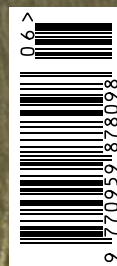


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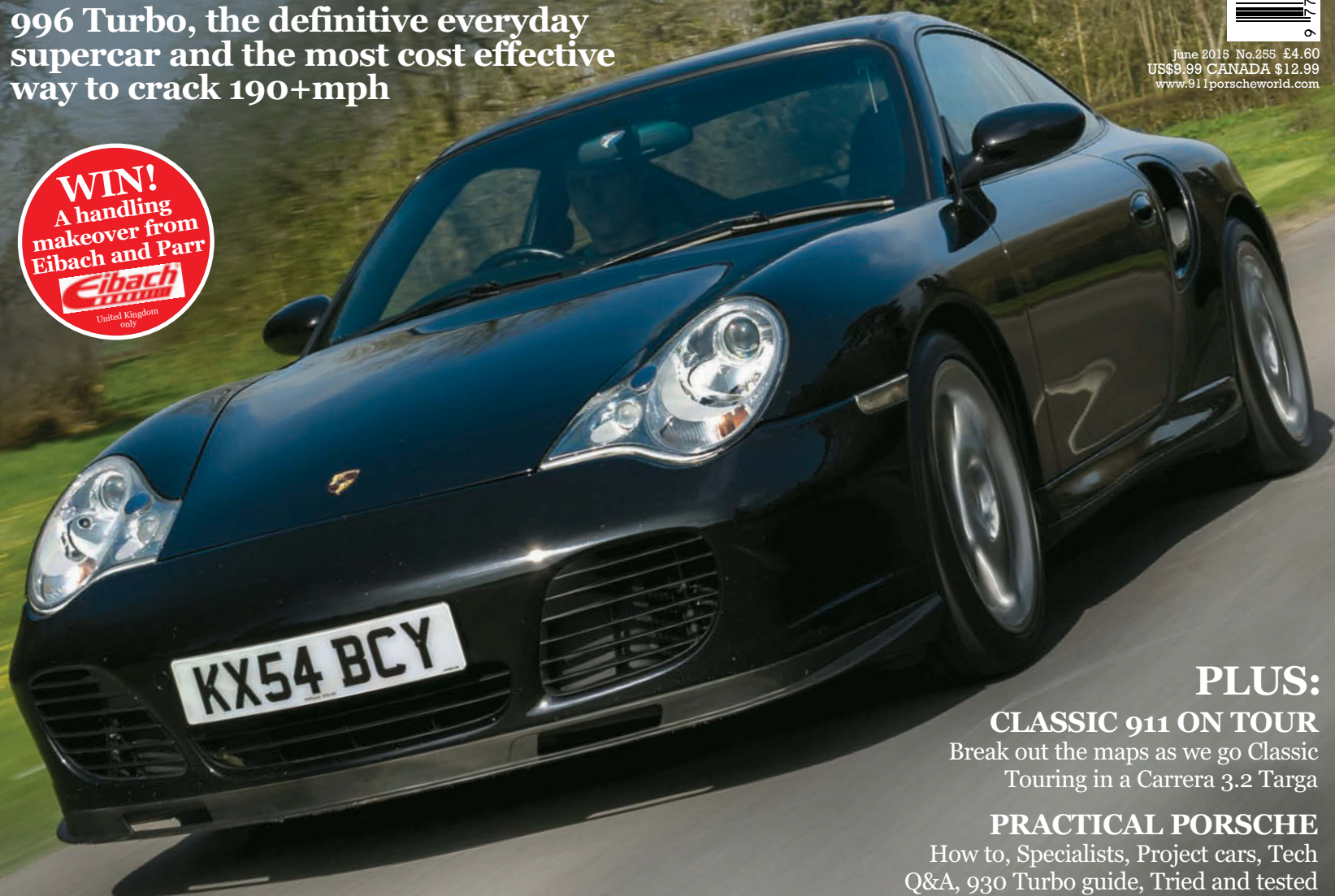
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UP FRONT

Project cars? A money pit and never ending source of mechanical self justification, where reports are usually concluded with: 'Watch this space.' But we love 'em!

Editing 911&PW involves many things, but recently I seem to have been on the receiving end of a good many calls from contributors wanting to discuss potential project cars. I feel like some sort of project car agony uncle. Of course we all know the game here. Said person is looking to justify the purchase. They've usually made their mind up, but it's a kind of therapy. We've all been there.

Recently returned to the 911&PW fold, Adam Towler, was on the blower the other day. "Got to get a 944," he said. "I can only afford this much though. We need a new family car 'cos Mrs T

“ It was now or never to sneak another project into the garage ”

is expecting baby No3." Fortunately for Mrs T and baby No3, the 944 trail went cold. It will soon warm up though.

Not so for 911&PW's Studio Manager, Pete Simpson. With a pile of money burning a hole in his pocket, and baby No1 on the way, he knew it was now or never to sneak another project into the garage. Ever ambitious he's rescued a 1973 2.4T Targa that has been butchered beyond recognition. Check out the 'Projects' pages for the full horror. Oh, and the clever bit? He managed to complete the purchase the day before Mrs S gave birth, and use much of his paternity leave to start stripping it! And then, of course, there is Features Ed, Keith Seume's 912 hot-rod project, and my never ending 944 engine rebuild. What does all this say about us? That we're delusional, mainly!

STEVE BENNETT
PORSCHEWORLD@CHPLTD.COM

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911&PW JUNE 2015

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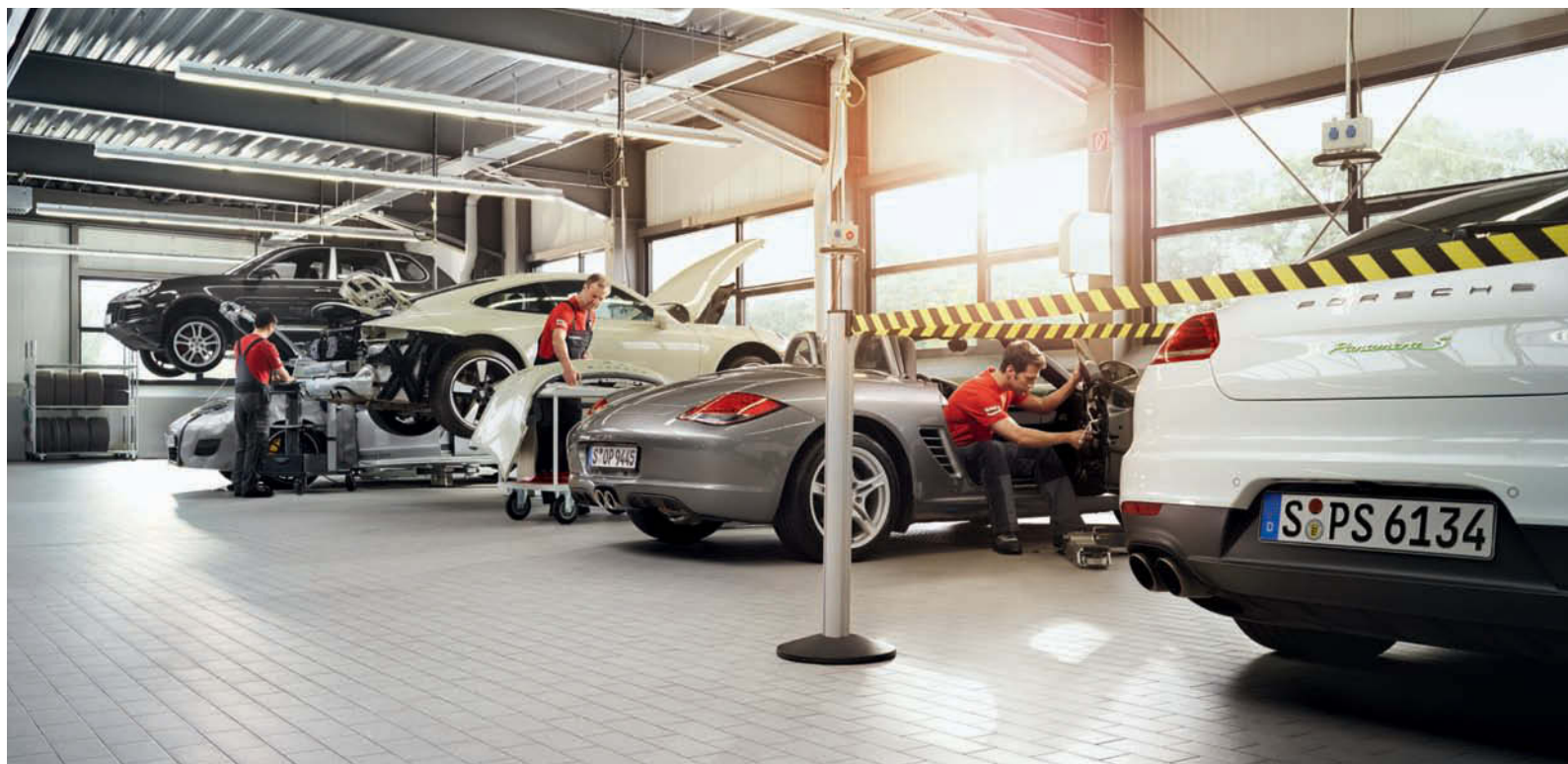
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ALL THE PORSCHE NEWS

NEWS

New Boxster Spyder launched at New York show, Tuthill wows fans with GT3 R-GT on Circuit of Ireland, world's earliest remaining 911 discovered



The lightest, fastest and priciest Boxster in the range breaks cover

BOXSTER SPYDER UNVEILED

Following in a tradition that intermittently goes back over 60 years, Porsche has introduced a Spyder version of the Boxster, a lightweight model with pared back equipment and a hand-operated (at least in part) hood instead of the normal, excellent electric item. But while previous Spydres have had either the same or slightly more power than the models they were based on, the Boxster Spyder – a surprise unveiling at the New York International Motor Show in April – is a big step up on the previously hottest Boxster, the 326bhp GTS, using the same powertrain as the recently announced Cayman GT4. It will be launched in the UK in July this year and costs £60,459, £6587 more than the Boxster GTS.

The 3800cc flat-six produces 370bhp (10bhp less than the Cayman GT4) and 310lb ft (the same), so now there is a

Boxster as well as a Cayman that out-powers a 911, the Spyder having 25bhp more than the basic 911 Carrera. Again like the Cayman GT4, the Spyder comes only with a six-speed manual transmission, PDK not an option.

Chassis tweaks over the regular Boxster comprise sports suspension with a 20mm lowered ride height, uprated brakes that come from a 911, and more direct steering. The front and rear wheels are 8.5Jx20-inch and 10.5Jx20-inch, with 235/35 and 265/35 tyres, respectively.

The weight reduction of 30kg over a manual GTS is more symbolic than anything else, but with 0-62mph in 4.5 seconds and a top speed of 180mph, on both counts it exceeds the 911 Carrera's performance by a whisker. NEDC combined fuel consumption is 28.5mpg and CO2 230g/km, a figure that sees

the Spyder attract higher Vehicle Excise Duty than other Boxsters, at £870 for the first year.

The new model, which borrows the Cayman GT4's front and rear ends, upholds the traditional Spyder/Speedster look, with streamlined bulges on the rear bootlid, and a 13mm lowered roof line and more rudimentary looking hood. With the canvas erected the roofline does however look a little tidier than that of the previous, late 2009 Boxster Spyder (pictured). The simplified hood's origins lie, incidentally, with the 1950s 365 Speedster, which was aimed mainly at the Californian market where the fine climate made it feasible to leave the hood down most of the time. It would appear that the new model's roof is less basic than the 2009 car's, although apart from the initial electric release via the remote key, it remains manual.

New Boxster Spyder features the same 370bhp engine from the Cayman GT4 and is 30kg lighter than the Boxster GTS. The hood is manual in operation, but rather less fiddly and more weather proof than that of the basic hood on the previous generation Boxster Spyder (right)

BOXSTER SPYDER HIGHLIGHTS

Shares Cayman GT4's 3.8-litre powertrain
370bhp, 44bhp up on Boxster GTS
Only available with six-speed manual gearbox
Less equipment to save weight
Faster than a 911 Carrera
Costs £60,459, £6587 more than the GTS



The cabin has lightweight bucket seats with large side supports, and a 360mm diameter steering-wheel. To save weight, air-conditioning and even the radio have been left out, but you can order the Spyder with them – at no extra cost.





PANAMERA GETS EXTRA KIT

Porsche is stepping up its efforts to win over pampered but value seeking executives, having announced specially spec'd versions of the Panamera, the Edition models. They are based on the 3.6-litre V6 petrol model (in both two- and four-wheel drive) and the 3.0-litre diesel. The petrol cars are aimed mainly at China, now the biggest market for the Panamera, with 9250 sold there in 2014, well over a third of production.

The Panamera Edition comes with 19-inch Panamera Turbo II alloy wheels, high gloss trim strips on the windows and, if Porsche Entry & Drive is specified, colour keyed door handles. Inside, there is bi-colour, part-leather upholstery in black/beige and with 'Porsche' crests on the front and rear headrests, a Sport Design steering wheel, and 'Edition' lettering on the door sill plates. A 585 watt Bose surround sound system is fitted.

Panameras sold in China are often bought as chauffeur driven cars, and thus Editions will have comfort seats in the rear and also roll up sun blinds for the side and rear windows. Those going to the US have 14-way adjustable comfort seats in the front, so are presumably not so much aimed at the chauffeur market. The cars are likely to be offered in the UK, but so far are priced in Euros, from €86,490 (about £62,575) to €91,131 (£65,932).



ENJOYING RETIREMENT

It ran in a class of its own and therefore technically was not competing against any other car, and its much anticipated participation was interrupted and later scuppered by a transmission problem – yet some say there had not been the same excitement in Irish rallying since the mid 1980s and the likes of the fire-breathing Group B rally cars such as the Ford RS200, Lancia S4 and Peugeot 205 Turbo 16.

