 908's brakes and agility bested the GT40's outright speed. A brake warning light made Herrmann back off going into the corners, enabling Ickx to claim the win by less than 100m. It turned out the warning light rather than the brake pads was faulty. Legendary stuff.

NO.
12

Hot Products

2015



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911 & PORSCHE WORLD @ TWENTY FIVE

TOP TEN

Here we go, Porsche fans – it's the Porsche Top Ten! And there's a few surprises too, which is always good to see. Thanks to our A-list Porsche voters, and not quite so A-list 911&PW staffers, for getting us this far



Simple lines from more simple times. The 911 2.2S - here in Targa form - is classic early 911, with its narrow body and skinny Fuchs

10TH: THE 911S 2.2

Excellent to see a proper classic 911 in the Top Ten, though slightly surprising it's not higher than this. It seems voters' opinions about the best attributes of the earlier cars were sufficiently split between the 2.0, 2.2 and 2.4-litre cars, including individual preferences for T, E and S variants, to scupper the chances of an outright winner from this era.

It's a pretty car, more grown up than the 2.0, and unmolested by impact bumpers, airdams and spoilers. The C- and D-series 911 2.2 was in production for only a short time – 1970 to 1972 – making it one of the shortest model production runs. It's no less significant for that, retaining the raw, rasping qualities of the earliest 911 while ushering in slightly more capacity and power – considered noteworthy at the time – in the newly lengthened wheelbase shell with its ever-so-slightly flared wheelarches and galvanised floorpan. Engine lids were in aluminium, along with the bumpers, which were endowed with overrides on the S in

1971. The upper attachments points of the front MacPherson struts were relocated 14mm further forward, reducing steering wheel kickback, and Fuchs 6J x 15 wheels were standard on all models.

The capacity increase (hardly a hike) was achieved simply by increasing barrel size to 84mm, installed on a cast magnesium crankcase. The whole flat-six range was in the midst of an ongoing development programme, with the S and E versions getting Biral coated cylinders, while all three versions got larger valves and new Bosch ignition systems. This led to a profusion of performance figures, topped off by the 911 S's 180bhp and 140mph max-out. Driving a 2.2 can be a culture shock if unaccustomed to classic 911s. It's a raw, unsophisticated experience, the steering, power application and gearshift requiring lightness of touch and a firm guiding hand whilst allowing the car its head. Get the bug, and it's addictive, though like all classic 911s they've vanished out of sight on the price graph now.

Quirks? It was the dawning of the sticker era, and the model advertised its capacity in the shape of a 2.2 flat-six engine in the rear window. The D-series cars also bore stickers in the rear three-quarter windows itemising Porsche's big-time race wins in 1969 and 1970. On track, lightweight versions of the 2.2, bored out to 2,247cc and retrospectively known as STs, were seen for the first time, sporting flared rear arches cladding broad Minilite wheels and tyres, another evolution in racing methodology. The 2.2 is an historical time capsule.

NO.
10



THE
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FIVE**9TH: THE 996 GT3**

Almost every era of Porsche production has included a rarefied top-line model, usually with competition aspirations or descended from a racecar, and badged as an RS. For the first couple of years of its life the brave new world 996 lacked a standard bearer, but that was addressed by the introduction of the GT3, named after the FIA race category it was eligible for, blending a higher performance, normally-aspirated engine with a lighter body, and sports-tuned suspension with a track-focussed demeanour; hey presto, an RS in disguise. Soon enough, the GT3 was massaged into an RS in its own right.

The GT3 is the most sublime evolution of the basic 996 model, created using the narrow-body C4 chassis – in rear-drive only format – and powered by the unburstable Mezger version of the 3.6-litre water-cooled flat-six. It's normally aspirated, so there's no 'artificial' boost and no extraneous ducting about the bodywork: just pure aerodynamic functionality to the splitter, side-skirts and biplane rear wing.

The Gen 1 GT3 appeared in May 1999 and lasted a couple of years until Gen 2 came out. The general spec differs from the basic 996 in having 30mm lower and firmer suspension, 330mm cross-drilled ventilated

discs, four-pot calipers and specially adapted ABS brakes. Anti-roll bars are adjustable, and ten-spoke 18in wheels – 8in and 10in – shod with 225/40ZR 18 and 285/30 ZR 18 rubber are complemented by 5mm spacers for extra track width. The dry-sump GT3 engine features nitrided crank, titanium conrods, dual-mass flywheel allied to a 6-speed gearbox, and develops 360bhp.

In the cabin, the standard GT3 offers bucket seats for driver and passenger but none in the rear, with sound deadening and hi-fi speakers deleted as well in order to save weight, while the Club Sport option provides race seats, a half roll-cage, six-speed transmission with single-mass flywheel, fire extinguisher and air bags deleted.

In production from 2002 to 2005, the 381bhp Gen 2 GT3 bore revised headlamps and front and rear detailing including a new fixed wing. It delivered more power, was even tauter in the suspension department and had better brakes to match. The jury's still out on which is the better car, though either does the business in fine style.

On a fast, rural A-road the GT3 really feels planted, rock solid in its ability to go the distance whatever the journey. It's a tour de force and thoroughly merits its place in the Top Ten.



At its launch in 1999, the 996 GT3 was the most powerful normally aspirated road car that Porsche had ever built. It was and is a true 'road racer' and remains the pinnacle of the 996 range



8TH: THE PORSCHE BOXSTER

There's nothing to match the thrill of driving a Boxster through a mountain landscape, easing the car through the twists and turns, gliding from one apex to another. It's uncannily balanced, seemingly reading your mind as you think it through the corkscrews. Top down it liberates a bunch of other physical and aural sensations, making it yet more enticing.

And here's the paradox: the Boxster is the marque's entry level car, yet it offers the purest driving experience of any Porsche. Though not as powerful as its rear-engined 911 siblings, its compact mid-engined chassis configuration and two-seater cabin layout make it the most exhilarating car in the entire range. Our panellists voted across the board for 986, 987 and 981 versions – and indeed many rated the Cayman highly too – so we wrapped up the Boxster concept into 8th place in the chart.

Introduced in 1996, the Boxster was crucial in the restructuring of the company, representing a quantum leap in production

volumes and component sharing, and ushering in the modern era of mass production at Porsche. Inadequate capacity on the lines at Zuffenhausen meant that over half the first series 986 Boxsters were built by Valmet at Uusikaupunki in Finland.

Stylist Harm Gargaay was inspired by curvaceous mid-engined Porsche sports racing cars such as the 550 Spyder. The idea was to attract a younger customer base, as well as steer the company in a completely new direction, with design and construction linked to the incoming 996 model, featuring the same 'fried-egg' headlights and front lid, as well as similar water-cooled flat-six engines mounted amidships. The Boxster's crowning glory is its electrically operated soft-top, miraculously impenetrable to the elements, covering a cosy cockpit with built-in roll-over hoops. The Boxster also provides good luggage space up front and behind the engine. In 2000, the base 2.5-litre model was upgraded with a 2.7-litre engine, and the new Boxster S variant was introduced with a 3.2-litre engine. The most significant facelift arrived in 2003: the plastic rear

window in the canvas top was replaced by a smaller glass window, plus a host of minor revisions. The second generation Boxster, the 987, debuted at the 2004 Paris motor show alongside the 997, in showrooms for model year 2006. The most obvious styling change was to the headlights, which echoed those of the 997 as well as the Carrera GT supercar. Facelifted Boxster and Boxster S models were revealed at the Los Angeles Auto Show in November 2008, when the S received the 3.4-litre engine.

The third generation Boxster, the hunky Type 981, was drawn by Michael Maur, and unveiled at the 2012 Geneva show. The Boxster was Porsche's biggest volume seller from 1996 until the Cayenne SUV came out in 2003, and from September 2012 additional production of the 981 took off at the former Karmann plant in Osnabrück.

Plentiful it may be, but the formula is spot on, so there's no wonder the Boxster features so highly amongst our panellists. When it comes to sheer driving pleasure, there's little to beat a Boxster.

The Porsche Museum wheeled out this lovely 986 Boxster 2.5. It's a reminder as to just how pure the concept was, and how close it was to the 550 Spyder in looks. Just check out those 16in wheels too. Perfect!



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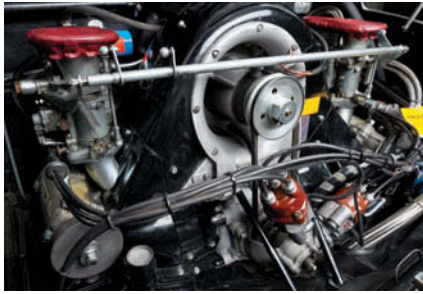


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A German/Italian hybrid, the 1600 GS Carrera Abarth was concocted to thwart the likes of the Alfas and Lotus Elites in the smaller capacity FIA classes, and while you wouldn't have predicted it, it has emerged as one of Porsche's most iconic race cars

7TH: THE TYPE 1600 GS ABARTH CARRERA 356

It shares the same type number, but the 1600 GS Abarth Carrera is like no other 356. That's because it's a racing version, clad with lightweight aluminium bodywork by Carlo Abarth, the Italian tuner and racecar builder more commonly associated with hot Fiats. It's certainly one of the more intriguing models to wear the Porsche insignia. Based on the 356B coupé, its elongated profile, inset headlight treatment, bulging rear wings and finned and ducted beetle-back engine cover transmute the 356 coupé in competition guise from the '50s into the '60s, prefiguring the more aggressively wrought RS61 and Type 695 GS.

So what's it doing here, surely a backwater car in the overall racing pantheon? Not necessarily so. Here's the history: in the late '50s in the smaller-capacity GT and special touring category the 356 was practically ubiquitous, especially in Germany, challenged occasionally by the odd Borgward or Volvo, while the plentiful Alfa Romeo Giulietta Sprint GT Veloce, and the lighter, rarer Simca Abarth Bialbero and Zagato-bodied Alfa SVZ 1300s were always a threat to a lame 356. Then, in 1959, the quick but fragile Coventry-Climax powered Lotus Elites started to make their presence felt, and Porsche knew it was time to move the game on. Thus, the lightweight Abarth-bodied 356 was introduced in 1960 to keep

Porsche ahead of the Elite and the lightweight Alfas. The prevailing FIA regs allowed a different body to be used provided it didn't lower the car's weight below the 1,712lb limit. In mid-1959 Porsche asked Carrozzeria Zagato to quote for making coupé shells for the 356, similar to those Zagato was already producing for Carlo Abarth's Fiat-based racers. Abarth pursued Ferry Porsche in a quest to secure the business for himself, offering to make 20 bodies for a million lire each. Ferry agreed, and Abarth hired designer Franco Scaglione to draw the body and engaged Zagato to create them. Power came from the 1,588cc flat-four Carrera engine developing 135bhp with two Solex carbs and allied to the four-speed transmission. The first car was delivered in February 1960, made not by Zagato, but by Viarenzo & Filliponi, and production of the rest was handed over to Turin-based carrozzeria Rocco Motto.

While chassis 1013 and 1018 were retained as works racecars, the rest of the 21 Abarth Carrera GTs were delivered to private customers, including Porsche stalwarts Paul Strähle and Auguste Veuillet. Chassis 1001 ran at Le Mans in 1960 as the works entry and placed 6th overall in the hands of Herbert Linge and Heini Walter, covering 2,249.21 miles and averaging 93.71mph for 24 hours. By 1964 the 356 was a spent force in competition terms, superseded by the 904 GTS. Oddball racer, but an aesthetic masterpiece.



6TH: THE 997 TURBO

For anyone addicted to straightline speed, the 997 Turbo answers their dreams. The inexorable surge under boost to 198mph – on the unrestricted autobahn, of course – is sublime. It rushes from 0 to 62mph in 3.7s, too. The finely honed 997 chassis is no slouch around the bends either – a thrilling run we had over the Applecross Pass of the Cattle in northwest Scotland confirms that. It's four-wheel drive, as is the norm now, and when Gen 2 arrived in 2009, transmission was standardised with the 7-speed dual-clutch PDK paddle shift system. It's such an accomplished car that, according to specialist Paul Stephens, even the 997 Turbo could be construed as boring compared with air-cooled models. Horses for courses, and we'll give it the benefit of the doubt as it's such amazing value for such an accomplished car.

The 997 Turbo was unveiled at the 2006 Geneva Salon and was in production from 2006 for the 2007 model-year to 2014 when it was superseded by the 991. Stylistically it differs from the preceding 996 in having conventional ovoid headlights instead of the 'fried egg' look, and features LED indicator strips in the new front panel's air intakes, while fog lamps relocate to the outer ends of the panel. The trademark air vents in the leading and trailing edges of the rear flanks are also different, while the retractable rear wing functions on similar lines to the 996 version.

Powerplant is the much-vaunted 3.6-litre

Mezger derived flat-six that employs the casings of the GT1 racing car, developing 480bhp though its twin Borg-Warner VTG turbos that deploy Variable Vane Technology to reduce lag under boost. If more woosh were needed, the Sport Chrono option overrides boost control to provide more torque over a short 10s period and a narrow rev range. Gen 2 also ushered in revised "torque vectoring" – don't you just love the jargon – meaning the diff dispenses varying amounts of power to the driven wheels according to road and weather conditions. Even the 997 Turbo Cabriolet can perform at this level, in spite of its frivolous canopy, as we found when travelling to Bavaria once: we could hold an almost normal 'pop quiz' at 170mph on the autobahn.

In some ways the 997 Turbo isn't so very different from its siblings. There's always been a homogeneity about Porsche cockpits, and the 997 Turbo is no exception, being agreeably familiar with a dash that's recognisably akin to the Boxster's, and compared with classic models, it seems like the gauges and controls have been rationalised, simplified for the 21st century. The 997 Turbo has a more modern steering wheel with the shifter paddles on the two upper arms of the wheel, and electric seat adjustment makes it very easy to find a nice travelling position. In sports damper setting the ride is too harsh for country roads, though the sports exhaust is fun to play with in a context where you can hear it. Composed, serene, yet still fun.

The 911 Turbo, here in 997 form, often gets lumbered with the title of 'everyday supercar' but it's one it lives up to supremely well. Never has such outright speed been so accessible

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5TH: THE 3.2 CARRERA

Solid as a rock. The 3.2 Carrera is the best-made period 911 in terms of materials, fit and finish, and unburstable engines. Sort of snuck in under the wire, but with ample justification. It might not be the quickest, most agile or have the fanciest styling, but it exemplifies late classic 911 behaviour and performance. It's dependable, comfortable and consistent. Introduced late in 1983 for the 1984 model year, it replaced the 3.0 SC, inheriting the concertina bumper bodyshell and running gear, with a small hike in cubic capacity that saw power rise from 204bhp for an SC to 231bhp for a 3.2 Carrera. There were a number of detail improvements too, including integrated driving lamps where specified. The 3.2 was available in Coupé,

Targa and Cabriolet format, with Slant-nose, Speedster, Club Sport and SSE Super Sport intriguing spin-offs.

The 3.2 clan are uncomplicated cars, yet thoroughly involving to drive, even as daily transport. Docile in traffic, the 3.2 Carrera responds right on cue to a spot of right-foot pressure and arm wrestling of its leather-rim wheel on the back doubles.

On the scene during the loads-a-money 1980s, the 3.2 Carrera was a yuppie talisman, with Guards Red the cityboy colour of choice. Three decades on, that particular hue has shrugged off any stigma, and these cars now shine brightly in their own right. The 3.2 Carrera is now just as much a classic as its predecessors, the Carrera 3 of 1975 and the 911SC of 1978. It combines some of the rawness of the early 911's ride and handling traits with the

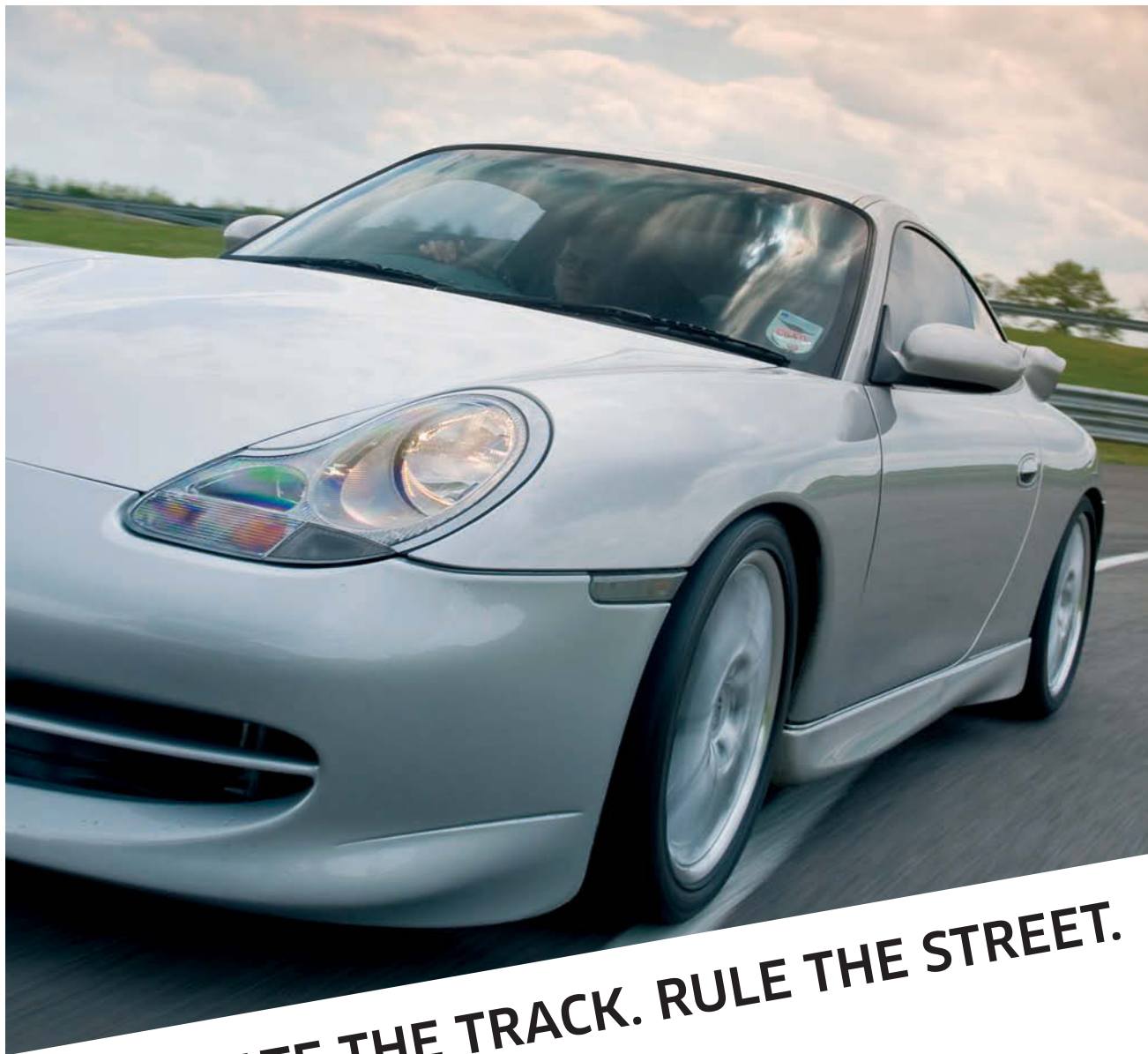
creature comforts carried over to the 964 and 993. It has traditional torsion bar suspension rather than the coilover type introduced with its successors, and the 3.2 dash and switchgear conform to the '70s layout and thus exude an aura of authenticity.

The 3.2 Carrera family divides into cars produced between 1984 and 1986, and from '86 to '89, and the dividing factor is the gearbox. The first-generation 3.2 uses the long-established Porsche-made 915 gearbox, while the second-generation cars are fitted with the Getrag-built G50 gearbox, plus hydraulic clutch. Now that the 3.2 Carrera is extremely valuable, no one minds at all which transmission is fitted, just so long as it's a good one. That's where the 3.2 Carrera pitches up in the 911 hagiography these days.

No real surprise to see the Carrera 3.2 in the Top 5. When we polled the Great and the Good for the Top 5 911s for our 911@50 celebrations, the good old Carrera 3.2 made the cut then, too



Left: Derided at the time of introduction in 1974, those impact bumpers went on to be an enduring feature of the 911 right up to 1989. Interior is compact and narrow, with driver and passenger nearly rubbing shoulders



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4TH: THE 993 TURBO

Last of the air-cooled 911s, the 993 is a great car in any configuration – C2, C4, Turbo, RS or X51. It's interesting to find that a specific version makes it so high in the running order, testimony to the Turbo's terrific all-round competence. That includes the trad 911 personality that it manages to retain, despite – rather than because of – its complex Weissach rear axle, and its usable, not to say mental, performance characteristics.

Launched for the 1995 model year, the 993 Turbo is a halfway house between the classic 911 shape and the four-wheel drive jelly-mould generation of forced induction models ushered in by the 996 Turbo in 2000, by which time 5,978 units had been built. The 993 Turbo is the first 911 Turbo

with four-wheel drive, developing 408bhp from its twin KKK K-16 turbocharged 3.6-litre flat-six, driving via the same four-wheel drive transmission as the normal Carrera 4. The bulbous bodywork – 25mm wider than the C2/C4 – with its larger front air intakes and integral fixed rear wing, is credited to Brit stylist Tony Hatter who worked in Zuffenhausen's in-house design studios under Harm Lagaay during the 1990s. Its running gear includes upgraded multi-link LSA (lightweight stability agile) rear axle suspension, larger 'Big Red' brakes with ventilated, cross-drilled discs and four-pot calipers, and star-shaped, hollow-spoke 18in diameter 8in and 10in 'Technologie-Rad' alloy wheels fill out the bulging arches. The two air-to-air intercoolers are housed in the fixed rear wing. The Turbo is a ferocious point-and-squirt merchant, accelerating

from 0- to 62mph in 4.5s and capable of 180mph. The 993 Turbo takes off with lunatic abandon, a strident whistle from the dump valve on each shift adding to the excitement.

The rare 450bhp Turbo S went on sale in 1997 with 183 units built, featuring carbon-fibre cabin detailing, yellow brake calipers, air ducts in the rear wings and a slightly larger rear spoiler. Five other powerful versions of the 993 range from the 300bhp 993 Carrera RS, spartan Club Sport, 315bhp Carrera Cup racecar, and the 430bhp 993 GT2 racer. The 3.8 X51 is a £9K factory performance upgrade offering similar power output to the 993 RS, though mounted in a heavier C4S shell. Great cars all of them, but the straightforward Turbo is the least compromised, and that's why it's at number 4.



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THE
TOP TEN

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3RD: THE PORSCHE 356 COUPE

So cute! That's the reaction the 356 gets today, and it's always been a pretty car in all its guises. Our pollsters nominated a cross-section of their faves, but we amalgamated them into a single frame, as the 356 is clearly fundamental to the marque's lineage and worthy of its top three place.

A stellar career designing Mercedes-Benz, Auto-Union racing cars – and the VW Beetle – stood Professor Porsche in good stead when he was liberated from the shackling aftermath of the Second World War. Apart from a dalliance with Cisitalia, he was bent on creating sports cars based on his Type 64 pre-war Berlin-Rome record breaker, and production of the Type 356 began slowly but surely in 1948 at Gmünd, Austria where 50 cars were built. In 1950 the factory moved to Zuffenhausen, with bodies made locally by Reutter, subsequently acquired by Porsche. Production of the 356 continued until April 1965, two years after the 911 made its debut, totalling 76,313 units.

The 356 evolves in four consecutive series, retrospectively known as Pre-A, 356A, 356B and 356C. Pre-A versions of the Coupe and Cabriolet up to 1955 are identifiable by their split- or bent-windcreens, and in late 1955 the 356A was introduced with a curved windscreen. The 356 Carrera was the first road-going Porsche to house the competition-based Carrera four-cam engine. Then in late 1959 the T5 356B was released, followed by the facelifted T6 series 356B in 1962, and the final 356C incarnation, fitted with disc brakes all round.

The basic shape of the 356 didn't change that much over its decade and a half production run, though more powerful 1300, 1500 and 1600cc engines were introduced, as well as the Carrera four-cam. Star car in the late-'50s line-up was the 356 Speedster, brainchild of US concessionaire Max Hoffmann, who convinced Porsche to create the stripped-down roadster version with low-slung windscreen, which he correctly perceived would be a hit on the West Coast. Indeed, more Porsches were sold in California than anywhere else.

The 356A incorporated numerous small but significant changes, and its internal factory Type 1 designation gave rise to its T1 moniker. In early 1957 the 356A T2 came out, coinciding with the four-cam Carrera engine that had been available only in the Spyder becoming an option in the 356A. In late 1959 the restyled and mechanically upgraded 356B was launched, and then in 1962 the 356B was revised with the T6 body, though the model designation remained unchanged. Fitment of disc brakes ushered in the 356C suffix, augmented with the letters SC when the 95bhp engine was installed. A rare Karmann or Notchback 356B model was also available in 1961 and 1962, built by Belgian coachworks D'Ieteren.

The 356C was marketed in North America during 1965 as demand remained strong despite the availability of the 911, and it's notable that the 912 that inherited the 356C's flat-four also sold well in the States.

You've got to love the 356: but like all classic Porsches, they're an acquired taste to drive, as well as being fearfully expensive in the marketplace. A museum piece, though it's great that a few still race.



Where it all started, pretty much. The 356 has certainly become more than the sum of its – in early form at least – VW derived parts. Even now the Porsche 911 owes a debt of styling and layout gratitude to the 356

2ND: THE 911 2.7 CARRERA RS

Possibly the most surprising thing about finding the 2.7 RS in 2nd place is that for once it didn't win a poll. That's the thing about an anything goes ballot, it allows the gods to be in contention, and the top deity won.

Launched in 1972, the 2.7 Carrera RS enjoyed an amazing career, fostering awesome derivatives such as the 2.8 RSR, 3.0 RS and RSR. By common consent, certainly amongst our panel of voters, the 2.7 Carrera RS is the most important 911 of all, even if it was pipped for 1st place by an out-and-out racing machine. Today, the 2.7 RS's demeanour is endearing and flirtatious, nimble and leggy when ranged against its more muscular descendants, though back in 1972 it swaggered with attitude, compared with its more mainstream siblings.

Unveiled in November 1972 at the Paris Salon de l'Automobile, the first 500 cars were sold immediately. It was the first time the epithet 'less is more' reflected a commercial success, and no one was more surprised than the Porsche accountants. The price gap was mind-blowing: a fully equipped 911S cost £5,211 in '71, rising to £6,249 by 1974, yet the 2.7 RS was more than double the money. The 2.7 Carrera RS brought several innovations to the 911 spec. For the first time a series production Porsche sported front and rear wheel rims of different sizes: 6in front and 7in rear, with tread prints commensurately broader. To provide a more apposite identity than

the addition of a couple of initials, the legendary Carrera name was re-introduced, having been associated with the marque's success in the eponymous Mexican road race and applied to Porsche sports racing cars up to the 906 'Carrera Six' Group 4 racing car of 1966.

The Carrera graphics were an artistic masterstroke, applied along the car's lower flanks, along with distinctive Porsche script on the lower engine lid and Carrera RS written on the flip-up ducktail. These decals could be ordered in green, red or blue, at a stroke giving the plain white RS three different colour variations. This extended to the Fuchs wheels too, with matching colour-coordinated five-spoke centres, and it was the first time a manufacturer had applied competition derived graphics to a road car.

Porsche built three subtly different versions of the car, and their codes indicate their purpose: M471 is the lightweight version (200 units built), the M472 is the touring version with 911S equipment (1,375 units made), and M491 is the hard-core racing version. 1,580 2.7 RSs were built in three production runs during 1972 and '73, including the original 17 RSH ultra-light 960kg homologation cars.

The 2.7 RS's stature dipped for a decade when it copped all manner of atrocities, till the late '80s boom whisked values into the stratosphere. Some may ask, recession, what recession, because 2.7 RS values scarcely dipped, and now these cars are traded – or hoarded – as hard currency. Which is a pity, considering the model was conceived as Porsche's ultimate driving machine.

The Carrera 2.7 RS is the definition of an icon. Its stature is built on a combination of race success and road going prowess, plus styling cues that capture the period perfectly. Has a 911 ever looked so good?



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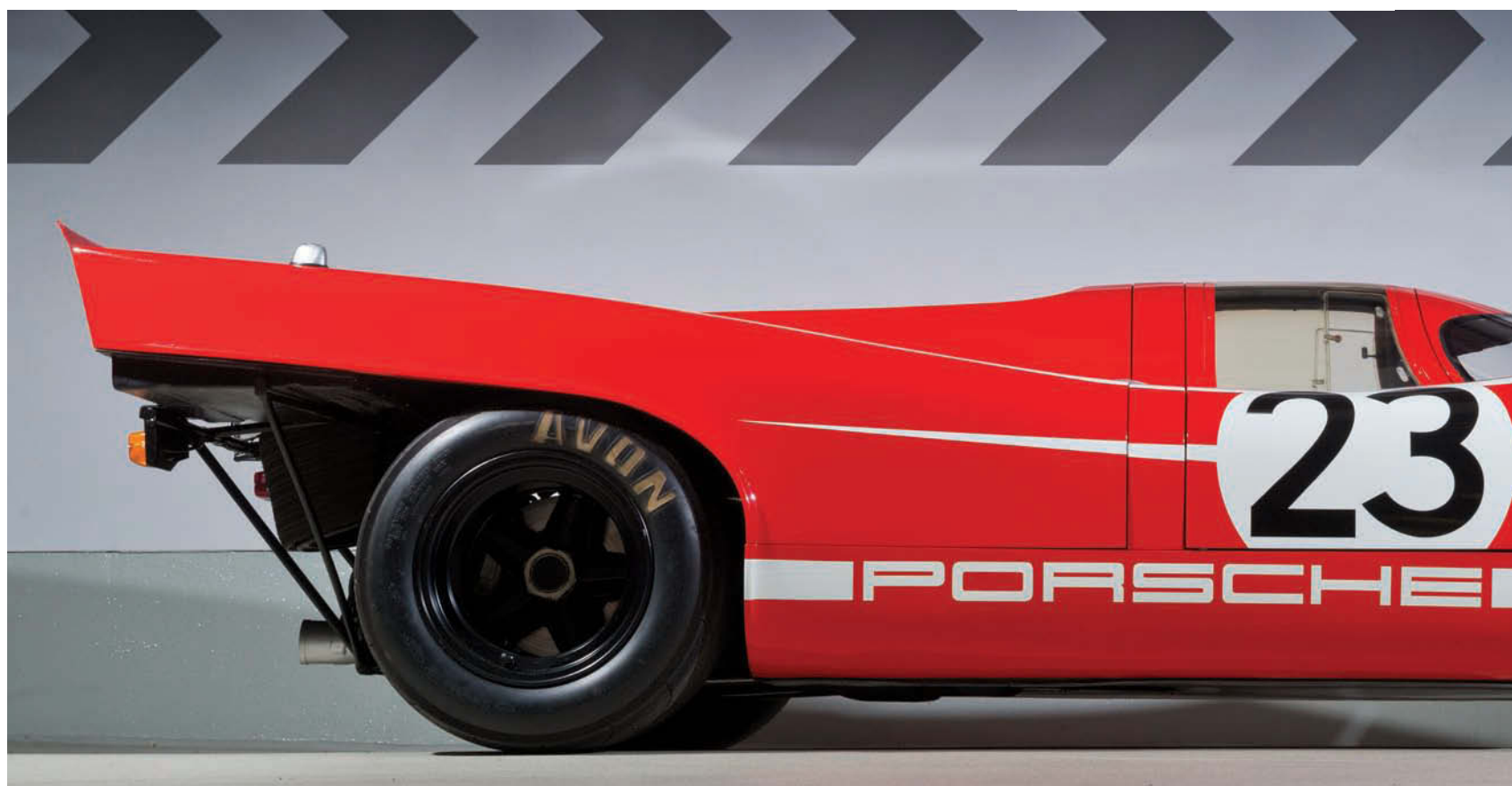
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Our sincere thanks to the Porsche Museum at Zuffenhausen for providing the cars for our photoshoot. It would have been impossible to gather our Top ten anywhere else
porsche.com/museum/
 Porsche GB for loan of Cayenne Stuttgart Express
 P&O Ferries for returning us safely across the briny
poferries.com

1: THE TYPE 917

It's without doubt the most spectacular car in our Top 25 line-up, and the red and white one we photographed represents Porsche's first win in the Le Mans 24 Hours in 1970. It also marks the culmination of two decades' racecar evolution, from the 356 in 1951 to the 550 Spyder of 1953, the late-'50s and early-'60s 718 RSK and the 904 GTS from 1964, through the 1966 906 'Carrera 6', and finally the 907 and 908 mid-engined flat-six and flat-eight prototypes of '67 through '69, which paved the way for the all-conquering flat-twelve 917.

The 911 may be Porsche's best known road car, but the Type 917 is its all-time icon. The spaceframe-chassis 4.5-litre endurance racing Group 4 (Group 5 from 1970) prototype first appeared in 1969 and was immediately declared a swine by drivers unused to such power in an untried chassis and what turned out to be flawed aerodynamics. However, the model was swiftly honed into a contender and Rolf Stommelen/Kurt Ahrens promptly set pole position for that year's Le Mans 24 Hours. The 917 of Vic Elford/Richard Attwood dropped out while leading the race – with just four hours to go. The cars were campaigned in most other WSC rounds, and then 1970 was the breakthrough year. Seven 917s were entered for Le Mans, a mixture of 4.5- and 5.0-litre flat-12s, ostensibly by three teams: JW Automotive as the official works squad, Porsche Konstruktionen as the semi-works team (alias Porsche Salzburg, representing Ferdinand Piech) and the Martini squad. They were fearsomely fast, the 917s. During practice, Jackie Oliver recorded a lap at an average speed of 250.47kph and was logged at 386kph along the Mulsanne straight. However, none of the JW cars finished, but Herrmann and Attwood in the short-tail Salzburg car – 917-023 – that we





THE TOP TEN

911& PORSCHE WORLD@ TWENTY FIVE

see here soldiered on to take the outright victory, covering 4,608km over 343 laps, averaging 191.99kph (119.29mph). The psychedelic-hued long-tail Martini 917 of Gerard Larrousse and Willi Kauhsen placed 2nd, and much of the live footage for Steve McQueen's Le Mans epic was shot during the race.

The final year that the 917 was eligible, 1971, they came 1st and 2nd at Le Mans with Helmut Marko and Gijs van Lennep victorious in the Martini short-tail car, covering 397 laps and 5,335km, a record average speed of 222.304kph that remained unbroken for the next 39 years. They also took the idiosyncratic Index of Performance, too. Herbert Müller and Richard Attwood placed 2nd in a JW Gulf car. One of the six 917s entered was the Pink Pig, or "Sau", of Willy Kauhsen and Reinhold Jöst, featuring wide track and experimental bodywork painted pink and decorated with pork cutlets, which crashed out in the night.

There was still a high-speed attraction about Le Mans. During qualifying, Derek Bell was clocked at 396kph on the Mulsanne straight in the more aerodynamically efficient (in a straight line) long-tail 917. By now though, the 5.0-litre

magnesium spaceframe 917s were too fast for the diffident Paris-based apparatchiks of the ruling CSI/FIA, and new WSC regs were mooted for 1972, calculated to sideline the 917 and open the door to Matras and Ferraris that were effectively two-seater F1 cars.

That wasn't the end of the line for the 917, however. An aerodynamically influential 917 PA Spyder version was campaigned in the North American Can Am and European Interserie events in 1969, and the Spyder versions built by teams including Penske, Gelo and Rinzier continued to take wins in these two categories where power was everything. The twin-turbo 5.5-litre 917/10 and 917/30 were the most powerful cars to carry the Porsche badge, boasting 1,100bhp, steamrolling the Can Am and Interserie titles in the mid-'70s; the final throw of the dice for the Interserie 917/10 was 1975.

No question, the 917 marked a new era for Porsche: it was now firmly established at the top of the endurance racing ladder, thanks to an immensely powerful and, for the most part, reliable car helmed by a host of top drivers, its name synonymous with big-time race success. A legend then and a legend now. **PW**

CONTRIBUTING VOTERS:

Caroline Llong (automotive artist), 2.8 Carrera RSR
Katja Leinweber (Porsche Museum assistant director), Type 64
Sarah Bennett-Baggs (911 racer), 917K 1970
Mikey Wastie (Autofarm proprietor), 2.8 Carrera RSR 1973
Dirk Sadlowski (principal, PS Automobil), 2.7 Carrera RS Lightweight, 'Simple, fast, good handling, indestructible, enduring.'
Mark Mullen (Specialist Cars Malton), GT1
Russ Rosenthal (JZM sales manager), 917K
Jürgen Barth (Porsche superstar, Le Mans winner), 2.2T
Walter Röhrl (Porsche superstar, WRC Champ), 356 Speedster
Kenny Schachter (art dealer), 930 Turbo 3.0, 'It was the ass of the first 930 in *Road & Track* that hooked me.'
Ande Votteler (specialist historic Porsche dealer), 356 Gmünd Coupe
Andrea Kerr (rock singer), '3.2 Targa SSE – 'because of its enduring image as an '80s style icon.'
Ian Heward (Porscheshop proprietor), 2006 LMP2 RS Spyder (Le Mans) because it was the most technologically advanced (open top) race car Porsche have produced to date.'
Fred Hampton (organiser of Classics at the Castle and 356 aficionado), 356 Carrera Abarth 1600 GS, 'It is the one I would buy if I won the lottery!'
Johan Dirickx (911Motorsport principal), 1973 2.7 Carrera RS
Paul Stephens (Porsche specialist dealer), PS Touring R series 2
Mike Wilds (F1 & Group C racing driver and instructor), 3.2 Carrera Club Sport
John Fitzpatrick (RSR, 935 & 956 racing driver), 930 Turbo 3.0
Helen Goff (serial Porsche owner), 930SE Slantnose Turbo
Alois Ruf (proprietor Ruf Automobile), 356A
Gijs van Lennep (racing driver, twice Le Mans winner), 917
Rebecca Jackson (racing driver & writer), No 1, 991 Turbo S: 'it's a car I would drive every day and it would never get boring.'
Lee Maxted-Page (world renowned historic dealer), 2.0 901, 'The pure simplicity of the 901 design has remained the DNA source of every other 911 model which has followed over 50 years.'
Jude Haig (Aviatrix, 911 owner), 2.2 S
Chris Horton (911&PW Consultant Editor), 944 S2
Adam Towler (911&PW journalist), 2.7 Carrera RS
Antony Fraser (911&PW photographer), 996 GT3
Keith Seume (Editor, *Classic Porsche*), 911 R. 'The 911R represents everything that a great Porsche should be.'
Johnny Tipler (International Porsche Adventurist), Type 908, 'on the verge of greatness, harbinger of the 917.'
Brett Fraser (911&PW Deputy Editor), 993 Turbo
Steve Bennett (911&PW Editor), Carrera 3.2. 'The Carrera 3.2 is the greatest all round 911.'

NO. 1

TOP 25

917 (all variants)	315 points
911 2.7 Carrera RS	234
356 Coupe (all variants)	220
993 Turbo	215
911 3.2 Carrera	206
997 Turbo	196
356 Carrera Abarth 1600 GS	195
986/987/981 Boxster	184
996 GT3	183
911 2.2 (all variants: S,E,T)	172
964 RS	170
908	160
550 Spyder	155
930 Turbo (all variants: 3.0, 3.3)	152
997 GT3 RS	125
911 Carrera 2.8 RSR	124
911 2.4 (all variants: S,E,T)	116
993 GT2	115
GT1	114
904 GTS	113
935	106
964 C2	105
996 C2	98
914 (all variants = 4/6/8)	95
911 R	94



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Plus • 9,064 miles • 2011 (11)

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Arctic Silver • Black Leather Sport Seats • Satellite
Navigation • BOSE Sound System • 19" Turbo
Wheels • 32,959 miles • 2008 (08)

£49,995



Cayman S (981, PDK)

Basalt Black • Black Leather Sport Seats Plus
Touchscreen Satellite Navigation • 20" Carrera III
Wheels • 7,310 miles • 2013 (63)

£49,995



911 Carrera 4 S (997 GEN II, PDK)

Guards Red • Black Leather Sports Seats • 19"
Sport Design Wheels • Switchable Sports Exhaust
37,869 miles • 2010 (10)

£48,995



911 Carrera 4 S (997 GEN II, 6-Speed)

Aqua Blue • Black Leather Seats • Touchscreen
Satellite Navigation • 19" Turbo Wheels • 22,596
miles • 2009 (09)

£46,995



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

Cream White • Cocoa Leather Seats • Touchscreen
Satellite Navigation • Sport Chrono Pack with Sport
Plus • 53,870 miles • 2008 (58)

£37,995



Boxster 2.7 (981, PDK)

Guards Red • Black Sports Seats with Alcantara
Inserts • 18" Boxster S III Wheels • Front & Rear
Park Assist • 4,090 miles • 2013 (62)

£36,995



Boxster S (987 GEN II, 6-Speed)

Carrera White • Black Leather Seats • Touchscreen
Satellite Navigation • 19" Boxster Spyder Wheels
26,950 miles • 2010 (60)

£29,995



911 Carrera 2 S (997, Tiptronic S)

Arctic Silver • Dark Blue Leather Seats • Satellite
Navigation • 19" Carrera S wheels • 57,263 miles
2004 (54)

£26,995



Cayman S (6-Speed)

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Touchscreen Satellite Navigation • 19" Carrera
Sport Wheels • 40,975 miles • 2008 (58)

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911 & PORSCHE WORLD @ TWENTY FIVE

YEAR BY YEAR

In 1990 this magazine hit the bookstands, the brainchild of a Porsche owning and loving motoring journalist. Ever since, *911 & Porsche World* has reported the news about Porsche cars, the Zuffenhausen company that makes them, and the enthusiasts who drive them

Here, with the benefit of our invaluable 25-year archive, we revisit the main stories from each year of the quarter century, and what a perspective it gives. In 1990 you could still buy a new 944, and the 964 Turbo had just been launched. Oh, and the third model in the range was the 928! Two years later Porsche was not selling enough cars to

survive, but along came Wendelin Wiedeking and everything changed. Until, that is, he attempted one too many corporate manoeuvres 17 years later, after which he became part of Porsche's fascinating history. Porsche is now massively successful and dominates the sports car market – and will continue to be one of the most written about car manufacturers, we're sure.

1990 SURPRISE DEBUT OF THE 964 TURBO

We weren't the only important addition to the Porsche landscape in 1990, we have to concede – a month earlier, in March, the 964-series 911 Turbo had been revealed. A last minute, surprise entry to the Geneva motor show, it retained the 930 model's 3.3-litre engine, its power increased 12 per cent to 320bhp, and of course wore a similar "tea tray" rear wing.

However, not everyone was pleased to see this unexpected newcomer, which customers would not be able to buy until the end of the year. For some time it had seemed that the 930 would not be replaced, due to the difficulty at the time of developing a blown version of the 964 Carrera's 3.6-litre flat-six – hence the 930 was rocketing in value. But the new model put a stop to that, helped by the collapse in the classic car market in general that year.



Left: The 964 Turbo was a surprise for some. Above: The 968 could be traced back to the 924. Many considered it just a revamp of the 944, although the Club Sport gained a cult following

1991 968 REPLACES THE 944

By the summer, scoop pictures of the 968 were appearing, a new model but in effect a stop gap to extend the life of the ageing 944 range, which itself was rooted in the mid 1970s 924 with its VW van derived engine. It was effectively a heavily revised 944S2, with styling cues from the 928 including its fixed headlamps, rather than pop-ups.

It was reported that Porsche tuner Vern Schuppan, the firm set up by the ex-Porsche works driver of the same name, was planning to build a road-going "version" of the 962 Group C racer – because Porsche had considered it, but rejected it on the grounds that it would label the marque as not caring about the environment. It was to be named the Schuppan 962CR, and it's believed five or six were made, using Schuppan's own chassis and a flat-six 3.3-litre twin-turbo engine, and priced at about \$2m.



1992 928 GETS FINAL MAKEOVER

In its 15th year – and it long since clear that the front-engined coupe would not after all replace the 911 – the 928 was upgraded to GTS form, receiving a 5.4-litre V8 and refinements including a revised manual gearbox and improved sound deadening. This would be the final version, and the rumour mill spoke of a forthcoming four-door saloon to replace it (the 989), speculation that was true, but nearly two decades premature.

This was not a good year for Porsche, its UK sales just 945 (74 of these the 928), compared to the 3339 shifted with ease in 1989, the high water mark for Porsche sales in that period. Analysts even expected Porsche to go bankrupt, or be taken over by Volkswagen or Daimler-Benz. The carmaker refused to discount its cars to increase volume, but it did introduce a buy back scheme in the UK guaranteeing three-year resale values.



1993 993-SERIES 911 LAUNCHED

By 1993 the focus was thankfully back on what Porsche did best – the 911, which appeared in 993-series guise. This would be the last air-cooled generation of the rear-engined car, and by the time it appeared at September's Frankfurt show, Porsche engineers were occupied with its all-new successor, the 996.

The 993 was a clever update using limited resources in a lean time for Porsche, worldwide sales half of the 1989 peak of over 32,000. The roof, doors and glasshouse were unchanged, but a flatter nose was introduced, as was a six-speed gearbox, new alloy rear suspension and improved brakes, among other things. There was still life in the 964, though, the 964 911 RS 3.8 appearing three months before, powered by a bored-out, 300bhp 3.8-litre engine, and featuring aluminium doors, thinner glass and stripped out trim, losing 140kg. It cost £100,000.

1994 PORSCHÉ SEEKS JAPANESE STYLE EFFICIENCY

It was early in this year that Porsche investigated implementing Japanese car production methods at Zuffenhausen, an early sign of the genius of Wendelin Wiedeking, who had taken over the reins at Porsche two years earlier. A team of Japanese consultants were hired to help Porsche adopt the Kaizen working practices – a system to optimise efficiency at every level – that were in place at Nissan, Toyota and others.

It was estimated that a Porsche 911 typically took 85 man hours to assemble, whereas Honda's equivalent, the NSX, took 60, and this became Porsche's target for the 911 by the end of 1994. 'We are not copying the Japanese, merely learning from them,' Wiedeking said. On the product front, Porsche's fastest ever road 911, the GT2, was announced, and spy photos revealed that Porsche was working on two models sharing chassis and engine components, the Boxster and 911.

Wendelin Wiedeking introduced Japanese style production efficiency that would transform output and profitability



1995 AIR-COOLED 911'S SWANSONG YEAR

This was the last year of the "old" Porsche, before it cut ties with all previous models and concentrated on the new water-cooled cars. But it was nonetheless a frantic year of development on the 911, by then in its 32nd year of production. The most notable was the 993-series 911 Turbo, which finally transformed from unruly raw performer to slick, high-performance express, thanks to two new features for the flagship 911: a lag-free, twin-turbo engine, and added handling security of permanent four-wheel drive.

The other mainstream additions were the Carrera Cabriolet and Targa, the latter introducing a cleverly engineered electric glass roof to replace the somewhat awkward canvas-framed section used hitherto. At the more specialised end of the 911 spectrum, the RS 3.8 arrived, and was soon joined by the RSR, effectively a road-going race car with the 300bhp RS engine, 100 of which were built.



1996 ORIGINAL 2.5-LITRE BOXSTER DEBUTS

It was a watershed year for Porsche, as the sports car manufacturer sought to ensure that its years to come would be as glorious as those past. The Boxster – mid-engined, water-cooled, but still with a flat-six motor – was a late summer arrival, and Porsche's first new model for two decades. With a relatively modest 2.5-litre/204bhp engine the original Boxster was no fire breather, but boy, was it the future.

With the revival of GT endurance racing, Porsche, possibly spurred on by the appearance of the McLaren F1, developed its 911 GT1 race car, which borrowed some componentry from the 933 and also the 962 racer, but which was effectively a bespoke prototype racer. Its significance would not fully be appreciated for a while. Rumours of plans to build a 4x4 to rival the Range Rover emerged; what a ridiculous idea, some thought.



YEAR BY
YEAR

911 & PORSCHÉ WORLD@ TWENTY FIVE



1997 CUSTOMERS SCRAMBLE TO BUY THE ALL NEW 911

Following months of scoops and speculation, July saw the 996-series 911 revealed, the first truly new incarnation of the Zuffenhausen sports car since the 1963 original. Water-cooled, and with a modernised interior that eschewed the classic five-dial instrument display in favour of a neat and slightly anonymous cluster, this might not have been the car to please Porsche purists, but even before it was launched later in the year, Porsche dealers' order books were splitting at the seams. Waiting lists grew to 10 months, with only the basic, rear-driven Carrera 2 model available, hence some 993s remained on the price list.

Such was the 996's impact that even the fact that 30 of the GT1 racers, with their twin-turbo 544bhp, water-cooled engines and £457,000 price tags were going to be delivered in road legal form to customers almost went unnoticed. Porsche's problems were behind it – for the next few years, anyway.



1998 PORSCHÉ GT1 WINS LE MANS

Prior to Porsche's return to "top level" motorsport – which in Zuffenhausen language means the prototype class at Le Mans – last year, June 1998 was a date fixed in the minds of Porsche racing enthusiasts. It had been the last time Porsche had won, and participated, because after this, its 16th win in the most famous 24-hour endurance race, it clearly felt there was only limited further glory to be had from carrying on. Rule changes may also have influenced the decision to quit. GT1s took a 1-2 victory, the winning car driven by Allan McNish, Laurent Aiello and Stéphane Ortelli, the second placed car by Jörg Müller, Uwe Alzen and Bob Wollek. It was an inherited win after the two Toyotas and two Mercedes CLK-GTRs fell by the wayside, but the victory was all the sweeter for the GT1 having gone up in smoke in the French race the previous year.

1999 ORIGINAL 911 GT3 LAUNCHED

Worries that the 911 might have "gone soft" in 996-series guise were dispelled in March, when the first of the GT3 model line that continues to this day was announced. Its 3.6-litre engine was not the regular Carrera flat-six, but a unit of the same capacity derived from that in the Le Mans winning GT1, but without the twin turbos, and producing 355bhp, 20 per cent up on the Carrera. The suspension was equally race bred, based on 911 Super Cup cars, while the interior was stripped back, and a track-orientated Club Sport pack available.

That would have been a sufficient image booster for the year, but just weeks later Porsche revealed the 996-series Turbo, the carmaker's first water-cooled turbocharged 911, with 414bhp on tap and permanent four-wheel drive. It was also reported that Porsche's efficiency drive was paying off, with assembly down to under 50 hours per car.



2001 V10-ENGINED CARRERA GT REVEALED

Porsche stunned the world in December 2002 by announcing a totally new mid-engined, carbon bodied roadster, the Carrera GT. It was offered as a road car only, but it's believed that its design had begun as an LMP1 car, prior to the carmaker withdrawing from factory endurance racing after 1998. Its V10 motor gave over 600bhp, and the price topped £300,000. Deliveries would not begin until 2004, however. The stated production run – taking place in Porsche's new factory in Leipzig in the old East Germany – was to be 1500 cars.

2001 was the year that the "new 928" rumours began circulating, though 14 years on they have still not become a reality. One of the more interesting tuned cars of the year was TechArt's GTstreet, based on the 996 Turbo and billed as one of the fastest and most powerful street-legal cars of its time.



2002 PORSCHE REVEALS A 4X4 SUV

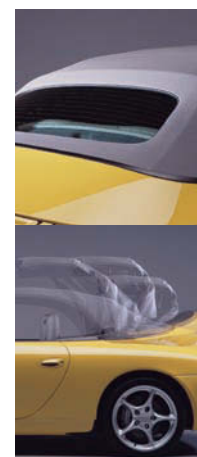
The rumours which had persisted for three years turned out to be true – Porsche would build a sport utility vehicle, first details of the luxury class 4x4 released in early March 2002. Initially two models would be offered, both V8s: the Cayenne S and the Cayenne Turbo, the air-spring suspension equipped latter producing 450bhp and capable of 165mph.

It was a joint project with Volkswagen, whose own version was the Touareg. The venture saw Porsche responsible for vehicle design and engineering, and VW taking care of production engineering. The new vehicle did not go down well with purists, some wishing that Porsche had spent the money on Le Mans racing instead. But even before sales began in 2003, it was clear that the Cayenne – while surely not Porsche's most elegant looking road car ever – would be a big hit in the all important US market.

2003 PORSCHE BUYS OUT ROOF MAKER FROM MERCEDES

Porsche extended its technology reach, as well as its business empire, by taking full control of Car Top Systems GmbH, the maker of the world's most sophisticated folding roofs. Already owning 50 per cent of the Hamburg-based firm, Porsche bought the remaining half from DaimlerChrysler AG in late September. The company was founded in 1996 by Porsche and what was then Daimler-Benz.

The folding roofs for the Mercedes SLK and the SL (with its extraordinary 17-motor folding mechanism) were the work of CTS. Apart from Porsche, other clients included Ferrari, Saab and Peugeot. Porsche said the purpose of the move was two-fold: to keep itself ahead in the roof systems field, and to attract yet more consultancy work from other car manufacturers. It was a relatively big company, operating from several locations in Germany and the US, and with a €300 turnover and employing more than 1100 people.



2000 BACK TO REAR-DRIVE FOR THE 911 TURBO

Towards the end of the year Porsche announced the 996-series GT2, then the fastest ever road-going 911 to date, and effectively a 911 Turbo with rear-drive only, more power and less weight. It might not have been the thinly disguised racer the previous GT2 was, but it was pretty extreme – and pricey too, costing £110,000 when deliveries began the following year.

Following a five-year development programme, a very expensive factory extra, Porsche Ceramic Composite Brake (PCCB) was introduced in late 2000 for the 911 Turbo. Made from a special carbon-fibre compound, they were designed to eliminate fade under heavy use, and being considerably lighter than steel discs reduced unsprung weight by a useful amount. Porsche claimed they would last almost 200,000 miles compared to 20,000 miles for normal discs. Rumours about a Porsche 4x4 persisted, now more believable given the fast growth in sales of upscale models like BMW's X5.

2004 NEW 911 LAUNCHED

Mid July saw Porsche in lavish and coordinated party mood to mark the new 911 generation going on sale in Germany. At 9.11pm precisely on Friday 17th, more than 100,000 invited guests at the country's 85 Porsche Centres saw an audio visual presentation, entitled 'Precision 911' describing the 997-series and its development, after which the newcomer was unveiled. It was very much an evolution of the successful 996 formula, dynamic improvements including

a newly developed six-speed manual gearbox, and the debut of Porsche Active Suspension Management (PASM) active suspension.

May 4th marked 20 years since Porsche AG shares were first offered on the stock exchange – two decades that had seen their value rocket more than tenfold. While on the opening day in 1984 the stock was quoted at the equivalent of €50 per share the value on May 4th 2004 was €536.63, up three per cent on the trading previous day. Not bad for 24-hours.





2005 PORSCHE STUNS INDUSTRY WITH VW BUY-IN

In the autumn Porsche introduced its new LMP2 endurance race car, the RS Spyder. But it was sidelined by what had to be the most breathtaking – and unexpected – corporate manoeuvre in the motor industry in recent times, when in late September Porsche, Europe's smallest volume carmaker, bought a 20 per cent stake in VW Group, the continent's market leader. It paid €3bn (about £2bn at the time), claiming the move was to protect the financially weakened car group from a hostile takeover, which could have had a serious knock-on effect on its own activities.

Porsche, which planned to fund the purchase from its now plentiful cash reserves, stated categorically that it would not seek to further increase its stake (if that reached 30 per cent it would be forced by law to launch a full takeover bid). However, a month later a German news service claimed the company was planning to up its shareholding to 24.9 per cent.



2006 PORSCHE ANNOUNCES BIG POWER, BIG PROFITS

March was a powerfest big enough to temporarily divert attention from Porsche's stock market politics, with the unveiling of the sixth-generation 997-series 911 Turbo and also the new GT3 at the Geneva motor show. The Turbo's 480bhp/457lb ft engine featured the all-new "variable turbine geometry" turbocharger, while the GT3 was not only considerably more powerful than its 996 predecessor, but incorporated more electronic chassis aids than before, such as Porsche Active Suspension Management (PASM), and the traction control system from the Carrera GT.

However, shortly afterwards Porsche increased its VW stake to 31 per cent, giving it effective day to day control over the company, and later in the year we saw the arrival of Porsche the hedge fund, making more money of out its complex share dealings than cars. In 2005/06, for example, profits rocketed by 70 per cent to €2.1bn, this largely due to VW share transactions.

2007 RUF UNVEILS PORSCHE-BASED ROAD ROCKET

Ruf unveiled its latest Porsche 911 reworking, a 690bhp projectile based on the front end of a 997 but with a unique "bird cage" chassis accommodating the engine amidships, and clothed in lightweight Kevlar bodywork. Named the CTR3, its engine was a 3.8-litre water-cooled flat-six with twin KKK turbochargers and 656lb ft torque, allowing a 0-62mph of just 3.2sec, and a 234mph maximum.

One of the most astonishing "barn finds" of recent years was made – a 1973 911 Carrera 2.7 RS unearthed from a Beirut garage, having been there throughout the civil war that ravaged the country from 1975 to 1990. At one point it came close to being destroyed, when rubble blasted by a bomb rained down on the Porsche, severely denting the roof and damaging the front bonnet and bumper.



2008 PORSCHE SENDS STOCK MARKET INTO MELTDOWN

On Sunday 26th October, with markets closed, Porsche announced an increase in its VW holding from 35.1 to 42.6 per cent, and that it also now held options on a further chunk which would take its shareholding up to 74.1 per cent. On opening the following day the stock market went into a blind panic, with traders who had been "short selling" VW shares discovering that instead of them continuing to weaken as worldwide car markets declined, Porsche's move had created an acute shortage, causing the stock to quadruple in price. At one point VW stock reached €1005, making it briefly the world's largest company by capitalisation, bigger even than Exxon Oil in the US.

And profits at Porsche Automobil Holding SE for the financial year ending 31st July 2008 sky rocketed to another new high, a pre-tax figure of €8.6bn (about £7bn), a 46 per cent increase over the already extraordinary 2007 result.



YEAR BY
YEAR

911 & PORSCHE WORLD@ TWENTY FIVE

2009 VW TAKEOVER PLAN HITS THE BUFFERS

Launches in this year included Porsche's first four-door saloon, the Panamera, a diesel Cayenne, while a limited run 911, the Sport Classic with its "ducktail" spoiler recalled the original 1973 RS. But the most significant – and shocking – news came in March, when Porsche came close to bankruptcy, crippled by interest payments on loans taken out to finance its planned

VW Group takeover.

After abandoning its grand plan to take a 75 per cent share when a €9bn debt mountain became too much to service, the Porsche and Piëch families that controlled Porsche thrashed out a framework in which Porsche, instead of wielding outright control, would become a member of an integrated car group under the VW banner. Wendelin

Wiedeking (pictured left), previously hailed as the saviour of Porsche, left the company, as did his long standing deputy, finance director Holger Haerter (right). Wiedeking's payoff was said to be around €50m, Haerter's €12.5m.



2010 HYBRID 918 SPYDER IS GENEVA SENSATION

Porsche completely stole the Geneva show in March when it showed the 918 Spyder concept, the mid-engined roadster with its V8/electric motor hybrid power unit – good for over 700bhp – an eco successor to the Carrera GT. It would finally go into production three years later. In 2010 the carmaker also revived the Speedster name for the third time for a production car, the special edition 911 marked out by the characteristic low cut front screen and "double bubble" hard cover for the hood. The previous one had been the Carrera 3.2-based model in 1989.

German tuner Gemballa, known for its outrageous Porsche conversions such as the Avalanche, went bankrupt early in 2010. At around the same time it was reported that company founder Uwe Gemballa had gone missing in Johannesburg in South Africa, and in October was found shot dead, his murder believed to be in connection with a money laundering gang.

YEAR BY
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The silhouette remains largely the same, but the 991 model 911 is a very different machine from the 964 that represented the 911 in 1990, when 911&PW launched



2011 SIXTH GENERATION 911 GOES ON SALE

The Frankfurt motor show in September saw the reveal of the next generation 911, the all-new 991-series, one time Porsche works rally pilot Walter Röhrl driving it on to the stage. Enthusiasts worried about its electric power steering. However, in the final weeks of the preceding 997's production life, Porsche unveiled the ultimate track version, the GT3 RS 4.0 using the engine virtually straight out of the 911 GT3 RSR race car.

Earlier in the year Porsche had announced that its forthcoming small SUV – codenamed Cajun, but to be named Macan for production – would be built in Leipzig alongside the Cayenne. The venture was to be as significant industrially as it was for the Porsche model line-up, as it would see the factory inside the old East Germany upgraded to full manufacturing status. News of another SUV was countered by the announcement that Porsche would return to LMP1 motorsport, with a factory team entry at Le Mans in 2014.

2012 NEW BOXSTER AND CAYMAN BIGGER BUT LIGHTER

The new, third generation Boxster went on sale in April, bigger but lighter than its predecessor, and more powerful. The wheelbase was a significant five inches longer, which resulted in shorter body overhangs and a longer cabin as well as more of a "cab forward" look, while a wider track and lower roof line gave the roadster a more squat appearance. The base model's capacity dropped from 2.9- to 2.7-litre and was now based on the 3.4-litre Boxster S unit.

The new model Cayman, closely related to the Boxster, followed later in the year, but there was sadness at the death at 76 of Ferdinand Alexander Porsche, whose credits with the carmaker include the design of the original 911, and who later formed Porsche Design. The protracted formalities to integrate Porsche in VW Group were tied up in 2012 – but legal action on the part of hedge funds alleging share dealing fraud ground on.



2013 MARK WEBBER SIGNED AS PORSCHÉ LMP1 DRIVER

The long awaited, much anticipated LMP1 race car was revealed, and Mark Webber, then still a Red Bull F1 racing driver, was presented as one of the drivers for the two-car team for 2014. Testing of the 919 Hybrid prototype was carried out amidst tight security at Porsche's Research and Development Centre at Weissach, near Stuttgart.

Porsche reported a profit equal to £5.6m per day, but the weak economic climate across Europe, and also the increasing difficulty in tuning the latest Porsche engines, was beginning to make life hard for independent tuners, and two of the best known, SpeedArt in Stuttgart and 9ff in Dortmund, went into administration, though both were later reborn. The 991-series 911 GT3 was announced in early March and featured an entirely new 3.8-litre engine mated only to a PDK transmission, while the Macan launch revealed the 400bhp Macan Turbo to have 14 per cent more power than a 911 Carrera.



Mark Webber added F1 credibility to Porsche's WEC aspirations, although his first season wasn't a raging success. Left: Bigger Boxster

2014 911 2.7 RS SOLD FOR \$1.4M

Classic Porsche values went into orbit in 2014. At Amelia Island in Florida in March, the 1973 911 Carrera 2.7 RS pictured here sold for \$1,402,500 (£844,800) and a 959 Sport for \$1,100,000 (£663,000). The RS exceeded its top price estimate by \$302,500 (£182,200).

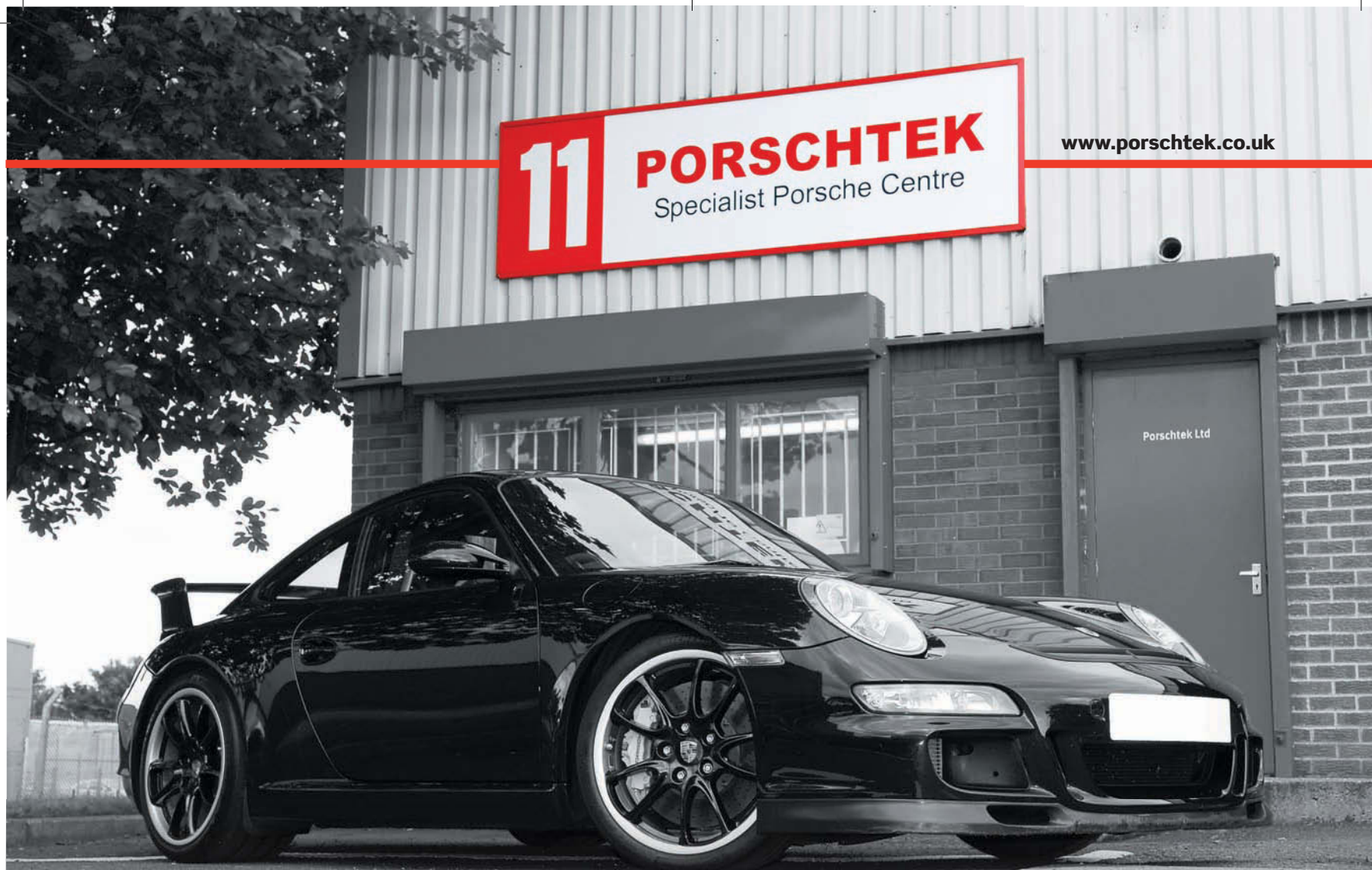
Almost half a century on from the first 911 Targa, Porsche unveiled the eighth incarnation of the semi-roofless 911, reviving the look of the original, but within a high tech engineering context. In place of the glass panel of recent Targas, the newcomer had a folding fabric top section, while the wrap-around rear window with no C-pillar evoked pre-1990s models. The rear window slides back electrically, after which the roof section folds up into a Z-shape, and is stored behind the rear seat. Porsche bought a controlling stake in Manthey-Racing GmbH, the Nürburgring-based independent Porsche specialist that has been modifying and racing its cars since 1996, and which had served up eight Super Cup titles.



2015 RECORD SALES AND A HOT NEW CAYMAN

The year is less than halfway way through but already Porsche has made plenty of headlines. It revealed that in 2014 it delivered a record 189,850 cars world wide, a 17 per cent increase over 2013, and launched the track oriented Cayman GT4, the mid-engined equivalent of the 911 GT3, which itself was presented in RS form. It emerged that all 911 models would soon be turbocharged, and the Cayenne Turbo S has been introduced, its re-engineered 4.8-litre V8 engine producing 562bhp and 590lb ft torque, 20bhp and 37lb ft over the last model; on the basis of a 7min 59.74sec lap of the Nürburgring, it was claimed to be the fastest sports utility vehicle in its class. Precisely what Porsche has up its sleeve for the rest of 2015, we don't know – but we'll be taking up the story again in the next issue. **PW**





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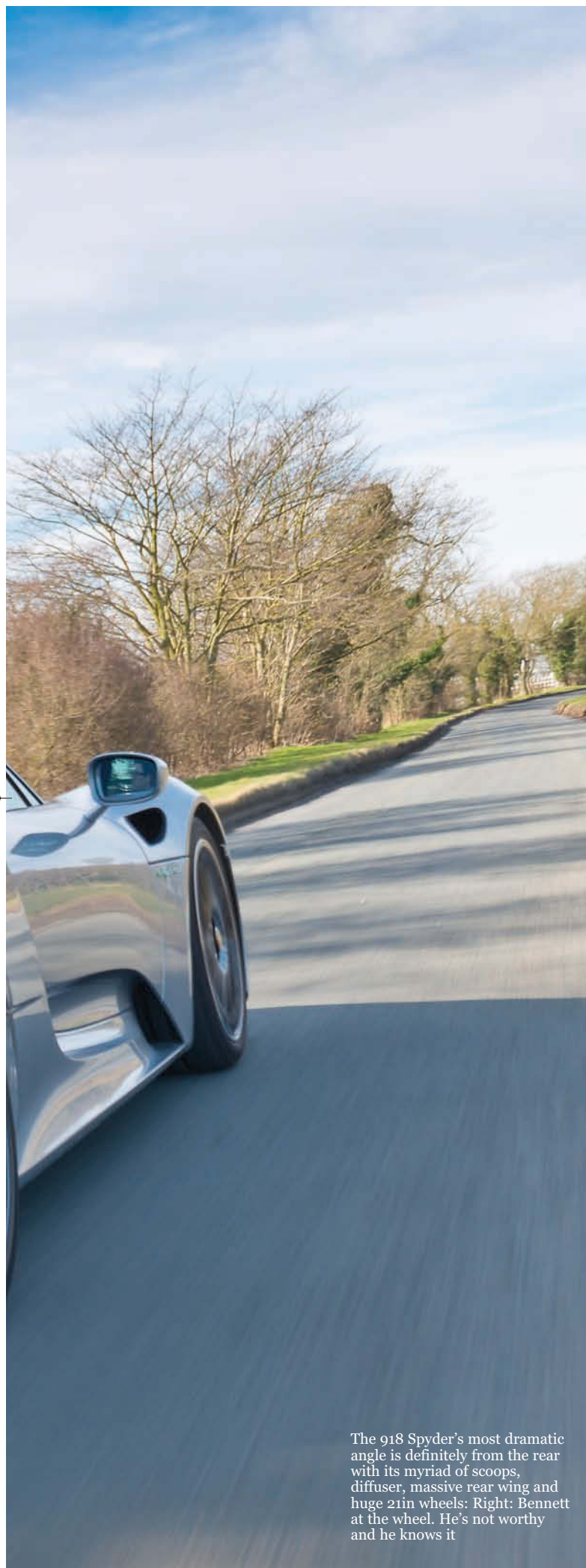
Unit 11, Enterprise Park, Moorhouse Avenue, Old Lane, Leeds LS11 8HA

Words: Steve Bennett Photography: Antony Fraser

THE FUTURE IS NOW

For Porsche's future, you need look no further than the present and the 918 Spyder hybrid supercar. This technical tour de force is the key to the next generation of 911s and beyond. We take it for a brief encounter of shock and awe





The 918 Spyder's most dramatic angle is definitely from the rear with its myriad of scoops, diffuser, massive rear wing and huge 21in wheels. Right: Bennett at the wheel. He's not worthy and he knows it

What's it like to drive Porsche's 918 Spyder Hybrid Hypercar? In a word: Easy. And, on the flipside – two words this time: Bloody frightening. Let's take the 'easy' bit. Despite all its ferocious power and its mind-boggling systems, the 918 is, essentially, a two pedal automatic. You jump in, you power up with the turn of a familiar Porsche shaped key (exactly the same as you would find on a base model Boxster) and select D for drive via a dash mounted toggle. Then, disengage the electro handbrake and you're off, moving silently forward on electric power only. Easy, see.

And the 'bloody frightening' bit? Well, the opportunity to drive a 918 isn't the work of the moment. Porsche GB doesn't have one on the press fleet – hardly surprising, really. It's not the sort of car that you just hand out willy-nilly. Drives have been strictly rationed so we had to take our story from a well-connected freelance journalist, when the 918 was launched in late 2013. So we've been looking out for opportunities to sample the 918 and, in particular, drive one for this our 25th Anniversary issue, to illustrate the pinnacle of Porsche development since the inception of *911 & Porsche World* in 1990. And, as you can see, we've done it.

No, this isn't some sort of tyre smoking track test. This is a real world drive in a 918, that's now almost certainly been sold, and one of two – this standard spec car and a Weissach model – on the market with our friends at Specialist Cars of Malton. And fair play to the guys at Malton, and the ever ebullient John Hawkins in particular, for not laughing down the phone at us, when making that tentative initial enquiry.

However, in the cold light of an equally cold March morning, it's clear that John is somewhat nervous about the prospect. "So, you want to drive it then," he says. "We do, John," sensing the moment could be slipping away. "How far?" "Not very." Long pause. "Alright, just be bloody careful."

So, you understand this slight nervousness (understatement) at the prospect of getting behind the wheel, not to mention its £800,000 price tag (well above list, but then the 918 is a sell out), and the fact that an unnamed

918 SPYDER
ROAD DRIVE

911 & PORSCHE WORLD@ TWENTY FIVE

Liverpool footballer was due to come and view it. Yes, I was 'bloody frightened,' just from the sheer responsibility. Actually driving the thing? Well, that's a doddle.

In electro mode the 918 cruises near silently through Malton town centre, making just a low-pitched whine that rises and falls with the ebb and flow of the traffic. It sounds like Joe 90's twin-jet powered flying car, but I'm showing my age a bit. There is, though, a Gerry Anderson sense of looking into the future. Sure hybrids are nothing new, and I've driven Cayenne and Panamera hybrids on electric only power, but somehow this is different. This is a proper supercar, and its hybrid functions are not just for eco gain, they're for performance, too. The fact that it's road tax exempt, qualifies for the government's eco grant and can enter the London Congestion Zone FOC, is a delicious quirk of the laws governing hybrid cars.

True to our word, we're not going to go far. Hell, this thing has got less than 100kms on the clock. We're not going to scratch the surface of its capabilities, which on the road would frankly be madness. We're going to give it a bit of a prod, turn round, hand the keys over and breathe a sigh of relief.

Even in electro only mode (that's 226bhp), the 918 will get to 60 as quickly as a Golf GTI and that motor has strong, immediate thrust, too. There are three modes on offer. Pure electric, on which the 918 will travel for about 15-miles, Hybrid, in which the engine cuts in when required, and Sport, whereby both power sources work together. We switch from electro only to Hybrid and wait for the engine's wake up call. And when it comes it's quite a shock, chiming in with a feral V8 race engine





bark, the twin exhausts exiting from the rear deck just behind your head. It's like the industrial revolution arriving at the party all of a sudden. And then as the speed drops the noisy V8 cuts out and it's back to silently gliding along, listening the birds tweeting and the lambs frolicking. Well, not quite, but you get the idea.