That was because after so many years of high powered hatchbacks dominating the FIA World Rally Championship, the Porsche 911 R-GT entered in the R-GT Cup class of the Circuit of Ireland round in early April entertained spectators with the noise, skids and presence that only rally fans of a certain age will recall. Before it retired, the massively winged, rear-drive car, built by Oxfordshire classic Porsche specialist Tuthill Porsche, and based on a 997 GT3 Cup Car extensively modified for rallying, could be heard coming three to four miles away.

Behind the wheel of the first contemporary 911 to start the Circuit of Ireland for 30 years were Robert Woodside and co-driver Allan Harryman. Team boss Richard Tuthill commented, 'The feedback from the entire rally community in person and via social media channels has been exceptional. One fan said he had not seen such excitement since Colin McRae brought his Metro 6R4 to the Donegal Rally.'

The 911 R-GT's next outing will be in the Ypres Rally on 25-27th June, part of the European Rally Championship, and round two of the 2015 R-GT Cup. The R-GT Cup, introduced for 2014, was an attempt to attract GT sports cars such as the 911, tuned by independent specialists.





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1993 PORSCHE 964 3.6 TURBO - RHD
Metallic Black. White full leather interior. One of only 42 UK RHD cars. Super rare with exceptional provenance. Only 35,300 miles



1970 PORSCHE 911 S 2.2 - LHD
Black. Upgrades. Matching Numbers. Certificate of Authenticity Excellent condition. Imported vehicle. Only 41,600 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. White full leather interior. Full service history. 72,500 miles. Excellent condition.



1990 PORSCHE 928 5.0 GT - RHD
Metallic Velvet. White full leather interior. Full dealership history. One of only a few 928 GT manual cars left. 25,800 miles



1995 PORSCHE 993 3.6 TURBO - RHD
Solid Guards Red. Black full leather interior - Excellent Condition. 18" Hollow Spoke Alloys (Turbo). FWD. Only 31,300 miles.



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OUR TAKE



SPOILING THE FUN

When it's suddenly discovered to be highly collectable, an old Porsche gains significantly in value but ceases to be a normal motor car, argues David Sutherland

As reported in these news pages, a car has surfaced that might or might not be the oldest surviving 911, apart from the well documented 911 prototypes. The story broke when the owner for the past three decades wrote to an online register, asking, 'Is this a significant car of interest?'

If the answer is 'yes', then the owner's loyalty in keeping the car all this time will be rewarded, because while a very early 911 would have been collectable even in 1984, its classic worth will have since multiplied many times, given the present fevered interest in early 911s. But its discovery can also be considered a curse.

Whereas before the '005' stamped on the chassis plate was noticed, and its significance understood, the owner could simply shift all the junk from around the car, clean the dust off and head out for a drive. It was an old Porsche, nothing more than that, a car to be enjoyed, with no worries about how many miles it would cover, or wear or tear, or even a bit of damage.

But should its new-found status be confirmed, a hitherto cheap sports car that gave a lot of fun will instantly be undrivable. The emphasis will shift from enjoyment to preservation. Decisions will have to be taken on how to refurbish it and where to store it afterwards, and, most perplexing of all, when to sell it. Dispose of now, for a quick return, or keep it for a while in the expectation of it appreciating, but always knowing that, barring a classic car market crash, whoever buys it will re-sell it for even more money in the future.

The US west coast in particular is full of look-but-don't-touch 'trailer queen' classics. Will this 911 joining them add to the joy that it brings its owner?



UPDATED 919 PROMISING WEC DEBUT

The first race of this year's FIA World Endurance Championship was encouraging for Porsche, its two LMP1 919 Hybrids – improved for 2015 – qualifying first and second on the grid at the 6 Hours of Silverstone event on 12th April, and car number 18 taking second place, finishing just 4.6 seconds behind the Audi R18 e-tron Quattro. It was driven by Romain Dumas (France), Neel Jani (Switzerland) and Marc Lieb (Germany), the same trio that scored the Porsche team's first WEC victory, at the final race of the 2014 WEC, at São Paulo in Brazil.

Mark Webber, formerly of F1's Red Bull Racing, started from pole, but the man intended to be the star Porsche driver was once again left to consult the Encyclopedia of Racing Driver's Excuses after his car completed only 44 of 201 laps. 'It was really going smoothly, and I had a nice run at the front of the field,' he explained. 'Then we had a drivetrain issue. I only felt it a lap before, but I couldn't continue.' The other drivers of car number 17, Timo Bernhard (Germany) and Brendon Hartley (New Zealand), didn't even get any race miles in.

At the beginning of the race it had all looked good for the team, the 919s running first and second, Webber having built up a

good lead. But after one and a half hours a gearbox problem forced him to retire. His lead was inherited by Dumas/Jani/Lieb, but car 18 was later overtaken by the Audi, Porsche's corporate stablemate team earning the highest step on the podium.

For 2015, the 919's hybrid drive system, based around a 2.0-litre turbocharged V4, has been homologated for the LMP1's top, eight-magajoules energy-recovery category, which will allow the electric motor to contribute more to output. The car also now weighs less but is said to be more rigid, and tweaks have been made to suspension and aerodynamics. The non-specific statement that 'engineers were able to make certain key components more robust' might be interpreted as a promise that this year's car will be more reliable than 2014's.

At the same WEC race, but in the GTE-Pro Class, second was also the placing for Porsche works drivers Michael Christensen and Richard Lietz in the 911 RSR (pictured) fielded by the Porsche Manthey team. Colleagues Frédéric Makowiecki and Patrick Pilet in the sister RSR came seventh, while in the GTE-Am class Klaus Bachler, Christian Ried and Khaled Al Qubaisi were fifth in the RSR entered by Porsche customer team Abu Dhabi Proton Racing.

Revised 919 LMP1 car was a strong second in first round of the 2015 WEC at Silverstone, finishing just 4.6 secs behind the winning Audi R18. The second placed Porsche was driven by Romain Dumas, Neel Jani and Marc Lieb. Porsche's star driver, Mark Webber, had started from pole and led the race until gearbox problems intervened, denying co-drivers, Timo Bernhard and Brendon Hartley any race mileage





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MARTIN RAGGINGER

A member of Falken's N24 team, and driving a Porsche 997 GT3-R, he was bitten by the racing bug 22 years ago – when he was six

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

I'm 27, live in Salzburg and work at racetracks around the world.

Summarise your career

It started when I was six. My father had a meeting close to a karting track, dropped me off there, and on that day on I got the racing bug. I was subsequently part of the Red Bull junior team, joined the UPS Porsche junior team and since then I've been driving Porsches.

Are you a petrolhead?

I think I started to use more petrol than most kids when I was six, with karting. So yes.

What was your first car?

BMW 120d.

What was the first Porsche you ever drove?

A 997 Cup car.

Which Porsche past or present do you like best?

I like 911s a lot, not just track ones but road ones too.

What car do you drive?

A 991 Carrera S – the car I won for being Porsche Private Cup Champion in 2013.

What gets you out of bed in the morning?

Every day there is a new challenge, so I always try to get the best out of a day in life and in racing. It's the best way isn't it?



Photo: Tim Scott

CLASSIC PRICE TEST

A major international auction on 23rd May should indicate whether values of one of the most iconic and coveted Porsche classics, the 1972/73 911 Carrera 2.7 RS in Sport or so-called 'lightweight' form, are continuing to rocket – or whether they are, in line with the overall classic market, taking a breather for the time being. It's estimated that good examples of the 2.7 RS have risen in value by some 700 per cent in a decade, and the Sport, with its thinner metal and glass panels and stripped back interior, and hence 100kg less weight, is especially sought after.

Conveniently, for comparison purposes, a similar car was entered in a Gooding & Company auction in Amelia Island in Florida in March 2014, and sold for \$1,402,500 (£844,800), exceeding its pre-sale estimate by over £182,000. As with that 2.7 RS Sport, the 1973, two-owner

example that RM Sotheby's will present at its Villa Erba sale on Italy's Lake Como is a fully restored car that boasts 'matching numbers' (in other words the engine is the one originally fitted to that body).

RM Sotheby's has issued a €950,000-€1,350,000 (£680,600-£971,400) estimate. But if the Porsche's performance before the auctioneer is a repeat of last year the bidding will go higher.

According to the Historic Automobile Group International, which monitors the prices of top end classic cars, Porsche values have declined very fractionally, down 0.02 per cent in the last 12 months, and by 1.09 per cent in February 2015, the latest month for which figures are available. But these are average figures across all classic Porsches and probably don't reflect the special status that early 911s have earned of late.



Forthcoming auction sale in Italy will test the market for high-end Porsches. Currently prices appear to be stabilising and even declining, albeit fractionally



TEQUIPPED FOR 20 YEARS

Porsche is marking 20 years of the launch of the Tequipment (short for Technical Equipment) accessories brand by staging special displays of the retro-fit parts at Porsche Centres, for older as well as current models, such as the sport exhaust for the 997-series 911 and the Sport Design package for the first generation Cayenne. Pictured here are three 997 Tequipment items for the 997 GT3 and GT3 RS: the carbon rear spoiler and ram air scoop, carbon door mirror and 19-inch wheels with centre locks in red eloxy plating.

Tequipment's roots go back to 1972, when Porsche began offering minor accessories such as floor mats, but the range soon expanded. Many parts that started off as accessories supplied by

outside contractors became official factory options, such as wind deflectors for 944 and 911 convertibles.

The first Porsche-designed Tequipment product was the 17-inch Dyno wheel for the first generation 986 Boxster, in 1997, and wheels are now among the best selling items in the Tequipment catalogue, now stretching to some 400 parts.

Porsche points out that although some parts are independently made, they must still pass Porsche's stringent fitness for purpose test. For example before being signed off, all aerodynamic products, such as front and rear spoilers, undergo extensive testing at the Weissach Development Centre to ensure they add driving stability.

Tequipment for the 997 GT3 and GT3 RS includes carbon door mirror, carbon rear lid and 19in centre lock wheels

“OLDEST SURVIVING” 911 FOUND

Unlikely as it may seem, and clearly some expert verification would be needed, but the somewhat messed about car you see here might just be the oldest surviving Porsche 911, built on 24th September 1964. According to its chassis plate it is number 005, making it a pre-production car, and with 004, 003, 002 and 001 believed to be unaccounted for in any factory or historic register, nothing younger exists, apart from the two 911 prototypes from 1963.

The story came to light when its owner – we've only got his first name, Jay – contacted the on-line Early 911s Register to enquire about it, mentioning that he'd owned it for over 30 years. When he purchased it in 1984 it had the Turbo arches, racing bumpers and a fiberglass

ducktail. The engine had been replaced by a later, 2.7-litre unit and the gearbox was a 915 from a 1974 car.

'After 15 years in storage, I got the bug to go through everything,' he wrote. 'I began to notice unique features: wipers park on right side, no indents on engine bay for stickers, and 1964 door handles.' It's said that a number of minor details attest to its early place on the production line, including front grilles that are held on with four screws instead of just two, window frames using two screws at a joint instead of three, and, significantly, the metal panel under the engine lid lacking the indents for the engine information plate.

We understand verification work is presently being undertaken.



Photos via Early 911s Register

NEWS IN BRIEF

- Porsche has said that the introduction of turbocharged engines across the board will not dilute the revvy nature of the flat-six. It's a rational enough worry for enthusiasts, because Porsche's past road car turbo engines – going back to the original 930 of 1974 – have lacked the sparkle of the normally aspirated units, partly because the extra mid-range torque means a high rev limit is not needed.
- A total of 20,222 new Porsches were delivered in March, nearly a third more than in the same month in 2014. Volume for January to March increased by a similar amount, meaning that for the first time Porsche sales have exceeded 50,000 in a three-month period.
- Porsche is working out how to develop a car that better integrates mobile technology into its cars than is presently the case, and is talking to Google and Apple about it. This was revealed by Porsche Cars North America boss, Joe Lawrence.
- Less than a year after launch, the Macan is outselling the 911 in the US. In the first three months of 2015, 2600 of the new SUV were purchased, narrowly exceeding the 911 total. Total Porsche sale in the US climbed 12.8 per cent in this period.
- Owing to Porsche's strong financial result for 2014, company employees are each to receive a bonus of €8600 (£6175). It will mostly be paid in cash, with 700 paid into their pension pot.



964 PRICES ROCKET

Away from the high profile auction stages, it has become clear that the Porsche that not so many years ago was regarded as the 'unwanted 911' has now roared into favour in the 'modern classic' market. A decade ago the 964-series was seen as the poor cousin to the 993 that replaced it – and was even sometimes unfavourably compared with the preceding Carrera 3.2 – but now prices are heading skyward, with the Turbo (pictured above) in particular a white hot property, it seems.