You would be unlikely to use Hybrid mode all the time, because the engine's arrival is frankly just too rude. Better to stick to electric only for town work and Sport for the open road, which, let us tell you, is other-worldly. So seamlessly does the combo of electric motors and petrol engine work together, to produce

the combined 887bhp, it's near impossible to define what is doing what at any moment, although the feeling is that the electric motors are providing the low-end muscle, while the petrol V8 is joining in at 3000rpm plus. Whatever, the effect is mind-altering, as it should be. The 918 has about the same amount of power as a hybrid Formula One engine, which is a sobering thought.

The road is no place for the 918 Spyder, well, not the narrow North Yorkshire lanes that we're on. A couple of bursts of acceleration are enough. The 991 Turbo S that we arrived at Malton in is about enough, enough to get you into real trouble. It's hard to conceive of

anything faster, but there is and it's much faster and much, much cleverer too. And that's what it's all about, really. Porsche has taken hybrid and eco technology and exploited it in ways that we wouldn't have thought possible a few years ago. Yes, some of the eco figures are a bit contrived, but so what, Porsche didn't write the rules.

The future is here now and we've driven it. True, we barely stroked its potential, but as glimpses go I'm glad I'm going to be around for another 25-years, just to see what's coming next. Glad to have handed the keys back, too. Cheers, John, we owe you one. **PW**

THANKS

To all at Specialist Cars for trusting us and for a top curry. The 918 will have been sold but just in case check out: specialistcarsltd.co.uk

Left: Outrageous positioning of rear exhaust pipes. Interior shows McLaren and Ferrari the way. Wheels true to the concept 918



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FVD's HISTORY

- | | | | |
|------|--|------|---|
| 1983 | Three friends begin backyard tuning of a common 911 at a carpentry shop. | 2000 | Dyno record for the Millennium with over 1,000HP and 1,000Nm Tq. FVD's 993 4S Lightweight successfully puts all this power to the ground. |
| 1985 | Due to high neighborhood demand, FVD is established in a one bay workshop. | 2001 | 597HP GT3 debuts in a Sportscar test entitled "A Sheik's Trip". |
| 1988 | Street and race cars are built and prepared. Turbocharged cars were tuned to 450HP. | 2002 | FVD North America opens. |
| 1989 | FVD moves into larger facilities in Umkirch. The new Carrera 4 serves as the platform for producing 959 clones utilizing factory parts. | 2004 | Twin Turbo Tuner Shootout FVD Driveability Winner. |
| 1991 | Revolutionary development of motor management systems for mass-air meter cars with more than 50HP gains for 3.2L and 3.6L engines. | 2006 | FVD builds the 3.8L Cayman S with 395HP. |
| 1992 | A TÜV approval confirms the 300HP kit for C2/4 and RS. | 2007 | FVD introduces our flash load ECU Software tuning, ushering in a new era of ECU Tuning. |
| 1993 | The FVD RS 3.6 is named the fastest car in a comparison test by "Flat-Six" Magazine. FVD also developed the 3.8L version LBIII; develops international distribution channels and expands once again. | 2008 | Due to company growth, FVD North America relocates to a larger facility. |
| 1995 | FVD develops 490HP conversion for Bi-Turbo. | 2009 | 25th Anniversary FVD Germany Presentation of FVD B97.2 with 423HP based on 997 S Facelift. |
| 1996 | FVD builds and campaigns 500+HP GT2 racing cars. FVD France is established. | 2012 | Presentation of FVD GT 4.0L with 500HP based on a 997 GT3 3.8L. |
| 1997 | FVD smashes record for street tuned vehicles - 0 to 100 in under 3.6 seconds. | 2013 | Presentation of FVD Turbo 4.1L with 700HP based on a 997 Turbo. |
| 1998 | FVD built GT2 wins multiple championships in German FIA-GT competition. | 2014 | 30th Anniversary of FVD Germany Presentation of FVD 996 4.1L with 730HP. FVD Swiss wins Porsche Mobil1 Supercup Championship. |
| | | 2015 | Presentation of FVD B97-700 TT RS 4.1L with 700HP. |

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Air Inlet Set 964/965 89-94 (for Oil Cooling)



RS-Look Air Intake changeover kit for Porsche 964/965 for oil cooling

- Injection molding part in OEM-quality
- Established technics - new look
- Easy and uncomplicated assembly

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Front Splitter Set, OEM Style 964/965 RS/RSR "ABS-Plastic"

These simple add-on's give you're 964 or 965 the look of the RS/R front splitter without the hassle of adding an aftermarket spoiler.

- Made of durable ABS plastic.
- Mounting Hardware Included.
- Includes pre-drilled pop rivet holes and anchor points for easy installation.
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Classic Design Wheel



Add the latest short nose look to your Porsche® !! These 18" wheels will give your car a classic retro look.

- 1 Piece Aluminum Mono Block Wheel with 130/5 bolt pattern.
- Outer rim is polished aluminum with acrylic (matte) coating.
- Inner rim is a matte black.
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Bolt-on Torque and Horsepower!

3.8L MAHLE (102 mm Bore) conversion with forged pistons and cylinders.

- up to 26kW (35HP) more
- compression 11.8: 1
- OEM Slip in, no modifications to the housing needed
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987 Cayman / Boxster

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The "FVD Motorsport" oil pan has the baffling concept of the X51 oil pan. It also increases the oil capacity because the pan is deeper. This pan adds close to 3/4 of quart (0.6 Liters) of oil over the original X51 pan. This allows for increased oil cooling and engine performance by preventing oil starvation and oil foaming.

The "FVD Motorsport" oil pan has the baffling concept of the X51 oil pan. It also increases the oil capacity because the pan is deeper. This pan adds close to 3/4 of quart (0.6 Liters) of oil over the original X51 pan. This allows for increased oil cooling and engine performance by preventing oil starvation and oil foaming.



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LED Tail Lights for the 987.1 Boxster/Cayman



LED tail lights with integrated brake, fog, reverse and indicator light

- Euro-approved (homologation).
- LED tail light for 2005 to 2008 987/987C models.
- Compatible with on-board computer*

*The CANBUS units are integrated into the tail light, modifications are not necessary (Plug and Play).

FVD 631 987 00

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Lightweight Edition Sport Muffler for 987.2 Cayman / S / R

+ 11HP & + 10Nm Tq gain

- 2" tubing (50 mm) straight through design for max. power
- Weighs 37 lbs. (17 kg)
- T 316 stainless steel for improved durability over T 304
- Dual 3.5" (90 mm) round tips
- Made in Germany
- Intoxicating growl at idle, partial throttle and wide open throttle
- ECU (Software) programming is not necessary.



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Steel Bolt In „Clubsport“, Roll Bar for the 987.1 and 987.2 Cayman



- Simple bolt in using the original hardware (drilling is not necessary!)
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FVD IMS Single Row Bearings are manufactured by SLF in Germany and are highest rated SLF "Super-Precision" class of bearings which are characterized by: High-speed capability, High load carrying capacity, High stiffness, Low Friction.

Our Single Row Ceramic Bearings consist of the highest grade ball material (100% ceramic), ball lubrication (resistant to 180 degrees) and housing seal. This ensures double the life span of the OEM bearing!



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LED Tail Lights for 997.1 (R & L set) 05-08

LED tail lights with integrated brake, fog, reverse and indicator light.

- E-approved (homologation)
- LED tail light for 2004 to 2008
- Compatible with on-board computer



FVD 631 997 01 499,00 €

LED Front Turn Signals for 997.1 (R & L set) 05-08

These LED lights give your 997.1 the updated 997.2 LED appearance without the expense of replacing the front bumper. They replace the original turn signal / fog light assembly and include the daytime running light feature when you have the fog lights on.

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2005-2011 911 (997 + DFI)



FVD Brake Service Kits

Brake Service Kit includes:

- Brake Discs
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Brake Service Kit front
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Brake Service Kit rear
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ÖHLINS Sport Suspension for 997 Turbo / C4 / C4S



Öhlins Road & Track Suspension provides ride comfort that is surprisingly supple and more akin to an OEM strut than a coilover.

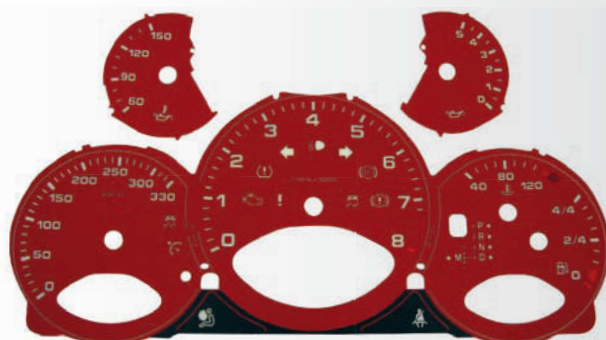
- Features:
- DFV (Dual Flow Valve)
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 - 2 year Limited Warranty
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 - 20 mm lower than standard

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Gauge faces are one of the most visible and frequently looked at components in your Porsche. Why skimp on quality? Gauge faces should have clearly visible markings and be easy to read with and without back lighting. Replacement faces should offer similar qualities, but many gauge faces on the market don't quite make the grade. FVD gauge faces are different. What makes them different you ask? See for yourself.

F97 641 210 03TIP 495,00 €



FVD Brombacher Software Upgrade for the 997



FVD 997 618 10MG	Software Upgrade 997 3.6L	+11kW(15HP) / + 20Nm	1.195,00 €
FVD 997 618 20MG	Software Upgrade 997S 3.8L	+11kW(15HP) / + 20Nm	1.195,00 €
FVD 997 618 40MG	Software Upgrade 997.1 Turbo	+37kW(50HP) / +100Nm	1.995,00 €
FVD 997 618 60MG	Software Upgrade 997.2 09- DFI	+ 7kW(10HP) / + 12Nm	1.195,00 €
FVD 997 618 70MG	Software Upgrade 997.2 Turbo/Turbo S	+51kW(70HP) / +120Nm	1.995,00 €

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2007- 911 Turbo (997.1 / 997.2 Turbo)



997.1 Turbo Level Packages

Level 1 Tuning = 390kW (530HP) 720Nm

Kit includes FVD Software Upgrade (Fast Load) and Sport Air Filter.

FVD 997 100 21 1.997,00 €

Level 2 Tuning = 408kW (555HP) 745Nm

Kit includes FVD Software Upgrade (Fast Load), Sport Air Filter and Sport exhaust (100 cell sport cats) without TUV.

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997.2 Turbo Level Packages

Level 1 Tuning = 419kW (570HP) 770Nm

Kit includes FVD Software Upgrade (Fast Load) and Sport Air Filter.

FVD 997 100 71 2.006,00 €

Level 2 Tuning = 456kW (620HP) 810Nm

Kit includes FVD Software Upgrade (Fast Load), Sport Air Filter, Sport Header and Sportexhaust (200 cell sport cats) Export Sound Version incl. Hardware.

FVD 997 100 72 6.194,00 €

Level 3 Tuning = 493kW (670HP) 870Nm

Kit includes FVD Software Upgrade (Fast Load), Sport Air Filter, Sport Header, Sportexhaust (200 cell sport cats) Export Sound Version incl. Hardware and Sport Turbos (Exchange).

FVD 997 100 73 10.000,00 €



Mahle 4.1 L and 3.8 L (9.4:1) Piston & Cylinder Upgrade for 997 Turbo & 996 Turbo



- Increased Horsepower and Torque
- Forged pistons with deeper, mirrored valve pockets
- Slip Fit (only 3.8l), Steel (ST52) cylinders coated with Nikasil
- Piston pin bore is off center (Deaxiert) for factory quiet operation
- 9.4:1 Compression
- Made in Germany by Mahle

Mahle pistons are forged for higher and more uniform strength. Mahle cylinders are manufactured from ST52 steel and coated with Nikasil to reduce wear and friction and resist high temperatures. To ensure reliability the piston rings are pre-installed.

100 103 038 TU997 3.796,00 €
100 103 041 TU 5.296,00 €



2012- 911 (991)

Center Muffler Bypass 911 2012+ (991) "Brombacher" with Valves



+ 11HP & + 10Nm Tq gain

- 2 3/4" Tubing (70 mm)
- 18 lb. (8.5 kg) weight savings over OEM center muffler
- T 316 stainless steel for improved durability over T 304
- Absolutely NO DRONE in the cabin
- Does NOT interfere with emissions and will NOT trigger the check engine light
- ECU programming (software) is NOT NECESSARY

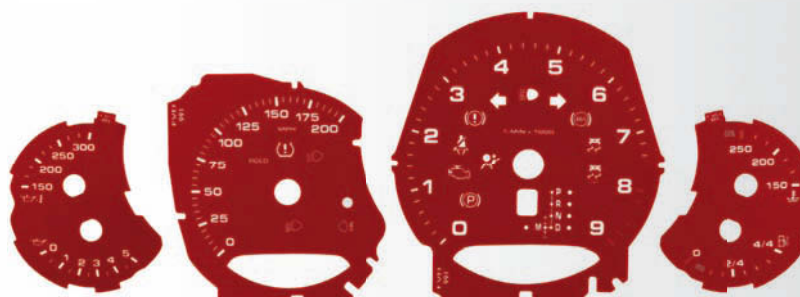
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Sport Muffler 991 2012- "BROMBACHER" with Valves and Tips



- 2 3/4" Tubing (70 mm)
- 4 x 3.5" (90 mm) Round Tips
- Made in Germany
- ECU programming (software) is NOT NECESSARY
- Gain on 991 (3.4L) up to 10Nm and 8kW (11HP)
- Gain on 991 S (3.8L) up to 10Nm and 8kW (11HP)

Under load (moving) with valves closed: 83dB

Under load (moving) with valves open: 89dB

BES 991 150 00SK

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- Can be used with factory seat belts as well as 5 pt and 6 pt race harnesses.



HEI 991 001 001S

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- Does NOT interfere with emissions and will NOT trigger the check engine light.
- ECU programming (software) is NOT NECESSARY.

BES 981 150 00S

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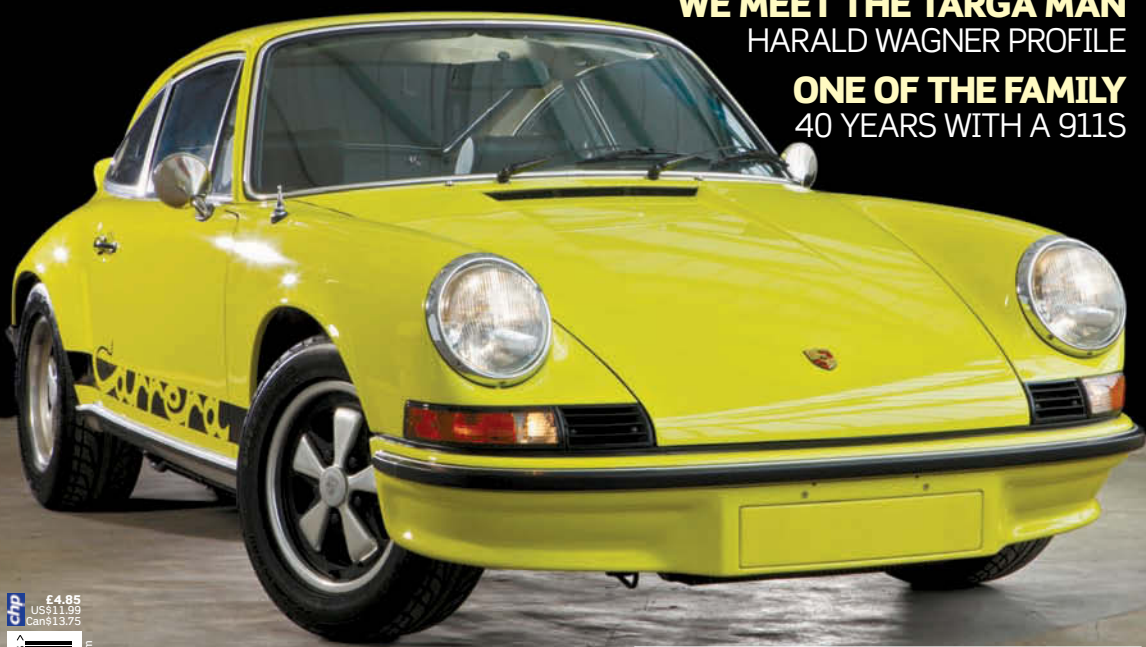
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ROAD RACER!

There was a time when sports cars were driven to the track on the road, but by the mid 60s, such traditions were dying out. There's always the odd exception, like this ex Keke Rosberg Gp C 956, which a mystery Swiss enthusiast has converted from track to fully road legal

Words: Vincent Flandin Photography: David Pell







Above: Tunnel vision. Road going 956 on the streets of downtown Geneva, a city not exactly tolerant of the motor car. Left: Interior is comfortably trimmed. Documentation proof of Swiss road legality

“ Having helped kill off the ‘silhouette’ category by winning everything, Porsche found itself looking at the new FIA Gp C regulations ”



Until the advent of the 910 Porsche's prototype racers could and would regularly be registered for road use, which meant the chance of seeing a Le Mans racer on the road was fairly high for a while. After that point it became much rarer with only the richest of enthusiasts being able to indulge: Count Rossi and his road-legal 917 being one of the more famous examples (see p108 in this issue).

The rule changes meaning that open 'barchettas' became the norm didn't help,

neither did the fact that understanding of aerodynamics made the basic designs less and less compatible with road use, not to mention ground-clearance getting tighter and tighter. One option was to go for a 935, a car whose performance envelope really wasn't that far removed from the factory 936, but that had the well-appreciated benefits of being 911-based.

Having helped kill off the 'silhouette' category by dint of winning everything, Porsche found itself in the early '80s looking at the new FIA Group regulations which reconfigured the previous one to

six groups to the new A to C. Group A was for four-seaters, Group B for GTs and Group C for prototype track-based cars, not forgetting Group N which was for four-seaters closely-related to their production counterparts. We'll leave the homologation details of the other groups to concentrate on Group C, which, ironically, was to allow Porsche to irrevocably leave its mark on Le Mans with consecutive victories from 1982 to 1987.

The Group C cars had to have a closed cockpit, with two doors of at least 30 x 50cm, a maximum width of 2m and a



“ In May 1982 the 956 came second in its first race at Silverstone ”

minimum weight of 800kg. Engine layout and capacity was unrestricted but a 100 litre fuel tank and limited stops meant manufacturers needed to aim for a fuel economy of around 55-litres to 100km, a 'reasonable' figure given a 911 Turbo of the era was looking at 40-litres per 100km when used on track!

Porsche looked at these new regulations with its usual, very logical, eye especially knowing it had the ideal engine sitting on a shelf: a turbocharged flat-six. Not that of the 935, nor that which furnished the 936, but rather the version created for 'Moby Dick',

the infamous and very special 911 streamliner built by Stuttgart for the 1978 season. This car, built around every loophole in the rule book ran an engine which had the block from the air-cooled 930 Turbo combined with four-valve, water-cooled heads. Add to this two turbos and an intercooler and this engine would deliver around 650bhp, when configured to allow for the required fuel consumption.

For the 956 – on which this road rocket is based – Porsche abandoned the tubular frame chassis in favour of a much more modern alloy monocoque, which offered

much greater rigidity whilst also allowing better reparability in case of a shunt. The suspension and brakes were heavily derived from the 936 to speed up development time – the new regulations were delivered on the 15th of October 1981 ready for a season start in 1982!

In May 1982, the 956 came second in its first race at Silverstone before delivering a ground-breaking 1-2-3 at Le Mans three weeks later. The rest of the season mirrored the success of these first two outings, a complete triumph for Porsche. Stuttgart is so confident in the car that it



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

2011 - 997 GT3 RS 4.0 GEN II (GRANDPRIX WHITE) 11,000 Miles
4.0 Ltr, Black with Red Sports Bucket seats, Red Seats Belts, PSM/PASM/PCM 3-Touch screen Satellite Navigation, Telephone, Chrono Pack, Sports Exhausts, Climate Control, 19" GEN II 997 GT3 Alloys, Full Service History

2007 - 997 TURBO COUPE MANUAL (COBALT BLUE) 73,000 Miles
Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone, Chrono Pack, Sports Exhausts, Heated/Memory/Fully Electric Seats/BOSE-CD Changer, Alcantara Headlining, Sunroof Porsche Crest Embossed on the Headrest, M/F/S wheel, Rear wiper, Rear parking Assist Xenons, 19" Turbo Alloy wheels, Full Porsche Service History

2006 - 997 TURBO COUPE (BASALT BLACK) TIPTRONIC S 36,000 Miles
Black Leather Int, PSM/PASM/PCM-Sat Nav, Telephone, BOSE, CD Changer, Chrono pack Multifunction Steering wheel, Sports Seats, Sunroof, White Dials, Xenons, Rear Park Assist 19" Turbo Alloys, Full Main Dealer Service History

2007 - 997 GT3 (SPEED YELLOW) 48,000 Miles
Black Leather Interior, PSM/PASM/PCM-Sat nav/Telephone/Recaro Sports Seats, Chrono pack, Sports Exhaust, Alcantara Headlining, Roll Cage, Yellow Seat Belts, 19" GT3 Alloy wheel, Full Porsche Service History

2009 - 997 GEN II C2S COUPE PDK (BASALT BLACK) 16,000 Miles
Black Lther Int, PSM/PASM/PCM-PCM 3 (Touchscreen Sat Nav), Telephone, BOSE, CD Changer, Sports Exhaust, Cruise Control, Sport Chrono Package with Launch control, Sports/Heated/Electric Seats, M/F Steering wheel, Porsche Crest on head rest, Porsche Torque Vectoring Plus (PTV Plus), Alcantara Headlining, Sport Design Steering Wheel, Porsche Vehicle Tracking System, Rear Wiper, Park Assist Front & Rear, Electrically Folding Mirrors, Bi-Xenons, 19" Alloy Wheels, Full Porsche Service History

2009 - 997 GEN II C2 COUPE PDK (GT SILVER) 33,000 Miles
Black Lther 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 Lther 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 C4S COUPE MANUAL (BASALT BLACK) 39,000 Miles
Black Lther 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 Lther 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)

PORSCHE 996 TURBO

2002 - 996 TURBO COUPE TIPTRONIC S (RACING GREEN) 38,000 Miles
Sand Beige Lther Intr, PSM/PCM-Sat Nav, Telephone, Porsche CD Changer, BOSE Sound system, Heated Seats, Sunroof, Fully Electric Seats, Rear Wiper, Alcantara Headlining, Rear Park Assist, 18" Turbo Alloys, Fully Service History.

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

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

1997 - 993 TURBO COUPE MANUAL (ZENITH BLUE METALLIC) 79,000 Miles
Beige Leather Interior, Sunroof, Sports Seats, Fully Electric Seats, Alpine Radio Player, Rear Wiper, Climate Control, 18" Turbo Alloys, 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 Upgraded Becker CD Player/Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

1997 - 993 C2S COUPE MANUAL (ARCTIC SILVER METALLIC) 73,000 Miles
Full Grey Leather Interior, Carrera 2S (Widebody Specification), Manual (6 Speed) VARIORAM, Sport Seats, Electric Mirrors, Original Porsche Stereo and CD player, Sunroof, Air Conditioning, Rear Wiper, 18" Porsche Turbo Alloy Wheels, Full Main Dealer Service History

1997 - 993 C2S COUPE MANUAL (ARCTIC SILVER) 71,000 Miles
Varioram, Metropole Blue Lther 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

1997 - 993 C2S COUPE TIPTRONIC (ARENA RED METALLIC) 73,000 Miles
Grey Lther Intr, Sports Seats, Fully Electric Seats, Sunroof, Rear Wiper, Original Porsche Radio, 18" Turbo Alloys, Full Service History

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)

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.

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

1993 - PORSCHE 964 TURBO 2 COUPE 3.3 (GUARD RED) 72,000 Miles
Guard Red Coachwork, 3.3, Marble Grey Leather Interior, Sunroof, Rear wiper, 17" Turbo Alloys, Full Porsche Service History, Exceptional Condition.

1989 - 964 CARRERA 4 COUPE MANUAL(GUARD RED) 127,000 miles
Black Leather Interior, Sports seats, Semi Electric Seats, CD Changer, Alpine Stereo, Bluetooth, IPOD Connection, Rear Wiper, Sunroof, Electric Windows & Mirrors, 17" Alloy wheels, Fully Documented Service History, Immaculate Condition.

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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, Electro chromic Interior Mirrors, Front and Rear Parking Sensors, Reversing Camera, Adaptive Headlights, Stability & Traction Control, Magneti 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 lther 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

1998 - FERRARI 550 MARANELLO COUPE MANUAL (SILVER) 53,000 Miles.
Navy Leather Interior Satellite Navigation with DVD ASR Sports Mode Electric Seats Upgraded Radio & 6 CD-Changer Climate Control (Ferrari Service History)

1996 - FERRARI F355 SPIDER (MANUAL) GIALLO MODENA 28,000 Miles
Giallo Modena Yellow, Full Nero Black Int. 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.
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Ferrari 330 GTC COUPE - GRIGIO SILVER
Ferrari Classiche, Rosso Red Leather Interior, 86,000 Miles, Chassis No: 10157-GT, Engine No: 10157-GT, Extensive Interior retrim-(photos available), All MOTs, Fully documented service history with many invoices over the years, Original handbooks and Tool kit, Original sales brochures

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

1997 AC COBRA MK IV (ROLLS ROYCE EBONY BLACK) - 1997
11,000 MILES, ROLLS ROYCE EBONY BLACK COACHWORK, HAND CRAFTED GREY LEATHER SEATS WITH MATCHING GREY LEATHER HEAD RESTS, LEATHER TRIMMED ALUMINIUM SEMI LIGHTWEIGHT DASH WITH "SMITH" ORIGINAL STYLE INSTRUMENT FINISHED WITHBLACK CARPET WITH PIPED GREY LEATHER. FORD 5.0 LTR H.O. EFI injection engine and normally aspirated 302 cubic inch V8 cylinder arrangement, 8.9:1 compression ratio cast iron engine block with cast iron heads, roller camshaft, upgraded SV0 lower aluminium inlet manifold/upper aluminium inlet manifold body with performance 65mm throttle body

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

1958 PORSCHE 356A SPEEDSTER (LHD) 1600CC
4,000 miles since restoration, Left hand Drive, 75 BHP Light Blue Metallic, Linen Leather Interior, Wind Deflector, Excellent Service History, Fully restored in California to show standard, 12month Warranty

1972 PORSCHE 911 2.7 RS TOURING 72,000 MILES
7000 miles since total restoration by RUF, Canary Yellow, Black Interior, Left Hand Drive, Complete History of Restoration, including Photos and invoices

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)
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1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)
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established 1952





Left: Not hugely practical, but at least you see out of the mirrors and scissor doors make it reasonably easy to get in and out of. Below: In downtown Geneva everyday traffic towers above the 956

starts privateer sales for the very next year at a price equivalent to €330,000. 18 cars are sold to private teams, some of which are cheeky enough to beat the factory cars on occasion.

At the end of 1985 the rules change slightly forcing manufacturers to ensure that drivers' feet are behind the front axle for safety. Porsche keeps things nice and

simple and simply turns the axle around allowing for the extra space and stretching the wheelbase by a few centimetres. And even if the differences between a 956 and a 962 are deeper this illustrates how close they are to each other in reality. The 962 wins Le Mans twice and goes on to a career just as glorious as its 956 forbear – especially in the United States.

But the 956 and 962 didn't just inspire on track. Some thought that it must be possible to drive one on the road, as you do!

Some chassis were therefore built and homologated to be driven legally on the road, however that is not the case of the car you see here. This was a genuine, albeit moderately successful race car used on track by, amongst others, Keke Rosberg

“ Some thought it must be possible to drive a 956 or 962 on the road ”



before being bought by who shall be known as Mr B, a real enthusiast who wanted to use it on the road like almost all the other cars in his collection. Needless to say this took quite some work, especially when one considers the car is registered in Switzerland, a country whose ministry of transport is well known for its strict rules! Indicators, door locks, wing mirrors, a handbrake – the modifications are extensive. The hardest part however is fitting catalytic converters to the exhausts behind the turbos without completely strangling the engine. In the end it took Franco and his team at Garage Moderne three years to complete the work and allow this blue beauty to acquire the paperwork allowing it to cruise the streets of Geneva as freely as any other vehicle.

It's been five years now since fellow road users have shared Tarmac space with this UDO (unidentified driving object) on the roads of Switzerland and the race tracks of France – its owner not baulking at the drive to Dijon or Le Castellet. We've known Mr B and his car for quite some time, but it would not have been possible to finally drive the car on Geneva's streets without the help of Pascal and Jean-Luc who are its regular custodians.

Parked amongst the other racing Porsches in the Garage Moderne it looks very much in its element, were it not for how low it is in comparison.

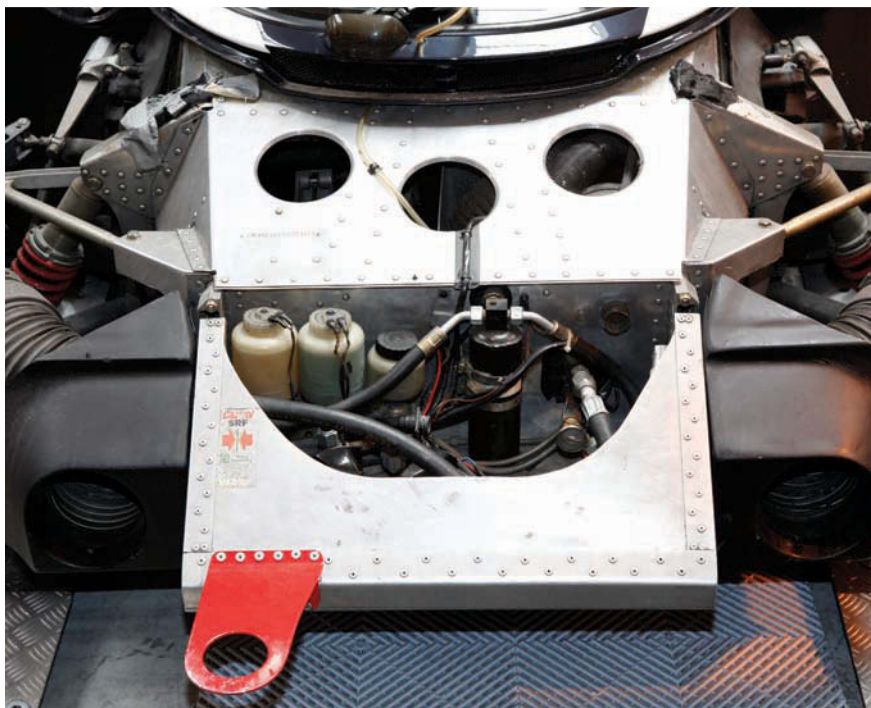
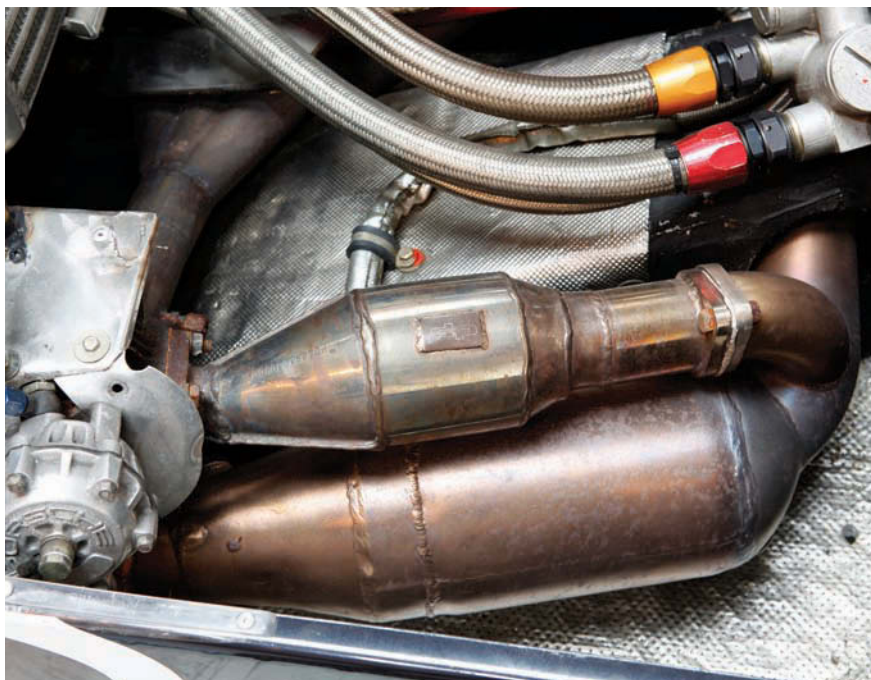
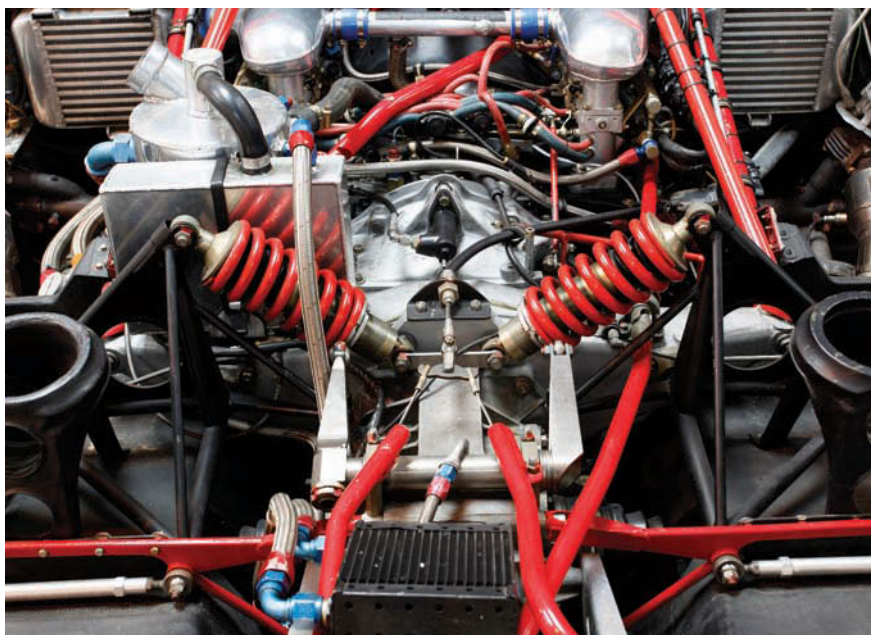
As with all tests, the priority is given first to the photography and we therefore head out into the town in two cars as normal. However, it only takes 100 metres to realise that there will be nothing normal about this journey. And this is not due to the car being in any way cantankerous to drive (it has a syncromesh 'box), or that its low height and width make it a handful to manoeuvre. No, it is due solely to other road users when they first spot this roadgoing 956. Between those who want to do a complete tour, those who want to take photos and of course those who want to prove that they, too, are 'racers' and add those who do not understand that a car like this needs to take sleeping policemen at walking pace. On the other hand, at least filling the car with fuel is as simple as with any other car as the racing filler has been replaced by a conventional, lockable cap.

Time to leave town and join the motorway, which means an immediate drop in stress levels and an equally immediate increase in the pace. Indeed a quick jab of the throttle is all it takes to leave all and any other traffic behind, and in a level of comfort which belies expectations.

Once back in town, a few more photos in front of the United Nations building, which once again creates the inevitable crowd as this is a car which really leaves no one indifferent, especially when one considers that even knowledgeable car fans struggle to identify it. We don't hang around and instead return the car to its garage at the end of one of the most memorable tests we have conducted.

Memorable because we had no idea this car would be so easy to drive or that it would create such an impression wherever it went, although in terms of the latter maybe we were kidding ourselves. I mean, you can hardly blame other road users for falling over themselves on encountering a Gp C 956 in downtown Geneva. **PW**

Top right: It's the real deal, flat-six, twin turbo, Gp C race engine delivering 650bhp, with load bearing gearbox attached to it. Middle: Fitting catalytic converters proved to be a headache. Bottom: Basic structure is aluminium monocoque



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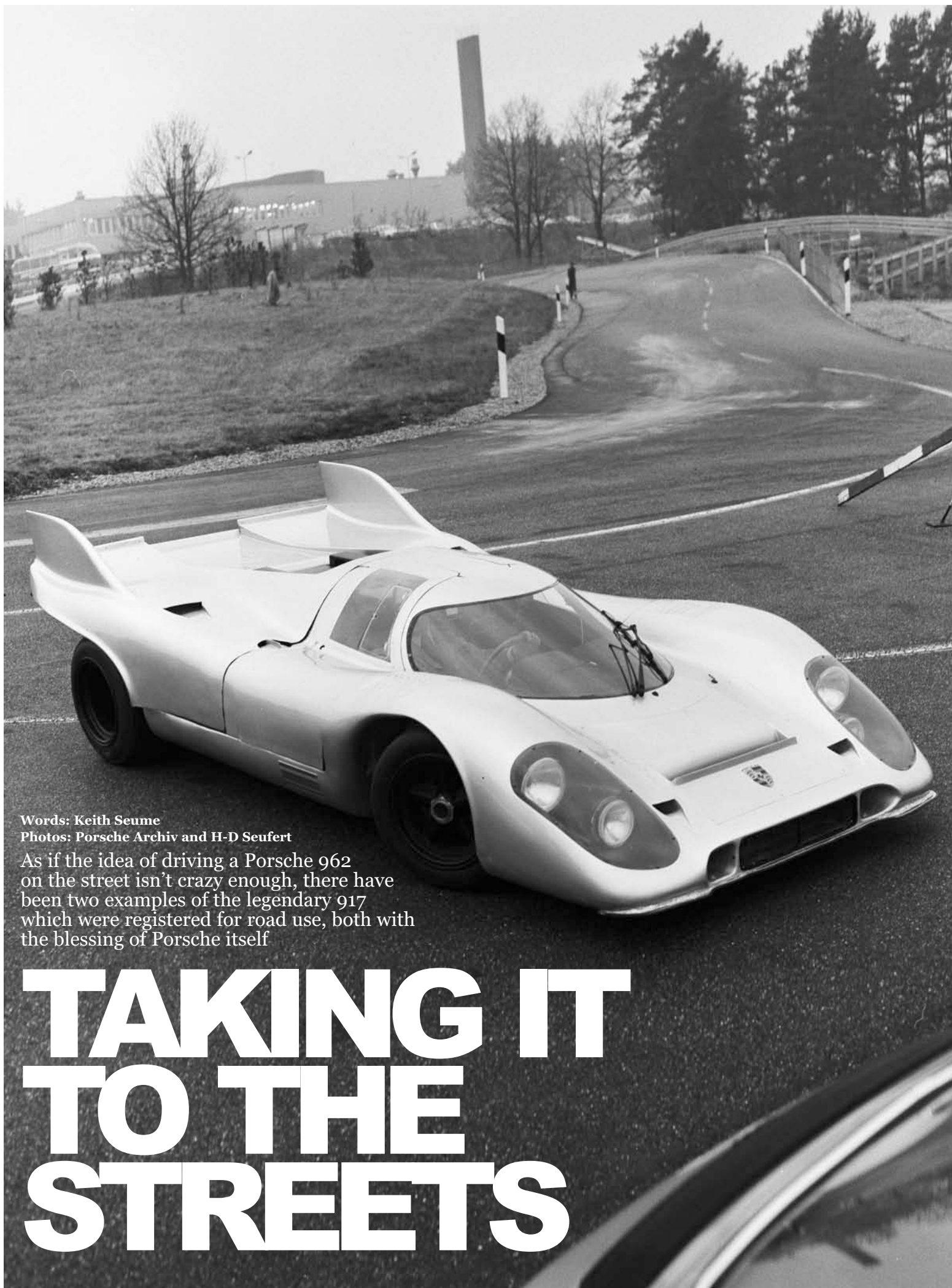
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Words: Keith Seume

Photos: Porsche Archiv and H-D Seufert

As if the idea of driving a Porsche 962 on the street isn't crazy enough, there have been two examples of the legendary 917 which were registered for road use, both with the blessing of Porsche itself

TAKING IT TO THE STREETS

Most of us have probably fantasised at one time or another what it would be like to drive a full-on race car on the street, something so jaw-droppingly outrageous that nobody in their right minds would even consider taking you on at the lights. Something like a Carrera Cup 911, maybe, or an old 2.8 RSR. They'd be cool, sure, but let's face it, they'd still pass as just another 911 to the uninitiated.

No, what you need is the type of car that, in its day, won at Le Mans and has become such an icon that everyone with the remotest interest in cars would stop, dead in their tracks, nod in appreciation and give it the big thumbs-up. Something like a Porsche 917, for example.

The story of the ground-breaking 917 has been told and retold a thousand times, about how the flat-12-powered beast was created to take on the might of Ferrari and Ford at Le Mans, how later turbocharged versions destroyed the opposition in Can-Am races – and how a car-crazy Hollywood actor by the name of McQueen produced and starred in a movie, the sole purpose of which appeared to be to deify the 917. But most significantly, it was the car that allowed Porsche to gain its first outright victory at Le Mans in 1970.

It is no real surprise, then, that in this very issue the 917 is lauded as the greatest Porsche of all time, voted into that spot not only by those of us on the magazine but by a

panel of knowledgeable Porsche luminaries. Surely, then, if there was a Porsche that would be the perfect basis of the road car to end all road cars, this is it?

Porsche, of course, never built a road-going version of the 917 – after all, it was far too impractical for such an application, wasn't it? Well, wasn't it? Actually, it seems nobody told Count Rossi – or Jochen Grossmann, come to that.

Count Gregorio Rossi di Montelera was one of the heads of the Martini & Rossi company, producers of the world famous Martini alcoholic beverage and, equally as significantly, major sponsors of Porsche's racing team. Martini (& Rossi...) had first bankrolled Porsche in 1971, inspired no doubt by the marque's victory at La Sarthe the previous year.

The timing couldn't have been better, for relations with the leading sponsor, the Gulf Oil Company, had become somewhat cool of late. Team principal John Wyer felt that Porsche had not given his team enough credit for their efforts, while Porsche was apparently reluctant to share the glory...

Following discussions with Porsche, Rossi arranged to purchase chassis # 917-030. This was a short-tailed coupé which, in Martini livery, had been raced just one time at the Zeltweg 1000km event in June 1971. 030 is of particular historical significance in that it was the first car to race fitted with an anti-lock braking system (Teldix).

Driven by Gérard Larousse and Helmut

Marko, the 917 qualified in third spot, behind the 917 of Attwood/Rodriguez and the Ferrari 312P of Ickx/Regazzoni.

In the race itself, 917-030 was in contention for a win until a tyre failure saw Larousse heading off the track, damaging the car beyond immediate repair. Interestingly, the drivers had opted to switch off the anti-lock braking system during the race as they felt they needed more 'seat time' with the revolutionary set-up.

The day after the race, Porsche decided to repair the heavily damaged chassis and set about exhaustive testing of the anti-lock braking system, with Helmut Marko eventually managing to match the lap times set by Rodriguez during the race, which happened to be some two seconds a lap quicker than Marko's race best.

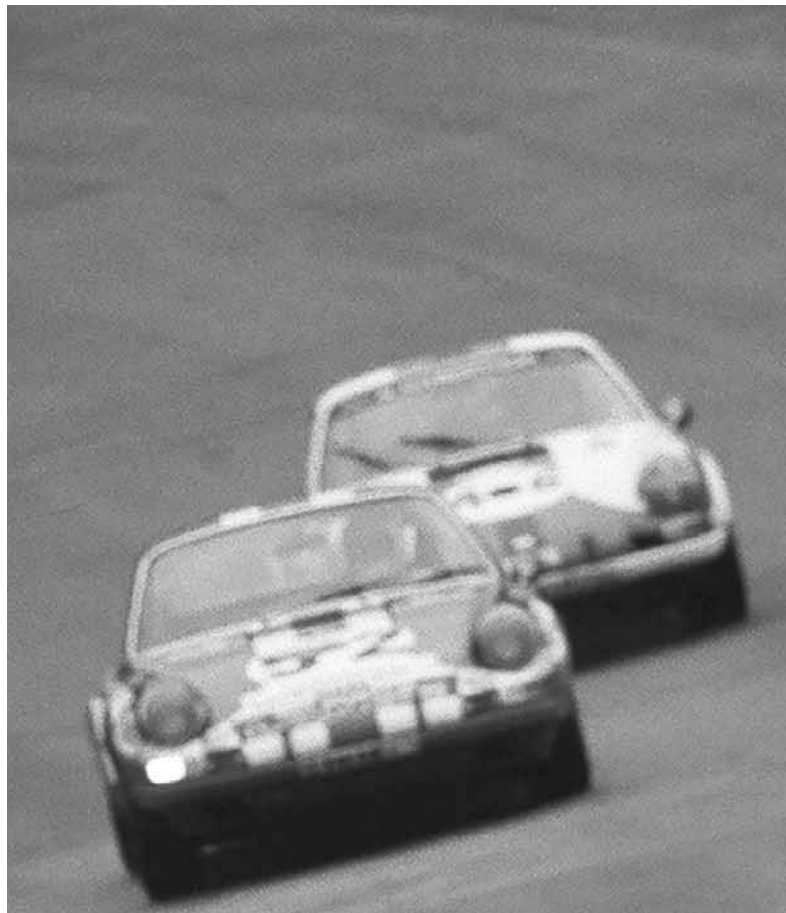
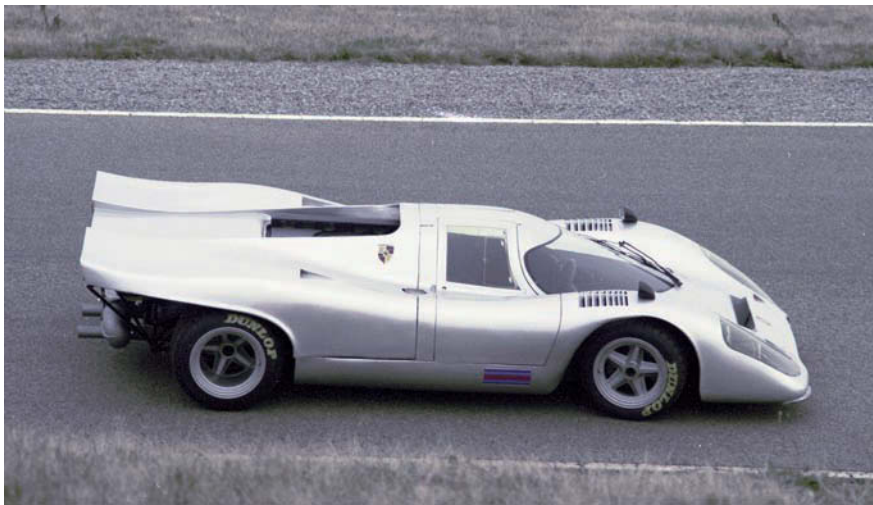
917-030 was never raced again, 1971 effectively marking the end of the 917's career as an endurance racer due to changes in FIA rules. From June until September 1971, it was used exclusively for testing by Porsche, driven by Willi Kauhsen, at both Weissach and Hockenheim while developing the Teldix system. The final test was held on 29th March 1972, after which the car was placed in storage.

In 1974, 030 was offered to Count Rossi, the Martini-liveried car undergoing a relatively modest refit to allow it to be used on the street. The two fins at the rear of the car were removed in deference to other road users/pedestrians, while the full racing livery

Left: Count Rossi's 917 awaits collection at Weissach. After a period as a test mule for a new ABS braking system, it spent a lengthy period in storage

Below: Count Rossi, with Martini's marketing man Dino Aliesa crammed into the passenger seat, heads off on the long drive back to Paris...





Left, top to bottom:
The Count Rossi car in 'street' trim, wearing intermediate racing tyres. Rear fins were removed on safety grounds; interior was crudely trimmed in black cloth. Later this was replaced with tan leather; chassis #917-021 had a longer racing career, beginning its life as the Sandeman-sponsored Le Mans car of Van Lennep and Piper, before ending up as one of the famous 'hippy' cars – today it has been restored to its full hippy glory by Vincent Gaye

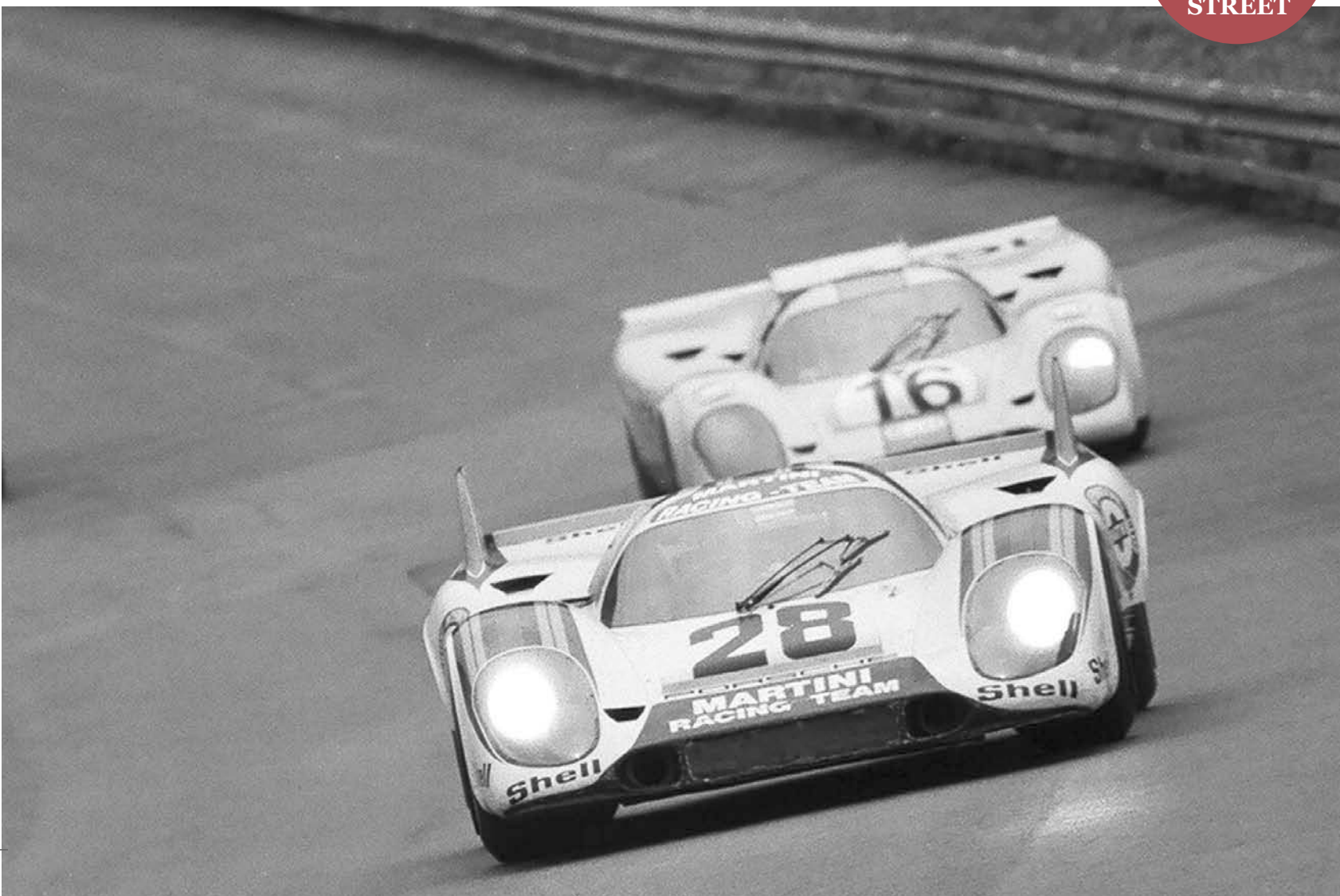
was reduced to a simple coat of 'Martini Silver' – a slightly blueish shade of silver. The interior of the car was retrimmed in black cloth, with a passenger seat installed and trimmed to match.

Mechanically, the 917 was pretty much left alone, with a stoneguard over the exposed horizontal cooling fan and a 911-style silencer being the only concessions to street use. With around 630bhp on tap (although probably less with the silencer fitted), it was heralded as 'the fastest car on the road'. The original magnesium wheels were retained, shod with fat Dunlop 'intermediate' race tyres, a space-saver spare wheel squeezed in the tail just in case...

But what now? Count Rossi realised there was little chance of getting the car registered in Germany, or in France where Martini had its offices. The solution was – and we can only begin to imagine how many strings were pulled, favours called in – to register the 917 in Alabama, of all places.

The southern American state had a fairly liberal view on what constituted a road car, but even there the official word was 'We'll issue licence plates – just as long as you never drive it over here'.

In reality, the car was rarely driven on the street, the few surviving photos of it on the road taken in the course of its drive away



Main photo above: Chassis number 917-030 in its one and only race at Zeltweg, driven by Larousse and Marko, where it failed to finish following a crash due to tyre failure

from the factory. The 917 spent most of its time in the underground garage at Martini in Paris, with occasional forays to Montlhéry for some private track sessions. In recent times, 917-030 was displayed at the 2009 Goodwood Festival of Speed, resplendent in its original silver (in the intervening years, the car had been repainted dark blue for a while) but with a

in the Monza 1000km, driven by Hans Laine and Gijs van Lennep. After a minor 'off', which damaged the rear suspension, 917-021 eventually finished in 11th place. The car's next outing was the Spa 1000km in May, where Laine and van Lennep finished in 5th place.

Eventually 917-021 made it to the startline of the 24 Heures du Mans. Again,

the original '021' chassis was scrapped, with the mechanical components and bodywork transferred onto another chassis which Porsche happened to have in the stores. Still tagged as 917-021, the rebuilt car was returned to its owners in readiness for the 200 Meilen race at the Norisring on 28th June.

The 'new' chassis was, in fact, that of

“ But contrary to popular opinion, Count Rossi's 917 was not the only such car to see street use... ”

more luxurious tan leather interior.

But contrary to popular opinion, Count Rossi's 917 was not the only such car to see street use. Chassis # 917-021 actually went one better, as it was issued with a VIN-plate by Porsche and was legally registered for road use in Germany.

Although it was built in the early long-tail format, 917-021 was upgraded to the latest short-tail design immediately prior to its sale in 1970 to Antti Aarnio Whuri, the Finnish Volkswagen importer who ran his own team, AAW Racing. Bearing its new team colours of yellow with red sill panels, it ran

Gijs van Lennep took to the wheel, this time accompanied by David Piper, with sponsorship from Sandeman Port.

Piper had an accident at Tertre Rouge and, although the car was patched up, van Lennep then had a puncture, a direct result of the damage inflicted on the chassis by Piper's crash. The tyre eventually delaminated and the car was retired in the 11th hour.

Back at AAW Racing, it was evident that the chassis was in a bad way, so the car was returned to Porsche for repair. As the car was due to race just a few weeks later,

917-012, an early long-tailed car that had been crashed in testing at Daytona in November 1969. Porsche simply invoiced the car's owners for 'repairs', not even mentioning the fact the chassis had been replaced in its entirety.

In 1973, the 'new' chassis of 917-021 (that's the one used as the replacement for the first chassis by the factory itself) was sold, along with the remains of the bodywork to Manfred Freisinger, well-known purveyor of rare Porsches and parts. Freisinger let the chassis and body sit outside, untouched and seemingly unloved, until he was approached



The chassis plate (inset) is the only one ever issued to a 917 by Porsche, allowing the ex-AAW Racing 917 to be registered for street use by owner Joachim Grossmann. It must have created quite a stir around his Black Forest home!

in 1976 by Joachim Grossmann, a carpenter from the Black Forest.

No doubt inspired by Count Rossi's adventures, Grossmann had a long-held dream to build a 917 for the road. A deal was struck and 917-021 was delivered to its new owner who, over the period of a couple of years, rebuilt the car – which still bore traces of its many paint schemes under more recent layers.

To be able to register the car for the road,

bodywork reminiscent of the cars shown in the famous line-up of 25 917s taken in 1969. It was then repainted with purple and green bodywork, in homage to its days as one of the famous 'hippy' cars, and used for club races and demonstrations, still bearing its factory VIN-plate.

In 2002, the car was acquired by US race driver Bobby Rahal, who was determined to get the 917 back on the race track. With co-driver Brian Redman, Rahal took the car to

At this point a new name enters the story: Vincent Gaye. A successful and well-known classic racer, Gaye had long held a desire to own a Porsche 917, having had the opportunity to drive another example on his home track of Spa. Gaye's enquiries led him to Juan Barazi, who sold 917-021 to the Belgian in 2008.

Aware of the car's complex history, and also of the claims by others that they owned the 'real' 917-021, he embarked on a lengthy

“ Mind you, it still wears its factory-issued VIN-plate, so who knows what the future may hold? ”

it needed a VIN-plate. Incredibly, the Porsche factory was happy to oblige, supplying the one and only stamped VIN-plate ever issued to a Porsche 917, officially or otherwise. Grossmann has numerous photos in his albums which show the 917 on the street, bearing the licence plate 'CW-K 917'.

In 1983, he sold the car via an intermediary to Florida-based collector, Don Marsh, who rebuilt the car, returning it to race specification, this time with simple white

Le Mans Classic in 2002 but it was afflicted with wheel bearing problems, forcing an early retirement from the event.

After a year, Rahal sold the car to Juan Barazi, who took the car to Switzerland to prepare it for use in a variety of events, including the Classic Endurance series. The car appeared at a number of tracks, including Silverstone, Spa-Francorchamps and Monza. It also appeared at the Goodwood Festival of Speed in 2004.

and detailed investigation into its past, calling on the resources of the Porsche archives, the expertise of Jürgen Barth, and the memories and albums of every past owner – right down to Joachim Grossmann.

Today the car is among the best-known surviving 917s, and is certainly the most photogenic. But it seems its days of being a road car are long gone. Mind you, it still wears its factory-issued VIN-plate, so who knows what surprises the future may hold? **PW**

Far right: the same car sat unloved outside at Freisinger's workshops for some time before Grossmann made an offer. Following a two year rebuild, Joachim Grossmann took to the road, much to the delight of the local school children



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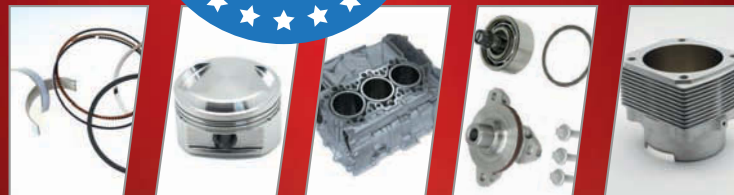
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Words: Johnny Tipler
Photography: Antony Fraser

924 SUPER TOURING

Long-distance racers and station-wagons? That'll be DP Motorsport! Back in 1981, they specialised in slant-nosed 930 conversions and 935 endurance racecars. They also built eight Cargo shooting-brakes based on the 924 Turbo

924 TURBO CARGO

Sports estates: style icons or practical load carriers? Just how valid are they, based on models designed for speed and sport? I'm not so sure, given that I can accommodate a five-piece drum kit in a 911, and a comprehensive Lidl shop aboard a Boxster. This is true of a front-engined Porsche too, and that suggests an estate-bodied sports GT is merely an aesthetic evolution or spinoff without any real practical benefit. Fair enough, then. But this Porsche station-wagon is not only a looker, it has an intriguing provenance too. Say hello to the DP Motorsport 924 Turbo Cargo.

We've braved the wintry North Sea crossing aboard Stena's luxury liner, and we're viewing the car at Johan Dirickx's 911Motorsport garage near Antwerp, Belgium. Set amongst a coterie of supremely indifferent 911 RSs, it's an unusual object, though sleek and individual enough to hold its own, cheeky monkey. You get the feeling though that Johan is tolerant of it, rather than effusive. 'It's kind of cute looking, it drives well, and it's something rather special and distinctive,' he admits.

The maker's prefix gives the game away. Partly: DP Motorsport made its name producing slant nose bodies for the twin-turbo 935 racing cars – notably the Kremer K3 and K4 run by Kremer Racing in the late-'70s and early-'80s, Le Mans winners with Klaus Ludwig and the Whittington brothers in 1979. Serious pieces of kit, as are the prototype bodysells that DP produce today for race teams and specialists, alongside more frivolous fare such as cosmetic ancillaries like mirrors, wings and spoiler kits for production Porsches. Back in 1981, this expertise enabled DP to create its take on the sports estate, based on the 924 Turbo, which they endowed with the optimistic though no doubt tongue-in-cheek nomenclature, the Cargo. 'I always loved shooting-brakes,' says Johan, 'and I thought it was a fun idea to make a sportscar into a shooting-brake. As we've seen more recently, Porsche played around with the Panamera as a shooting-brake, so it's a kind of style that people seem to like; but actually there's not much more room in this than there would be in an ordinary 924.'

Of course, its flared-out wheelarches reminds us straight away of the 924 Carrera GT of 1980, essentially a 924 Turbo with glassfibre-reinforced polyurethane wings and valances, though in fact it's less fussy, with just the single NACA duct in the bonnet and fewer slats and vents. Johan used to own a pukka 924 Carrera GTS, and out of interest he put the wheels of that car onto the 924 Cargo and discovered the body was significantly slimmer than the GTS's. 'Basically it's a 924 Turbo that Ekkehard Zimmerman widened to get the look of a 924 GTS, but when we measured it we noticed that it's much smaller.' Finished in sober silver, it's easy to mistake it for a 944 today, so accustomed are we to the broad flanks of the front-engined Porsche. That's when viewed from the front. But where do you look for inspiration for the lift-up tail-gated rear?

Sure, there've been a few precedents

It's kind of a stubby looking thing, but very modern looking given its early '80s build. Handsome too, and you can't but think that Porsche could have flogged a few of these had they built something similar



Left: DP Motorsport logo is familiar, while 'cargo' logo is typical of the period. Deep dish AZEV wheels have always suited the 924/944 well. NACA duct in the bonnet feeds intercooler

“ Each 924 Cargo took DP Motorsport four months to build in their Overath workshops. A total of nine were built ”

over the years, most notably the Reliant Scimitar GTE; you might recall the Triumph TR4 Dove, the Volvo 1800ES and the Sunbeam Harrington Alpine; or perhaps the Aston Martin DB6 and DBS Estates, and the Jensen-Healey GT, Lotus Elite Type 75, Gilbern Invader GTE and the Jaguar XJS Lynx Eventer also spring to mind. Some might cite the Kamm-tailed Ferrari 250GT 'Breadvan' as a stylistic cue, although that never had any pretensions as a load carrier.

As you'd expect, Porsche itself was not oblivious to the concept. In 1984, Dr Ferry Porsche was presented with a one-off 928S station wagon for his birthday, which is on display in the factory museum, by which time the DP Motorsport Cargo had been on the streets for four years. But Porsche was never seriously tempted to make an estate version of their other front-engined cars.

That left the way clear for aftermarket tuners to take up the baton – two in particular. On your marks, Ekkehard Zimmermann, founder of Overath- (Cologne) based DP Motorsport, and Günther Artz of Autohaus Nordstadt in Hanover. The Zimmermann estate cars were based on the Porsche 924 Turbo and 944, while Artz targeted the 944 and 928 as well. Artz was slightly more prolific, creating maybe twenty 924 Turbo estates to DP Motorsport's nine. While DP Motorsport is best known for its renditions of the 930 in slant-nose 935 guise, Artz was more catholic in his choice of subject matter, even creating a mid-engined VW Beetle on a 914/6 chassis and a Mk 1 VW Golf on a 928 shell. Artz's 924 Combi aped the 924 Carrera GT's rear wheelarches, and cost

Dm63K (£23,500) in 1981.

Founded in 1973, DP Motorsport (the initials stand for Design und Plastik) is still going strong, run by Ekkehard's son Patrick, prototyping bodyshells for racecars and specialists and creating and supplying accessories such as mirrors and spoilers for most Porsche sports models.

As well as the Le Mans win, DP Motorsport milestones include the Kremer K4, Kremer CK5 Group C car, the DP 935 II, a road-going 962 in 1991, and the twin-turbo 996 DP5 of 2005. 'Zimmerman was an aerodynamic genius,' vouchsafes Johan, 'and he developed the aerodynamics of the 935s. He made the bodies for Kremer Racing, and he made the DP 930s, the 935s, the Kremer K1, K2, and K3, which were all an evolution of the theme, and there was a very intense collaboration between Zimmerman and Kremer. And in that respect the 924 Cargo, which was produced at pretty much the same time, has a rather interesting pedigree because if you put it alongside the 1979 Le Mans winning K3 you have the same logo and the same development.'

I spoke with Patrick Zimmerman, son of DP founder Ekkehard, to find out how the Cargo was made. 'We first developed small modification parts for customers who wanted to embellish their vehicles, such as front spoiler, rear rack and sills, and as interest grew we expanded our program to include full fronts, wings with half sills, large rear tail panel, bonnet and doors. For the 924 and 944 Cargo, the entire roof, tailgate, side panels, B-pillar, C-pillar and tailgate inner frame were modelled as a clay buck

and pared away to achieve the desired styling.' More fundamentally, the rear roof panel and tailgate section is mounted on a steel subframe with corners braced across the angles, and welded onto the base 924 shell. Each car took around four months to build, and that included fabricating the cabin upholstery in-house as well.

The initial idea to create a 924 Combi was Ekkehard Zimmermann's. 'We built a total of nine Cargos,' Patrick explains, 'and two or three of those were 944s, done around 1988.' So at least six were 924 Turbos. 'We would only modify the 924 Turbo engine and suspension if asked to do so by the customer.' The first DP 924 Cargo's design received TÜV approval, which worked for the rest of the series. Some DP Motorsport cars have a DP VIN plate, some have a Porsche VIN plate, which is what our subject car presents. Chassis number is WPOZZZ93ZCN100203.

DP Motorsport took commissions from owners who fancied the shooting-brake look, rather than buying into a new car on a speculative basis. According to Patrick Zimmerman, one reason for the popularity of sports station wagons was Scandinavia's idiosyncratic tax laws. Sports cars attracted high taxes as luxury vehicles, whereas a Combi was taxed as a truck. However, at £13,101 on top of the purchase price of the 924 Turbo it was an expensive conversion in the first place. The later 944 S2-based dp44 version created in 1988 is conceptually similar, using the rear roof section of the VW Passat Variant as the basis for the conversion, supported on a similar tubular steel subframe as the 924

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“ They cut the original shell and bonded on the flat rear section to create the estate car look, says Johan ”

DP Motorsport specialises in plastic mouldings and one-off components, so no surprise that the custom made panels are exactly that, or polyurethane to be accurate. The roof panel is half polyurethane, as are the front and rear flared arches and the front and rear aprons

Cargo's to provide structural rigidity.

Like other specialists including Ruf and TechArt, DP Motorsport would take on a client's newly acquired car and get to work on it. 'I think this one was already converted from new,' says Johan, 'because it was first registered in Belgium and when the car was new you could not cut it up and then register it afterwards, so I think the car was like this from new because it was a unique homologation to get it on the road back then. It's pretty well built, too,' he reflects; 'it's all good quality and you wouldn't think of it as being a kit car, you'd rather assume that it was built in the factory as a prototype.' The conversion appears not to have affected the weight of the car at all. According to the documentation, the Cargo tips the scales at 1500kg, and the gross weight of a standard 924 Turbo was the same; odd, in view of the polyurethane panels.

Our feature 924 Cargo was first registered on 11 September 1981. Two years ago, Johan's curiosity was aroused by the red dp44 on DP Motorsport's website when he was considering buying a slant-nose 930. 'They told me they still had a Cargo kit available to build another one, so I was thinking of commissioning the transformation of my 968 Club Sport into a Cargo, and then my mechanic Joe (Pinter) told me there was this silver 924 version for sale in Belgium. It was standing in a junkyard, and apparently the owner was about to move to Majorca and was clearing out. I bought it basically because I wanted to make a service vehicle for the garage out of it, but actually as a service car it just doesn't quite make it! The idea was to drive it around and to service our clients when they were doing a rally, carrying material in the back, but it's not really big enough.'

Johan walks me round the car, and we tap the panels to identify those which are polyurethane and which are steel. The roof is half and half: the original section over the two main seats is steel and rearwards from the B-pillar it's polyurethane. 'They cut the original shell away across here and bonded on the flat rear section to create the estate car look,' observes Johan. 'If you look very carefully you can see the line across the roof where both parts have been bonded together. You can see where it looks to be rippling slightly.' The front and rear wings (fenders), valances at both ends, the rear tailgate, all are polyurethane. The doors are steel, as is the bonnet, and that seems quite odd in itself, because if you are going to the trouble of making polyester wings, roof and front panel, then why not make a polyester engine lid? A 'secret' button in the driver's door frame opens the rear hatch, which swings smartly upwards on powerful hydraulic dampers. The cargo deck is neatly carpeted in the same piled fabric that clads the rest of the cabin, and there's a hatch to a cubby box in the floor and another 'smuggler's box' behind the right wheelarch. A semi-circular hump indicates where the spacesaver spare wheel is housed within the left rear panel behind the inner wheelarch. 'It's nicely finished; it's not what you would call a kit car finish.' The fuel filler is located in the right-hand rear C-pillar. As for the roof bars, we are sceptical that they would support a packed Thule top-

box, and a surfboard would impede the rear hatch opening. Probably ornamental, then.

We open the bonnet. It's a stock 924 Turbo 2.0-litre straight-four, all pipes shiny and clean and very well presented, having been removed in Johan's workshop while the car was overhauled. 'We rebuilt the transaxle gearbox, the rear diff, the brakes, but we didn't do the suspension because I thought it was good enough, and we didn't do the engine because I thought that was good, too.'

One of the most prominent features is the five-spoke star-shape German-made AZEV wheels, shod with Hankook 265/40ZR17 tyres on the back and 215/45ZR17 on the front. Johan isn't impressed. 'If I keep the car I will put it on Fuchs wheels, but it's registered with those wheels and I keep them on because every year it has to go back for the MOT and if I put on other wheels they make a real hassle of it. These are 17in diameter, and I want to put on 16in Fuchs wheels but the car is only homologated with these.' The angle of the front wheels displays a large degree of negative camber, and Johan thinks the suspension must have originally been a little higher than it is now: 'but it is typically '80s, and I suppose that was the way we thought our cars should look back then. Now I'll order adjustable suspension so we can change right height and stiffness, and I think it will be maybe two centimetres higher than it is right now.'

Being a 924 Turbo, the steering wheel doesn't adjust and it doesn't have power steering, but in practice it feels pretty good. I'm not conscious of being in the normal 924 seating position, and instead I'm sitting pleasantly low. It's not like the normal '70s car where you have to adapt to the seating position. The aftermarket RS-style wheel helps here, and it doesn't rest on my thighs like the standard one would. The seats look more like 911 items, maybe 930 Turbo, which could fit with DP's penchant for delivering extravagant 930s and making standard seats redundant. 'They have the big bulges on the sides, and they look good with the Porsche logo striping,' says Johan. The rear seats fold down to make a flat cargo deck, and they also have the Porsche script on them; I think they are probably reupholstered 924 seats. 'All interior panels are polyester, clad in leatherette, and they are different from the original ones – just check the ribbing on the inner door panels – so DP made those too.' It's got electric windows but no sunroof, perhaps because of the dual material roof. All the cabin furniture is present, down to the console ashtray, the switchgear and Blaupunkt radio, and the handbrake is low down on the left of the driving seat. The instrumentation is comprehensive enough, if dated looking: it is simply a typical manifestation of the early 1980s.

Let's see how this Cargo car goes. The steering's not too heavy, and you don't need power steering to move it around, and it manoeuvres pretty well at low speed. I'm pleasantly surprised at how nice the driving position is, the seats are supportive and comfortable, and it's a neat RS-style wheel, so that on the move, even without power steering, it's actually very easy to drive and I do rather like it. The urge from the turbo is



pretty lively. I've got the pop-up headlights on, which helps me locate where the front of the car is, helping pinpoint apexes when turning in. The brakes are firm if not dramatic, though there's not much feel through the pedal, while the accelerator is decently responsive. The ride over the Belgian pavé cobbles is juddery, as you'd expect, but not so uncomfortable for the passenger. The tiny racing mirrors are not great looking, especially in the context of an estate car, and are not terribly effective in practice. I have to peer into them to actually see anything very much, so I'm relying on the main internal mirror. There's a new gearbox selector gate to learn as well, because of the dogleg 1st gear, though I'm familiar enough with the concept from driving early 911s. But this is like a 924 or 944 gearbox but with a dogleg gate, and though one quickly becomes familiar with it, it does give quite a different impression of

the way the car drives. First is easy enough to locate, though, and the ratios are decently spaced for regular motoring. I'm using between 2,000rpm and 4,000rpm during normal progress, and on the country lanes I don't need really more than 3,000rpm. But for getting the best acceleration out of it I'm going up to 4,000rpm when the turbo chimes in and it really does feel like a sports car. This is a funky little car indeed to drive; it's quick and its rasping four-cylinder engine provides decent performance once the turbocharger comes into play. Handling is equally competent: there's no body roll, and it steers properly and responds to throttle induced under- and oversteer, cornering with confidence. The wide tyres provide decent grip and there's no tramlining effect. It's a great drive, and seems more nimble than a 944.