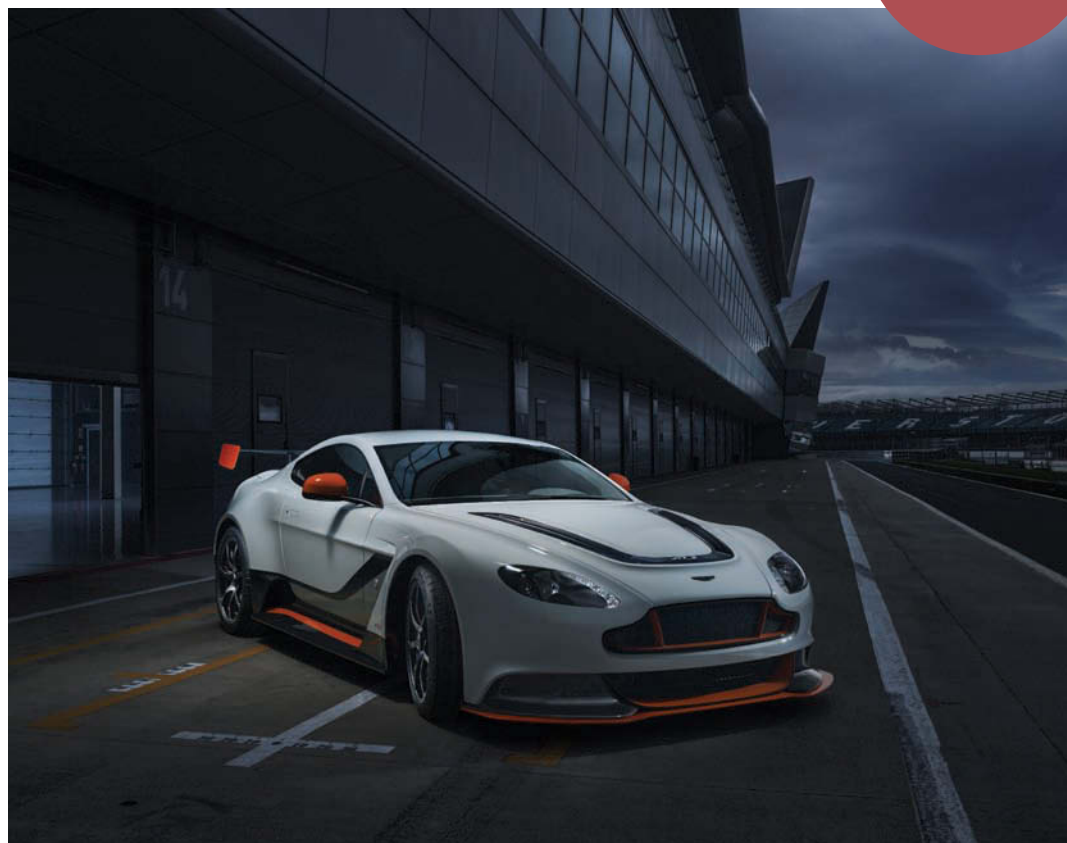
'People have gone mental with the prices being paid for 964 Turbos,' reports classic Porsche watcher and classic values consultant John Glynn. 'Doing some porschevaluations.com Porsche insurance valuations, I got talking to one 964 Turbo owner, with a few other cars in the garage, who could not believe the interest in his growing Porsche fleet. Having bought a relatively low mileage car behind closed doors in mid-2014 for £150,000, he was recently offered £200,000 for the same car.'

Glynn has recently seen a standard 964 911 Turbo sell from a car dealer for £300,000, and also two low-mileage examples of the rare 964 Turbo S each making over £500,000. But he warns that rising values are likely to change owners' perceptions of their 964s, wondering: 'Are we likely to see many 964 Turbos being used and enjoyed in 2015?'

But it's not just 964s that are rising in price – in the January issue we advised that 996 Turbos, available for as little as £20,000, were set to be the next price climber, and it seems this is already happening, especially the ultimate model, the GT2, which, unlike the four-wheel drive Turbo, is rear-drive only.

'It's not all air-cooled in the mad world of Porsche – 996 GT2s are also being chased pretty hard, a 1000-mile, two owner car in black sold for a substantial six-figure sum,' Glynn reports. 'I value the rare 997 GT2s quite highly for insurance purposes, but 996 GT2s are now chasing them hard.'

It would appear that another 'Cinderella' Porsche classic that is emerging is the six-cylinder version of the 914, the mid-engined car designed jointly with Volkswagen and built from 1969 until 1976. While values of the four-cylinder versions seemed to spike and then level off some years ago, the six-cylinder 914-6 has increased in value by 34 per cent in five years, according to a US classic car insurer, Hagerty. This is partly explained by the model's rarity, it being manufactured only until 1972.



PORSCHE WINS NAME GAME

Porsche has been no stranger to legal battles in recent years – but none of its courtroom entanglements have been anywhere near as brief and decisive as this. While the battle between it and hedge funds over share dealing nearly six years ago hasn't even got started yet, Stuttgart initiated legal proceedings against a rival sports car maker in mid-February and within weeks claimed victory.

What Porsche didn't like was Aston Martin calling its new lightweight, limited edition model the Vantage GT3 (its badge seen here), first shown at the 2015 Geneva motor show, on the basis that it has been using 'GT3' on its hotter 911s since 1999 and therefore 'owned' that two-letter, one-number combination. But Aston Martin reasoned that because the FIA runs a sports car series called GT3 (in which a racing version of the new Aston would participate) it was a name any manufacturer could use.

Normally such a confrontation between two high prestige carmakers would have lawyers rubbing their hands in glee at the

prospect of extended, lucrative engagements, but this time it was settled by common sense and a few solicitors' letters. The British company backed down, renaming the car the Vantage GT12, after the number of cylinders under the bonnet, and will adopt the same name for the race car.

'We feel we had a good case, but instead of wasting money on a lengthy legal battle, we prefer to invest the money in the product instead,' an Aston Martin spokesman said. Porsche has not taken similar legal action against Bentley, which has used GT3 and GT3-R, a decision surely not unrelated to Bentley being a fellow member of the VW Group.

Taking the pulse of the blogosphere revealed widespread support for 007's favourite marque, many comments to the effect that Aston Martin had thrown in the towel too soon, and also that Porsche was claiming something in the public domain. 'Maybe they're still carrying a grudge since Peugeot forced them to rename the 901 the 911,' one comment read.

Aston Martin has backed down in its attempt to use the GT3 name. Porsche has been using the GT3 badge on 911s since 1999. Aston Martin argued its legitimacy to use the name because it was racing in the new FIA GT3 sports car series



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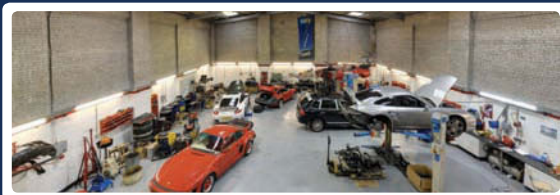
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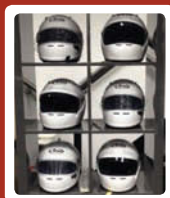
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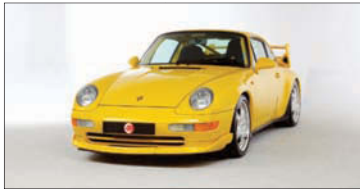
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NEW STOPPERS ARE GO

The axis of automotive engineering expertise may have shifted to Germany in recent years, but it seems the Italians are still the braking experts, underlined by Latin firm Tarox having introduced a front brake disc and pad upgrade for the current 991 Carrera S. Being the same dimensions as the factory item, 340x34mm, they are a direct fit replacement, compatible with the standard calipers.

While the original Porsche disc is single-piece, the Tarox disc is a two-piece structure, a billet steel disc and anodised alloy hub structure. It is 1kg lighter than the factory assembly and therefore the reduced unsprung weight will theoretically confer a very small handling benefit.

The discs can be specified with the same drilled pattern as the standard Carrera S, but Tarox reckons its own spiral groove 'F2000' pattern as seen here is preferable because it wears better. The Tarox Bespoke brake disc kit (comprising the two front discs) costs £950.40 including VAT. To order, or to find out further information, go to tarox.co.uk



MACAN MUSCLE

Specialist Porsche tuner TechArt has introduced power upgrades for three Macan models. They are, as are all TechArt's engine management upgrades of this type, easily installed (by experts) and do not affect engine diagnostics or servicing, and can also be uninstalled without leaving any electronic footprint.

The Powerkit TA B95/T1 (the '1' denotes that it is the first version of the kit) for the Macan Turbo raises power by 49bhp to 444bhp and torque by 52lb ft to 494lb ft, which cuts 0-62mph acceleration by four tenths of a second and raises maximum speed by 3mph to 169mph. With the Powerkit TA B95/S1 applied to the Macan S, its power also rises by 49bhp, to 385bhp, and torque by 52lb ft to 383lb ft, allowing it to accelerate half a second quicker (4.9sec) and make a 4mph higher maximum (163mph).

The Powerkit TA B95/SD1 for the Macan S Diesel was announced several months ago, and results in a 37bhp rise to 263bhp and the biggest torque hike of the three, by 66lb ft to 494lb ft, bringing a four-tenths 0-62mph improvement, and a top speed raised by 4mph (148mph). The kit can be installed at TechArt in Leonberg near Stuttgart in Germany, or by the tuner's UK importer, Liverpool-based Tech9, which charges £4233 including VAT and fitting for the Turbo and S, and £3288 for the S Diesel. Further information is available either from TechArt (techart.de), or Tech9 on 0151 425 5911 or at tech9.ms.



VALUED ADDED HORSEPOWER

The Macan is not surprisingly taking up a lot of tuners' attention at the moment, and one imagines every ECU remap or modification being a carefully designed, bespoke product. But it doesn't have to be, says Essex-based car electronics specialist TDI-Tuning, which is now offering its own upgrade for Porsche's smaller SUV.

It reveals that its CRTD Twin Channel Tuning Box, claimed to boost a Macan S Diesel's power by a quarter to 320bhp and pulling power 16 per cent to 496lb ft, while improving economy by 4-6mpg, is actually the same unit that fits 4000-5000 other vehicles. This is the reason it costs a reasonable sounding £360 fitted and including VAT. TDI-Tuning has a worldwide network of approved fitters, including 30 in the UK.

It's the 'piggy back' type of upgrade, effectively an external ECU, and consisting of a unit about the size of a pack of playing cards which connects into the engine wiring, and mounts on the inner wing. No cutting is involved and all the connections fit easily, making installation a 30-minute DIY job, the firm says. It can be removed just as easily. More details at tdi-tuning.co.uk





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LIGHT TOUCH

In preparing a club level race or rally Porsche, one good way of 'adding lightness' (the mission of the late Colin Chapman, the engineering genius who founded Lotus) is to fit a lightweight battery, the normal black box that provides the energy to start and run your car being a rather heavy object. The Italian made Aliant Lightweight Lithium Battery is one likely candidate, which comes in different sizes, the appropriate one for your Porsche being the Aliant 6, suitable to start engines up to 3.5 litres.

Lithium rather than acid and lead, it's smaller and much lighter, weighing a mere 2.5kg. Lifting a normal car battery is a two-handed job, but you can carry this with one hand. Think of it as the same weight as a 500 pack of A4 printing paper, or slightly more than a plastic two-litre bottle of mineral water. It can accept a rapid charge, reaching full charge in under an hour.

At £465 it's four or five times the cost of a normal battery, but just think of the lap times. For more information, contact the importer, Rally Design in Swalecliffe in Kent, on 01227 792792 or go to rallydesign.co.uk



TOP UP A TURBO S

If your 991-series 911 Turbo S just isn't quick enough, then this German company, renowned for its engine management chips, will come to your aid, offering three stages of ECU upgrades. The Stage 1 kit from mcchip-dkr GmbH in Mechernich near Bonn is claimed to raise output from the factory 552bhp by 40bhp to 592bhp, and torque by 89lb ft to 605lb ft. Maximum speed is raised from 197mph to 199mph, and the price is €3499 (about £2500).

If that doesn't satisfy you, Stage 2, at €10,285 (£7400) comprises a sports exhaust from Capristo in Florida, and a different type of ECU re-map. This takes power to 612bhp, though torque is the same as stage one, but it's enough for the car to hit 200mph.

Stage 3 has a whiff of good old fashioned tuning about it – a replacement turbocharger, plus the Capristo exhaust and a third type of ECU upgrade. You now have 651bhp and 627lb ft, 18 and 13 per cent increases respectively, a 203mph maximum, and a bill of €17,259 (£12,400). In the absence of a UK agent, owners either have to go to Mechernich for the work to be done, or they can send in the ECU and turbocharger – we're told this alternative isn't as scary as it sounds, as the removal of both is not difficult for a competent workshop. More details can be found at mcchip-dkr.com.



THE TYRE DEPOT

YOKOHAMA GAINS ORIGINAL EQUIPMENT STATUS ON THE CAYENNE

Porsche AG has selected the Yokohama Advan Sport V105 as original equipment on the Cayenne 4x4. The Japanese tyre maker will supply it in 295/35R21 107Y size and says it developed the original equipment tyre together with Porsche – a collaboration denoted by the 'N-2' mark on the sidewall.

Yokohama had previously gained OE status for the V105 on the Mercedes Benz C-Class, SLK and CLS, and this will be Yokohama Rubber Company's first OE fitment with Porsche since the V105's predecessor, the V103, fitted to the 997.

The V105 improves on the V103 with better high speed stability as well as sharpened handling and braking performance. It also offers lower rolling resistance, hence better fuel economy and a quieter and more comfortable ride compared to its predecessor. These improvements have shown in two significant magazine tyre tests in the UK, in which the Yokohama V103 was rated ahead of Bridgestone, Michelin and Pirelli.

A unique aspect of the Yokohama is the compound, which incorporates the company's 'orange oil' technology, which makes the rubber more pliable, improving tyre adhesion and thus enhancing road grip. Tyres using orange oil compounding technology are supplied to the FIA WTCC and many other motorsport races where they consistently demonstrate outstanding performance.



ADVAN
Sport V105

YOUR CALL

When it comes to mobile phones, Apple's iPhone, particularly now that it's in iPhone 6 form, is easily regarded as the coolest and most desirable of them all. However, Porsche Design, the carmaker's accessory subsidiary, still clearly believes it worthwhile to continue its association with BlackBerry, despite the brand not being quite so happening as it was, particularly since iPhones now have the communication encryption that was once its USP.