When we arrived at Kontich to shoot the

Cargo, Johan was deeply ambivalent about whether to keep it or not. His backup plan was to trade it against his "Happy People" Per Eklund rally 911, and mechanic Mike van Dingenen had scrupulously overhauled it to that end. 'I think it will grow on me over a couple of thousand kilometres,' he says, 'so I might as well take it apart and have the engine overhauled.' As I whizz it to and fro on our photoshoot route for the benefit of Antony's lenses, Johan watches attentively. I can't claim my wheelmanship sways him particularly, but the spectacle does concentrate his mind. 'I'm definitely going to hang onto it,' he declares. 'It will also benefit from more modern suspension; we'll raise it a little bit and just have fun with it. It's a little period piece, very '80s, so it's very much a symbol of my youth!' Whether he regresses and takes up playing the drums on account of it is another matter entirely. **PW**

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Above: Looks great on the road!
Left: 924 Turbo engine puts out 170bhp. In reality, load area isn't much more than in standard 924, although there is a good deal more height. Interior is standard 924 Turbo, but with later steering wheel and 911 seats



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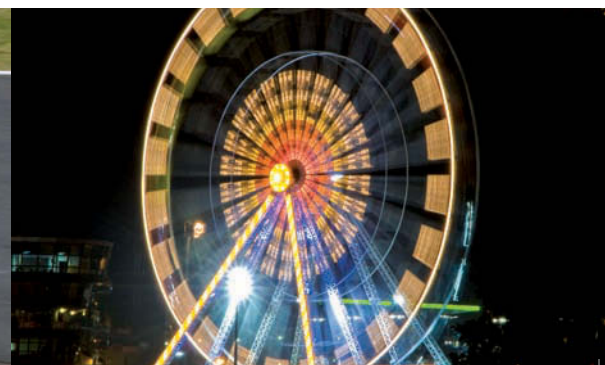
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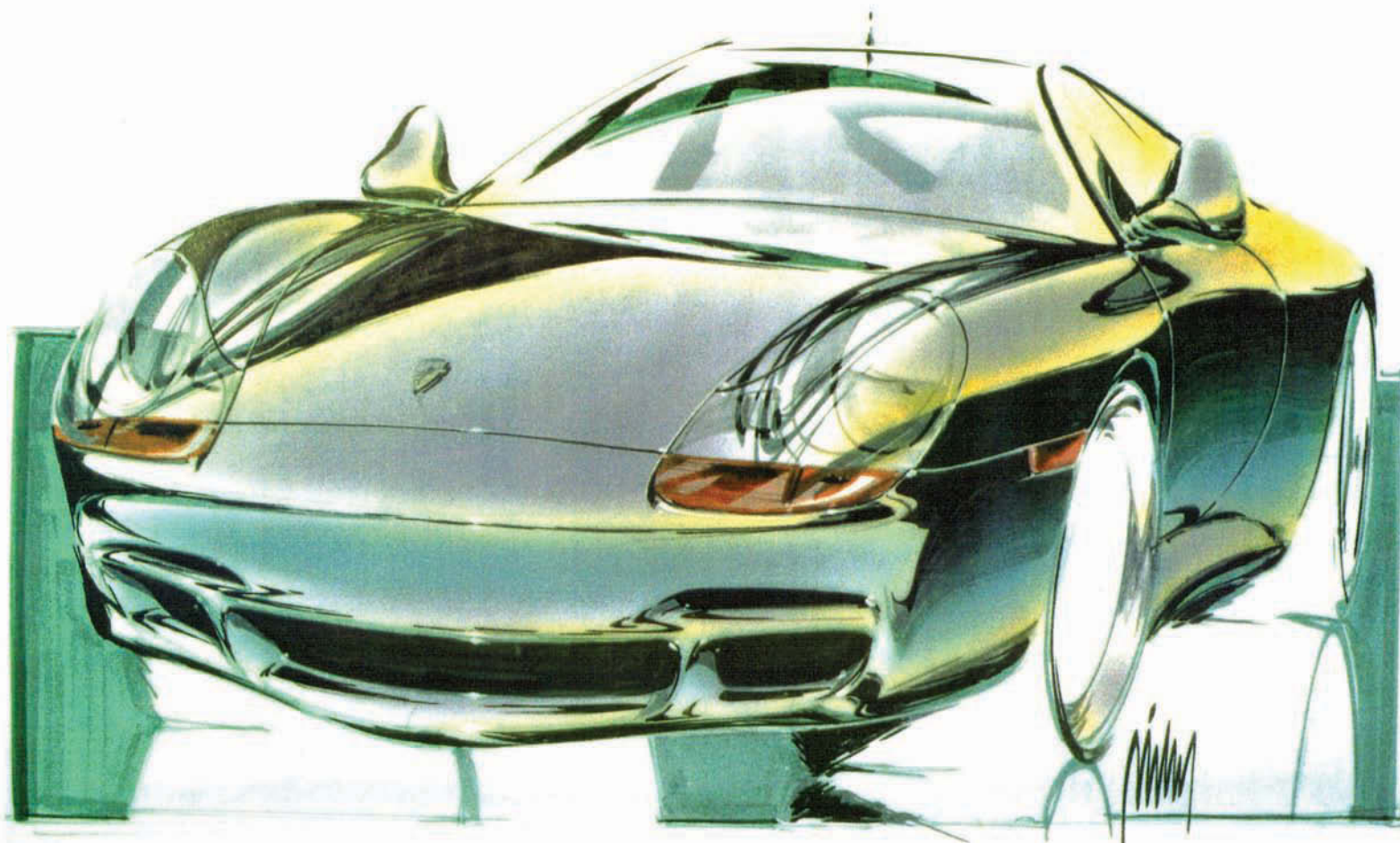
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NEW DIRECTION

The New Generation is how Porsche referred to the two entirely new models that would be the hoped-for saviours of a company which had witnessed some lean years. We look at the development of one of those models, the 996...

Words: Keith Seume **Photos:** Porsche Archiv

‘We hated that drip rail so much! We tried so hard to get rid of that!’ Those were the words of

Pinky Lai, the Hong Kong-born stylist responsible for the smooth looks of the 996-series 911, in a reference to the old gutters (drip rails) that were a feature of earlier 911s, and of virtually every car designed in the 1950s and '60s.

Of course, getting rid of these archaic details wasn't the prime reason for giving the 911 such a comprehensive overhaul. The main reason was that the car was starting to look old – and the company had been in financial trouble for some while.

In styling terms, the first radical redesign of the 911 had been its transformation from

the plastic-panelled 964 – itself little more than a waistline down revision of the original 1963 design – to the more sensual 993. Suddenly the 911 was beginning to look a little more up to date.

Jointly, the 964 and 993 had represented considerable mechanical updates compared to the original air-cooled, torsion-bar suspended 911, the roots of which could be traced back to the late 1950s.

Coil-spring suspension, with subframes to isolate the body from the running gear, along with technical delights such as power steering and four-wheel drive, meant that the last of the air-cooled 911s were a far cry from the originals, arguably better in dynamic terms, if not to everyone's taste with regard to styling.

Porsche had made a loss – no, make

that 'considerable losses' – back in the early 1990s, and boss Wendelin Wiedeking knew there was only one option available: Porsche had to spend its way out of the financial hole if it was to survive.

Referred to as 'The New Generation', two new models were proposed, one being the mid-engined Boxster, the other a new 911 – the 996. The 'New' of 'New Generation' was as much a reference to the way the cars were to be manufactured as to any aspects of their design.

They were the first cars built by Porsche to share major components – and the first 'world' cars, where there would be relatively few variations in specification between models offered for sale in different export markets. The first modern Porsches, in fact.

Wiedeking persuaded the board to set

Crude 1995 design sketch (above) demonstrates the stylists' desire to give the 911 a fresh, modern look. Pinky Lai's solution was more sensuous than earlier models, but hopefully it was still recognisably a Porsche 911

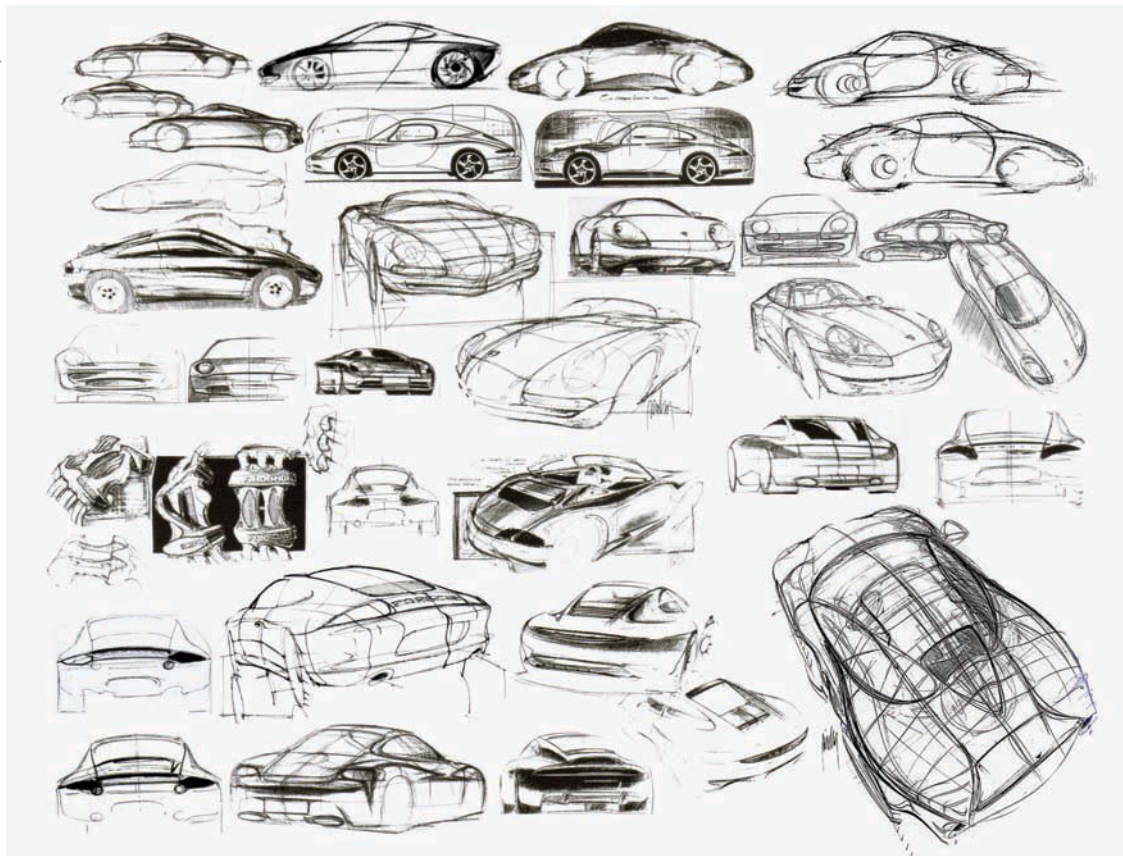


aside the sum of DM1.5million for the development of the new models, with half – DM750,000 – allocated to each project. In 1994, when the decision was made to proceed, this called for a massive injection of cash into the company's ailing finances.

Porsche's management had already recognised the need for investment, following the lacklustre sales of the 964. But then the 993, which had been produced on something of a tight budget – it was, arguably, little more than a new body over old mechanicals – had turned out to be a big seller. This came as a surprise to the board, some members of which had been expecting the worst.

The success of the 993 was almost the undoing of plans for the New Generation. Nobody expected it to sell well, so every effort was put behind creating a new car to drag the 911 into the rapidly-approaching 21st Century. Had the board had an inkling that the 993 would sell as well as it did, they might not have been so keen to invest so much money into coming up with a suitable replacement!

Wendelin Wiedeking and Porsche's chief financial officer, Walter Gnauret, had successfully argued the need to release funds, pointing out that, despite falling sales, the company was still asset-rich, and had plenty of money tucked away for a rainy day. Plans were drawn up to slim down the workforce and, ultimately, to reduce the product range to just two cars, which shared 36 per cent of their components. But in the meantime, the 968 and 928 would continue in production until declining sales suggested it was



time to pull the plug.

We can thank the research and development department's Horst Marchart for pushing forward the idea of the two-car line-up. While others favoured the idea of

concentrating on one new model – the Boxster – Marchart was a keen backer of the two-car New Generation. But it had to be cost-effective in every way. That meant looking at sharing as many components as

The go-ahead was given to the new project in 1994 and within a few months, all kinds of ideas were being kicked around by Harm Lagaay and Pinky Lai, as this range of sketches proves



Pinky Lai (in the background, with glasses) watches over the creation of the clay model of his design in. By this stage, the overall style had been established – now it was time to concentrate on the details, such as the controversial 'fried-egg' headlights

PORSCHE ARCHIVES



possible, including the front bodywork and underside, doors and other components. The challenge would be to give the two cars their own separate identity.

Ulrich Bez, as head of research and development, turned to senior designer Harm Lagaay to work on the new projects, Lagaay having returned to Porsche and being largely responsible for the 968 and 993. Hong Kong-born Pinky Lai had also been invited by Bez to join the design team (known as 'Porsche Styling') as studio chief

under Lagaay, having previously worked at BMW (as had his boss). The two had joined Porsche in January 1989 at the start of what was to be a critical era in the company's history.

Although it was clear the Porsche 911 needed to be updated – and not only by the loss of the drip rails and the sharing of components with the Boxster – it was vital that the 'DNA' should be clear for all to see.

Lagaay is quoted by Karl Ludvigsen in his masterwork *Excellence was expected*

as saying of some designers that '(they) just cannot do a Porsche. Simplicity has always been a Porsche trait. Proportions and graphics are important, but above all it's the *Formsprache* ('form language'). It's the sheetmetal being shaped in such a way that you cannot compare it with anything else.' In other words, it was imperative that a new Porsche had to *look* like a Porsche.

There was much discussion about how to achieve a coherent family style with the two new models. In theory, if they could be made to share the same front-end sheetmetal, they would at least look like members of the same family in the rear view mirror. Whether they would be recognised as a member of the Porsche family was another challenge...

One of the most significant features of the new look also proved to be by far the most controversial: the so-called 'fried egg' headlights. Loved or hated – there was no middle ground – the new light units chosen for the Boxster and 996 were likened to a frying egg, the yoke of which had run to the edge of the pan. It wasn't a particularly flattering comparison...

From Lai's point of view, the project was a designer's dream challenge come true. The new 911 had to look like a 911 – had to look like a *Porsche!* – had to look good, and had to be fresh and different.

The 993 had a distinctive slotted nose, a feature carried over to the 996 and used to accommodate two radiators at the front of the car – the new models being water-cooled. Lagaay felt that the design, with two intakes either side of a central number plate, was now recognised as being a 'symbol for Porsche'. Both the Boxster and the 996 displayed an overall 'corporate' look, but detailed differences helped identify them as two separate models.

The design process was not simply a case of a couple of stylists being given a sheet of paper and a pen, and then told to go away and design a new 911. There was an element of competition about it, with four teams within the design department given the opportunity to prove their worth.

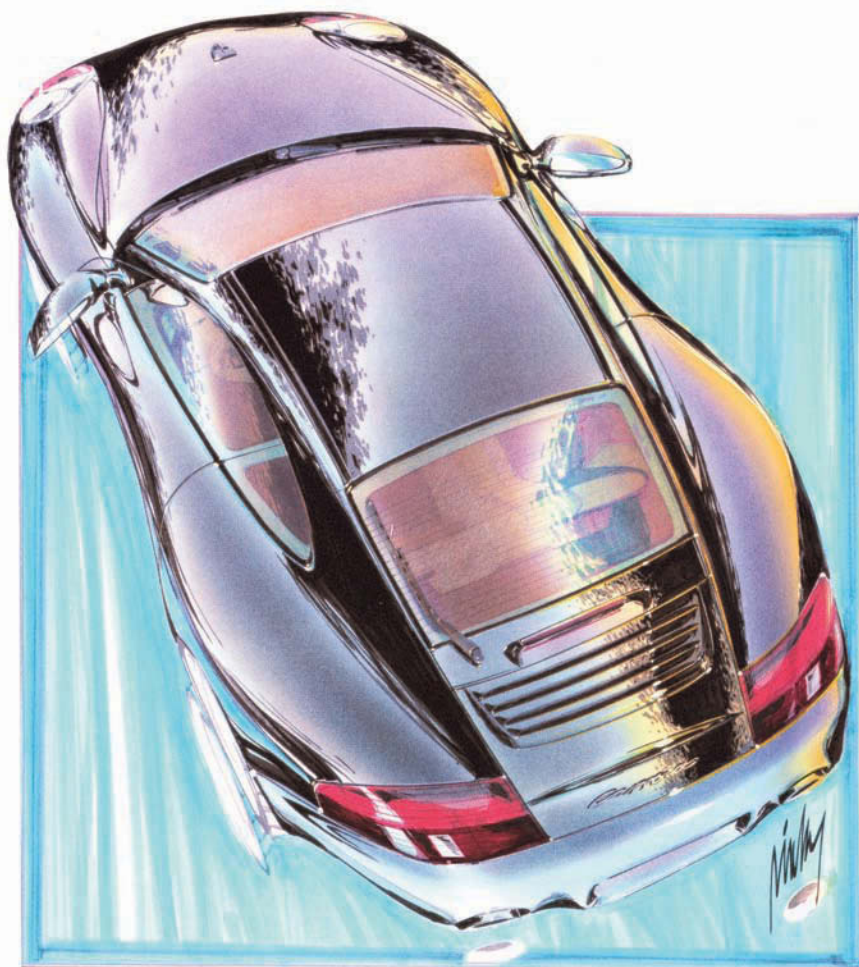
Each team was asked to lay out their designs as full-sized tape 'drawings' on a blank wall, as well as showing a range of sketches to demonstrate how they had reached their decision. Pinky Lai recalls being stressed as each team tried to outdo the other, but there was a happy twist to his tale, as Ludvigsen once again recounts.

In addition to the drawings, the teams were tasked with creating a full-sized clay model of their proposed design. This called for the services of the highly-skilled in-house modellers, among who was an Eberhard Brose. Brose was legendary among the designers, having been part of the team responsible for finalising the shape of the original 901 (911) prototypes.

After looking at the various design ideas on show, Brose turned to Pinky Lai and casually said, 'Pinky, I'm going to do yours'. Lai recalls that 'When he picked mine, I knew I had a winner.'

Lai's design was chosen as the best of

Left front is Harm Lagaay, with back to camera, while behind him is Pinky Lai – studying the painted clay model in daylight for the first time



Narrow rear to the glasshouse on this 1994/5 drawing resembles that of the much later Cayman. Sensuous curves reflected a desire to make the 996 look more modern than its predecessors, including the 993, which had itself been regarded as a major departure from the established 911 shape



all the submissions, having succeeded in retaining the original 911's character yet bringing it firmly up to date. Gone was the need for widened rear wings – the new, more subtly-curved bodywork could accommodate wider rims than before – but the 911's trademark 'boomerang' rear quarter window profile remained, albeit tweaked to give a more modern feel.

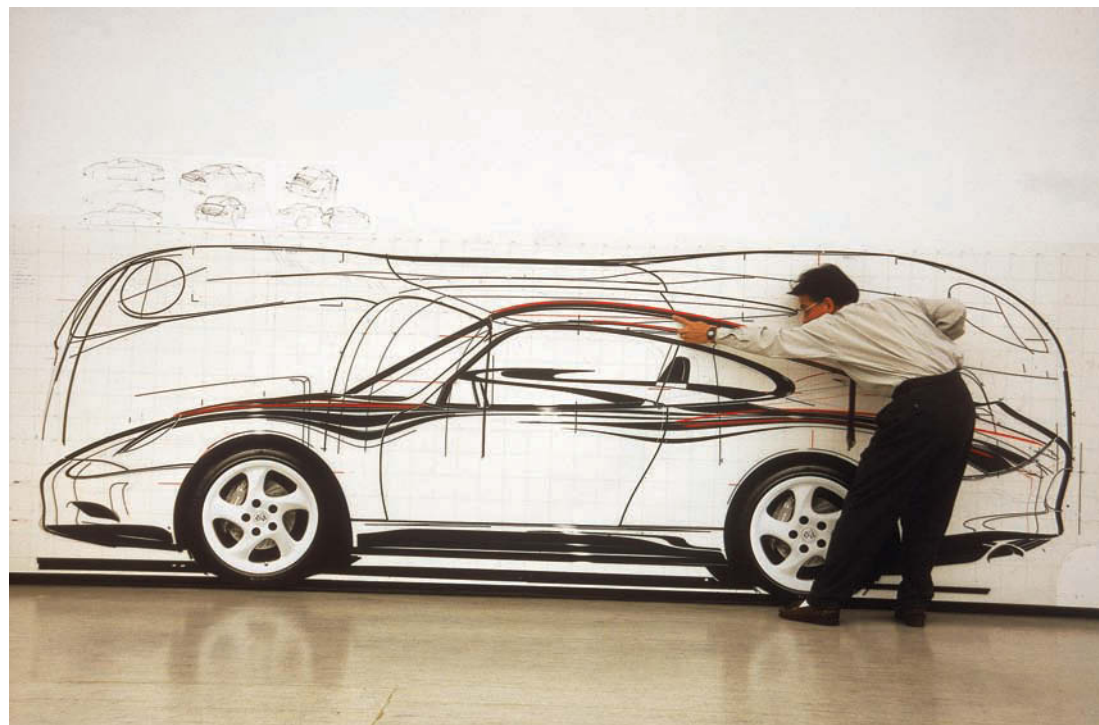
The windscreen was raked back to an angle of 60 degrees, compared to the original's 55 degrees, while the higher tail and sleeker roofline helped make the car more aerodynamically efficient. Door mirrors were relocated, too, now being mounted in the front corner of the door windows as opposed to the door top itself.

The raised tail helped in three ways. First it added a 'power bustle' to the profile, emphasising the rear engine location and hinting at the car's performance potential. It also helped airflow over the rear of the car, and finally it provided more space for the bulkier new engines.

As a carry over from the days of the 964, the engine lid featured a combined intake grille and spoiler that would raise automatically at speed.

Harm Lagaay is quoted as saying the 996 looked more 'relaxed' than the rather more aggressively-styled earlier cars. 'With the 993,' he said, 'we had exhausted the visual possibilities. I wanted the new car (the 996) to look more relaxed, and I think we achieved that.'

Amusingly in hindsight, he likened the two cars to the two famous American sprinters of the time: 'The old 911 is like the athlete Ben Johnson, packed with muscle and aggression. The new 911 is



like Carl Lewis, still powerful but with a slimmer figure, more elegant and much more perfectly proportioned.'

Clearly Lagaay was impressed with Lai's design, going on to say 'If it doesn't stir anything inside you, inspire you, then it isn't a Porsche...'

Lai's design wasn't all about sleek looks, though – it was also very efficient, with a drag coefficient of just 0.30. Whereas in its early days the original 911 had been

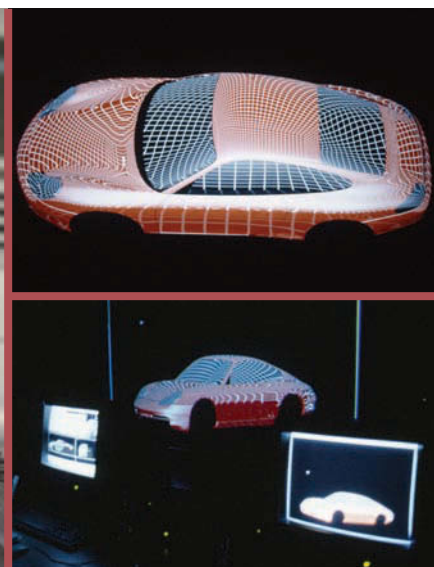
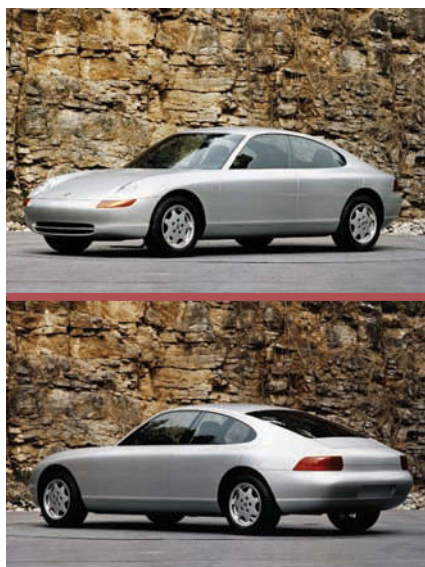
plagued with problems of rear lift at speed, the new design had a lift factor of seven per cent at the front and just three per cent at the rear. Testing showed that, at 170mph, the overall lift was just six per cent, an extremely low figure.

Such efficiency was achieved by a number of small but significant details. Early wind tunnel tests showed that drag over the rear bodywork was high, calling for changes to be made that wouldn't adversely affect rear lift. Underbody cladding helped greatly here, as did a small lip that reduced air pressure in the engine bay, also aiding airflow through fans which helped cool the engine compartment.

Porsche examined the possibility of using aluminium to build the 996's basic body structure, with plastic panels used for the front and rear 'bumpers'. This technique had been used by Honda on the NSX, but

Pinky Lai lays out a full-sized tape drawing of his new design. His idea came out on top at an early stage, but he found the whole process 'stressful'

“ With the 993, we had exhausted the visual possibilities. I wanted the new car to look more relaxed...”



Under Wendelin Wiedeking (centre) several different projects were investigated, including a stretched four-door cousin to the 911. For the first time, computer modelling played a major part in a design process that led to the creation of the new Porsche 996

PORSCHE ARCHIVES



At first glance you might guess this was a 993 Carrera 4S, but in fact it's the original test mule with all the underpinnings of the soon to be released 996. Bonnet pins, roll cage and small bulge in the bonnet hint at something out of the ordinary...

“ The 996's bodyshell was some 30 per cent more torsionally rigid than that of the 993... ”

Porsche was unimpressed with the way the Japanese company had used the material.

Whereas in more recent times cars with an aluminium substructure, such as Audi's A2 and A8, treated the lightweight material in a different way to steel (smaller complex pressings welded together to make a light but rigid structure), Honda preferred more traditional techniques, similar to those used to press steel body panels.

This technique left Porsche's engineers unimpressed, but it was also clear that the process used by Audi was simply not cost effective – indeed, it is still claimed that Audi lost money on every A8 sold, while repair costs were (and still are) so high that many cars would be written off after

suffering relatively little damage. Neither problem appealed to the bean counters.

In the end, zinc-plated steel body panels were decided upon, these being stamped out by BMW – this was truly a time of co-operation between rival companies, all of whom had been through lean times in the early 1990s.

Modern manufacturing techniques, such as using laser welding equipment, led to a reduction in the time necessary to complete a body ready for paint. In fact, according to Ludvigsen, the 996 body took 20 per cent less time to make than that of its predecessor, the 993.

This wasn't the only major improvement over the old model. The 996's bodyshell

was some 30 per cent more torsionally rigid than that of the 993, with bonded-in glazing, front and rear, accounting for 21 per cent of that increase.

The torsional rigidity helped the 996 to be one of the safest cars in its day. 'Our goal was to build the world's safest high-performance car,' said Horst Marchart, 'and all our tests show we've done that.'

Whereas the old 911, with body engineering dating back to the early 1960s, was never a car in which you'd expect to have a major accident and walk away unhurt, the 996 was a very different proposition. Increased public awareness of vehicle safety meant that Porsche, like all other manufacturers, was keen to promote this aspect of its product design.

The latest computer modelling – FEM, or Finite-Element Modelling – was used to demonstrate on-screen how strong the 996 was. This system, which referenced no fewer than 180,000 separate analysis points, allowed engineers to look at the bodyshell in a way that their predecessors could only have dreamed.

FEM allowed them to simulate crashes

It's probably true to say that no other Porsche before had undergone such rigorous pre-production testing as the 996. On the far left a Carrera undergoes wet-weather testing, while left and centre, 996 GT2 and Turbo undergo suspension and wind-tunnel evaluation





Crash testing took place only after considerable time had been spent acting out various scenarios on computers. But once the design had passed with flying colours, it was time to hit the road – much of the long-distance testing was carried out in North America, while Weissach's wind tunnel honed the final details (GT2 pictured)

from all angles, reducing the amount of time and expense associated with the destruction of prototypes at a pre-production stage. Project leader Bernd Kahnau is quoted as saying that his team 'put a lot of effort into designing a new car that would meet all anticipated crash safety requirements. It was a fantastic effort!'

Porsche's engineers would spend literally hours – as many as 40 or more per computer session – assessing the damage inflicted on a 996 bodysell, primarily in frontal impacts. Only when they were happy would a 'real' crash test be performed on a prototype.

It was the responsibility of Bernd Kahnau, as project leader for the 996, to see that the new car had sufficient customer appeal to be a success. After all, the 911 family had been the flag wavers for Porsche since 1964. With two new cars being marketed alongside each other, it was important that customers be able to differentiate between them.

To this end, the decision was made to market the Boxster as a more youthful product, the emphasis being on 'hedonism' rather than the 'success' and 'evolution' of the 996 – references to the 911's long bloodline and competition history.

However, the sharing of components and, to a certain degree, styling inevitably meant there was a cross-over between the two models. It was potentially a challenging situation, the task of the sales and advertising people being to separate the products and sell them into two different markets.

As has been mentioned previously, there was more component sharing here than at any other point in Porsche's past, unless you compare the six-cylinder 911 and its four-cylinder sibling, the 912, in the 1960s. This was different, though, as the Boxster was an entirely new concept, rather than a 'less expensive' 911, its mid-engine layout clearly defining it as a stand-alone model.

The front suspension was shared between the 996 and the 986 Boxster, consisting of a MacPherson strut design with aluminium lower links, on an aluminium subframe.

At the rear, the 996 featured a far simpler layout than the suspension assembly of the 993. The old car had required a substantial aluminium subframe to carry the suspension components, but the greater torsional rigidity of the 996 body allowed the engineers to do away with the 993's subframe in favour of a less complex design with just one main crossmember. Mounted on four rubber bushes to the bodysell, the new set-up was both lighter and cheaper to manufacture.

Of course, there was one other major component shared by the two 'New Generation' Porsches: the engine. Both models were now water-cooled, largely to satisfy noise and emission regulations, but the Boxster was equipped with a 2.5-litre six-cylinder engine, the 996 a larger 3.4-litre version. This in itself is a subject worthy of an archive feature in its own right, so we'll leave the development history of the latterly much-maligned M96 engine to a future issue.

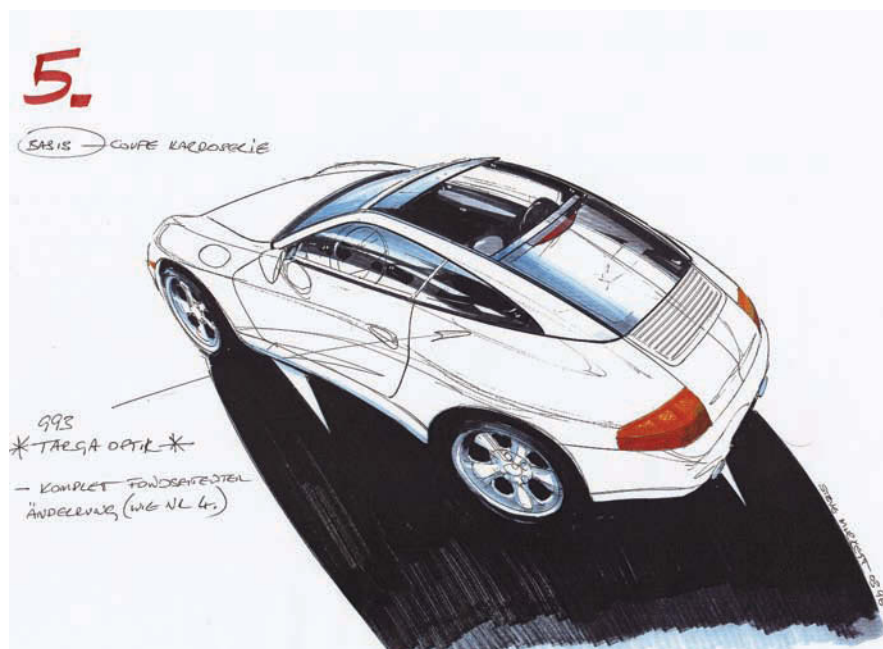
For Porsche, the launch of the New Generation was a very big deal. On these

two models rested the fortunes of a company which had seen many highs and lows over the previous decade. So what did the media think of the new 996?

Damned as a 'bastard son of the Boxster and the 928' by one critic, the 996's styling came in for a lot of comment. But the influential *Auto Motor und Sport* probably summed it up best of all, tipping its hat to the efforts of the stylists, Harm Lagaay and Pinky Lai:

'That the traditionalists sulked a little was only to be expected. The bigger overall dimensions, the nose from the Boxster, with the oddly-shaped headlamps, the lack of muscular bulges on each rear flank, even the loss of the drip rails – all must evoke sadness in a fan of the old 911. But next to the new 911, the old one looks like a relic from days gone by.'

Time has been cruel to the 996, with its engine problems and criticism of its lack of character, but it was a success for Porsche in marketing terms. It also, along with the Boxster, helped the company keep its head above water... **PW**



The 993 Targa had been seen as a controversial design by many but a triumph as far as the stylists were concerned. The same sliding roof concept was considered at an early stage for the 996, too, as demonstrated here in this 1996 sketch

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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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Old 911s rust. It's an unavoidable fact of life. Here we look at replacing the kidney bowls on a Carrera 3.2. It's DIYable – if you're feeling brave!



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A long overdue visit to Porsche breaker's, Douglas Valley. This is where crashed and beyond economic repair Porsches come to be dismantled for parts



OUR CARS: 150

New member to the team, Jeremy Laird, with his Cayman 3.4S. It's a grizzly tale of bore wear and ill-handling, but all is well now. Plus, Chris Horton, on the transforming effects of winter tyres on his trusty 924



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You ask, we answer; well, our tech guru, Chris Horton does, together with his crack squad of Porsche experts. This month we tackle 996 Turbo brake options, 356 steering box refurb, IMS bearing options and more

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One of the rarest 'Impact bumper' 911s under the spotlight this month in the shape of the Carrera 3.0. It's a lovely machine if you can find one



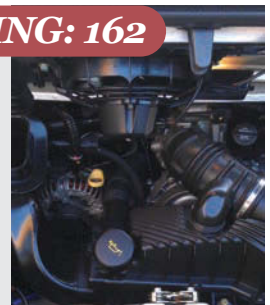
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Getting out there and kicking the tyres! This month our man Horton checks out a 986 Boxster S at Junction 17 and a Panamera Diesel at Dove House



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With the exterior fixed on our Project GT3, it's the details that are letting things down, like a very grubby engine bay. Here's how to make it gleam



TECH: HOW TO

911 BODY SHOCK SURGERY HORROR!

Photographs by the author

No successful manufacturer, and certainly within what you might call the modern consumer era, has ever knowingly built a product intended to last more than just a few years. Probably 15 at most. Even Porsche is in that respect disappointingly ordinary – although in all fairness its vehicles do for a number of reasons tend to survive longer than many others.

The company justifiably made much of the high-strength, high-tech and apparently highly corrosion-resistant materials from which it is constructed – to quote just one quite recent example – the 996 Carrera range. Bizarrely, however, it then went on to equip those same cars with rigid hydraulic brake lines that, because of corrosion, often concealed behind aerodynamic plastic undertrays, might today be on the point of suddenly bursting under pressure.

No wonder, then – and this statement is for your own benefit intended to shock – that just about every still original air-cooled 911, up to and including the Carrera 3.2, is likely to have – unless it has been dry-stored for the greater part of its life – incipient and in some cases rampant structural-corrosion issues. Even the 964 has turned out to be by no means immune. (Although, again to be scrupulously fair, the 996/986 and still later models do seem far more rust-resistant, despite those silly brake-pipe issues. Ditto the 993.)

It's all to do with ordinary dirt and moisture. Mud, if you prefer. Well, that and the way the shell was first designed and then put together. The spray-on under-body protection used by Porsche was, and remains, remarkably effective – but only where it covers the relevant surface in an unbroken film of the necessary thickness. Such were the convoluted shapes of various vital areas beneath and behind the 911's wheelarches, however, and the 'shadow' effect that some had upon others, that once those outer panels had been welded in place it was virtually impossible to guarantee that total coverage.

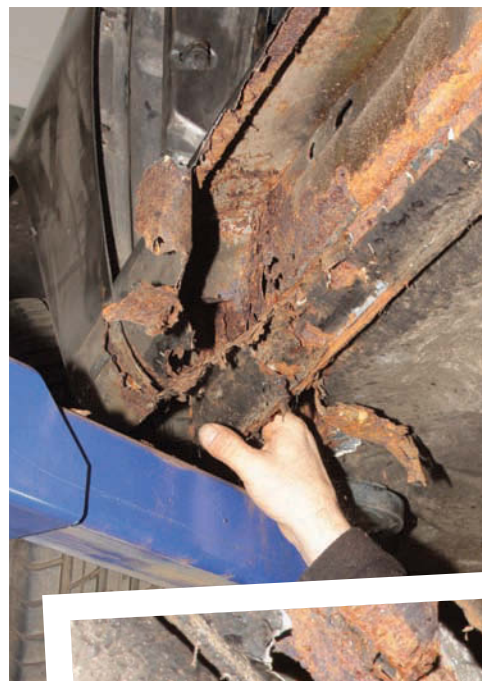
Add to the equation a factory paintshop worker perhaps more concerned about the blazing row he had with his wife that morning than whether the car he is helping to build will last more than its 10–15-year design life, and then the inescapable fact that the aforementioned mud will over a long period accumulate unseen where the

Be afraid; be very afraid. Your pre-993 Carrera might look reassuringly solid, but corrosion could be wreaking unseen havoc on its vital inner structure. Chris Horton explains what to look for, what to do about the damage, and how to prevent it recurring

protective sealant never would, semi-permanently holding corrosive moisture against the metalwork like a poultice. It's effectively a ticking timebomb.

The problem is compounded by the difficulty of seeing any nascent corrosion until it is too late, even if you periodically pressure-wash the wheelarches – and which process, because of that shadow effect, may be of little or no more use than the original under-body sealant.

If you have owned your older 911 for more than just a couple of years, and have



It's rare to find a 911 – and certainly a 3.2 – as badly corroded as our current project car (below, left and above left), but shot above shows a typical scenario inside an even later model's sill and 'B'-post. 'Kidney-bowl' stiffener (arrowed) is quite seriously compromised



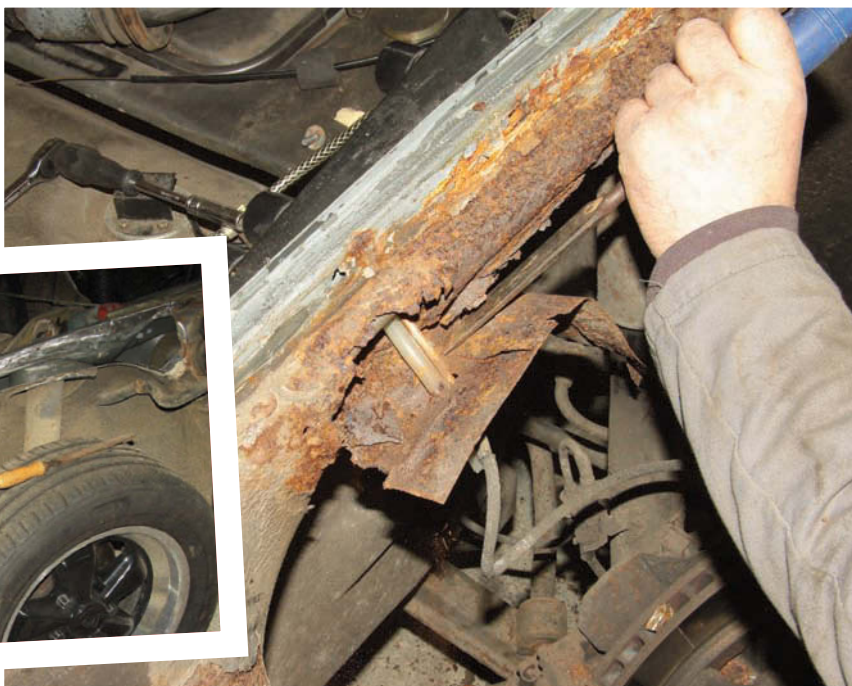


Two further photos of the same car's left-hand front inner wing (above and far right) reveal similar horrors. Dirt and moisture have built up against the longitudinal joint between inner and outer panels and, thanks to 'shadowing' effect (see text) attacked metal that wasn't sufficiently protected with factory-applied under-body sealant when the shell was first built. Problem was exacerbated by a poorly executed earlier repair, seen here being summarily chiselled off. Rot at front end is caused partly by that same mud, but also accelerated by acid from a habitually over-charged and/or poorly vented battery. Inset photo, though, albeit of a different vehicle, shows just what a skilled repairer can achieve.

The secret is to be ruthless, to cut – with surgical precision – back to good metal, and then to trim your new sections such that they match exactly what has been removed. It's not cheap, of course, but then the best never is – and these cars surely warrant nothing but



any kind of empathy with it, then you might well become aware of tell-tale bubbles in the paint around the base of each 'B'-post – behind and below the doors – and along the inner edges of the front wings, where they meet the sides of the front compartment. You might even spot holes beginning to appear either on the rear inner wings, at each side of the engine bay, or else around



(and especially above) the rear lights.

But all such issues tend to be worryingly easy to conceal with body filler – at least in the short term, and to anyone who is letting their heart rule their head during the natural excitement of the purchasing process – and if you have recently bought what you believed to be a near-perfect car, only to see it begin to deteriorate before your very

eyes, you will by no means be the first (or the last). Worse still, such damage is also like the iceberg that notoriously sank the *Titanic*. What you see on the surface is just a depressingly small percentage of the hidden horrors that lie beneath.

What you then do about the problem depends upon a combination of factors, but ultimately comes down to expertise and

THE KNOWLEDGE

There are several areas in which these older air-cooled 911s can suffer from significant structural corrosion, but probably the most serious are the two so-called kidney bowls. These are essentially pressings welded to the base of the inner and thus normally hidden part of the 'B'-posts, at the rear end of the inner sill members.

Their purpose is to add strength to this important part of the body structure, and their nickname comes from the fact that they supposedly look like the bowls used during surgical procedures in hospitals to receive clinical waste – and themselves so named because of their (rather vague) resemblance to the shape of a human kidney.

Only 911s up to and including the early Carrera 3.2 have true 'kidney bowls', however. In the post-1985 3.2 – as well as in both the 964 and the 993 – the stiffener is a rather more angular pressing, and also extends slightly further up the door pillar.

Either way, effectively repairing kidney bowls of both types means opening up what may well be a worryingly large amount of sound-looking outer bodywork – and then, of course, being able to replace that (with either new or original metal, or else perhaps a mixture of both) without leaving any visible evidence of the life-saving surgery.

The same road-dirt that causes these problems can also accumulate in the tiny space at the very rear end of each rear wing, on the completely inaccessible ledge over the light unit. This eventually reveals itself in the usual bubbles in the paint, but long before you see those the rust will probably have

eaten its way steadily downward, into the light unit's housing in the wing.

Again this can usually be repaired quite successfully, by cutting out a fairly small section of the outer wing for access, but since for the same reason you may well find significant surface rust, or even holes, on the inner wings forming the sides of the engine compartment, it is arguably better to take out a rather larger section to start with and simultaneously repair those, too.

Front inner wings suffer, as well, with serious corrosion often extending all the way down into the lower part of the boot compartment, and especially on the left-hand side around the battery box, but in that case it is a (relatively) simple matter to unbolt the entire outer panel for unrestricted access, and if necessary to repair that, too. More on this in a future edition of the magazine.

Auto Umbau's Robin McKenzie – from whose inspirational work in this field came the theme for this story – has developed his own precise way of cutting access holes in the car's outer panels to create minimum distortion, and more often than not to allow those same piece(s) of metal to be patched in again later. Where necessary he will also separate spot-welded panels with a special drill to allow entire sections to be unpicked with minimal effect on their neighbours.

For replacement panels Robin uses a combination of original Porsche parts (where available and cost-effective, and wherever possible for areas that will be clearly seen); after-market Dansk items (usually for unseen inner sections, although that is no reflection on their quality or effectiveness); smaller –

and sometimes not so small – sections that he fabricates himself (works of art in their own right); and occasionally even larger pieces cut from entire donor shells or previously salvaged individual panels.

'The most important thing is to leave as much as possible of the original structure undisturbed,' says Robin. 'That way, you maximise the chances of the repair sections fitting together neatly, and minimise the work needed to make the finished job effectively invisible. But it's all a very far cry from the traditional patches that people simply weld over rust holes to get some old banger through an annual MOT test.'

Such quality and attention to detail don't come cheaply – but then these days neither do the Porsches that need them. It is difficult to quote precise figures, because no two repairs will ever be exactly the same, but essentially a full 'B'-post and kidney-bowl repair will cost in the region of £1500 per side plus VAT and paint (for various logistical and technical reasons Auto Umbau farms out all of its paintwork), and a full rear-wing refurb job (inner and outer) about the same.

For more information contact Robin McKenzie at Auto Umbau in Silsoe, Bedfordshire (01525 861182; www.classicporsche-repairs.co.uk), and see also the various instalments in the Carrera 3.2 restoration the company has been carrying out in conjunction with us here at *911 & Porsche World* over the last year or so. For more on Dansk panels – and other Porsche spares, all available from Euro Car Parts and now three other UK distributors – go to www.jpgroup.dk.

TECH: HOW TO



Design of inner and outer rear wings is such that 'shadowing' of certain areas by others is inevitable – and even the thin engine-lid cable tube is a major culprit. You can see, too, how mud is bound to collect over lights. Only long-term solution is seemingly brutally to cut an access hole. Do it scientifically, though, and original piece should fit back without a trace



Leave enough mud round kidney bowls for long enough, and inner quarters will rot, too. This is a previously bodged repair on our 3.2 project car (right). Other side is just the same

effort; time and money. You could, of course, simply dig out the old filler and the most obvious underlying rust, slap in some new stuff and blow on some paint, and quickly move the car on to some other unsuspecting victim. To do it properly, however – and a car of this nature and inherent value surely warrants that – you will have to excise all traces of corroded

metal, with a precision bordering on that of a neuro-surgeon, and then equally carefully weld in the appropriate new sections.

We say 'you', but it will more than likely have to be an experienced Porsche and/or bodywork specialist who does the work for you. (Avoid, though, the 'generalist'; they are unlikely to be cognisant of the 911's very particular requirements.) So this is not

one of our traditional how-to stories. More a timely guide to where you need to look for possible problems. How to have any work carried out for maximum cost-effectiveness and longevity. How much it might reasonably cost. The questions you need to ask. And not least how you can then help to conserve your not inconsiderable investment. And perhaps, for the fortunate

Photos above and above left show rounded profile of the true 'kidney bowl' stiffener (arrowed); remaining shots the more angular shape that Porsche adopted from 1985. They are not interchangeable, so you need the right one(s) for the car, but the repair principles are exactly the same. Another trick of the trade is to cut all new panels to size little by little: you can't put metal back so easily





The sequence above and right, albeit heavily edited from many photos taken over several weeks, graphically shows why 911 kidney bowls and surrounding sill sections start to rot – but also how early intervention, while seemingly over-zealous, can potentially save a very much larger repair bill later on. Dirt is flung forward by the wheels, and collects in wafer-thin cavity beneath rear end of this horizontal panel (above).

Cut out another aperture, however, with due regard to how the metal will fit back in again, and you can gain sufficient access to treat any surface rust, at least, before repainting and, as here (top right), protecting with heavy-duty seam-sealer and cavity-wax. And this view of the finished and now painted job (above right) proves that with the right treatment the first signs of rust need not be the end of the world. Good as new! Sadly, the owner of this red car (left) wasn't quite so lucky, in that the same exploratory technique revealed more deep-seated problems requiring part of both the sill and wing to be cut away, but again the problem would only have become far worse had he buried his head in the sand and ignored it. Get the right people on a job like this and anything is possible

few who genuinely have no such problems (yet!), how to make sure that your older 911 remains as original and as rust-free as possible for as long as possible.

It might go against the grain to have great holes cut in your car's seemingly solid outer panels, merely to find out definitively what may or may not be inside – and even that process often comes at a significant price – but the longer-term alternative (do nothing, in other words, and hope for the best) could be far, far worse. The fact is that complacency kills – certainly as far as older Porsche 911s are concerned. **PW**



PROTECTION – NO RACKET

We often talk about Porsche bodies being 'galvanised', but that term is not strictly accurate. Gradually, from about 1970, the cars began to be constructed with higher-risk areas of the body shell (beginning with the floorpans and sills) in specially zinc-coated steel, and by 1977 the entire shell was thus treated. Further improvements came in 1982, and the 'modern' cars – the 996 and later, basically – have their completed shells electrophoretically coated in a special bath.

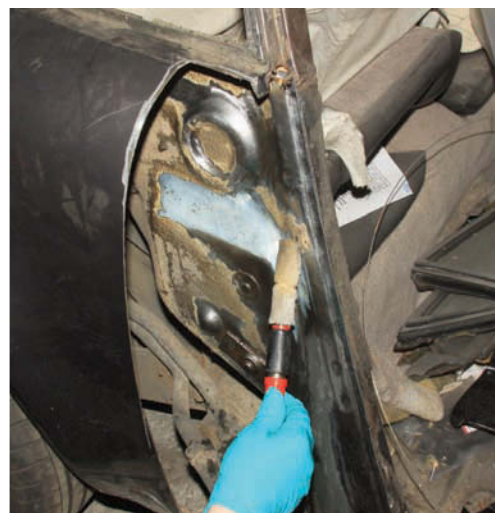
Either way, an essential part of the Auto Umbau body-repair process for all models is the protective recoating of any areas that

have been taken back to bare mild steel, with the aid of a clever piece of kit originally developed for the aircraft industry. It's quite a laborious process, involving 'painting' the surface with what amounts to a sort of electric sponge first dipped in a special zinc solution, but the resulting coating is far more durable than any zinc-based primer, and Robin McKenzie is happy to go the extra mile for the sake of the finished job's longevity.

Robin takes additional steps to ensure that he should never have to repair the same car twice. A fully weldable zinc-rich primer is sprayed on all panel joints before they are united, whether by spot- or butt-welding, and a thick (but not excessively so) coat of what is known as seam-sealer on all, well, seams.

The same substance – basically a monumentally sticky under-body sealant that dries with a tough, waterproof skin, but remains slightly flexible – is also brushed on any surfaces that will remain vulnerable to further attack from dirt and moisture. Areas such as inner wheelarches receive a coat of Würth's Gravel Throw Protection in Aqua Grey (it's the same stuff that Porsche has used for years), and the fully finished job is given a liberal dousing with a cavity-protection wax such as that by Dinitrol.

After that it's over to the customer – that's you – to do his or her bit by keeping that corrosive mud at bay with regular pressure-washing, and perhaps further applications of Dinitrol, as necessary. Repairing the ravages of previous rust is just the beginning.



Different surfaces require different kinds of protection as the rebuild progresses. Here Robin McKenzie is using an innovative electro-plating kit – from the aircraft industry – effectively to regalanise any bare mild steel, before blow-drying it and applying traditional primer and sealers

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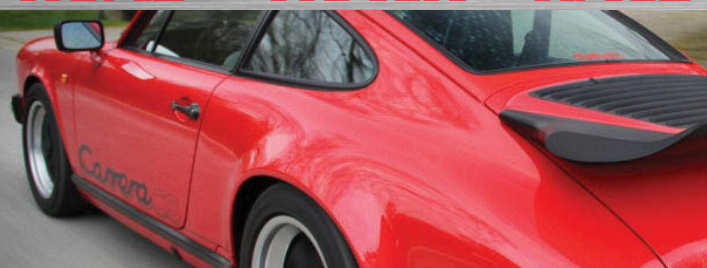
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TECH: SPECIALIST

DOUGLAS VALLEY: PORSCHE BREAKER

It's quite a sight – racks and racks of shunted Porsches being stripped to allow others to keep pounding the roads. This is Douglas Valley Breakers, where recycling Porsches is a big, mucky, heavy-duty business

Words and photography: **Brett Fraser**



According to legend, 70 per cent of all the Porsches ever made are still on the road. Whoever concocted that statistic has clearly never been to Douglas Valley Breakers on the edge of Wigan, because depressingly and fascinatingly stacked in its yard looks like half the Porsches ever made. Obviously that's an exaggeration made for dramatic effect, but nevertheless, the sheer number and variety of Porsches wrecked and forlorn on its racks is breathtaking and heartbreaking. And looking at the severity of the accidents that some of these cars have clearly been involved in, you can't help but feel sorrow for the scale of the human tragedy, too.

Not that Douglas Valley Breakers encourages browsers: it's not that kind of breaker. Forklift trucks are constantly

scurrying around the yard, lifting down bodysells for further plundering of parts, and replacing others that have, for the moment at least, served their purpose. It's a busy place that satisfies the needs of customers from around the world via a prolific mail order service.

Given an escorted tour around the yard it's hard not to stand there agog. On one rack there's a dozen 928s, on another a similar number of 924s: everywhere you look there are Boxsters. Elsewhere are 997s, 996s, 993s and Cayennes, together with a smattering of earlier air-cooled cars. Some have been crashed, others have caught fire, while most of the 944s have rotted through on the sills. Dotted amongst the Porsches are other prestige marques – Ferraris, Maseratis, Lotuses, Bentleys, Rolls-Royces. And every car you see already has some component or other removed, whether it's simply a headlight or

a wheel, or an engine or gearbox.

Douglas Valley Breakers was started up about 15 years ago when a couple of mates, Steve Strange (no, not that one...) and Jason Miller realised that Porsche spare parts had become so expensive that there was probably a good market for secondhand – and therefore cheaper – alternatives. Whilst specialising in Porsches and prestige brands the pair weren't averse to breaking more prosaic machinery, too, and that side of the business became so successful that it was split off and is now run from a separate site nearby.

Stock – for want of a better expression – is sourced mainly from insurance company auctions and is principally Category B and A wrecks, the classifications that can no longer legally be put back on the road: Category C and D cars are repairables and are deemed to be 'salvage' rather than for breaking, although occasionally some of

A sad sight? Yes, in many ways, but one man's wrecked Porsche is another man's parts opportunity. There are still plenty of front-engined Porsches on the racks at Douglas Valley, but these days the Boxster makes up the bulk of their stock

Right: The wrecking crew! These are the boys that strip Porsches for a living and keep others on the road. Far right: It's not just Porsches. Eagle eyed readers will recognise a Ferrari engine sitting on the bench



them do make it up to Wigan for dismantling. Douglas Valley does get calls from private individuals with cars to get rid of, but needs to see a comprehensive pile of pictures before making a decision to buy. And typically a private individual can have an inflated idea of what their wreck is worth – as it can cost as much as £500 in diesel alone to send out a recovery truck, Douglas Valley has to ensure that it's worth its while to go and collect it.

When Douglas Valley first started, 924s and 944s were its bread and butter, but the ubiquitous Boxster has since taken over as the mainstay model. Water-cooled 911s are frequent incomers, too, but air-cooled cars, not so much...

Graeme Cook, Douglas Valley's sales and PR man, explains: 'Over the last three

years 911 values have shot through the roof and air-cooled cars have become harder and harder to get hold of. It now makes more financial sense to repair badly damaged examples, and as the cars have become more valuable, owners are taking

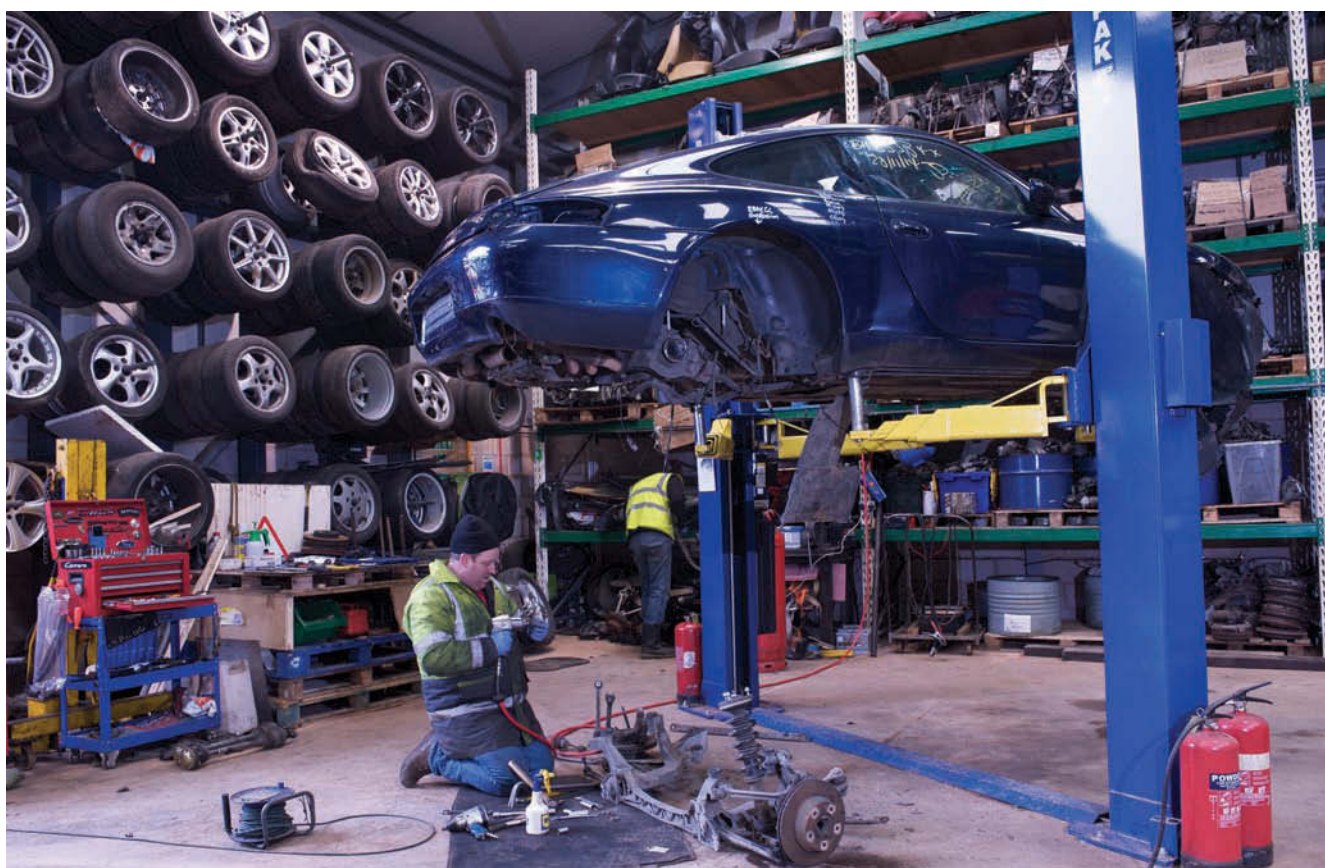
While we're talking to Graeme a car transporter arrives with a 986 Boxster aboard: it's soon scooped up by a forklift and tucked into a corner of the yard. So what happens to it next? 'The normal procedure,' says Graeme, 'is that it's taken

“ 924s and 944s were bread and butter, now it's the Boxster ”

them out less and therefore becoming involved in fewer accidents. As a consequence, the air-cooled cars that we do have in the yard we're hanging on to for much longer, until every last part is sold!

into the workshop to one of our two ramps and the engine and transmission removed – they will go straight onto eBay and tend to sell very quickly. Prior to sale we run several checks. The engines are

A 997 is stripped in the workshop. Parts generally go straight onto eBay, which, as any part time eBay buyer knows, is a laborious business



TECH: SPECIALIST



Left: Wheels are a popular upgrade. These are full sets, but quite often one of the set will have been too damaged to sell. Parts are racked awaiting dispatch

compression tested and leak tested, and we will open up the gearboxes to inspect the crown wheel and pinion and to photograph the insides.

'Where feasible, when a car comes in we'll start it up and check as many things

pump, etc, so we need to ensure they're still operational. Because of this we're confident enough to offer a one month warranty from the date of delivery to a customer.'

Once Douglas Valley is satisfied with the

shelves in the main workshop. Hidden away on one of the top shelves is a 996 GT2 engine: surely that's a desirable bit of kit?

'Actually that engine has been sitting around for a while,' confesses Graeme.

'The trouble is that the GT2 motor is essentially a tough, reliable unit, so the need for a replacement is low. It'll go one day, though.'

As well as customers wanting to keep their old Porsches on the road on a budget, Douglas Valley does a good trade in components to upgrade the spec of lower grade models. 'Boxster owners, for instance, commonly want to change their alloy wheels, with 986 owners swapping out their headlights for the facelift items,' says Graeme. 'Trading up from a cloth interior to

“Customers want to keep their Porsches on the road for a budget”

as possible are still working – we sell two types of engine, a “tall” engine with sump, block and head, and a turnkey engine complete with alternator, power steering

condition of an engine and its ancillaries the car is “de-polluted”; oil, fuel and other fluids are drained and the battery removed. If the engine doesn't go quickly it's kept on



That's a big front on shunt and you have to hope that no one was hurt, but no such guarantees can be made when Douglas Valley buys a car to scrap

**CONTACT**

Douglas Valley
Breakers Ltd,
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WN6 OXQ
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a leather one is popular, too. And talking of interiors, good ones are quickly snapped up for 928s – the car is so old now and many have done big mileages, so the original cabins are getting tatty. In fact, most parts for the early cars are pretty rare now and very hard to get hold of.'

Inside the workshop two walls are lined with alloy wheels, creating an effect that's akin to industrial art: the sight gets you thinking about changing the wheels on your own car, but Graeme points out that it's often not quite that simple. 'What you have to bear in mind is that these wheels have come off cars that have been in serious accidents, and inevitably one or more wheels are so badly smashed up that they can't be used. So what you see here are a lot of sets of threes...'

As you might imagine, with so many different Porsches in the yard and with so many different components on each one, keeping a catalogue of stock is quite some

undertaking. Graeme sighs loudly when we put this to him. 'At any one time we might have 3500 separate listings on eBay. And for each item we take 12 pictures to very clearly show what it is, and what condition it is in. Taking the pictures takes time, downloading them onto our system takes time, and then uploading them to eBay takes time. Even with four of us in the office – and sometimes five – it can seem a laborious process!

'Then, once a part has been ordered, we photograph it again on the packing bench and send the pictures to the customer to ensure there's no confusion. Some people still complain that they've been sent the wrong thing, but I like to think that we've done our very best to prevent any mix-up.'

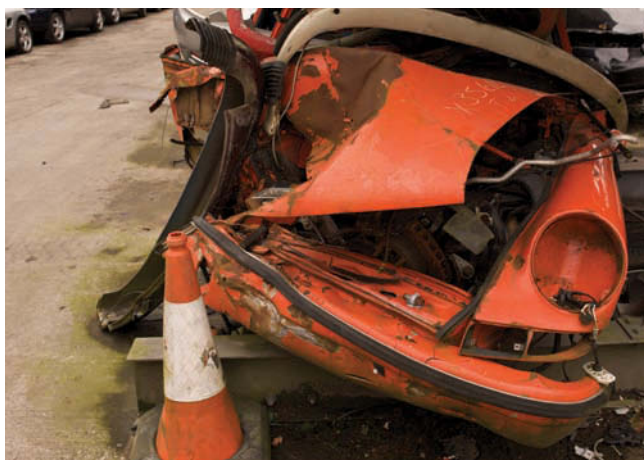
These days Douglas Valley does about 85 per cent of its business through eBay, and even when customers ring up, Graeme steers them towards the online site to check out the images. The only quibble that he

has is how many times he has to repeat the word 'used' within any given listing. For most items the turnaround is next day, and if not then it's normally within three working days, and Douglas Valley sends out so many parcels daily that it even has its own branded packing tape and a small mountain of bubble-wrap.

As we're leaving we remark to Graeme that seeing so many once fine Porsches dismembered and miserable is strangely emotional. As an ex-Porsche owner himself, he tells us that he felt the same way when he first joined the company. 'Now, though, having been surrounded by these cars on a daily basis, I've learned to view them just as a source of parts. But we've had customers, grown men, come here to drop off their pride and joy and leave in floods of tears. It's partly why I don't own a Porsche any more.'

So while 70% of Porsches may still be on the road, the small percentage that are not, are still doing their bit for longevity. **PW**

Above: Old 911SC in the racking is something of a rarity now. Air-cooled cars rarely come in these days because they are just too valuable to scrap. Right: Although you would have to concede that this one is past saving. Melted 928. Must have been some serious heat from that blaze



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TECH: PROJECTS

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THE TEAM

STEVE BENNETT

944 LUX



And so the engine rebuild continues. I must admit, the 944 is out of sight and out of mind, which is often the way with projects and as more important work takes priority. Soon, though...



KEITH SEUME

912/6



By the time you read this, the car will (hopefully) be running! I've called in the experts and am going to leave it to them. Sometimes it makes sense to know when to take a step back and watch others at work...



CHRIS HORTON

924S, 944



The full story on my snow tyres this month, including several useful tips I picked up while having them fitted. Plus: how last autumn's first wet weather finally did for the plug leads and distributor cap



PETER SIMPSON

CARRERA 3.4 TARGA



I have been working on Project Backdate, I promise, and as soon as we have some space in the Projects section I'll show you the progress. The inner rear arches are painted and ready for the fit-up.



BRETT FRASER

BOXSTER 3.2S



Rattle. Bang. Clank. Clang... A quick run back down the road identifies the source of the percussion as a section of nearside front spring comes adrift. Better make a call to Eibach!



JOHNNY TIPLER

BOXSTER 986



Mrs Tipler's 986 Boxster '550 Special Edition' found its way back to Paul Stephens for a full service from George and Lewis, who freed up a recalcitrant handbrake cable.

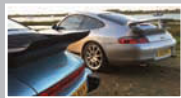


ANTONY FRASER

996 GT3, SC, TRACTOR

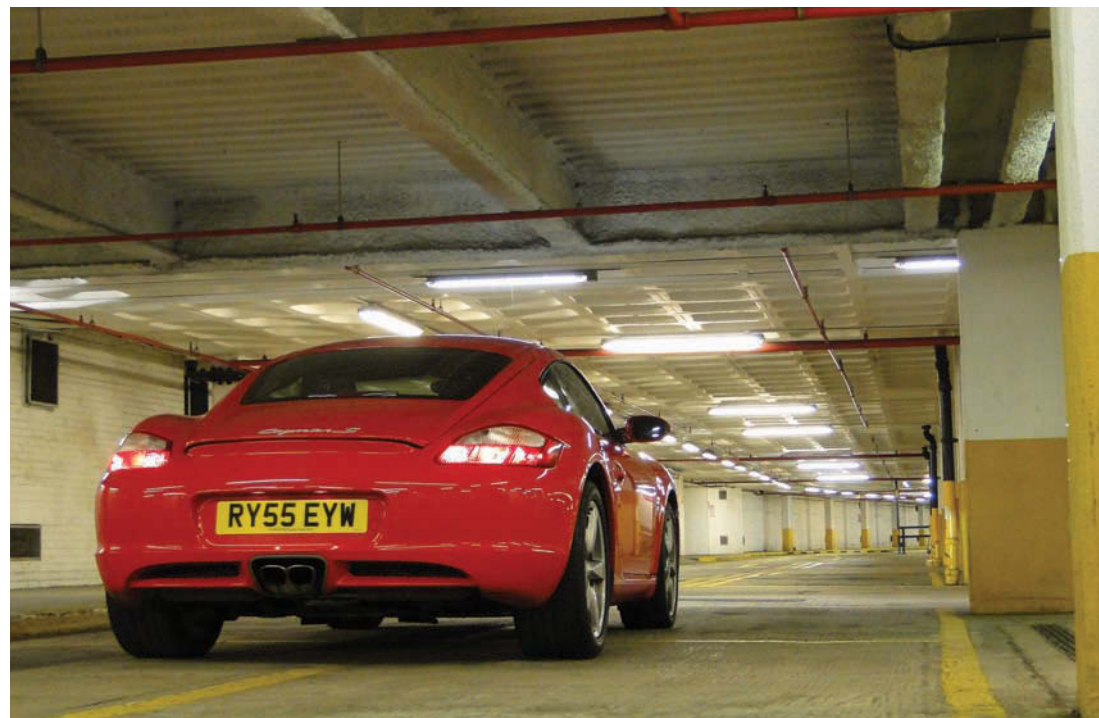


After its mega suspension transplant at RPM Technik, the GT3 was given no time for R&R, and whisked Mr Tipler and me to Belgium, to cover the 924 DP Cargo in this issue.



CROCODILE TEARS

New boy, Jeremy Laird, endures the dreaded bore scoring issue with his – new to him – Cayman. All is well now, though



There's no pretending otherwise. The Cayman and I got off to an inauspicious, you could say catastrophic, start. Within 24 hours of purchase I was almost certain the engine was suffering from terminal bore wear. Within a week the motor was in bits at Byfleet OPC, my worst fears fully confirmed.

As if that wasn't enough, in the few days prior to punting it in to Byfleet with a borked engine, serious doubts about almost every aspect had emerged. With a little familiarity, it looked fussy from some angles, dumpy from others. The dynamics weren't nearly as transparent as the Cayman folklore would have you believe. I

wasn't sure it even sounded all that great, especially at high revs.

Yet here we are roughly six months and 10,000 miles later. Not only have I still got the Croc, I reckon it might just be the decades-long keeper I'd originally planned. What's more, if all goes well I'll soon be chucking several thousand pounds' worth of tweaks at it to get everything just so. That is some turn around.

But let's begin at the beginning. How on earth did I contrive to buy a car with bore scoring so bad it was obvious the following morning but somehow not apparent pre-purchase? While we're at it, didn't I know what Caymans were like

JEREMY LAIRD

2006
CAYMAN 3.4 S

Occupation: Freelance writer,
Previous Porsches: One
Current Porsche: Cayman S
Mods/options: Standard
Contact: jeremy.laird@gmail.com
This month: New wheels and tyres and the small matter of an engine rebuild



New 'Our cars' reporter, Jeremy Laird, was disappointed with the ride and handling of his Cayman S on 18in wheels, so he swapped them for 17s. Composure and faith were restored



Before and after: Laird has gone for typical motoring journo spec, substituting ride and handling compromising 18in wheels for for compliant 17s. See, we practice what we preach

to drive before I bought it? Hold that latter thought for a moment. Let's get the engine dealt with first.

The tricky thing with bore scoring is that, unless it's really bad, the only unambiguous symptom may be oil consumption. My car didn't tick. It didn't smoke, or at least not in a manner that's uncharacteristic for any of these flat-six engines. The exhaust wasn't dirty. There was no tell-tale oil splatter on the rear bumper.

It was only when I checked the oil level the next day and discovered the thing had guzzled through the normal operational range of the oil gauge during the 150 mile trek home that the penny dropped, the alarm klaxon sounded and my stomach turned. It was genuinely sickening.

I felt bloody foolish, too. After all, I knew all about the dangers of the first-generation 987 Cayman in 3.4-litre 'S' guise. But from this apparent pit of despair, things gradually began to improve. I had actually done my due diligence. I'd bought a car with nearly a full year of official Porsche extended warranty remaining. I'd confirmed with Porsche head office prior to purchase that the warranty was in force and hadn't been cancelled or declined for any reason.

In theory, it was just a case of wheeling it to my Porsche Centre of choice and letting the warranty work its wonders. That's precisely how it turned out, though there were a few stressful days following

diagnosis where I was waiting for confirmation that Porsche would indeed approve a full repair under warranty.

Then the story really perked up when it was confirmed that the car wouldn't just be repaired under warranty. Thanks to the fine fellows at Byfleet, it wasn't going to be cobbled together with a mix of old and new bores, pistons, bearings and seals. I was getting an all-new short engine, to which my existing heads would be bolted. In other words, all the worrisome bits – the bores, the crank, the chains, the intermediate shaft and its infamous bearing – would be brand spankers and properly matched.

Then factor in that the car was in spectacular cosmetic shape and suddenly I had a 987 Cayman that didn't just look nearly new. To all intents and purposes it had a new engine, too. OK, the new engine was ostensibly the same spec as the one that failed and thus not a rebuild by an outfit like Hartech with modifications to prevent a repeat performance. But there are at least some indications that the bore scoring blight predominantly afflicts the 2006 model year 3.4 cars, plus a few 2007 model year examples.

Perhaps Porsche made a few tweaks to the bore or piston coating materials during the life of the M97 engine. Or perhaps not. Whatever, I now had about as good a factory-spec 3.4-litre M97 engine as you can get. Even better, as long as I kept the car I'd

know with confidence how the engine had been treated its entire operational life.

Quite a boon for a long-term proposition.

That was the engine woes squared away. The next problem was how the thing drove. As a journalist with a sideline in cars, I've driven a pretty spectacular array of machinery in the last few years. Save for a few blank spots from a certain pair of highly-strung Italian supercar brands, you name it, I've probably driven it. But the context for the Cayman, the yard stick by which I was measuring it, was my old 2.5-litre 986 Boxster, a very early Guards Red job that's featured in these very pages on a few occasions.

I happen to think early 986 Boxsters are among the very sweetest sports cars I have ever driven. Not nearly the fastest. Nor the most visceral. But so very resolved, so very transparent, so very satisfying, especially as an ownership proposition. No matter what exotica I'd been driving on press launches, without fail the Box still felt special upon my return.

The Croc, frankly, did not. Its steering was weightier but more contrived. The brake pedal was mushy and lacking in feel. Yes, the engine sounded superficially more aggressive and offered much more punch. But the response from the e-gas throttle pedal was sometimes scatological and the engine note lacked the music and sophistication of the humble 2.5. Too much



Eureka moment came after fitting the Cayman with 17in winter wheels and tyres for a trip to the Swiss Alps

TECH: PROJECTS

On track at a Silverstone track day, pre wheel change. Next on the agenda is a suspension upgrade



roar, insufficient howl.

Generally the Cayman felt bigger and blander, unless you were really pressing on. In fact, it suffered from most of the classic complaints that almost any new model tends to bring. Objectively it was faster and grippier and just better. But it lacked communication and character. It felt a bit synthetic. That last bit was the real killer.

Within 15 minutes of driving a 986 Boxster, I knew it was in tune with what I like from a driver's car. But a month after the Croc had returned with a new engine, I still felt distanced from it. Worst of all, I just didn't trust the messages I was getting from the chassis and steering. I never truly knew what it was doing beneath me.

If all this sounds hand-wringing and pretentious, a cavalcade of self-indulgent first-world woe, well, so be it. I love driver's cars and the plan with the Cayman was to keep it for a very long time. So any dynamic shortcomings were bound to be a major disappointment. Especially in the context of the big step up financially compared to the Boxster, never mind the confidence-sapping engine scare. A tonne more money and a whole hill of grief for a car that, on balance, I probably enjoyed driving slightly less than the Box? Not good.

When I started sniffing around 986s in the classifieds again, it seemed the end for the Croc was nigh. Then I offered it to a local Porsche specialist. I was only days away from making the call to part ways. But there was one final twist. As a last goodbye, would I take it on a trip to the Swiss Alps I'd

long been planning to the extent that I'd picked up a set of winter alloys and tyres while the engine was being rectified?

I wasn't sure. But I bolted on the winter boots anyway. That's when everything changed. My car is a 3.4 'S', but I'd discovered 17-inch wheels are compatible courtesy of spacers to clear the front brake calipers. I generally prefer smaller rims and tyres, so that's what I bought. The result was a revelation. Suddenly, the feedback fog and the chassis thump from the big 18-inch summer wheels evaporated. At last, I understood what the car was telling me.

I'd anticipated it would be a bit sweeter on the 17s, of course. But this was way beyond my expectations. Not a moment too soon, the bonding process could truly begin. Hell, I even far preferred the way it looks on the 17s, thanks to a whiff of dainty period Porsche to the stance. If you're wondering, they're standard items from a generation two 987 base Boxster.

Of course, the wheels didn't banish all my reservations. The brake pedal was still crap and 986 Boxsters still sound more musical and look prettier. Overall, the standard chassis setup remained softer and woollier than I'd like. But the steering was now a delight, the whole car simply more progressive and talkative. It really flowed. I began to appreciate the upsides of the Cayman's stiffer coupe shell, the sense of precision it brings, the lack of corruption through the controls, too. Hurrah.

The final piece of the puzzle, in terms of the Croc's long-term prospects, was a visit

to Specialist Vehicle Preparations up near Worcester. SVP and its proprietor Dom Delaney have been carving out a niche of late as an outfit that really cares about Caymans. As a sideline to their race-prep services, SVP offer a tweak package that promises to add some focus to the overall proposition without killing the Croc as a road car.

I drove their modified demo Cayman and immediately knew it was roughly, albeit not exactly, the direction I wanted to go with my car. The die was set. All of which brings me to the here and now with the Croc and I can start talking about it in the present tense and under the assumption that I'm keeping it for good.

I'm not sure exactly what chassis spec I'll go for. It might be SVP's custom-spec KW V3 coilover kit. It might be standard KW V3s, maybe Bilstein B16 or even Ohlins Road&Track if they are released for the 987 soon. But I certainly want both a 997 GT3 master brake cylinder and some tougher transmission cables. Generally, the plan is to keep the car looking OEM and my priority is feel and feedback, not epic grip, lap times or any of that nonsense. So it will be staying on 17-inch wheels and I won't be ripping the interior apart.