The latest Porsche Design BlackBerry is the P'9983 Graphite, featuring a special keypad with crafted glass-like keys, blackened glass and a graphite or silver coloured stainless steel frame, the back of which is leather bound. It has a nice Porsche-style 'analogue' clock on it, and it'll certainly go better with the interior of your Porsche than an iPhone. But you'll have to really want to buy it, because at £1400 (including charger, earphones and so on), it's almost three times the price of an iPhone. Thankfully the network charges are normal. You can buy it from any of the 33 Porsche Design Stores or 118 other franchised outlets around the world, or visit porsche-design.com



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PRESSING MATTER

For reasons no doubt very carefully considered, Porsche makes owners of the 2014-launched 911 Targa press the button on the centre console continuously in order to lower the roof, or to raise it again. However, US-based Mods4cars, which has offered electronic tweaks for hoods on Porsches for years, has a different take on the matter, offering a control unit that makes it a one-touch operation.

Its latest SmartTop roof controller not only allows owners to open and close with one tap, but also to do the same thing via the key fob – useful when on a very hot day you want to open it from a distance to freshen the air before you get in, or equally handy if it starts raining and you need to get the hood raised pronto. It's an easy fit, 'plug and play' unit that is simple to install and does not interfere with the car's wiring. Just as important for some, the unit can easily be removed from the car with no electronic trace of it being there.

Equipped with a USB port, it can receive downloaded updates, via a Mac or Windows computer. The price in the UK and Europe is €299, or around £260 once UK taxes have been added. A similar kit is available for the 911 Cabriolet and the Boxster. More information is available at mods4cars.com

ON TRACK

A Hertfordshire firm, Magicar, has introduced a new car security system that is claimed to be an alarm and tracking system rolled into one, but priced at £400 fitted, is less than half the price of similar systems. It's aimed at owners of Porsches that pre-date the fitment of a tracking device as standard equipment, but which are recent enough to have an electronic ECU.

The Magicar system comprises one single control unit the size of a matchbox, wired to the ECU, compared to the multiple larger units of a conventional alarm/tracking system. It is therefore easier to conceal this in the car. Also, it does not require a separate remote in addition to the ignition key, although the user can add a key 'token' to prevent an electronic key being cloned.

App-based, the system sends messages to your mobile phone, and can remain active for 10 days even after the car's battery is removed. Users can also text the system in the event of the car being stolen, and return a variety of information about the car besides its location, even the temperature in the car. The car can be immobilised remotely, too. For the moment, the system can be fitted only at Magicar's premises in Hertfordshire. For more details, visit magicarautosecurity.com



NEW PARTS FROM SIERRA MADRE

Available exclusively from Sierra Madre Collection is this pre-assembled 380mm wheel, which is perfect for your sport-purpose 911, 912 or 914. The German-made, leather-wrapped wheel has a period-correct look and includes a high-quality reproduction hockey-puck horn button. Also included are the essential steering wheel cancel ring, steering wheel bearing spring, horn button rubber cuff and contact pin.

The part number is SMC.347.805.11 and the wheel is available right now at a special sale price of \$975.00 or £675.00.

Also of note for all restorers are the complete rubber seal kits offered by Sierra Madre. Anyone who's ever rebuilt a 911 will know just how costly it can be to buy all the seals necessary to keep your Porsche rain and draughtproof. Sierra Madre makes it easier on your wallet by offering a complete set of seals. For example, the 1967–69 Targa seal kit (part number SMC.000.985) is priced at \$1,452.10 (£964.00). Kits comprise genuine, OEM and aftermarket seals, each marked with the part number and description to aid installation.

For details, see sierramadrecollection.com



ONASSIS 917 KNOBS

The Porsche 917 is the ultimate air cooled race car. Attention to detail went down to each and every part that was used on this cannonball on wheels – details like the wooden gear knobs, chosen for their lightness and resistance to heat.

The crew at Onassis fell in love with these 917 shifters and, after hours of testing, are now able to offer their own interpretation of these knobs. Tom at Onassis tells us: 'Each of our knobs is made by hand, every one is unique as the grain of the wood used makes them very special.'

'We build your knob to suit your shifter application. If you would like to order, please send us an email and we can arrange everything!'

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For more details of this and other products, check onassisporsches.com



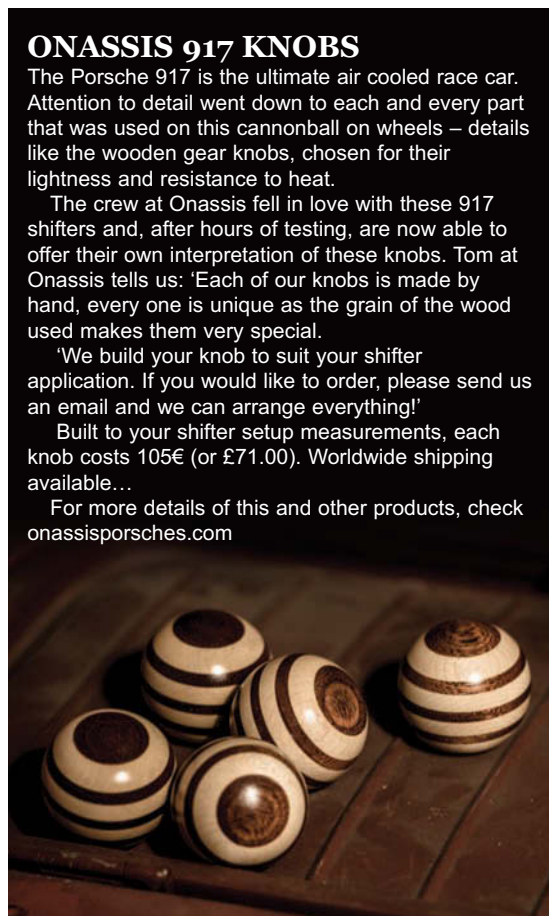
TANK UP FOR RACING

EB Motorsport has just added a 100-litre steel fuel tank to its ever-expanding range of classic Porsche 911 parts. Recreating the classic 911 sports purpose tank, which was available as a factory option on pre-1973 road and race 911s from the end of 1966, the all-steel fuel tank is internally baffled to keep the contents under control on track.

The 100-litre steel tanks were originally available as either side- or centre-fill. Side fill using the standard wing-mounted petrol filler flap was normally used on road cars, but was also seen on a number of ST rally models. Centre fill was more common on racing cars, including the 911R.

Barnsley-based EB Motorsport offers both options. The standard tank comes fitted with the side filler neck and is finished in black, ready to fit in the car. The tank can also be supplied with a blank top, finished in grey primer, ready to be fitted with the optional centre filler neck or professional quick release race fittings.

The 100-litre fuel tank with or without side fill costs £2640 including VAT, the optional centre filler neck and cap priced at £342. An extended fuel sender, to allow accurate reading of the fuel level in the larger capacity tank, adds £354 to the total. For more details, contact EB Motorsport on 01226 730037 or at eb-motorsport.com.



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DEERLY BELOVED

Mourning the emigration of his much-loved Peppermint Pig, JT takes solace in the silky smooth dynamics of Mrs T's special edition 986 Boxster 550, spirits tempered by a bottom-crunching, buttock-clenching encounter with a dead deer



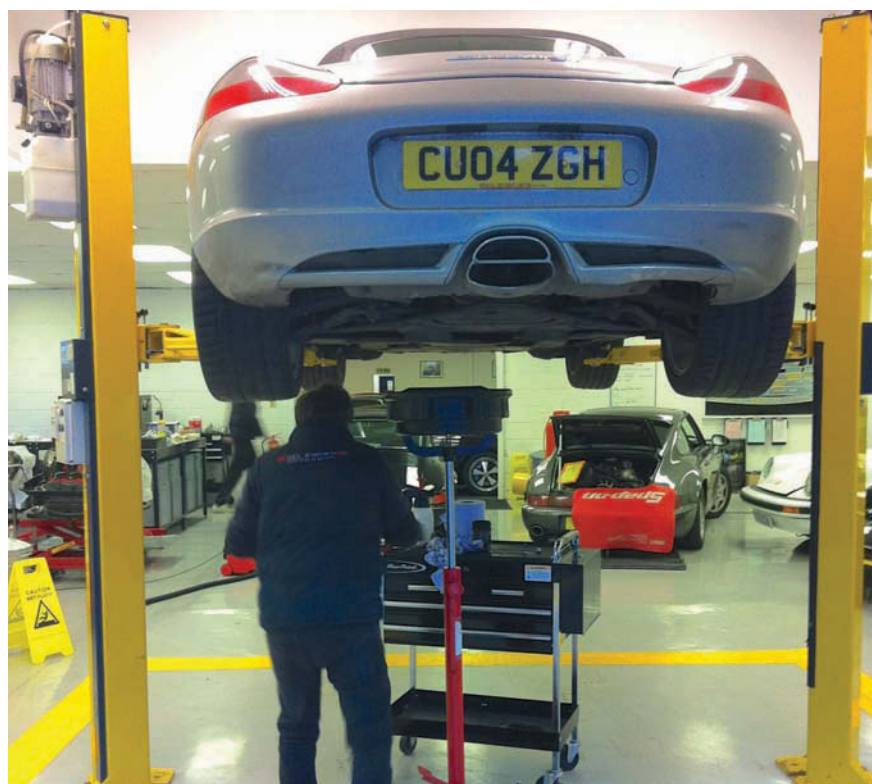
JOHNNY TIPLER
*International Porsche
adventurist*

UNFINISHED BUSINESS

Why does it take our engineers and contractors so long to finish stretches of roadworks in Great Britain? Most of the German autobahn network is in a permanent state of repair and dogged with narrowed lane contraflows, but they do seem to get on with completing these projects. In GB we evidently don't. (I prefer the upbeat 'GB' rather than the diffident and dismissive 'UK'.) Is it down to funding? How come a contractor wins the contract, incapacitates the highway, and then does bugger-all? I'm thinking specifically of the M3 motorway that connects London with Southampton. There's a 15-mile stretch that we've been using between the M25 and the A303 as we head down to our Somerset house-sit, and it's limited to 50mph as well as monitored by the inevitable spying speed cameras. Time to relax for a bit of the journey, though? Well, no; you're concentrating too hard on sticking to 50, and anyway there's too much traffic and the lanes are so narrow. Allegedly costing £130m, the plan is to convert the M3's hard shoulder into a fourth lane through Surrey and Hampshire, chewing up the central reservation in the process. The Highways Agency posts some bullshit about this being a 'smart motorway' with 'no significant delays' expected in its revamp. Here's the thing: all the way along the concrete barriered-off central reservation you never see any construction work going on, and where there are small coteries of hi-viz Balfour Beatty boys they're just shooting the breeze. How to average out your satnav's projected journey time? Travel twice as fast along the non-roadworks stretches! I'm joking, of course. Or am I? Anyway, you can bet your boots that the new road paraphernalia will include more of those money-grabbing speed cameras like the ones recently dotted around the M25 that randomly target anything going over 70. They're all out to get you!



Mrs T's Boxster on the ramps at Paul Stephens for a 15,000-mile service and to survey the damage after an encounter with a deer, which broke and dislodged a trio of plastic underpinnings



ROADKILL

There'd already been carnage. Just north of Tiverton we take a backroad to avoid the M5 and immediately collect a wayward pheasant. Boxster bumpers are pretty resilient to all but scratch-happy lowlife, so no harm done. At day's end, things take a different turn, however. It's dark as we head north from Sherborne up the Fosse in the Silver Bullet. The brake lights of the SUV a quarter of a mile ahead flash briefly, but before I've had time to consider why, we are on it: the rotund carcass of a recently demised deer. Not a measly muntjack; a big roe deer. Blood and guts. There is nowhere to go: the Boxster rides over the top of it, there's a sickening bonk, and a split second later the moment is past. The sensible and public-spirited thing to do would be to stop and haul the cadaver off the road. But there's other traffic behind and, well, you carry on going, feeling more than a little shocked, and hope for the best. Someone else's problem.

There was a time when, as a student billeted in the depths of the Perthshire countryside, we lived off road-kill. So it's not that I'm especially squeamish; you couldn't afford to be, back in that Good Life era.

There's some law that allows you to pick up a dead creature roadside, provided you weren't the one that caused its demise, but even if you are thus inclined there's no way a 986 is going to accommodate an animal the size of a small cow.

Peering under the car in the cold light of day, it seemed to have survived the humping unscathed. But a short time later when it went back to Paul Stephens for a 15,000-mile service, up on the ramp the view from below was not a pretty sight – not for anyone of a vegetarian disposition, anyway. Not only were there elements of animal matter appended to suspension arms and undertray, three of the Silver Bullet's plastic underpinnings were either cracked or had bits snapped off. One of the meshed vents at the rear was slightly out of true as well, but mechanic George Tuffnell managed to reposition it. The section underneath the right-hand engine casing had lost its air scoop, potentially a crucial cooling issue in summer, so he quickly ordered up new panels. It was a salutary lesson in what goes on below stairs. Out of sight, out of mind? Not any more.

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



KEITH SEUME



ADAM TOWLER



BRETT FRASER



STEVE BENNETT



CHRIS HORTON



PAUL DAVIES

HIGH STAKES

The 1950s was the decade that Porsche made its mark in endurance racing, beginning with Hans Herrmann and Herbert Linge's legendary escape from decapitation by a closed railway crossing barrier as their 550 Spider blasted beneath it, en route to 6th overall in the 1954 Mille Miglia. As The Police lyrically declared, 'Born in the Fifties' meant being frozen like statues on the pages of history. But in the automotive world, that ain't necessarily so. The forthcoming Goodwood Festival of Speed is set to honour Sir Stirling Moss's gallant Mille Miglia victory of 1955 when he averaged a fraction under 100mph for 1000 miles to win the trans-Italian road race with journo-navigator Denis Jenkinson. The highest placed Porsche that year came 8th. It was still early days for the marque. However, it is fantastic that you can still

catch such cars in action on modern-day incarnations of those historic events, in part thanks to institutions like the Porsche Museum – whose workshops glimpsed on a recent visit were a fascinating hive of activity.

A couple of years ago I covered the Mille Miglia, and Mercedes had put Jochen Mass in one of its 300SLR roadsters, which he blithely eased around the Italian countryside. He was less fortunate at the recent Goodwood Members' meeting (an apt title?) when his museum-piece smashed into the back of a pitting Lister-Jaguar, and the repair bill will likely end in six noughts. Over in Mexico, semi-pro driver Pierre de Thoisy tackled La Carrera Panamericana in a similar car in 2002 and 2010, albeit a gullwing coupé like the ones that won in 1952 in the original series. Pierre's car was a pastiche of the '50s cars, and though it

was unscathed, it would have raised fewer eyebrows had he pranged it than Jochen did in front of shocked fans at Goodwood. Point is, why risk a priceless icon at a full-on, no holds barred competitive race meeting or road race when your company has the wherewithal to replicate the original – as Jaguar are doing with a short run of lightweight E-types. It's not merely to court the publicity, because, after all, your brand's reputation is grounded on such exploits, four, five or six decades ago. It's more like turning up to a banquet or ball, clad in genuine pearls rather than fakes: you are not only saying, 'here it is, this is the genuine Bedouin,' you are also demonstrating that, no matter what the risks, you have the nerve and panache to expose this gem to all the inherent dangers and to hell with the consequences. That kind of bravado gets my vote every time.



Porsche's commitment to running and maintaining classic racers should be applauded, says Tipler. After all it would be fairly straightforward for them to just build replicas and keep the priceless originals out of harm's way

BACK IN THE SADDLE

Or hopefully I will be by the time you get to read this. Having sold my ever-faithful Peppermint Pig (see 'Requiem for a Porker', page 114) I've been obsessed with finding its successor. Nothing wrong with the Silver Bullet Boxster, just that that is Mrs T's wheels and I want my own set again. Financial constraints mean I'm looking at water-cooled 996s, which, as we've observed for some time now, are the entry level 911s, but probably won't be for ever. As well as scouring the dealer websites and traditional sources such as Pistonheads, Autotrader and eBay, I've stalked European ones too, unfazed by the prospect of another left-hand drive car. As well as researching a fair number of stories in continental Europe we also have a house in Portugal, so there's some justification for sitting on what I call the correct side of the car. Anyway, the ones yielding most prospects are autoscout24.eu and 2dehands.be/autos/porsche/. As I write, the most likely scenario is either that I acquire

one of two silver 996 C2s that are currently gracing the showroom at Porscheshop in Halesowen. Or, a somewhat cheaper option, which is a 996 C4S languishing at parts specialists Van Zweeden in Holland. It's bereft of its engine, but could be reunited with a freshly rebuilt M96 unit at Autofarm, a transaction helpfully facilitated

by Paul Stephens.

Whatever the next 911 turns out to be, it will be a *911 & Porsche World* project car, subject to all manner of upgrades and modifications just as the Peppermint Pig was, and will serve as my wheels when covering races and rallies and chasing stories. I can't wait!



What will it be? The mystery of Tipler's new Porsche will be revealed in next month's *911&PW*. Not that it will be any of these. Even with the covers in place, we can tell that they're all far too expensive!





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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...



Look closely under the dashboard and you'll note the lack of clutch pedal. Rob Torres's 993 C4 had been modified by Ruf with a six-speed semi-auto gearbox



STREET RACERS

I enjoyed your story on the 'street-legal' Porsche 917s in the May issue. I recall seeing Count Rossi's car in Paris one time – it may even have been the day he drove it home. It literally brought traffic to a halt.

If I am not mistaken, there was a third 917 used on the road – albeit for a special occasion. I believe that Mark Finburgh used his Gulf-liveried 917 as the wedding car for his daughter (I think that's right – my memory may be playing tricks!), as I recall seeing a photo of it with tin cans tied to the back and well-wishers gathered by the roadside. I suspect, though, this was not an entirely 'legal' event, but fun all the same.

In a similar vein, I also recall seeing Duncan Hamilton's Ford GT40 sat outside his showroom in Bagshot, Surrey many years ago resplendent with L-plates front and rear! Now that's a car I'd like to have learned to drive in. How many 17-year-olds get to sample a GT40, I wonder?

Maurice Fowler, via E-mail

Keith Seume replies: By coincidence, I also recall seeing the GT40 with L-plates! I was learning to drive myself at the time, but Dad could only stretch to an Austin Maxi...

.....



TRAVESTY!

Loved your Top 25 Porsches, but come on guys, placing the Boxster above the 996 GT3? What were you smoking?

I've owned my GT3 since new and love every mile. By comparison, my wife's Boxster is mundane in the extreme, has just succumbed to the dreaded engine problems and will probably be broken for parts. Sure it was fun when it was new but it's no match for what I believe to be one of the greatest road-going 911s ever...
Paul Thomas, via E-mail

TWO-PEDAL MEMORIES

As an Aussie living in Spain I don't get to pick up your mag every month at the local newsagent. However, I do get the chance to buy it as I travel frequently around Europe and always try to pick up a copy at the airport newsstands.

I found the 'Shift easy' archive article fascinating in the February 2015 issue, with the technical details of the Sportomatic and VW's Saxomat gear change.

A few years ago I owned a RUF 993 C4, which was sold by Carlos Kotnik here in Barcelona. It was tweaked with an improved exhaust, Turbo wheels, flared rear arches and was a 'manual but with no clutch' – you could say it had a true six-speed semi-automatic gearbox.

You would basically shift lifting your foot off the gas to match the revs and change gear as in a regular 993, but the shift was definitely a lot smoother. You could also pull away from rest in, say, second gear on a roll and fly past the traffic from the lights right up to 120km/h without having to even look at the gearshift. When you first got into the car it was a bit strange, but in city traffic it was very handy.

My father then ran, and still has, a stock 964 C4 and thought the semi-auto box was fantastic. I like to play with the gears and the clutch and finally, due to a number of reasons, I sold the car, but not without a hint of regret. Dad was gutted.

What I can say is that the gearchange

selector was very sensitive and I had to have the switch changed a few times. This was a bit of a hassle because it used to jump out of gear. But apart from that the car went fine.

Please find enclosed a few pics: in the shot of the interior (above) you can just see the brake pedal peeking out from under the dash, but alas no clutch!

The sale of the car is a story itself. I sold it to a client of a business partner of mine. The cheque which he paid me with bounced! I finally got my money but the car wasn't used – instead, it was only garaged after I sold it.

A couple of years later, I was looking at a 996 Gen 2 in a showroom and the salesman told me that he had seen 'my' 993 parked in the 'dungeons' of Ilercarrera, the official Porsche dealer in Barcelona, with a layer of dust over it.

My father would have bought it had it had service books and a credible history. It only had 75,000kms on the clock, and I always had it serviced at the official Porsche dealer. But we didn't know what it was hiding and so he has kept his 964.

For the moment I am 'Porsche-less' but hopefully I will be able to change that in the near future.

Keep up the good work as I find your technical work excellent and very useful. Best regards from sunny Spain!

Rob Torres, via E-mail



Rob Torres saw his Ruf-modified 993 for sale a couple of years after he sold it. Tempting though it was, the car's lack of recent history put him (or rather, his father) off the idea of buying it back



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RETRO BOB

Bob Donovan's Porsche history starts in the States and picks up again with his move to Blighty and a chance encounter with Paul Stephens' Auto Art cars. Trading in a 997 against a PS car in 2008, he's been happily modifying and driving it ever since

Words and pictures: Brett Fraser

Admitting to previous misdemeanours in front of an audience of your peers requires special moral fortitude: solicitor Bob Donovan, originally from New York state and now a resident of Kent, possesses such inner fibre. When asked about his motivation for buying the Porsches he had while still in the States, he pauses momentarily before answering with extraordinary honesty.

'It was a time of my life and at a stage of my career where image really mattered to me: a car like an Arena Red 993 Porsche was a statement about having made it. That wasn't the sole motivation – I was actually a long-time Porsche fan, and did a couple of memorable and very fast drives on the beautiful mountain roads of North Georgia in that car – but I did used to spend a lot of time polishing it...'

Bob's still a dab hand with the car wax and polishing mitt – he confesses to having

been up until 2.00am on the morning of our photographic shoot ensuring that his Paul Stephens PS Autoart special was clean 'n' gleaming – but as you'll discover later on, he very much isn't just a show and shine kinda guy.

In fact, his introduction to Porsches came when he was getting his hands dirty. 'My eldest brother owned a petrol station right by the main gates for Watkins Glen in upstate New York, and during the racing season I would go up there to help out, pumping gas and serving in the shop. His was the nearest gas station to the circuit that had 100 octane petrol, and as a consequence all the Carrera Cup cars would come in to fill up. In the mid- to late-1980s you had this almost crazy situation where the race cars would fill up here, and then the drivers would have their cars parked outside their motel rooms.

'You have to understand that back then all these Porsches made quite an impression: America at the time was still

very much about home-grown cars, so these German sports cars seemed very exotic. And in common with boys' bedrooms all over the world, I had that poster of the 911 Turbo pinned to my wall.'

A paper Porsche turned into the real deal when Bob graduated from law school in the early 1990s, although it wasn't the aforementioned Turbo. 'After law school I finally had a bit of spare cash and bought myself a 964. As I said earlier, it was something of a status symbol, but I did at least take it on a few trackdays at Road Atlanta, which is near where I was living at that time.'

A move to Britain 15 years ago saw Bob shift from air-cooled Porsches to a water-cooled version, a 996. It wasn't too long before that made way for a 997 which Bob enjoyed but somehow felt a little disconnected from. Which is why he had an epiphany at a Porsche meeting at Brands Hatch in 2005. 'Paul Stephens was just introducing his Autoart cars and I fell in love

Bob Donovan wanted the air-cooled look but without some of the earlier air-cooled compromises. His PS Autoart car is based on a 964, so is relatively modern underneath, yet still able to take the pre-impact bumpers for that pre-'74 look



with them on the spot.

'And I began to realise how much I missed my air-cooled cars: there was something special about them, they felt raw and alive, and you could smell the oil and the leather. I realised that I wanted to get back into that. Previously, though, there had always been compromises to the older 911s – I really liked the look of the pre-impact bumper cars but I simply couldn't put up with the gearbox. I wanted ABS and a modern rear suspension. The concept of the Paul Stephens car was ideal – I could have the look and the air-cooled experience, yet in a modern package.

'So in May 2008 I traded in my 997 against one of Paul's early Autoart conversions, which had all the bodywork done but not all the mechanical work. I did wrestle with the notion of cutting up a perfectly nice 964 [which is what Bob's car is based on, a 3.6-litre Carrera 2], but comforted myself with the thought that someone else had already made that guilty decision for me.'

From Bob's perspective, the fact that the car still had its standard mechanicals gave him the perfect opportunity to start personalising it. 'I had the engine tested and although it was actually in pretty fine fettle I decided to have it rebuilt. We increased the capacity from 3.6 to 3.8-litre, and fitted barrels, pistons and cams from a 993 RS: although we were 'modifying' the car, I insisted that we use only OEM parts in the conversion.

'While there was nothing wrong with the five-speed gearbox I opted to have it replaced with a six-speeder from an early 993 – these had shorter ratios than the 'box fitted to the later VarioRam models. At the same time we installed a single-mass flywheel and a limited-slip diff – the 964 C2 has an open diff as standard.

'By now my car was shaping up nicely. Without impact bumpers it was already 35–40kg lighter than a standard 964, and by the time we'd finished the weight loss programme its kerb weight was down to about 1220kg, or roughly the same as an RS Lightweight. With the engine producing 300bhp or so, the car moves along pretty well...

'Which means that the brakes have been uprated, too, using discs and calipers from a 964 RS all-round. The suspension has also been tweaked, with Bilstein Nürburgring dampers and shorter H&R springs – we're using a softer spring rate than you'd find on a 964 RS to cope with the roughness of British back roads.

'Meanwhile I'd also been attending to the interior. I've had it re-trimmed, fitted a classic-looking Moto-Lita steering wheel, installed a retro-look modern stereo, and Paul Stephens managed to have made for me a retro gearknob with a six-speed pattern set into it. But with the whole look of my car, inside and out, the aim has never been to create an exact replica of an older car; I'm not trying to fool anyone.'