Of course, the specifics of exactly what I'd like to achieve are another story altogether, a story for another day, for another issue of *911 & Porsche World*. For now, what matters is that the Croc and I are finally seeing eye-to-eye. It was looking touch and go for a while. **PW**

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TECH: PROJECTS

HEADING FOR THE HILLS

The 924S was temporarily halted in its tracks by the onset of autumn, confesses Chris Horton, but then equipped with a set of Pirelli winter tyres to ensure its usability throughout the rest of the season. Photos by the author



CHRIS HORTON

924S, 944

Occupation
Consultant editor,
911 & Porsche
World

Previous Porsches
Another 924S

Current Porsches

924S, 944

Mods/options

This 924S has a horrid modern radio, and an equally nasty alarm; both are scheduled for removal. And I fitted a throttle-response cam

Contact
porscheman1956
@yahoo.co.uk

This month
Fitting a set of four 'snow' tyres, and dealing with a sudden no-start

No two consecutive winters ever seem to be the same here in the UK, but even the mildest of them often see temperatures down to 7–10 degrees Celsius. And 'snow' tyres are designed for that as much as the white stuff (left)

It's rare that I buy a set of four brand-new tyres. Not because I chance my luck with the manufacturers' PR people, but primarily because, having previously dismantled so many other cars, I seem to have amassed for the current fleet a collection of more good-quality spares than I will probably ever need. And, depending on the vehicle in question, the ones I am using just don't seem to wear out as quickly as they used to. Or maybe that's simply the fact that with several cars and a van to choose from, it takes a while to rack up too many miles in any one of them.

Occasionally, though, I push the boat out. In December 2013, and expecting a long and desperately cold winter like the one before that, I dutifully bought a medium-priced set of snow tyres for my daily-driver Mercedes-Benz Vito van. And then, of course, we had one of the wettest and mildest such seasons in living memory. Even so, they proved their worth, with noticeably better grip at temperatures below 7–10 degrees Celsius – which is what all of these so-called 'snow' covers are designed primarily to offer – and the increased confidence that came from knowing I was at least attempting to play by the rules.

This winter it was the turn of the metallic-grey 924S for similar treatment. Not because I was expecting the worst, or even to have to use the car whatever the weather – quite the opposite, in fact, now that it 'lives' perhaps 30 miles away, over at Robin McKenzie's Auto Umbau in Bedfordshire – but mainly because through my work on *Porsche Post*, the monthly magazine of Porsche Club GB, I had the chance to buy a set of Pirelli's recently launched Snowcontrol covers at a good price. All that would be required in return was a few lines of comment and assessment in either or both magazines if and when the opportunity arose.

It seemed like a pretty good plan. The tyres on the 'S' at that time were the same as when I bought it, in 2012, and although technically still legal were frankly hopeless. Even on the warm, dry and in part brand-new Tarmac of the Porsche Experience Centre at Silverstone last August their grip was entertainingly limited, and knowing how readily my old red 924S tended to change ends on snow I didn't relish the challenge of keeping this new one pointing in the right direction out on some icy Oxfordshire backroad. It would also give me the time to save up for a set of good-quality summer

tyres for the wider 944 wheels that I had earlier acquired for the 'S' – and which, I think, suit these narrow-body transaxle cars far better than the standard fare.

All I needed after that was some snow, and in early February that was what I got. Not a lot of it, here in the south Midlands, but just about enough to shoot an appropriately wintry image of my now Pirelli Snowcontrol-shod 924S on the B655 between Hitchin and Barton-le-Clay (above). And more than enough to leave the roads in the kind of treacherously slippery state that winter tyres are, as I've suggested, designed to deal with. And I was impressed. There tends to be a perceived improvement in any vehicle's behaviour when you know it has undergone some relevant modification. But now the Porsche feels totally different. Transformed, even.

It still takes little effort (on snow, anyway) to provoke the rear wheels into a snowball-flinging low-speed spin, or to lock up the fronts by careless braking – no PSM nor even ABS here, of course – but drive smoothly, with due regard to the conditions, and it is almost like having heavy-duty chains on your wheels. Except that you don't get the teeth-chattering vibration that those generate, even on deep snow.



And, no less important for we Britons, you don't immediately have to stop and take them off again whenever patches of the black stuff start to show through again.

Because, this being southern England, it won't be too long before some kind of thaw, and you are back to needing the kind of grip and turn-in to stay one step ahead of white-van man. Snowcontrol delivers much in that context, too, with the demonstrable response and tenacity to power through faster corners with confidence, plus the higher-speed, straight-line refinement so vital for the motorway stretches between them. I reiterate the blindingly obvious fact that you still need to drive within both the car's and your own limits – no tyre is capable of defying the laws of physics – but perhaps the best analogy is with skiing. It's like having a pair of freshly ground edges on your Rossignols.

That apart, the 924S has had predictably little attention these past few months. Partly

because I have used it only occasionally, and partly because, well, it's a bullet-proof transaxle Porsche. That said, it disgraced itself in November, when I unexpectedly needed to move it from its parking space at my mother-in-law's place, here in Thame, over to Silsoe. I shall cut short what could otherwise be a rather protracted story, but suffice it to say that after happily weathering several previous autumns and winters out in the open, this time the ignition system quickly suffered a major adverse reaction to the sudden damp weather.

The obvious solution was to shoot back to base and yet again cannibalise the poor old 944 for its spark plugs, leads and distributor cap, all relatively little used before that car came off the road. But I forgot to take back to the 924S the wrenches necessary to remove its original leads in the correct way. (They fit behind the fuel-pressure regulator, and their end-caps are too large to pass it by unless you

first at least loosen it on its mounting point.) That was no problem – I simply cut each lead in half and threw them into the bin, and fitted the new ones loosely, over the top of the regulator. But it meant that the 'new' ones would have to sit untidily, slightly out of position. By that stage, though, I was past caring what the installation looked like. I just needed to drive the bloody thing.

The new leads got the engine running immediately, though, and unsurprisingly that's how they are likely to remain for the foreseeable. Plenty of time for a proper job when the weather gets a bit better. And besides, I have to reseal the Merc van's leaking fuel injectors for the umpteenth time. The thicker copper sealing washers from a Honda diesel are the answer, I am told – and I'll let you know what happens, if you're interested. After all, I bet that some of you, too, have one of these popular and surprisingly charismatic vehicles, as well as a Porsche or three. **PW**

Pirelli demonstrated its new Snowcontrol rubber on the indoor ski slope at Tamworth last summer, but we were keen to experience them in real-world conditions – not least because the 924S's original tyres (above) had already proven their comedic qualities at the Porsche Experience Centre. Fitting was handled by Auto Umbau's Terry Parker (below left). He made sure to align white dot on each sidewall with valve: this ensures optimum balance with the minimum quantity of (stick-on) weights. Useful to know!



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TECH: Q&A

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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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EXPLORING 996 TURBO BRAKE OPTIONS

Q I have just bought myself a 2005-model 996 Turbo: 31,500 miles on the clock, and with a full Porsche Centre service history. There are four stamps in the book – three minor, and one major. All four of the brake discs appear to past their best, with obvious wear on their inside faces, and possibly some seizure of the inside pistons and cylinders.

What are my options for renewing the discs and pads? There appear to be many alternatives, and also widely varying prices. This is my first Porsche – at the age of 66 – and although I am quite 'hands on' I would much appreciate your advice.
Glenn Kirby

A **Jim Symons, Euro Car Parts:** Set out below are the brake parts we would recommend for your 2005 911 Turbo, together with their current VAT-inclusive retail prices. All are available via our website at www.eurocarparts.com, or by calling our dedicated Porsche sales line on 020 8782 2486. Mail-order delivery is free of charge. Total cost using Sebro discs would be £712.44 or, with Pagid discs, £642.96.

Discs Sebro: front, £94.80 each; rear, £95.94 each; total £381.48; Pagid: front, £76.80 each; rear, £79.20 each; total of £312.00

Pads Pagid: front £74.40; rear £53.40; total of £127.80

Brake-pad dampening plates (anti-squeal shims) Front, £9.54 each, four required; total of £38.16;

Rear (28mm), £8.65 each; (30mm), £8.65 each; four of both required; total of £69.20

Brake-pad wear sensors Front and rear, £9.96 each, four required; total of £39.84

Brake-pad fitting kits Front, £35.21; rear, £20.75; total of £55.96

Grand total: £712.44 (with Sebro discs), or £642.96 (Pagid discs)

A **Paul Stacey, Northway Porsche:** There are a couple of options available to you when it comes to replacement discs and pads on the

996 Turbo. The first is to fit genuine Porsche replacement parts, which work out at approximately £725 including VAT for the front discs, pads, anti-squeal shims and warning sensors, and £646, again including VAT, for the equivalent parts at the rear. That's a total of around £1370. In both cases the retaining plates and pins (the fitting kits, in other words) should be reusable after a clean-up.

There are a number of after-market discs and pads that perform just as well as the genuine product, and in some cases are manufactured by the same company, whether that be Textar or Brembo, and so on. These brakes can easily save you in the region of £150 per axle over the Porsche equipment.

If you are going to do more spirited

driving, or perhaps even the occasional trackday, then you might want to consider an upgrade to larger discs and calipers. Again there are a number of kits available such as those from Design Tech or Alcon. If you check out the Design 911 website (www.design911.co.uk) you will see that they have kits for approximately £1435 for the front – discs, pads, modified mounts, larger calipers and stainless-steel pipes – and £1200 for the respective parts at the rear. This is a great upgrade, but depending on the pad compound you choose can be a little noisy for the lighter braking that you will mostly be doing on the road alone.

996 Turbo offers prospect of relatively easy and cost-effective brake upgrades



STEER CLEAR OF NEW DRUG-DRIVING RULES

I would hope that for most, if not all, *911 & Porsche World* readers, what follows is of purely academic interest, certainly as far as illegal drugs are concerned. Either way, the unfortunate truth is that as we age so the more likely we are to be taking some relevant prescription medication or other which

could impair our ability to drive. And ignorance of the law is famously no defence.

Since the beginning of March there has been a new offence – in England and Wales, but oddly not yet in Scotland – of driving while over the prescribed limit of certain drugs. Limits have been set for illegal

substances including heroin, cocaine, LSD and cannabis, but crucially also for a number of entirely legitimate medicinal drugs, including (but not restricted to) both morphine and methadone.

The new protocol will bring the detection of so-called drug-driving into line with the long-standing and widely

understood enforcement procedure for drink-driving. Police will no longer need to prove that driving was impaired. They will simply obtain a blood sample, and show that any of the specified drugs are present above the prescribed limit.

Estimates suggest that as many as 200 drug-driving-

related deaths occur every year throughout the British Isles. Surveys indicate that one in 10 young male drivers have driven under the influence of cannabis, and an astonishing 370,000 have driven under the influence of class 'A' narcotics. More information is available at www.gov.uk/drug-driving-law.

TECH: Q&A

KEEPING YOUR 356 ON THE STRAIGHT AND NARROW

Q I own a 1960 356B coupé. It's a wonderful little car, which I have had for many years, and love beyond all reason, but it has just failed its annual MOT test on the grounds of a worn-out steering box. That came as no great surprise to me – the steering has long been rather vague, despite occasional adjustment, and for the last few summers I have had to top up the oil inside fairly regularly – but now I am in a quandary as to whether to look for a better second-hand box, or to try to find someone to rebuild mine. Your advice would be appreciated.

Alan Thompson

A **Chris Horton, 911 & Porsche World:** From 1957 through to the end of production in 1965 all 356s had a ZF-built steering box of what is known as the worm-and-peg variety. (Earlier cars had a broadly similar VW steering box.) It is an inherently solid and reliable mechanism, and many other vehicle manufacturers used an equivalent set-up for many years (even my 1987 BMW 5-series has a steering box), until finally it was by and large superseded by the lighter, simpler and arguably more precise rack-and-pinion system.

Like any such mechanism a steering box requires both adequate lubrication and the correct working clearance (or backlash) between the internal gears – which is effectively what that so-called worm and peg are. Unfortunately, however, the units have long tended to leak oil from their ageing seals, and in an effort to reduce the resulting excessive play at the steering wheel many owners (and even some specialists, who should know better) over-tighten the adjuster. Which, as you can imagine, merely exacerbates the problem, by causing further wear. It is also absolutely essential that any road-wheel alignment, or tracking adjustment, be carried out with the components inside the steering box suitably 'centred'.

What to do about it? I did some ringing round on your behalf, and discovered that well-known 356 specialist PRS in Billericay, Essex, is now marketing a kit of parts to rebuild these ZF units. Priced at £270 including VAT, it contains two special ball-bearing races and tracks, a full set of the tapered rollers that support the peg, two oil seals, and crucially a new peg itself, precisely machined from the correct material. (I see that there is at least one American kit that includes the 'worm', as well, but that costs nearly US\$2000. And in the vast majority of cases it's the peg that wears the most.)

Rebuilding a ZF (or any other) steering box is probably not something you would want to tackle without prior DIY experience of these cars, but any good all-round Porsche specialist – and certainly PRS itself, of course – ought to be able to handle the task without any great difficulty. More details at www.prs356.com, or call 01277 630099.

356 specialist PRS is offering this rebuild kit for the later ZF steering box: ball races, oil seals, and not least both the 'peg' (below right) and the special tapered rollers that support it



PANAM'S MYSTERY TYRE NOISE

Q I have a 2013-model Panamera Diesel; it's the one with the 3.0-litre V6. Recently I have become aware that when I am manoeuvring the car off my driveway first thing in the morning, and then out of the office car park in the evening, there is a worryingly loud sort of scraping noise from the front tyres, and what I can best describe as a momentary juddering sensation through the steering wheel. Significantly – or perhaps not – I don't experience these symptoms when arriving at the office, or then at home again.

I first suspected, as you would, that it might be one or other of the front tyres rubbing against the inner wheelarches, but both plastic liners appear to be correctly positioned and undamaged – and obviously that wouldn't explain why it happens only occasionally.

The suspension appears to be in perfect condition, too, and apart from the inevitable pot-hole I have driven over nothing that could have put the suspension out of alignment. The spokes of the steering wheel are level when I am driving in a dead-straight line, the car pulls neither to the left nor to the right, and there is not a trace of wheel wobble. Tyre pressures are correct, too.

Do you have any idea what might be causing



Does your Panamera – or any other Porsche, for that matter – feel as though the front tyres are almost 'skipping' across the Tarmac when you turn the steering to full lock at parking speeds? We want to hear from you if so!

this? It's not a big problem – more a slight concern, and something I quickly forget about out on the open road – but I am naturally curious to know.

John Heaton

A **Chris Horton, 911 & Porsche World:**

I think I have noticed that happening in some of my cars – and especially the 2004 Passat when I am using full lock to get it out of my awkwardly tight driveway. I also borrowed a Panamera last summer – co-incidentally another 3.0 V6 Diesel; a superb car – and if memory serves that sometimes did it, too.

I think it is because modern vehicles (and especially large ones such

as the Panamera) need to have such a small turning circle that when you rotate the steering wheel fully in either direction at least one of the tyres – the inside one, I guess – is almost literally being pulled and/or pushed at an acute angle across the ground, rather than rolling as cleanly as it should.

I would imagine that it would be worse when the tyres are cold – in other words less supple and less grippy than when hot – but, then again, the ambient temperature when I had 'my' Panamera was pretty warm. Maybe that has less bearing than the angle at which the tyres are operating. Either way, it would be interesting to hear about other readers' experiences of this situation – if any.

WEAR YOUR HEART ON YOUR WINDSCREEN

Absolutely nothing to do with fixing Porsches, this item, but having previously written in this magazine about the UK's recent abandonment of the traditional 'tax disc' (*The usual suspects*, January 2015 issue) I feel honour-bound to bring to your attention that you can buy a pack of three tax-disc-sized stickers (right) commemorating the iconic Vulcan aircraft, XH558, for the now redundant

and perhaps achingly blank lower left-hand corner of your car's windscreen.

It costs £2.2 million a year to keep this unique and genuinely breathtaking machine in the air – an annual service alone accounts for around £200,000 – and so, not surprisingly, every little helps. In this case, those three stickers for just £4. And if you think Porsche parts are expensive, try buying wiper blades for a

long-range strategic bomber – let's call it a round £250 per set of three. Oh, and plus VAT, of course.

Details – and many other ways of helping to maintain this gloriously British icon – at www.vulcantothe.skystore.co.uk.

Vulcan is beyond doubt a national treasure; these windscreen stickers will help keep it flying



THE STEERING-RACK PIPES THAT SURPASS ALL UNDERSTANDING

Q Thank you for so promptly dealing with – and then publishing in your April 2015 edition – my query about 996 Carrera 4 steering-rack pipes. The saga continues. Despite initially believing the car's lower-pressure return line to be serviceable, I subsequently came to the conclusion that if I was replacing the damaged high-pressure pipe, then I really ought to be doing both at the same time. Like you, and as a long-standing mechanic myself, I am a great advocate of what you call the While You Are In There philosophy.

Amazingly, though, once again the new pre-shaped pipe that I bought from Porsche – triple-checked against the car's VIN and their PET part-catalogue system – appears to be incorrect. To be fair, there isn't a massive discrepancy between them, but enough that the new one (yet another £130 or so including VAT!) is never going to slip into all of the original clips, neatly or otherwise. And it's the same story from Porsche as before. Take it or leave it, basically.

Do you have any helpful suggestions? At this stage I am inclined simply to cobble

something together using whatever sections of the new pipe(s) will fit, and then to cut out the bits where they don't, and bridge the gaps with lengths of rubber hose secured with ordinary worm-drive clips. It's a bit of a bodge, of course, and I have to say that it goes completely against the grain not to do a job like this 'by the book', but plenty of other car makers – not least BMW – have in the past relied quite safely on relatively low-tech steering-pipe connections such as this.

And there is a limit to how long this accursed car can stand idle in my garage for something as utterly stupid as this. I bought it to drive, not just look at. So much for ruthless German efficiency.

John Barker

A **Chris Horton, 911 & Porsche World:**

I can fully understand your frustration with this, John, but at this point can offer no useful explanation. It's the kind of thing I love to get my teeth into, however. Not necessarily to 'show up' Porsche, or anyone else, but merely to find a satisfactory answer – so rest assured that

I shall be making further enquiries on your behalf.

The only other avenue I can suggest right now – which you may well have considered yourself – is to have replacement line(s) made up by a specialist hydraulic-hose fabricator such as Pirtek (www.pirtek.co.uk) – and

there are dozens more in the UK alone; just Google, well, 'hydraulic hoses'.

Organisations like these – with branches all over the country – are dealing with technical problems such as this all day, every day, usually for far more demanding applications than mere road vehicles, and I wouldn't mind

betting that they will be quite a lot cheaper than the Porsche part(s), too.

As a final bonus, you could probably specify certain sections of the new line(s) in some appropriate flexible material, and that would naturally make them far easier to fit, as well. Watch this space, anyway.



We showed how to fit 996 steering-rack pipes in a recent technical story (above), but reader John Barker has so far been unable to buy the correct lines for his Carrera 4. As yet we have no satisfactory answer, but we're on the case. In the meantime our suggestion would be to have them made by a specialist hose fabricator, perhaps with flexible sections that would make them far easier to install than the OE items

THE HEAT IS ON AGAIN FOR THE 914-6

We don't receive too many questions about the 914, but over the last few years a number of readers have asked where they might obtain new or even second-hand heat-exchangers for their six-cylinder cars – correctly known, we suggest, as the 914-6 (which is what the badge on the back says), and not the 914/6.

We didn't have much of an answer, either, since these items have been in short supply for quite some time now. Indeed, their rarity is said to have pushed prices in the US – where most 914-6s were sold, and many still reside – to around \$5000 per pair for 'new old stock', or to as much as \$1000 for a used pair requiring extensive

refurbishment before they can be used again.

But now Dansk, already well known for its replacement body panels for Porsches ancient and modern, as well as a large number of standard and uprated exhaust systems for many of the same cars, has launched its own heat-exchangers for the 914-6.

They are made from a

mixture of 1.4512 chrome steel for the 38mm diameter exhaust pipes, and aluminised mild steel for the surrounding shaped boxes. Recommended price is 1698 euros, ie 3396 euros per pair (both plus VAT), but thus far only a limited number of sets have been produced, and so even now you might have to wait a little while before you can

get your hands on them. But at least it's a step in the right direction.

A further run is planned, however, and it is hoped that in time all of Dansk's UK dealers – which now include Roger Bray, Tech 9 and Design 911, as well as long-standing partner Euro Car Parts – will be able to supply. Meanwhile more details at www.jpjgroup.dk.



Heat-exchangers for the 914-6 have been unavailable from Porsche for some time – with an obvious effect on even second-hand prices – but now Dansk has started manufacturing its own after-market versions. Well done, Dansk!

TECH: Q&A

LATE IMS BEARING IS A GAME OF TWO HALVES

Q I am an avid reader of your magazine, and an equally enthusiastic Porsche owner. After two Boxsters, the last of which was a 3.4-litre 'S', I now have a 2008-model 911 Carrera 4S – with manual transmission and, as you would guess from its designation, the 3.8-litre engine.

The car has now done 37,000 miles, and has been regularly serviced. There are no signs of RMS oil leaks or

IMS bearing wear. I do feel, however, that I may be heading for a clutch replacement quite soon. When this needs to be done would it make sense to carry out the IMS upgrade to the roller-bearing kit that I have seen advertised in *911 & Porsche World*?

If so, how many hours' labour would be reasonable for the IMS change, if carried out at an independent specialist, and at the same time as the clutch job? I know this problem is often overstated. Neither of my

Boxsters had a problem in this respect, but both were low-mileage cars.

Andy Allen

A **Chris Horton, 911 & Porsche World:** As a 2008 model, your 997 has the larger, later-type IMS bearing (introduced in 2006), which cannot be removed or, therefore, renewed without also splitting the two crankcase halves. This plainly takes it way beyond the scope of preventive maintenance,

regardless of whether you are having a clutch change.

The good news, though, is that by and large these later engines do seem very much more reliable in this respect. Indeed, their major issue appears to be cylinder-bore scoring, which I believe to be caused, at least in part, by localised overheating. We recommend the use of Evans Waterless Coolants to help deal with that. See the June and October 2013 issues of the magazine for more on the theory and practice of this innovative coolant, or go to

www.evanscoolants.co.uk.

As for anyone with an earlier engine pondering the same question, I think the pre-emptive replacement of the IMS bearing and rear main seal, perhaps carried out in conjunction with a clutch change (or vice versa) is a great idea. I am not entirely convinced by the after-market options, though. A specialised supplier such as the UK's Bearing Traders (go to www.bearingtraders.com) will sell you an exactly equivalent standard-style race for less than £20 including VAT.

BOILED-OVER 996: A LUCKY ESCAPE

These days, as some readers might be aware, I spend some of my time working on *Porsche Post*, the monthly magazine of Porsche Club Great Britain. Via that connection comes an interesting experience from member Ray Chapman, who last summer took his early 996 Carrera 4 to northern Spain on the ferry to Bilbao.

Within just a few miles of the port the car was stranded in a lay-by at the side of a mountain road, spewing forth an alarming geyser of steam from the coolant tank's pressure cap. (Ray had been alerted to a problem by a heroic Spanish biker, who had ridden alongside through at least one hairpin bend, shouting 'Agua!' [Water!] and simultaneously jabbing a finger at the rear of the car.)

To cut a longish story short, Ray and his wife managed to refill the system (once it had cooled sufficiently) from a tap at a nearby farmhouse, and then coaxed the car – fortunately without further incident – to the Porsche Centre in Pamplona. There it transpired, unsurprisingly, that the cap was faulty.

The Centre didn't have a new one in stock (which would have come as a bit of an unpleasant surprise to me), but since the Chapmans were understandably anxious to rejoin their Porsche Club group, and get on with their holiday, helpfully fitted instead a good second-hand one. Sorted.

And yes, the car not only made it back home to Blighty, but is to this day still running perfectly.

I mention this here – as I did to Ray when editing his story – because it highlights several issues. One: the relationship between pressure and boiling point, and thus the significance of even a seemingly minor component such as what we used to call a radiator cap. Two: the dangers of filling a hot engine with cold (or even just cool) water, which can easily crack the cylinder block(s) and/or head(s). And three: the value of both preventive maintenance (ie occasionally replacing the coolant-tank cap), and perhaps even carrying a few selected spares, especially when travelling abroad.

Trouble is, the 996 also has an increasingly common habit of cracking open its entire coolant header tank, and in such a way that even with the engine removed you might easily miss the tell-tale marks in the plastic. Forerwarned is forearmed, however, so maybe you need to get outside this weekend with a torch and a mirror, and make sure yours isn't about to go the same way as this (above right).

New tanks cost around £200 plus VAT from Porsche (for obvious reasons I would be wary of second-hand ones) and an independent specialist ought to charge no more than around £150 plus VAT to fit it.

And perhaps that would also be a

good opportunity to upgrade to Evans Waterless Coolant? Power Cool 180 has, as its name suggests, a boiling point of 180 degrees Celsius, and as I suggested to Ray, with that in his car's

cooling system not only might the faulty cap never have become an issue, but he might also have been able to drive the car all the way home even without it fitted to the tank.

996 coolant tanks can split and leak – as shown here by arrow. A replacement for earlier cars costs around £400 including labour and VAT at an independent. For post-2001 vehicles the tank is a little bit cheaper, but fitting requires the engine to be lowered from its mountings, so reckon on a higher labour charge



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TECH: DETAILING

DETAILING SCIENCE: PART EIGHT

ENGINE BAY CLEAN

TIME REQUIRED 1.5 – 4HRS

With the exterior of Project GT3 looking rejuvenated, and the interior in a similar state, it's time to attend to the details. The engine bay might be out of sight and out of mind, but it has the potential to let the side down. Here's how to return it to factory fresh

In the eighth instalment of the Detailing Science series we are getting into the nitty-gritty of show-car preparation. While everyone can appreciate a shiny car, it takes a special sort of person to meticulously clean the engine bay. Thankfully, the vast majority of PVD (association of Professional Valeters & Detailers) members are men and women of just that calibre, and in this instance Mark Farrell of Marell's Detailing near Uckfield (marells.co.uk) has picked up the chalice and runs us through the key elements of engine-bay detailing. Mark is both a Swissvax approved detailer and a fully qualified mechanic, so ideal for this sort of challenge.

The biggest considerations when dealing with engine bays are the electrical components. Modern 911 owners have the advantage that the battery, ECU and some other major electrical components are forward of the main engine bay and safely out of harm's way. This is counteracted by the fact that access is tight at the best of times, and a fair bit of unscrewing and unbolting of plastic covers is required to attain a concours standard.

Depending on how much time you have, the first step is to carefully remove what you feel confident in touching. Large plastic objects like the air-box and fans are relatively easy. You may also want to detach the gas struts to get marginally more access, though make sure the engine lid is firmly secured. Obviously ensure the engine is completely cold – you're likely to cut your fingers at some point and adding third degree burns is not advisable. Disconnecting the battery and investing in some gloves would also add extra reassurance.

Secondly, make sure to protect everything you can. Electrical connectors, regardless of whether or not they are still connected, are best wrapped in thick cling film with masking tape to secure – do not use aluminium foil as some may recommend, it has a habit of conducting electricity. Coil packs (if accessible) and the MAF must be protected, as well as the alternator. Don't forget any open orifices either, the air intake being the largest. Taping up the top of the dipstick is wise.

Now apply a non-caustic, all-purpose-cleaner (APC) and agitate using a selection of detailing brushes to loosen all the dirt and grease. There are a broad range of products out there, but Dodo Juice's 'Total Wipe Out' and Envy Car Care's detailing brushes are an ideal and inexpensive combination. Then carefully and gently spray down the surfaces – using high-pressure or steam is unwise unless extremely precise. Depending on how dirty the engine bay is, you may need to repeat the process, before carefully wiping dry with a microfibre cloth. For exposed metal areas, such as the inside of the engine cover and

sills down both sides, spray some APC onto a microfibre and wipe down, ensuring any drain gulleys and holes are clear. Cotton buds doused in APC and an old toothbrush can be useful, particularly a children's brush as they are smaller and the bristles are softer.

The fourth step is to dress the various components, making them look like new and protecting them. For the rubber pipes and components, Swissvax 'Seal Feed' is highly effective, while their 'Protection' product is ideal for the plastics. For general application, particularly in the hard to reach areas, 'Aerospace Protectant 303' works very well, too. For that extra feel-good factor, wax the painted metal surfaces, not only does it add that little extra something at a concours, it also slows down the build-up of muck in the future. Select a wax based on durability and longevity over outright gloss, Finish Kare 1000P high temperature sealant comes highly recommended. Finally, remember to re-attach all the various parts you removed and remove all the cling film and tape used after dressing the rubbers and plastics. **PW**



It's a lot of effort maybe, but there's a certain smug satisfaction in knowing that your engine bay is as clean as the rest of the car

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Kit List

Thick cling film, masking tape, cotton buds, old toothbrush, microfibres, general tool kit, Envy brushes and Dodo APC – envyvaleting.co.uk
Swissvax Seal Feed and Protection – swissvax.co.uk, FK 1000P and Aerospace Protectant – cleanyourcar.co.uk



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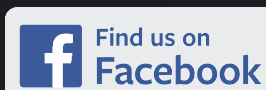
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TECH: BUYERS' GUIDE

CARRERA 3.0

The Carrera 3.0 is one of the least appreciated of all 'impact bumper' Porsches, yet it paved the way for the hugely popular 911SC and the much vaunted Carrera 3.2. Maybe it's time to take another look, particularly with prices on the march



WHAT TO PAY:

It's an air-cooled 911, so expect to be putting your hand in your pocket! The market is a bit mad at the moment, and the Carrera 3.0 is something of a rarity. By way of illustration, we found two, good cars on the market separated by £50,000. Given that the most expensive of the two was being advertised at £105,000 (see 'In the classifieds' panel) will give you an idea of potential disparity. Fortunately it's the lower figure that is more realistic, but £35k+ is the norm.

Everybody's familiar with the later 911SC and the much-praised Carrera 3.2, but too many Porsche enthusiasts remain unaware of the subject of our guide this month, the Carrera 3.0.

Maybe it's because it only sat in the Porsche line-up for a couple of years, or perhaps it's been overshadowed by its predecessor, the 1974-'75 Carrera 2.7, which shares its drivetrain with the legendary 1973 Carrera RS.

But did you know the engine of the Carrera 3.0 is essentially the same as that used in the mighty 930 Turbo, itself developed from the racing 3.0 RS motor? That makes it virtually indestructible by any standards. But don't go getting the idea the Carrera 3.0 is some low-compression, low-power alternative to the Turbo, for the engineers bumped up the compression from a turbo-friendly 6.5:1 to a loftier 8.5:1. The inlet ports were redesigned, too.

All this led to the Carrera 3.0 producing a useful 200bhp at 6000rpm, with 188lb ft of torque at 4200rpm. These figures mean that it was no slouch, capable of accelerating from standstill to 60mph in less time than

the outgoing Carrera 2.7!

It is not the easiest car to track down, but your patience will be rewarded with one of the finest impact bumper 911s produced and, of course, you'll become a member of a very exclusive club.

PRODUCTION AND MODELS

The Carrera 3.0 was launched in the summer of 1975 in all markets except North America. It became part of a three-car Porsche line-up for the 1976 model year, its siblings being the 930 Turbo and the base-model 2.7-litre 911, sold in Britain as the 911 Lux. The latter was a 165bhp model with Bosch K-Jetronic fuel-injection intended to provide a relatively low-cost entry into Porsche ownership.

The Carrera 3.0 was available from the outset as either a coupé or a Targa, with lift-out roof panel. It was also offered with a choice of three transmissions: four- and five-speed manual, or three-speed Sportomatic.

The Carrera 3.0 was dropped from the range (along with the 2.7-litre 911) for 1978, making way for the new 911SC. It is interesting to note that the Carrera 3.0 was

lighter than its successors, weighing in at 1093kg, some six per cent lighter than the SC (at 1160kg) and almost 10 per cent lighter than the Carrera 3.2 (at 1210kg).

Just 3687 Carrera 3.0s were built, compared with 58,000 911SCs! Production ended in 1977.

STYLING/BODYWORK

The arrival of the impact bumper 911 in the '74 line-up was greeted with a certain amount of disapproval at the time, although perhaps not as much as later historians might suggest. The new look was necessary to satisfy the requirements of stringent new safety laws in the USA and Europe, the larger bumpers meeting the infamous '5mph impact' test, which required all cars be able to withstand a minor knock without sustaining damage.

Porsches had long been prone to rust as very few precautions were taken to prevent its onset. Porsche tackled the problem by utilising hot-zinc-coated steel for all the body panels – and so confident was the Stuttgart manufacturer that this would solve the corrosion problem once and for all that it became the first manufacturer to offer a



Interior is traditional 911 and if you find one as immaculate as this then you'll have done well

six-year warranty, guaranteeing the integrity and freedom from rust of the main bodyshell (except the wings...).

ENGINE

With a bore and stroke of 95mm x 70.4mm (2956cc), the Carrera 3.0's engine was essentially that of the 930 Turbo, but minus the turbocharger. The compression ratio was increased, from the Turbo's 6.5:1 to a higher 8.5:1. The Carrera 3.0 engine had larger inlet ports, too, as Porsche had restricted the port size of the Turbo's engine to help off-boost performance.

Based around essentially the same aluminium crankcase as the Turbo, the normally-aspirated engine also shared the same Nikasil cylinders and enlarged oil pump, but came with Bosch K-Jetronic fuel-injection. The 3.0-litre unit also incorporated a few other Turbo-only tricks, including new camshaft housings, with four bearings, rather than the three used on other engines. Cam timing, however, was different to take into account the very different breathing systems of the two engines. A five-blade cooling fan was used, giving a distinctive engine note.

TRANSMISSION

The Carrera 3.0 was available with a four-speed transmission (Type 915/46), but the five-speed transmission became the norm, at least in the UK – indeed, the factory brochure didn't even hint at the four-speed. The unit is rugged but noisy, especially at low speeds. A three-speed Sportomatic was also available at no extra charge for those who preferred to shift gears without exercising their left leg. A ZF limited-slip differential was also available as an extra-cost option on the Carrera 3.0.

SUSPENSION

The Carrera 3.0 benefited from Koni dampers, as opposed to the 2.7 and the Turbo's Bilsteins.

At the front end, a pair of torsion bars were mounted longitudinally, one each side, acting as the inner pivot points for lower wishbones. Struts with internal dampers connected to the body in turrets located inside the front luggage bay.

At the rear, semi-trailing arms were used along with a pair of transverse torsion bars, which connected to the rear hub assemblies via trailing arms, known as 'spring plates'.

There was a time when our Targa studio car would have been marked down in terms of value against a Coupe, but not anymore

SPECIFICATION

Porsche Carrera 3.0
Engine: 3000cc flat-six
Transmission: 5-speed manual
Max power: 200bhp at 6000rpm
Max torque: 188lb ft at 4200rpm
Brakes: Vented discs. 282mm/290mm front and rear
Wheels & Tyres: 6x15in (f), 7x15in (r). 185/70xVR15 (f), 215/60xVR15 (r)
Weight: 1120kg
0-60mph: 6.5 secs
Top speed: 143mph

WHAT THE PRESS SAID

"Use too much throttle gunning out of a side turn and inevitably 200 horsepower will break the adhesion of the big back tyres and send the car into a self-correcting slide – self-correcting because you don't so much as apply opposite lock as release the wheel and let it unwind. Sounds suicidal, but it works"
Motor, June 1977

"The legendary Porsche fist treats its passengers to an unimpaired punch. Only 6.3 secs pass when the speedo indicates 100kmh
Sport Auto, Jan 1976

PARTS PRICES

(Prices supplied by group tyre.co.uk and carparts911.co.uk)
Tyres (each) £186.99 front, £203.49 rear (Continental N rated))
Front pads (set): £49.14
Front discs: £37.14 (each)
Exhaust system: £275.94
Front damper: £85.20

SERVICING

(Prices supplied by Northway Porsche: northwayporscheltd.co.uk)
12,000-mile service: £240.00
Brake fluid change: £50.00



TECH: BUYERS' GUIDE

WHEELS AND BRAKES

Wheels measured 6Jx15 and 7Jx15, front and rear respectively, shod with 185/70 (front) and 215/60 (rear) radials, necessitating the continued use of the wider 'Carrera' wheel arches at the rear.

While the basic 2.7-litre 911s came with ATS 'Cookie Cutter' wheels, the Carrera 3.0 was equipped with the traditional Fuchs rims. The ATS rims were optional.

Disc brakes (non-servo-assisted) are featured all round, but the aluminium calipers used on the earlier 2.7-litre Carreras made way for less expensive, heavier cast-iron calipers on the Carrera 3.0.

INTERIOR

The Carrera 3.0 features what have become colloquially known as 'tombstone' seats – those familiar shapely perches with integral headrests. Available in a variety of materials, from leather to velour, they are reasonably supportive on long journeys.

The dashboard is the usual 911 hotch-potch of switches, with the centrally-mounted tachometer. The chunky three-spoke steering wheel feels good; the driving position arguably better in left-hand drive cars, due to pedal offset on RHD models. The optional Targa roof causes only limited wind buffeting at speed.

WHAT TO LOOK OUT FOR

The Achilles' heel of any early 911 is rust, and in theory the Carrera 3.0 should fare better in this respect, due to its galvanised

main body structure. However, this early attempt at rust-proofing didn't translate into a trouble-free long life. As soon as any repairs were carried out following even a minor accident, the zinc-coating would be breached, exposing the steel beneath to corrosion. At the rear, it's important to check the condition of the sills (inner and outer), jacking points, kidney bowls (ahead of the rear wheels, behind the wheel arch) and all round the torsion tube area.

At the front, look for rust around the fuel tank support panel and front suspension mountings. Examine the base of the windscreen pillars, too. Wings can be replaced easily, but repairs to the main structure can cost you dearly. Be warned.

Inside the car, look at the state of the floor, and also the rear seat bases – you may be unpopular with the vendor, but really you'll need to lift out the rear seat squabs and have a good poke around.

On Targas, look for blistering around the bottom of the rear window – even small bubbles here will point to serious rot below.

Mechanically, the engine is very strong but will still need to be checked closely. Look for oil leaks, which may point to leaking cylinder-to-head joints, the possible result of a pulled head stud. Any start up smoke should disappear quickly – if not, it could be worn valve guides or rings. Carry out a leak-down test or compression check if possible.

But on the whole, there's nothing specifically problematic about the Carrera 3.0. It's finding one that's tricky. **PW**

IN THE CLASSIFIEDS

1977 Carrera 3.0
73,200 miles, Grand Prix White, tartan/
leather interior, FSH specialistcarsltd.co.uk
£109,995

1977 Carrera 3.0
87,000 miles, orange, black leather interior,
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A Carrera 3.0 is very much specialist
Porsche dealer territory. With very few out
there, it will pay to keep an eye on classifieds
and dealer websites. A private sale is
highly unlikely

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design911.co.uk
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Below: 3-litre engine
was based on the 930
Turbo engine, with
different pistons for a
higher compression.
Power is a healthy
200bhp

“The Achilles' heel of any early 911 is rust, although the Carrera 3.0 was galvanised”



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£15,000 P0515/045

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£300,000 P0515/016

911 1987

G50 gearbox, Sport model, Fuchs alloys, good condition for age, Cassis Red, rare colour, phone for more details. Tel: 07876 526925. Email: lp.blackwell@btinternet.com (Conwy).
£18,900 P0515/024

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912



1966 Porsche
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P0515/030

924

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£2850 P0515/006

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944



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£8000 ono P0515/021



1986 944 Coupé
2.5 litre petrol, white exterior, cream cloth interior, manual transmission, right hand, rear wheel drive and 140,323 miles, comprehensive engine overhaul performed in summer 2013 including: new head gasket, all genuine Porsche parts, new power steering pump, ignition cables, distributor cap, rotor, timing belt, hoses and much more, thanks for looking and give me a call to chat. Tel: 07958 505667. Email: vijaydnpatel@gmail.com (Middlesex).
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With *911* & *Porsche World's* consultant editor, Chris Horton

BOXSTER 'S' (986) 2003/03 29,682 MILES £11,975

I probably ought to stop using my E28 BMW 525e to go and do these *Tried & Tested* stories. Junction 17 Cars' Neil Tetherton spotted me unloading my camera gear from it, a few minutes after he had handed over the 986 Boxster 'S' that was to be the subject of my story, and soon – much as happened at Lap 63 in Bicester last month – we were deep in conversation about the many merits of Munich's finest rather than Stuttgart's. Which, of course, is actually rather enjoyable. My eclectic taste in old cars is not something I expect others to share, much less someone who sells late-model Porsches, Ferraris, Bentleys and other high-end marques for a living.

What, then, of this four-owner Boxster 'S', one of 120 or so prestige models – and around 30 Porsches – currently in stock at the company's Peterborough branch? (And there is another, with about 80 similar vehicles, in Nottingham.) Like the BMW it is arguably nothing particularly special, except perhaps by virtue of its low mileage and excellent condition (neither of which qualities applies to the 230,000-mile 'eta', sadly, although it is structurally very sound, and otherwise a work in progress). It has an entirely adequate specification, however, a timelessly elegant colour scheme – Seal Grey, with a Metropole Blue interior and matching hood – and not least the benefit of a recent new clutch and IMS bearing upgrade. There are six stamps in the service history, from a mix of Porsche Centres and latterly independents, the most recent being from D&G Motor Engineers on Tyneside last June, who also fitted that clutch and IMS bearing, as well as (for reasons unknown) a second-hand drive shaft. Total bill for all that was a not unreasonable £1708 including VAT.

The gearbox is the standard six-speed manual, wheels the 17-inch multi-spoke rims that have presumably been on the car from new. Tyres – all with about 50 per cent of their tread remaining – are Cooper Zeons at the front, and Pirelli PZeros at the rear. Inside, the seats are fully electrically adjustable, with a memory function for the driver's side. Three-spoke steering wheel and white-faced dials are the usual Boxster fare of the period, and there is a trip computer, a Porsche CDR23 radio and single-disc CD player, and the shallow but still useful storage compartment behind the seats. There is no wind deflector between the two roll-over hoops, sadly, but it would surely be easy to find a second-hand one.



No complaints on the condition front, either. There are the usual small stone-chips on the front apron, and a couple of minor scrapes beneath it, but nothing that, if they really troubled you (and there will always be more), couldn't be eliminated by a repaint. Both body sides are unmarked, and there is no surface rust on the lower wheelarch edges, behind the front wheels. The underside is good, too: bone-dry at the rear, beneath the engine, no signs of a trackday 'off', and although the vulnerable air-con pipes at the right-hand front corner of the floorpan have been very slightly squashed – presumably by a garage lift – I would be happy to ignore them until or unless the system stopped working as a result. Both condensers are clean and dry.

It's a similar story inside the cabin. Some 'patina' on the driver's seat, but no other marks, and everything works as it's supposed to. The hood – with a proper glass rear window – is fine, too, although there are a few compression marks in the fabric, which suggest that it has spent much of its time folded, presumably because when the Boxster was not being driven and enjoyed it was kept in a garage.

The car is predictably good to drive, with the usual punchy performance you would expect of 260bhp and 310Nm. Not a sign of tell-tale steam in the exhaust, even from a cold start; a nice, smooth clutch, which makes it easy to pull away from rest; and a taut but refined ride. Good brakes, as well, despite the grooved discs, but those, too, need nothing more than a workout rather than immediate replacement. **PW**

The brightness of these images belies the temperature – and strength – of the wind blowing across the East Anglian fens in early March, but there is no doubt that summer is coming.

And this will be a great little Porsche in which to enjoy it. Twelve years old it may be, but with only four owners, and 30,000 miles on the clock, it surely has a satisfyingly long life still ahead of it.

Specification is perhaps not the most comprehensive you will ever find – not that there was a great deal available to be added in those now relatively far-off days – but it has fully electric seats, with memory function for the driver, and a perfectly adequate stereo system. No wind deflector, which is arguably high-on essential for open-top driving (and no heated seats, either), but it would be easy enough to find one on the second-hand market. Brake discs and pads might need replacement in the not too distant future (although they work perfectly), and the under-floor air-con pipes show evidence of being partially squashed by a jack or garage lift, but again those could wait until it becomes an issue; system works fine. Recent clutch and IMS bearing upgrade are major plus points. And it's hard not to be drawn in by that appealing grey-and-blue colour scheme

CHECKLIST

BACKGROUND

An essentially standard and run-of-the-mill but still very attractive 986-model Boxster 'S'. As a 2003 car it has the benefit of a glovebox, electric switches on the sills for the front and rear lids, and not least a glass rear window in the folding hood. Four previous owners, and MOT-tested to November 2015. (No advisories on current certificate.) Fully HPI-checked by Junction 17 Cars, and MOT history cross-checked with VOSA to corroborate recorded mileage

WHERE IS IT?

Junction 17 Cars is a well-established family-run business with its primary base in virtually brand-new, purpose-built premises in Yaxley, near Peterborough. There is a secondary site in Nottingham – and a full on-line showroom for both at www.junction17cars.co.uk. This Boxster is at Yaxley. Viewing and test-driving is by appointment, but the company always aims to be as flexible as possible in that respect. More details on 01733 247222

FOR

Great colour scheme, modest but highly acceptable specification (including the later Boxster's glovebox and glass rear window, and improved gearbox), low mileage (just 2500 per year, on average), and not least a recent IMS bearing upgrade and a new clutch. Good history

AGAINST

Not the cheapest of its kind – but then you buy that kind of older modern Porsche very much at your peril. Doesn't truly sparkle in every way, either, but it would take little time and effort to have it looking that way – and then you will have something quite exceptional

VERDICT

Perhaps not the 'sexiest' Porsche among Junction 17's very impressive stock, but a great introduction to the way they do business – and I would have been more than happy to take it away for keeps

VALUE AT A GLANCE

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



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'KEN 911P' private number plate
Are you called Ken and own a 911
Porsche? I've the plate for you, 'KEN
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800122. Email: darrenhoward99@aol.com.
Offers P0515/048

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Porsche reg 'P4WKE'
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any Porsche. Tel: Alan, 07791 747980.
Email:
downtonconstruction@virginmedia.com.
£800 P0515/050

PARTS

997 Gen 1 rear alloys
2 rear 19-inch Porscheshop alloys,
Michelin N2s, one tyre is brand new and
unused and the other has approx 1000
miles, wheels are unmarked and as new.
Tel: 07778 392109. Email:
mgurneycoombs@hotmail.co.uk (Oxon).
£400 P0515/020

Air grilles
Gen 2 Boxster, or black S, with body
coloured front air grilles? Enhance your car
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side air grilles, as new, half price! Tel:
07922 335060. Email:
chrisculley@hotmail.com. P0515/031

Porsche 914 parts
Valance, \$100; doors right, \$25, left, \$25;
brakes, shocks with spring, rear light
misc, brains, harnesses, rear glass,
wheels, all 5 large boxes of good parts
for \$300. Tel: 802-349-7375. Email:
greenamyre@myfairpoint.net (USA).
\$300 P0515/040



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8Jx19 H2 ET 57 on 235/35 ZR Michelin
Pilot 3-4mm remaining; 9.5Jx19 H2 ET 46
on 265/35 ZR Michelin Pilot worn; good
condition, no kerb or scuff marks. Tel:
01629 814572. Email:
anderson_nigel@hotmail.com (Derbyshire).
£1000 P0515/052

PARTS



Porsche 911 space saver spare wheel
Space saver spare wheel from 911
Carrera, never used. Tel: 07872 490760.
Email:
jimmydawson20032001@yahoo.com
(Hamilton).
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buy, brilliant sound. Tel: 07872 490760.
Email:
jimmydawson20032001@yahoo.com
(Hamilton).
£200 P0515/013

Two 235/35 ZR 19
Continental ContiSportContact 3s (91Y
XL FR), brand new, £180 the pair (collect
only). Tel: 07850 654911 (Surrey, close
M25).
£180 P0515/033

Winter wheels and tyres
For Carrera 997 Gen 1&2, in excellent
condition, less than a season old with no
marks and deep tread. Set of four, best
offer secures. Cost well over £2000. Tel:
07825 117821. Email: julianwynter@btinternet.com (West Sussex).
£1250 P0515/041



Ashtray/switch surround for 996/Boxster
Porsche part number 996.552.095, black,
vgc (virtually as-new), £20 + delivery from
Holland. Tel: +31 651 622105. Email:
yimex@hotmail.com (Holland).
£20 P0515/014

TRIED & TESTED

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

PANAMERA 3.0 V6 DIESEL 2012/12 46,725 MILES £43,495

My elderly BMW 525e – see previous spread – didn't exactly steal the show at Dove House, when I pitched up later the same day to do this *Tried & Tested* story, but it was certainly noticed. And once again there is never any shortage of notionally far more glamorous, far more desirable and above all far more valuable machinery on site. Sales executive Harvey Beaumont even snapped an image on his phone and sent it to an absent colleague who – like me – owns an M535i. Nice one.

I was there, as you will have gathered from the accompanying photos, to evaluate a Panamera, in this case a 3.0-litre V6 Diesel. It's fair to suggest that I wasn't the Panam's biggest fan when it was first launched, in 2009, but having last year driven an equivalent 14-plate car all the way to Italy and back, today I would never willingly turn down a stint at the wheel. Even those later, facelifted models do have the kind of 'Marmite' looks that perhaps only a mother could truly love, but at the same time a massive presence, and even with just that oil-burning engine a level of performance and agility that will genuinely surprise you (see below). They can be almost implausibly economical, too (again see below). Just amazing, in fact. Try one!

So much for my sales pitch on behalf of the overall Panamera 'brand'; what of this particular car? There is a predictably long list of both standard and optional features and equipment: Platinum Silver paint with black leather trim (and the front seats are not only heated, but also have the useful memory function); 20-inch Panamera Sport wheels, with Pirelli PZero tyres all round (and all four perhaps just 50 per cent worn); transmission is the default eight-speed Tiptronic. You also get – deep breath, and in no particular order – PCM3 with touch-screen sat-nav and Bluetooth connectivity; Sport Chrono Plus; cruise-control; adaptive xenon lights; Park Distance Control, with additional reversing cameras; a Powerlift tailgate; rear privacy glass; auto-dimming mirrors inside and out (and the latter can be set to fold when the car is parked); automatic engine-stop/start; a multi-function steering wheel; a long-range 100-litre fuel tank (and I got from Serre Chevalier in France all the way to Oxfordshire on one fill-up in 'my' similarly equipped Panam). And so on.

Condition-wise, this car is little short of pristine – and it could very easily be



rendered thus if you wished. There are one or two tiny chips on the driver's door, most likely from other people's careless parking, and the rear end of each sill moulding is looking a little tired and abraded from dirt thrown back by the front wheels. There is an unfortunate small scrape on the right-hand corner of the front apron (in addition to the usual small stone-chips), and the fibrous undertray is in places a little frayed. The brake calipers, too, look rather dowdy; maybe they have been doused with too much acidic wheel cleaner with insufficient rinsing. But the wheels themselves are unmarked, both the air-con condensers and the engine bay are reassuringly clean – no leaks here – and inside the cabin the only flaws are a couple of tiny abrasions in the trim above the small extension to each armrest, on the body shell's 'D'-posts. If you were being especially picky you might also note the faint scratches in some of the gloss-black trim inserts, but sadly those are almost impossible to avoid unless you cover them from new in cling film.

The driving experience is magnificent, with acceleration – from an engine little bigger than my BMW's – and turn-in, via the Servotronic electric steering, that almost defy belief. The only downside is a faint but none the less noticeable wheel wobble at about 70–75mph, but that is almost certainly the result of nothing more than a dislodged balance weight. Factor in the full service history, the most recent in January, at 46,400 miles, and the fact that the car is yet to have its first MOT test, and I think it's an absolute peach. **PW**

As a 2012 model this rear-drive Panamera pre-dates the facelift that, in addition to sharper front-end styling, brought reshaped rear lights and, perhaps most significantly, a rear number plate set much lower in the bumper, almost down between the exhaust tailpipes. Its appearance, as a result, can from some angles be described as 'challenging', but the car has an undeniable presence, accentuated here by dark so-called privacy glass for the rear windows and tailgate (which last item also has the apparently unnecessary but actually very useful Powerlift facility). It is a measure of the car's size and stance that the wheels – 20-inch Panamera Sport rims – don't appear to be anywhere near that large, although the relatively modest luggage capacity, a function of the sharply raked body shell, might be a disappointment if you were expecting more. Bodywork is as good as you might hope for a three-year-old of this quality with just one previous owner, and such minor blemishes as there are – see main text – are in no way painfully obvious. Car has just two stamps in the service book – with the next due in a year's time or 20,000 miles – and its first MOT test will be due very soon. Can't see it not passing, though!

CHECKLIST

BACKGROUND

A (relatively!) low-specification 2012-model rear-drive Panamera 3.0 V6 Diesel. First registered on 20th March 2012, and sold by Porsche Centre Tonbridge. One owner from new, full service history (such as it can be; there are only two stamps in the book), and it hasn't yet had its first annual MOT test – although obviously that is due about now

WHERE IS IT?

The Panamera is one of around 50 Porsches and other prestige marques routinely in stock at Dove House Motor Company in Crown Way, Rushden, Northamptonshire NN10 6BS; tel: 01933 354144; dovehousecars.com. The company also has a large and well-equipped workshop to handle servicing and repairs across the Porsche model range, but primarily the later water-cooled sports cars, as well as the Panamera and Cayenne, and is an agent for the Tracker theft-protection system

FOR

Again, all the obvious factors: condition, specification and colour scheme, well-chosen options (on top of the already pretty lavish standard equipment) and not least its ability safely and peacefully (and, as a Diesel, frugally) to cross entire continents in the very worst traffic and weather conditions – and then, when required, to perform not unlike a hot hatchback less than half its size

AGAINST

Never the best-looking Porsche, and in this pre-facelift guise arguably even more gawky than the later cars, especially from the rear. Competitively priced, and a significant saving on buying new, but still has plenty of depreciating to do. Has one or two very minor cosmetic issues, too – although nothing that would me put off

VERDICT

Genuinely impressive in every respect, and well worth a look

VALUE AT A GLANCE

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



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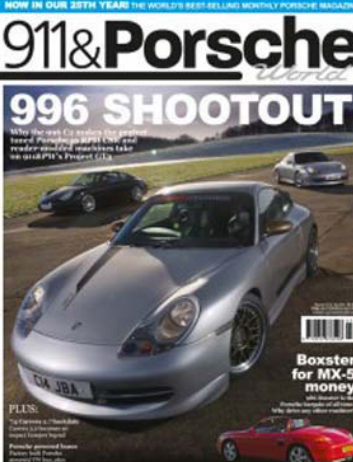
Collection or Delivery can be arranged if required.

CMSPORSCHE
tel 01952 608-911 mob 07831 711-609 email cmsporsche@aol.com
Hortonwood 66, Telford TF1 7GB

PARTS

Sadly breaking my Boxster 2.7 986
2001 Boxster with passenger side damage, 65,000 miles, good engine, smart suede/leather interior, good hood, all bits available. Tel: 07967 884809.
Email: r8svv@live.co.uk (Worcs).
P0515/042

MISCELLANEOUS



911 & Porsche World
996 SHOOTOUT

Boxster for MX-5 money

911 & Porsche World back issues
Back issues, number 151 to current (253), all subscriber/collector editions, and all in good condition, includes 4 unused official 911 & PW magazine binders, €1.50/copy, as one lot, collect or delivery at cost. Tel: +31 651 622105. Email: yimex@hotmail.com (Netherlands).
€1.50 each
P0515/023

MISCELLANEOUS



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£70
P0515/001

Magazines for sale
911 & Porsche World magazines, issue 176 to 250 inclusive; *Classic Porsche* magazines, issue 1, 2, 3 and 5; *GT Porsche* magazine, issue 125; *Total 911* magazines, issue 32, 34, 35, 39, 41 and 82. Tel: 07525 843343. Email: peterhancox46@gmail.com (Wolverhampton).
Offers
P0515/005

MISCELLANEOUS

Car magazines for sale
My collection of over 200 car magazines, focused mainly on Porsche, is for sale following a house move., these include *GT Porsche* (including issues 1 to 21), *Christophorus*, *911 & Porsche World*, *Total 911* (including first two issues) and *The Marque*, also included are other titles from 1985 to present, such as *Autocar*. Tel: 01454 414118. Email: jascrewe@gmail.com (Bristol).
£50
P0515/053

WANTED

Wanted RHD 356 have LHD 356SC and/or 911
I've decided I specifically want a right-hand drive 356, either a B, C or SC as my next car, it can be in any condition from on the road, to full resto project. If the thought of selling your RHD is not enough to tempt you, and I understand that, then: I have a 1964 356 SC (Slate Grey, LHD, matching numbers) or a 1978 911SC (Light Green metallic, RHD, mag/concours history). Tel: 07725 860116. Email: lukehannant@hotmail.com (Cornwall).
P0515/028



Porsche 911(993) wanted by private buyer
I am private cash buyer and am looking to buy a Porsche 911 (993) urgently, all models required: Carrera 2, or 4, 2S, 4S, Turbo, Turbo S, Cabriolet, Targa, RS, GT2, any age, any condition, any colour, manual or Tiptronic, if you are considering selling your 993 please call me, I can travel nationwide and cash funds waiting, same day decisions made with CHAPS secure bank transfer payments on collection. Tel: 07966 454645. Email: kamgills@hotmail.com (West Yorkshire).
P0515/022

Wanted 911 & Porsche World
Issue 220, July 2012. Please email John. Email: johnsamsonnz@yahoo.co.nz.
P0515/043

WANTED

Wanted 911
Got a 997 with finance on it and want rid of it? I will settle finance for you, private ad, am not trade, email me. Tel: 01475 529216. Email: lporsche997@aol.com (Renfrewshire).
P0515/044

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Deadline for inclusion in the June issue is 16th April (July issue deadline 14th May).

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THE WAY WE WERE

TIME MACHINE

A nostalgic look back at *911 & Porsche World* from days gone by. In this edition: Issue 1, Summer 1990; May 2000 (Issue 74); and May 2010 (Issue 194)



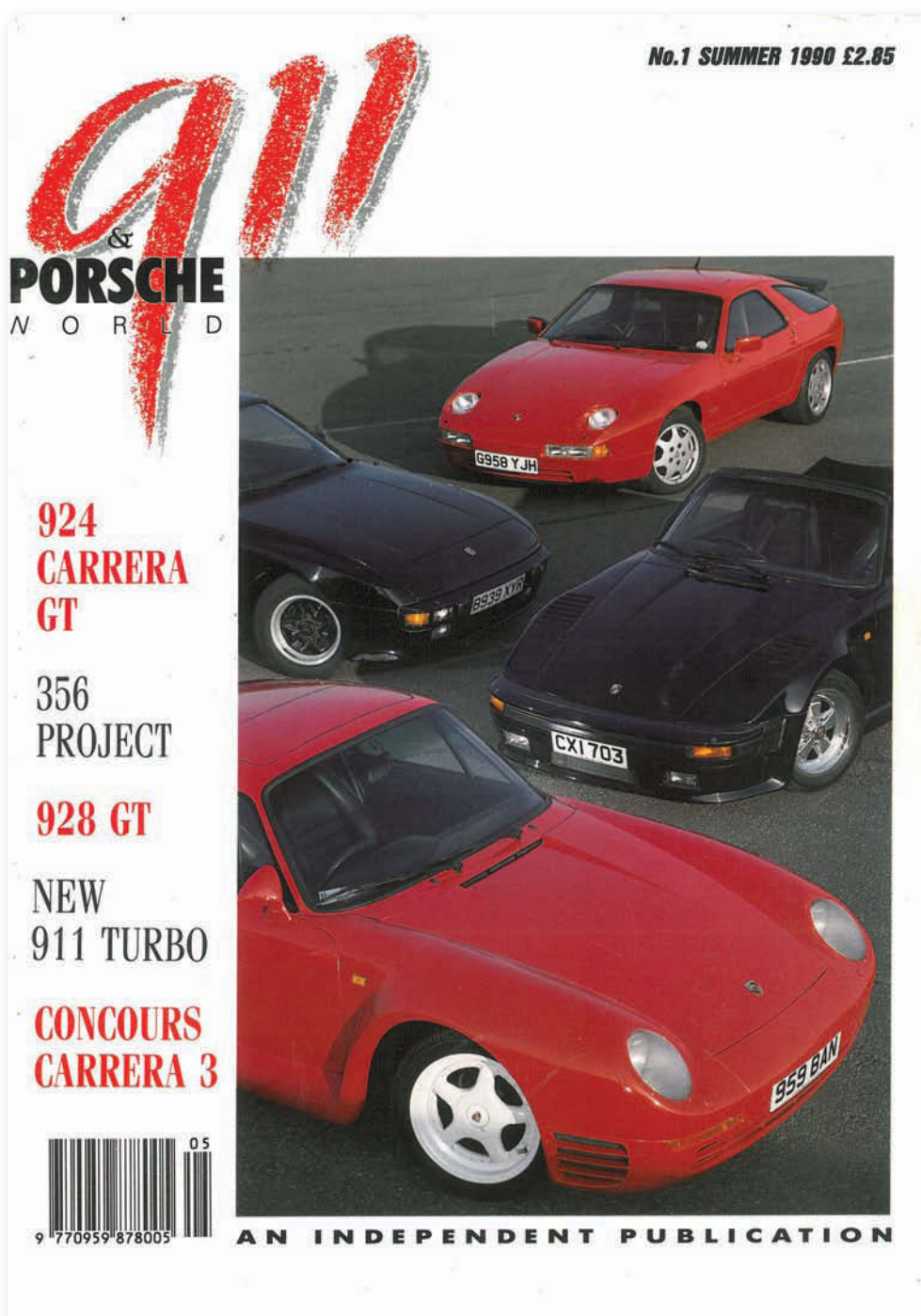
BREAKING NEW GROUND

The first edition of *911 & Porsche World* was published almost exactly a quarter of a century ago, with a cover date of Summer 1990. It ran to a mere 84 pages – almost 100 short of this bumper issue's count, and many in old-fashioned black and white – yet with heavyweight paper throughout, the expansive typography and minimalist design so typical of the period (lots of white space, few picture captions, and not least the traditional full-bleed centrespread allowed by its 'saddle-stitched' binding) still feels both classy and radically different. Cover price was £2.85 – and this at a time when four-star petrol (do you remember that?) cost around £1.85 per gallon. The issue you are holding now has a UK cover price of £4.60, and 4.5 litres of Super Unleaded – gallons, too, are long gone from filling-station forecourts – will today set you back around £5.40.

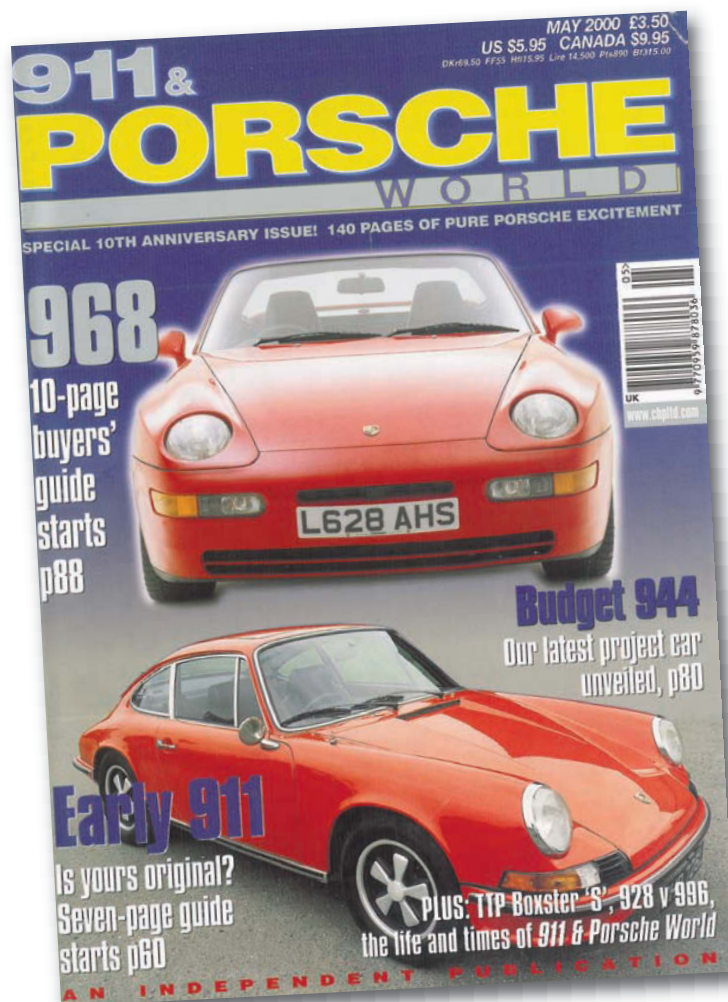
Contents are familiar in some respects, extraordinary (to our modern eyes) in others, and certainly in terms of context. Lead news story was the 964-model 911 Turbo, launched just a few weeks previously (not that any 911's internal Porsche type number would become a commonplace identifier until rather later). The very first feature car was Tony Pike's 911 Carrera 3.0 – just 13 years old – and then we were introduced to 41-year-old Jamie Masarati and his family, who collectively (dad Jamie, mum Dot, and later sons Piers and Miles) would go on to become well-known names in Porsche racing into the 2000s.

There followed a simple pictorial spread on Richard King's 1952 356 restoration project, and then editor and publisher Clive Househam metaphorically set out the magazine's stall with a six-page story on the 1983 911SC Sport that he had owned for just short of a year, and had then sold to fund this brave publishing venture. After that came a profile of the 924 Carrera GT, no fewer than seven pages on the same Richard King's 959 replica, and then, perhaps most tellingly, a single left-hand page billed as a guide to current Porsche production models. And how many of those do you suppose there were back then? Six. That's right: just half a dozen. The 944S2 and the 944 Turbo. The 964-model 911 Carrera 2 and 4. And the 928S4 and 928 GT. Today there are at least five Porsche ranges, and countless individual models.

Just as fascinating are the advertisements. No 'Porsche Centres', of course, with official dealers trading under individual company names such as Lancaster and Mann Island (the latter in Liverpool), but a number of still very well-known independents such as Machtech (the 'JZ' prefix would come later), Porschons, Camtune, 9-Eleven Mobile, Stuttgart Connection, Parr Garage, and PCT. Classifieds – unsurprisingly for any magazine's first issue – ran to just half a page, with a 1985 944 Lux for £12,495 (and an 'E'-registration car for £18,250!), a 1957 356A for £15K, and not least a 1970 2.2-litre 911S. Yours for – wait for it – £12,500. Oh, for a real time machine!



NEW SERIES



INTO THE NEW MILLENNIUM

A decade on, the May 2000 edition of *911 & Porsche World* has grown from 84 to 140 pages. It is still saddle-stitched (ie stapled together; 'Perfect' binding wouldn't come until November 2003), but its frequency has increased from quarterly to first bi-monthly and then nine times a year to the present monthly schedule, and in celebration of our 10th anniversary the cover has a so-called fifth colour, in this case a subtle silver. There is full colour on every editorial page, and for the vast majority of the ads, as well.

Cover images are of a 968, with one of our traditionally highly detailed 10-page buyers' guides inside, and an 'early' (ie pre-1974) 911. 'Is yours original?' we asked rhetorically, a reflection of the fact that, even then, good examples of these pre-impact-bumper machines were beginning to command serious money.

Regulars included *Specialist Topics* (H R Owen, at Staples Corner in north London), *Guest Speaker* (Jez Gilman, then busy establishing a Porsche-related website on that new-fangled Internet thing), Michael Cotton's eponymous column ('observation and incisive comment from our international motorsport correspondent'), and not least five full pages of readers' letters. Mostly pen-and-ink or even old-fashioned typewriter jobs, too, rather than e-mails – and certainly not Tweets.

First major feature was a six-pager looking back at highlights of the previous 73 issues – even then we seemed to be into retrospectives in a big way – and then regular contributor Russ Tyler (where are you now, Russ?) pitched a 1991 928S4 against a 1999 996 Carrera 2 Tiptronic – without once mentioning IMS bearings or bore-scoring. The magazine's then editor, Chris Horton, introduced his 944 project car (which stands on his driveway to this day), and then Tyler and photographer Peter Robain headed to Germany – as they often did in those carefree times – to try a TTP-converted Boxster 'S'.

Tried & Tested stories covered a 928GTS at Specialist Cars of Malton (£20,995), a left-hand-drive 993 from Nick Faure (£26,995), and a 986-model Boxster 'S' from official Porsche Centre Merlin Cambria in Cardiff (£36,000!). That last piece was written by David Shorten, another then young regular contributor we have lost touch with. There were five pages of *Running Reports* – including one each from Derek Sharp and a rather youthful-looking Ken Coad, both of whom are still very active within Porsche Club GB – and two pages of Q&A. And eight pages of classified adverts suggested that we might have been at least partially justified in questioning whether anything would ever come of on-line small ads. Some you win, some you lose...

EMBRACING THE MODERN ERA

There was, as you might have anticipated, an unashamedly nostalgic flavour to our 140-page and by this stage 'Perfect'-bound 20th-anniversary edition. (Don't worry: everything will be back to normal next month...)

The front cover featured what we considered to be the most significant 20 Porsches of the previous two decades, all evaluated and driven in an elaborate 16-page feature photographed at the famous Longcross test-track in Surrey, and elsewhere we looked at the Porsche company's own milestones within that same momentous period. Founding editor and publisher Clive Househam recalled the trials and tribulations of getting the magazine off the ground in 1990, and amazingly we managed to reunite him with the very same 1983 911SC that he had sold in order to fund the venture.

Further then-and-now comparisons came courtesy of the serial Porsche-owning Masarati family in Pinner – we even restaged the original 1990 opening photo, albeit without Piers, who was away working at Oulton Park circuit – and what had once been Tony Pike's

Carrera 3.0 was tracked down to Southend airport, in the hands of helicopter pilot Al Gwitt. Sadly, the 924 Carrera GT from the first issue had by that time been destroyed in an accident.

Five of the independent Porsche specialists from those far-off days – and all still going strong in 2015, it's worth noting – helped us celebrate, too: Karmann Konnection, still fronted by the irrepressible Ritchie King; Camtune, now an official Porsche Service Centre; Addspeed, again still run by founder Keith Addison; Paul Robe's Parr in Crawley; and, last but not least, JZ Machtech – or just Machtech as it was in 1990, before the arrival of the no less irrepressible Jonas Zambakides.

Other gems included a story on the 1973 2.7 RS once owned by the late James Hunt, a stunning 3.0-litre 944 Turbo – 'the car Porsche could have built', we suggested – and profiles of two currently pre-eminent independent specialists: Ray Northway (today one of our Q&A heroes) and Steve Bull in Devizes. And if you doubt that this really was the modern era, just bear in mind that our lead news story was the unveiling of the 918 hybrid at that year's Geneva motor show. **PW**



944 TURBO AT 30

PORSCHE'S 911 ENEMY FROM
WITHIN HITS THIRTY. WORTHY OF
CELEBRATION, WE THINK



PLUS: OUR CARS, YOU AND YOURS, HOW TO, Q&A, TRIED AND TESTED AND LOADS OF PORSCHEs AND PARTS FOR SALE

JUNE 2015 ISSUE OUT: MAY 7

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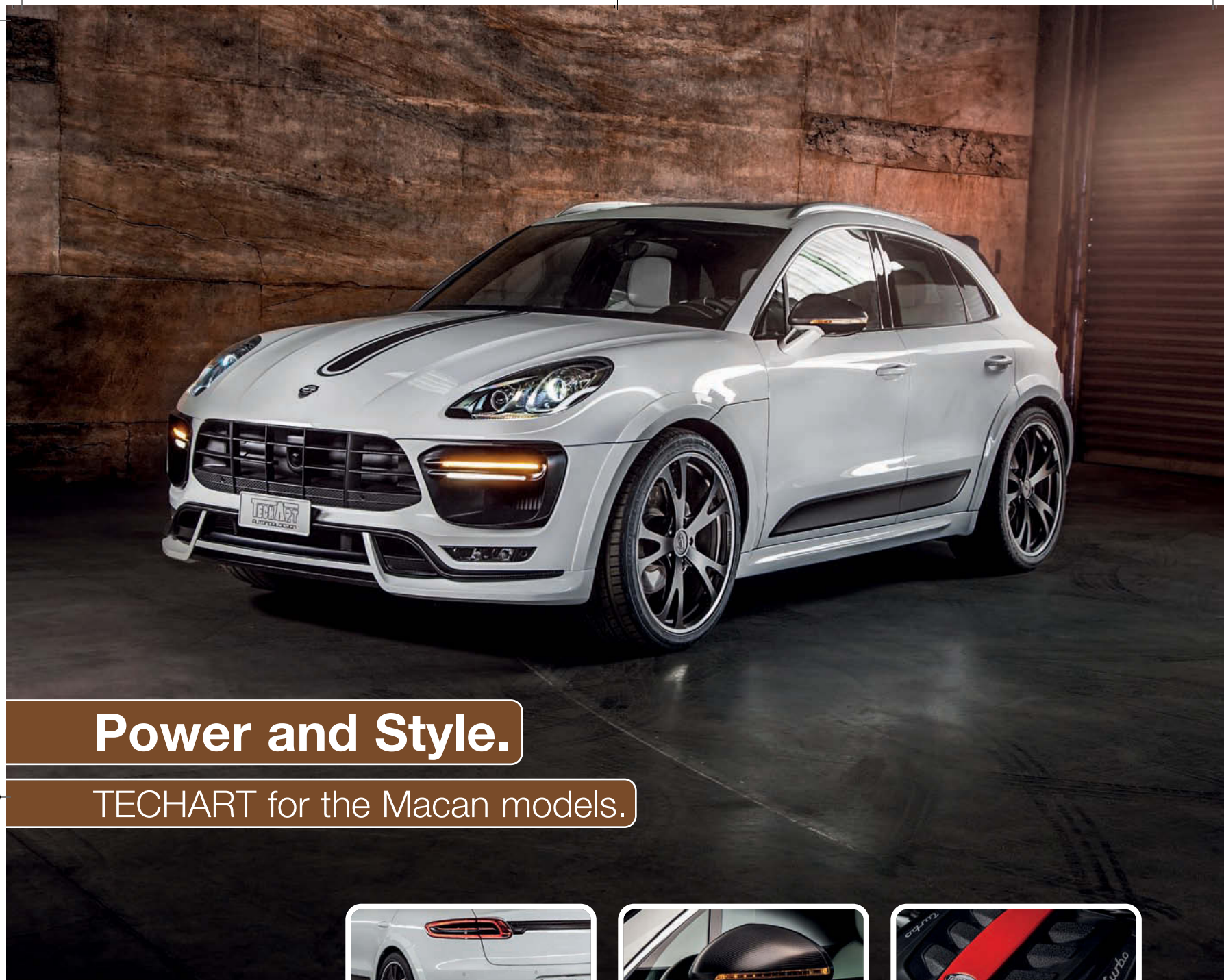
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