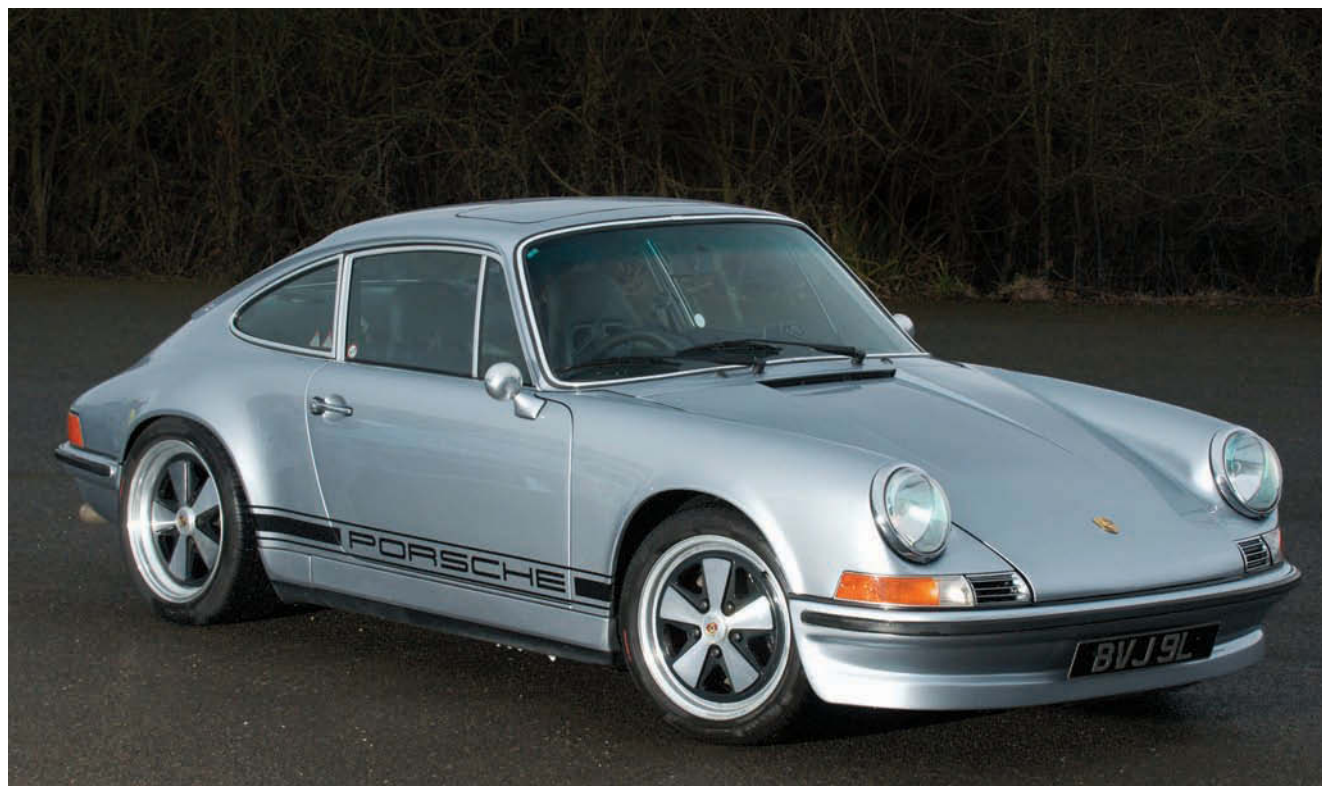
Nevertheless, at last year's Classic Le Mans Bob was initially thwarted in his attempt to park in the enclosure with the other 964s. 'The Porsche Club France car park attendants refused to accept that it was a 964 and shepherded me in with the other older 911s from the 1970s. Still, my car generated lots of positive reaction and

Below middle: engine looks perfectly stock, but it's all about what's going on inside, with Bob opting to have the capacity increased from 3.6 to 3.8-litres and fitting barrels, pistons and cams from a 993 RS. Power is up to 300bhp and he's also fitted the six-speed gearbox from an early 993



“ I realised how much I missed air-cooled cars: there was something special about them ”





THE RETRO LOOK

It used to be the other way round. Back in the late '70s and early '80s, folk would stick wide arches and impact bumpers on pre '74 cars, even SWB cars, which just looked wrong. In recent years the trend has been to backdate later cars to pre '74 spec and, in particular, RS lookalikes. It was fair game when SCs and Carrera 3.2 prices were a fraction of what they are now, but with values rising it doesn't make quite so much sense. But then again with the early cars rising even faster, there's always going to be a market for the facsimile.

four different guys approached me to buy it – one came back later and left a note that included a very substantial offer and his phone number.'

Not that Bob was tempted, even for a moment. 'I've already owned this car for longer than any other I've had, and intend to keep it forever. The wonderful thing about it is that there's always something more I can do to it.' Besides which, he spends a lot of time driving it.

'Although it's not my everyday wheels, in the summer I'm out in it every weekend and very often in the winter, too. I'm a member of the London 964 Owners Club and every year we do both a trip out to Spa and an Alpine tour. My wife and I have been out to the Porsche Museum in it – I tried to Vmax it on the autobahn and got up to about 144mph – have used it for a Highland tour and done a couple of trips around Wales. And in the near future we'd like to travel down through Croatia in it, down to the Dalmatian coast. I may like to polish it and

keep it looking good, but my car really is all about the driving.'

Bob's even taken it on track. 'Not for the first year or so, mind you, because everything cost so much! As I'm terrified of my own lack of driving skills it took a while to build up any pace, but eventually I found

on-going project – he's currently waiting for Paul Stephens to finish development of LED headlights for it. And he has another personalised Porsche project in mind. 'The track up to my house is muddy and potholed and some of the rural roads in Kent aren't much better. I'm not a fan of

“ I've owned this car longer than any other. I intend to keep it forever ”

that the car handles very sweetly and that I could keep up with some of the more heavily modified Porsches. Any concerns I had about my car's power steering – which makes it so easy to live with around town and in car parks – soon evaporated as it still has a huge amount of feel.'

As Bob has already hinted, his 964 is an

SUVs, so what I'm dreaming of is a 911 that I can use every day in all weathers that runs around on Safari Rally-type suspension. I'm not sure yet what we could use as a base car, but I'm already putting pressure on Paul for him to come up with a few ideas about how this can be done.'

The anti-SUV 911? We can't wait. **PW**



Interior is a mix of new and old, with retro style dials, radio and Mota-Lita steering wheel (which makes a change from the ubiquitous Momo Prototipo)

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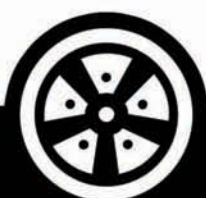
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30 YEARS OF THE 944 TURBO

30 years? Seriously? The 944 Turbo still looks contemporary today, and in the '80s to early '90s it was a big seller for Porsche and justifiably so. We go for a drive and look back at the Turbo's illustrious history

Words: Adam Towler Photography: Max Earey





It's 30 years since a sleek new coupe arrived in Porsche showrooms. On the offside front wing was, if so specified on the order sheet, a simple but instantly recognisable script. It read 'Turbo': a bold identifier that this 944 was at the forefront of a revolution blowing a gale through contemporary motoring; if you wanted to be cool in the 1980s, you needed a turbocharger on your car, usually on your aftershave, and probably even emblazoned on the side of your toaster.

But enough of the attempted '80s-fed witticisms; the Turbo really was a landmark car, and frankly, a car that has been underappreciated for far too long.

The 944 Turbo was in many ways prescient of something that's happening in the contemporary motoring scene. Here was a car with a technical specification sheet that now belies its age: a 'downsized' turbo engine when all its rivals featured large capacity, naturally aspirated engines; a 'world' specification including electronic engine control and a catalyst, meaning equal power outputs for Europe and the USA. It also had an excellent coefficient of drag that allowed it to slip through the air like its dart-like profile suggested. With its pragmatic 2+2 seating layout and large rear load area accessed via the glass hatch, not to mention the 160mph+ performance, the 944 Turbo truly was a brave new-world Porsche for an era when electronics were opening the door to a million new possibilities.

Where had this new wonder-car come from? Although it wasn't launched to the press until January 1985 – the media event in St Paul de Vence, France, must have been a nice launch to have been on – its roots go much further back as is so often the way with Porsche. This was a car that was somehow destined to appear, and although other ideas were explored to fill the obvious niche, there was inevitability about the forced induction route given Porsche's expertise.

The 944 was the car that really gave the front-engined Porsche its mojo. The engineers at Porsche, including chief Helmut Bott and project leader Paul Hensler, were sensitive to the criticism levelled at the 924's Audi-derived four-cylinder engine. With the deal to keep the 924 for itself, after VW had dropped the project into oblivion, came the humble little 2-litre engine: it simply had to be accepted. A huge step forward was the 924 Turbo, a car that definitely had the power to do justice to a chassis that was clearly going to be one day viewed as a handling benchmark. Even better was the 924 Carrera GT, which we featured in the April issue of this magazine: a bona-fide competition special, the Carrera GT caught the imagination of enthusiasts and buyers alike, not least due to its on-track class successes at the Le Mans 24-hour race.

The link to the 944, and the 944 Turbo, was a particular car entered in the 1981 Le Mans 24-hour race. This 'works' run 924 GTP had a new engine (Type 949), a turbocharged, 2.5-litre, 16v four-cylinder engine with an aluminium block, unlike the heavily boosted 2-litre VW units in the 'standard' GTRs. In later years Porsche drew a definite line between this engine and the 944 Turbo in its advertising material, but in truth the link is somewhat weaker. The block was the same as the 944, but frankly not much else. As it happened, the 16v GTP scored a



Looking fabulously '80s in black and with new aero front-end, the 944 Turbo was the antithesis to the 911. Early cars featured a narrower track and deep dished 'teledial' wheels. Oh, and never have flared arches worked so well on a car

commendable result, coming home 7th overall and first in class. In testing at Paul Ricard it had been rapidly quick thanks to 510bhp, but durability issues meant it was turned down significantly to 410bhp for the race, and was never likely to challenge for overall victories. In any case there was a new man in charge, Peter Schutz, and the Fuhrmann era of front-engined cars *uber alles* was about to cool off. Schutz ordered a pair of 936s to be dragged from the company museum, and the Ickx/Bell crewed car came home an emphatic winner overall – it was a sign of the times.

Finding more power for the 'front-engined Porsche' went right back to the late 1970s. There had been calls for a V6 and even a V8 within Porsche, but deciding on the appropriate course of action was not straightforward. A V6 was tried in the form of the Peugeot-Renault-Volvo engine, as used in the Alpine A310, but the Porsche engineers were unimpressed. Clearly, it would be beneficial to derive as much of the mechanical parts from other Porsches already in production, and that meant the 928.

The 928's V8 lent itself to siring a smaller engine. There was the possibility of a V6 by chopping off the final two cylinders, not to mention the prospect of the full bodied V8 slipping into the unsuspecting 924, but at 90deg between the cylinder banks, the V was too wide to fit under the bonnet. Even the 2.2-litre Audi inline 'five' was considered, but it too failed to meet the criteria. Of course, there was also the option of slicing the 928's V8 down the middle...

In the end the M44/01 engine was indeed 'half a 928 engine', although in practise only around 50 components were carried over, rather scotching the dreams of fabulous parts commonality. Engineer Gerhard Kirchdorffer based his engine on the prototype 5-litre 928 engine, rather than the initial 4.5-litre production unit, using a bore and stroke of 100mm x 78.9mm to achieve the 2479cc capacity. This aluminium engine with its linerless etched bores, ferrous coated pistons and twin balancer shafts to reduce the vibrations inherent in such a large four-cylinder engine, was destined for great things.

The 944 went on sale in the UK in 1982 for £12,999. It was an instant hit, but in the wings lay a halo model – something that had been tested in gruelling conditions during these

years and was set to appear for 1984. Except it didn't: often blamed on the German metal workers' strike, the high performance 944 was also held back by quality issues. Porsche was nervous: here was a four-cylinder production engine that pushed out well over 200bhp, at the time a lot of power from not a lot of engine. Could it be made reliable? The company even went to the lengths of releasing the first 150 cars to employees only, as a kind of extended durability test. As it was it need not have worried, because the hard graft put in at the development stage was going to pay off. Just 49 Turbos were built in 1984, with series production beginning in February of the following year, during which 4790 were constructed. The following year that figure rose to 8263.

But we're getting a little bit ahead of ourselves. This was the car that Fuhrmann envisaged taking the place of the 911 Carrera, and as we shall see shortly, the finished product aped the old timer's performance extremely closely – even if it did produce the goods in a completely different way. Porsche's engineers knew from their studies and motor sport experience that heat would be the enemy of the 944 Turbo. It would place the M44 engine under incredible strain, but it would also do its best to ravage the turbocharger. To that end, the turbo installation was critical. To combat the heat turbo supplier KKK specified a new version of its K26 turbocharger that featured a water-cooled central bearing housing. Even so, the critical time for turbo life was when the engine was shut off, especially if an unsympathetic owner switched the car off immediately after a brisk drive. To that end Porsche developed a separate cooling circuit with a small electric pump and it's own reservoir to carry on cooling the turbo even without the engine running. The turbocharger was decoupled from the exhaust manifold and mounted over on the inlet side of the engine, where temperatures were lower. The exhaust manifold was fabricated from steel tube, and the pipe from the manifold to the turbo had a double walled thickness: all measures to combat the transfer of heat to the turbo area. Moreover, Porsche had set itself the ambitious target of making a 'world' engine that delivered the same power output in all markets, which meant a catalytic converter

was mandatory, and so the Bosch Motronic system included a knock detector, in effect allowing the car to adjust itself in real time depending on a range of parameters including the octane rating of the fuel. Such things we take for granted today, but this was a significant step in 1985.

In fact, it's a testament to the sophistication of the Turbo that it played a pivotal but unsung role in one of Porsche's greatest racing triumphs. After five straight wins in the Le Mans 24-hour race, the ageing Group C Porsche 962C was coming under increasing pressure from new challengers such as Jaguar and Sauber-Mercedes. At the 1987 running of the race the factory made its penultimate appearance, backed up as usual by a vast armada of privateer 962s, themselves capable of snatching the victory as Joest Racing's back-to-back wins in '84/'85 had proved. Nevertheless, Bob Wollek had put one of the works 962s on pole, so perhaps there was life in the old workhorse yet. And then, to the absolute consternation of the Porsche crews, the 962s suddenly began to drop like flies: Joest Racing lost two cars within the first seven laps, and the first Kremer-entered car went out on only lap 5. Dodgy fuel was deemed the culprit, and the engine management systems of the 962s were running their engines too lean, leading to piston failure. The 962s were self-destructing.

History records that the factory 962C of Hans Stuck, Derek Bell and Al Holbert triumphed at Le Mans in 1987. Against all the Jags, the grenading engines, and the gruelling challenge of the 24-hour race itself, it won through; never again would a 962 claim the top spot. But it wouldn't have been possible without the 944 Turbo, for outside the circuit, our underdog coupe was blasted around the Le Sarthe countryside on a batch of local fuel, as Porsche's engineers used its knock detector and engine management to frantically write a new program for the remaining 962s. In my book, that alone makes this car a legend – there was certainly no 911 that could have taken on the task.

Naturally, the M44 engine was significantly upgraded for its new role in the Turbo. The cylinder walls of the block were made 1mm thicker (a change made late in the day after testing had shown a weakness), the engine

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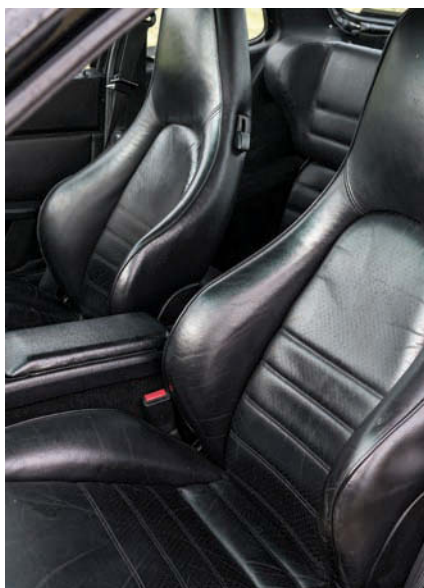
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Left: Whoever specced this early 944 Turbo clearly liked black. And why not? Compared to some of the '80s interior trim combos that Porsche offered, it's the safe and timeless option. Interior was modern compared to 911s and a great place to spend a long drive. And those seats! We've banged on about Porsche's '80s/'90s deep bolstered 'Sport' option seats, but they really are the best Porsche have ever produced. Below: Back to the '80s? You really had made it in 1985 if you could run one of these: a genuine 150mph+ Porsche

“ Turbo performance was in the top drawer, but it needed to be. Not even a Ferrari 308 GTB was very much more ”



used forged not cast pistons now with triple rings, and the head was attached with a stronger head gasket. The head itself was heavily modified with valve seats and guides upgraded, and ceramic lining to the ports; stronger inlet valves were combined with hollow stem and sodium filled exhaust valves, all mainly to control the heat.

It's an early 944 Turbo that we have here today, dating from 1986. Black hides some of the contrasting details such as the rubber rear spoiler, but it suits the crisp lines of this wonderfully handsome car. The appearance of the Turbo was unique amongst 944s as the one-piece PU at the front and the unusual under spoiler at the rear combine with the subtle sill trims to inject a massive shot of presence into the standard 944 shape. The nose in particular, with its cooling slots and lighting requirements seamlessly integrated into one complex, plastic moulding, was right on the cutting edge of contemporary automotive design and production capability.

The 16in 'teledial' alloy wheels, 7in wide at the front and 8in wide on the rear axle, have to be one of my favourite wheel designs.

Inside, there are electrically-adjustable black leather sports seats with their massive side bolsters, plus air conditioning and electric mirrors. The 944 Turbo had a comprehensive specification, but then again, at a launch price of £25,312, soon rising to £27,547, it needed to be. Turbo performance, not just in a straight line but point-to-point as well, was in the very top drawer, but that kind of money also secured a Jaguar XJ-S V12 HE, or a BMW 635CSI. Even a Ferrari 308 GTB Qv was not a great deal more. Note how all of them have much more extravagant powerplants than the little Porsche, which can't have been the easiest of sells in the showroom...

Still, there was no need to be shy about the performance figures even in such exalted company. The 944 Turbo could blow its rivals into next week. Although 240bhp had been felt reliable in testing, the final output settled

on was 220bhp at 5800rpm and 243lb ft of torque at 3500rpm. This gave an official 0-60mph time of just 5.9 seconds, and a top speed just under 160mph (157mph in fact).

A further interesting comparison is with its great in-house rival, the 911 3.2 Carrera, which barely cost any more. The 911 was considerably lighter, and marginally more powerful, but a significantly more muscular torque curve helped the Turbo claw back any deficit as the figures show: the 911 was a tenth of a second quicker to 60mph, helped certainly by its superb traction, and three tenths quicker to 100mph, but there was just 1mph in it at the top end – the 911 managing 158mph. Given that your editor can be found elsewhere in this issue comparing the two cars we won't go into any further depth here, save to say that, for me, the comparison between the two cars is one of the most fascinating to be made in the history of the marque. That two cars could be manufactured by the same company, at the same time, and



have such similar levels of price and performance, yet – and this is the big ‘yet’ – be so completely different in terms of how that performance was achieved, and their inherent character, is hard to fathom. Given you’re reading this magazine there’s a fair chance you love the 911, as I do, and therefore you’ll know what I mean when I say that the Carrera’s spirit is anathema to the 944 Turbo. But in a less passionate way I love the Turbo’s cold, calculating, Teutonic masterfulness about the act of being a performance car.

The Turbo arrived at the same time as the regular 944 Lux received a host of scheduled refinements, including the switch to the oval dashboard design, aluminium suspension arms (that were developed for the Turbo model), a radio aerial incorporated into the windscreen surround (that did away with the old fashioned metal type) and many other detail changes. The most obvious as I climb into the car is the dashboard, and with it comes a steering wheel that’s no longer aiming at your belly but that’s at a more comfortable height – certainly for taller drivers.

In the UK at least, facelift cars brought power-steering and a quicker rack to all 944s, including the Turbo. High on the transmission tunnel is the stubby little gearlever that’s connected to the five-speed gearbox, strengthened for this application and with its own oil cooler, with revised ratios below fifth. In the footwell the left-most pedal is connected to a larger diameter clutch while the middle pedal activates a considerably beefier braking system than a regular 944, featuring Brembo 4-pot vented discs thicker and of larger diameter; dampers and springs were also retuned to be stiffer and stiffer anti-roll bars were specified. Finally, a limited slip differential was to be found on the options list.

For all its performance, the 944 Turbo is an easy car to drive in ‘normal’ driving. There’s more weight than you’d find in a modern car through the power steering, but it’s not uncomfortable, and even within the first 30 seconds of a drive you can tell that its accuracy and feedback are going to be sublime. In fact, the whole car has an inherent ‘rightness’ to it that has a tendency to seduce at the beginning of every journey. It’s all

centred around that famous transaxle balance: an even weight distribution spread right through the car rather than concentrated in one point like a mid- or rear-engined machine. It’s also obvious when you pop the bonnet that the oversized ‘four’ is mounted right back in the chassis, giving the car an almost front-mid-engined configuration.

Although Porsche were proud at the time of the way their considerable efforts had reduced the troublesome turbo lag expected of turbocharged cars in the period, and testers at the time remarked in print how indeed Porsche had achieved their aims, driving a Turbo today is all about keeping it on boost. The Turbo gained a small boost gauge where the fuel economy gauge sits in a regular 944, and you soon learn that to maximise this 944’s potential requires that needle to be at the very least quivering in anticipation.

Off boost the Turbo is disinterested, docile, lethargic even. But the turbo does cut in fairly early, and from there the car seems to suddenly bristle with an invisible extra energy. It’s fast, surefooted and fun, but it is quite a cerebral sort of experience, without the same

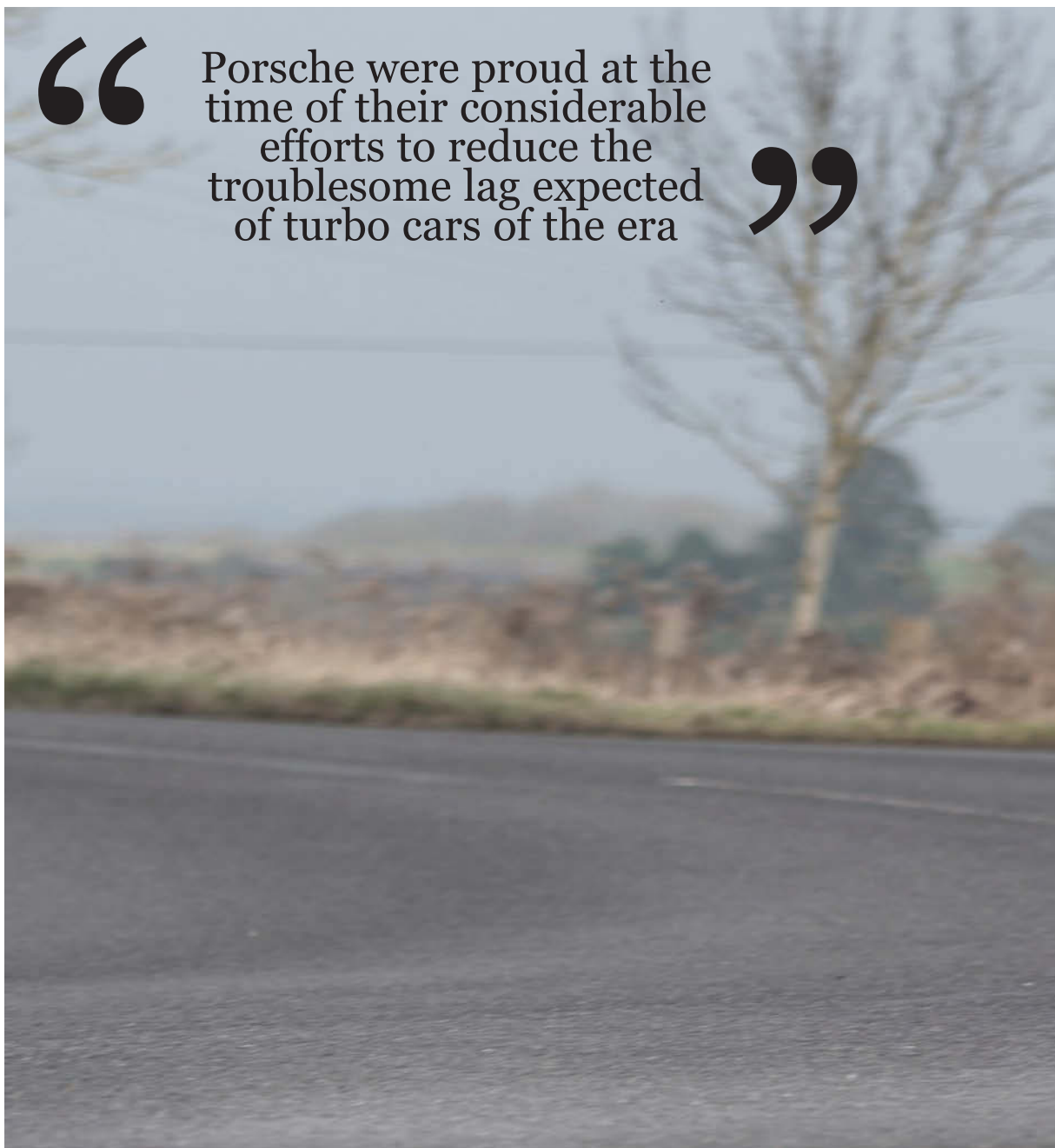
By today’s standards the 944 Turbo looks positively tiny on the road. There is more body roll than would be tolerated with a modern sportscar, but equally there is more ‘feel’ too. Later cars had a wider track, but were stiffer

CONTACT:

Thanks to 944 specialist Retro Restorer for supplying the 944 Turbo used in this feature. Tel: 01295 477108 retrorestorer.co.uk



“ Porsche were proud at the time of their considerable efforts to reduce the troublesome lag expected of turbo cars of the era ”



romance as driving an old 911. Ah, there we go again, it's always hard to avoid the obvious comparison, even when you've told yourself you're going to at all costs...

One of the real joys of driving the Turbo is just how much speed you can carry through corners. Such is the rapport built with the car, a sense that it's not going to surprise you in any way, that you can concentrate on your chosen line and the car will do whatever asked of it. That said, on a wet road there's bound to be a good deal more care required due to the sudden rush of torque slung at the rear wheels. The 944 Turbo is certainly a car on your side in this regard, but by its very nature can never offer the predictability and adjustability found in, say, a 944 S2.

After a good drive it's time to take the Turbo back from whence it came. It's clearly at home on the motorway, scything through the air with an ease of effort only betrayed by the rustle of passing air past the mirrors and the windscreen edges. The cabin is the sort of environment where you'd be happy to spend hours, and even in spite of the random location of various items of switchgear the

fundamental ergonomics are sound. The 944 Turbo is a nothing if not useable 160mph car.

The Turbo's in-life development began in 1986, with the advent of the 944 Turbo Cup. Porsche's first factory one-make championship, it was also the first racing series to run with catalytic converters. To ensure the 40 Cup cars were up to the task – Porsche sold them like the proverbial black forest gateaux – they were around 70kg lighter, with a racing seat and a Matter aluminium roll cage; aluminium front struts with helper springs on the rear axle, stiffer bushes and anti-roll bars plus forged Fuchs wheels now 9in wide at the rear. The first champion would turn out to be a young Joachim 'Smokin' Jo' Winklehock, later to be a crowd favourite in the British Touring Car Championship with BMW. For '87 the Cup cars received a modified turbo realising 250bhp @6,000rpm and 258lb ft of torque at 4000rpm, combined with a thicker front anti-roll bar and ABS brakes. Roland Asch was the champ, just as he would take the title in 1988 and 1989.

The Cup's real relevance was that it begat

a road car during 1988, the Turbo S, often known as the Silver Rose on account of its odd silver-pink paint, complemented by an even stranger Burgundy interior. This was a serious car with a serious price tag: £41,000 got you in effect the mechanical spec of the Cup car, complete with 250bhp motor, LSD, forged wheels, the MO30 suspension and even body reinforcements. Just 70 of these brilliant machines arrived in the UK, but the car went mainstream for the 1989 model year replacing the 220bhp model in the range – even if some of the juicier features found their way back onto the options list. It was just detail improvements from then on, with Turbo production ending in 1991 and the last few sold off in 1992. 944 Turbo production had reached a total of 23,319 cars, with 100 £46,993 Turbo Cabriolets coming to the UK as a send-off special.

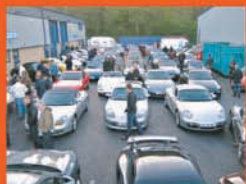
The 944 Turbo never did replace the 911, but it did arguably more than any other model to usher Porsche into the new era, so successfully carried forward in the late 1990s with its distant water-cooled relations. 30 years on it's still a special car. **PW**





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ENEMY WITHIN

Back in 1985 Porsche launched the 944 Turbo. With near identical performance to the 911 Carrera 3.2, and identically priced, they were rivals within and there were those that considered the 944 the better car. So how do they stack up today?

Words: Steve Bennett Photography: Antony Fraser





“The verdict? There are many good reasons for buying a Carrera. The timeless shape, the powerful six-cylinder boxer engine, the way it is put together, the urge to demonstrate that you have mastered the monster, the obvious prestige value. It's tempting. And yet, for effortless driving pleasure and near perfect roadability, take the 944 Turbo. It is the better car.”

No, we haven't accidentally printed this feature arse about face. You will note the quote marks, we have delved back in time to borrow that verdict from *Car* magazine's eponymous 944 Turbo v Carrera 3.2 from its March 1985 issue – the writer and wheelman none other than George Kacher, a scribbler who transcends mere motoring journalism in Germany to be a household name, but not in the way that Clarkson is here.

As you can see it's a verdict with a number of caveats. Even back in 1985, the 911 was a sports car with a near mythical status, and loved by its owners, fans and

motoring journals. It was also 22 years old (albeit with 22 years of development) and quirky and cranky in equal measure, which is perhaps why Porsche thought it could launch another 2+2 sports car, with near identical performance at a near identical price (£25,312, within £10 of the Carrera 3.2), in what was inevitably a near identical market. They reasoned that the two cars – same price, equal performance, 2+2 etc – would attract different buyers. Good old *Car* blew that one out of the water. In the days before in your face cover lines, *Car* simply put the two cars on the cover (in snow) with the words: “Porsche's 153mph 944 Turbo battles its deadliest rival.” Well, back then *Car* was the de facto number one motoring comic and didn't need to work too hard to shift 150,000+ issues a month!

In the cold light of day it was hard to argue with Kacher's verdict. Taken in the context of 1985, when the 911 was getting on a bit, and really not that much different from its last major makeover in 1974, the 944 is a much more contemporary machine, for rather more modern times. True, it was developed from the 924 – the shunned love



Two red Porsches. How '80s is that? *Car* magazine's March 1985 coverline makes it quite clear what the deal is here, as they pitched the then new 944 Turbo against the Carrera 3.2. Do their conclusions stack up today?



child developed at the behest of VW, but thrown back at Porsche – but it was 95% Porker by the time the 944 Turbo was boosted on to the market.

If you were a Porsche virgin in the mid '80s, but no stranger to performance cars of the era and you were in the market for a £25,312–£25,412 sports car, with a Porsche badge on the bonnet, then you could be forgiven for being somewhat perplexed after a test drive of these two. The 911's quirks grow on you, but on first acquaintance seem positively weird. I'm thinking of floor sprouting, offset pedals, that require your foot to be lifted entirely from the foot well to work the brake and clutch, an obstructive 915 gearbox, unfathomable ventilation and frankly odd handling. In the 911 you work hard, and put up with a lot for your reward, which only comes with time.

On the flipside the 944 Turbo is, well, normal. That is to say normal in the sense of all its basic functions. Normal seating position, normal pedal location, a gearshift that flicks though the gate in a, er, normal sort of way. Sounds like we're damning with faint praise here. Were not. It's just to say that compared to a 911, just about every car in 1985 could be considered 'normal.' Largely because they couldn't trace their ancestry back to a VW kit car,

which started off as being mid-engined, and then became rear-engined to allow a 2+2 configuration. Simplistic, perhaps, but true. Aside from the 911, Porsche has never made another rear-engined car and there's a good reason for that.

What wasn't 'normal' about the 944 Turbo was, and is, its dynamics. It had one of the first really effective turbo installations that drew on all of Porsche's turbocharging experience from racing and the 911 Turbo. It had handling that was – thanks to its front engine/rear transaxle layout – inspirational (I have met Lotus chassis engineers that rate the 968 Club Sport as their favourite handling car of all time. They are effectively the same car under the skin) and brakes that could be leant on time and time again. Combine this with the aforementioned functionality, and you had a sports car with huge but accessible performance. For 1980s man, what's not to like? Oh, and it had a turbo, which in the '80s was a word that really meant something, even when applied to a vacuum cleaner.

In the context of 1985 the 944 Turbo was modern and the 911 was already classic, albeit – thanks to its original design brief – still user friendly enough to cut it as an everyday car. And that was the point in 1985: most 911s and 944 Turbos were

bought to be used as everyday transport. Most of the contemporary road tests reflected that. Kacher and *Car's* test certainly did. Today the motivation for buying either car is very, very different.

Wind the boost forward to 2015 and one man's main course from 1985 is now very much a light snack to be indulged in when the mood takes. Both the modernist 944 Turbo and the already classic 911 are now in the same floating vessel. No longer the focus of contemporary mainstream magazines, but the muse of classic car rags and one-make titles like our good selves. The cold, hard-edged analysis of the day-to-day no longer counts. 944 Turbo v 911 is now an emotional and aesthetic choice. It's how they make you feel. In which case... In which case the choice is rather more clear-cut, surely? Well, the market certainly thinks so, separating good 944 Turbos and Carrera 3.2s by up to £20,000 – but we're here to celebrate 30-years of the 944 Turbo for a reason and that is to think outside of the slavishly fashion driven market and to perhaps give you a reason not to mourn the passing of the affordable air-cooled 911. Oh, and to suggest that now is the time to get yourself turbocharged. Well, none of us wants to miss the boat again.

So how do the two protagonists stack up

The 944 Turbo is a delight on the road. That near 50/50 balance is all there in the corners. Grip is plentiful from 16in wheels. Turbo badge on the back meant a lot back then. Not so these days when just about every car seems to have one





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944 TURBO

Model tested:	Porsche 944 Turbo
Engine:	2500cc, 4-cyl SOHC, single turbo
Transmission:	Rear-wheel drive, five-speed manual
Suspension:	MacPherson struts front, torsion bar rear
Top speed:	162mph
0-62mph:	5.9 secs
Power:	250bhp at 6000rpm
Torque:	258lb ft at 4000rpm



The 944 Turbo driver sits lower, and in this case on Porsche's excellent optional 'Sports' seats. Interior of 944 Turbo was the first to feature revised dash layout, taking it further away from the 924 on which it is ultimately based. Oval layout is nod to Porsche tradition

30 years on? We've moved the game on slightly here to pitch a 1988 944 Turbo S against a 1989 Carrera 3.2. That works in both cars' favour, since the Turbo benefits from 250bhp over the launch car's 220bhp, a limited slip diff, plus bigger brakes and the MO30 suspension kit with Koni dampers and stiffer anti roll bars. The Carrera is one of the last of the G-Series cars and benefits accordingly from every tweak and incremental improvement, most notably the 1987 move to the G50 gearbox.

Whoever specced these two cars back in the day showed impeccable taste. The Turbo S is special order in Zermatt Silver, with a black leather interior as opposed to the 'Silver Rose' specification, with its slightly pink tinged silver and burgundy (which in time fades to a sort of pink) 'Studio' interior. The Carrera is equally silver with a dark grey leather interior. Both combos make our pairing look far more contemporary than the usual red, white or black of the '80s era.

Time to go for a drive. Snapper Fraser is still fannying around with the Carrera so I jump in the 944 Turbo. Being a serial 944

owner (I also had a Carrera 3.2 for many years, so no bias), it's a very familiar place and this car is blessed with deep bolstered 'Sports' option seats, easily the most comfortable and supportive seat that Porsche has ever produced. It's a good start.

Typically the Turbo churns into life. You can almost feel the strain that it takes to turn over the four big pistons. The KKK turbo acts as a suppressant, calming and quietening the engine. Air-cooled it is not.

You can tell a ropey 944 of any type almost immediately. The big four-cylinder engine and rear transaxle are joined by the propshaft 'torque tube', and any wear in the engine mounts, torque tube bearings, gearbox mounts or transaxle will immediately be felt through the bodyshell. It's a series of solutions that Porsche devised to make the 944 as smooth as possible, and far more complex than the 911's drivetrain. Most critical are the fluid-filled engine mounts (always fit O/E – anything else will be solid rubber), designed to smooth out – along with the counter-rotating balance shafts – the big four pot's

inherent lumpy vibes.

When 944s fall into decrepitude, this is the sort of maintenance that is ignored. They will happily keep plodding on, but they will just be horrible to drive, particularly as the above failings will usually be married to shot suspension. But not so this example. There is no bad-vibing from the drivetrain and the suspension is taught and clonk free. It is, in short, a healthy specimen, with 117,000 miles on the clock or a mere 4333 miles a year, depending on which way you want to look at it.

To drive the 944 Turbo feels perfectly modern, save for a higher degree of weighting in the controls. The steering is power-assisted, but still has plenty of resistance and a distinct damping effect at dead centre. There is a linear feel to the clutch and a weight to the floor-mounted throttle. The gearlever is short but long and pronounced in its throw. In short it all feels engineered and connected.

And it's fast in that way that only a Turbo can. Boost is laggy by today's standards, but by mid '80s' standards it's pretty responsive, blending in smoothly from

“ To drive the 944 Turbo feels perfectly normal, save for a higher degree of weighting to the controls ”



The Carrera 3.2 shares the superb Porsche 'Sport' option seats. Interior space is rather more cramped, but visibility is excellent. You sit shoulder-to-shoulder with your passenger. Exposed flat-six is dominated by the churning cooling fan and produces 231bhp



911 CARRERA 3.2

Model tested:	911 Carrera 3.2
Engine:	3200cc, flat-six DOHC
Transmission:	RWD, 5-speed manual
Suspension:	MacPherson strut/torsion bar (f) trailing arm/torsion bar (r)
Top speed:	152mph
0-62mph:	6.1 secs
Power:	231bhp at 5900rpm
Torque:	209lb ft at 4800rpm

2000rpm and peaking strongly around 6000rpm. Torque is rated at 258lb ft at 4000rpm, which compares with the Carrera 3.2's 209lb ft at 4800rpm. That sort of muscle makes itself felt on the road and the 944 Turbo does genuinely surge with a thrilling dollop of boost pressure. Indeed this example feels even quicker and so it transpires, when supplying dealer, Paul Stephens, confirms that it has been fitted with a Promax Stage 1 kit, that boosts performance to beyond 300bhp, or much the same as a contemporary 911 Turbo. Cheating? No, not really. That's the beauty of a turbo. Increased performance is just a boost tweak away. You would have to spend many thousands of pounds on a normally aspirated engine – flat-six or otherwise – to find an extra 50bhp.

And the famed handling? It's sublime. The suspension – stiff by mid-'80s standards – is compliant for today's pock-marked roads and the balance is all there thanks to that 50/50 balance. It is the very antithesis of the 911, but not so benign as to be boringly neutral. Instead it flows along the road, settling into corners and digging

its way out in a way that feels like nothing else. The turbo makes it slightly unpredictable to throttle inputs at times (in a way that a 944S2, for example, doesn't), but overall chassis and – in this case – extra power is a good match.

And so to the archrival from within and a car that can really wear the badge of 'icon' with confidence. The Carrera 3.2, let's not forget, scored impressively with a Top 5 place in *911&PW's* 25th Anniversary Top 25 Porsches of all time feature last month, chosen by a panel of movers and shakers in the Porsche world. Indeed I myself put it as my No1 Porsche choice. The 944 Turbo, in contrast, barely made it onto anyone's list. Game over then?

No, not at all. They make for a compelling counterpoint underpinned by their contemporary, enemy within rivalry. The 944 burnt brightly in the '80s, it was of its time, while the 911 has proved to be enduringly unshakeable. It doesn't mean that it's the better car though, just more of an acquired taste. A bit like oysters – people eat them because it makes them look high-brow – the 911 says discerning

choice. I quite like both, or am I just being pretentious?

There's no getting away from the frisson of excitement on entering a 911. Like the 944, it has the excellent, snugly 'Sports' option seats and the four-spoke 'lozenge' steering wheel, but beyond that it's a different environment and ambience, all tight fitting and narrow to the point that, with a passenger on board, you virtually rub shoulders.

No getting away, either, from the frisson of excitement from starting the Carrera up. Sportscar manufacturers go to all sorts of lengths these days to engineer in that sense of start up occasion. All you need with an air-cooled 911 is a key. The rest it does for itself with that cranking, churning whine and clattering ignition underpinned by that offbeat, air-cooled thrum. There's no shame on the 944 Turbo for not being able to compete sonically, because frankly there are not many cars that can. Noise dominates the Carrera 3.2. It is its very beguiling essence.

Driving the Carrera is an old school, immersive, interactive experience. It doesn't

THANKS:

Many thanks as ever to Paul Stephens for supplying the two cars tested here. Both are currently for sale. Contact: 01440 714884 paul-stephens.com



THE PERFECT CARRERA

While not relevant to this comparison, it must be recognised that the Carrera 3.2 used for this feature, and on sale with Paul Stephens (although not built by Paul), is probably as close to a brand new 1989 car as you will ever find.

It has been subject to a full nut and bolt restoration in Ireland by John Miller at Classic Carreras, using either refurbished or brand new parts and its asking price is £79,000. Madness? Well, that's what we thought, incredulously questioning the rationale for such a figure. But then think of all those repro, modernised E-types and Aston Martins? Think also of Carrera 3.2s heading well into the £50k mark?

This car is effectively new, something you will only appreciate by looking underneath, which we did. Frankly it's an astonishing testimony to the work of Classic Carreras. Every last component is factory, brand new fresh. The engine is rebuilt, as is the gearbox, but more than that it's the suspension components, the brakes, the fuel lines, the hoses and clips. There is no road grime or corrosion. It's all-perfect and it's only £79,000. Seriously, it may sound mad, but it's a bargain. £79k will just about get you a 991, which will depreciate like a stone. You could put 20,000-miles on this in three years and it would still be worth three quarters of the price or more. Take a look and tell us we're wrong?



do anything for you, although at least with this late G50 equipped version, it does at least lend a hand with changing gear. The offset pedals (left hookers are better) require a special sort of dance to operate them, while the engine responds to the long throw throttle pedal with a deep surge that starts low and peaks at a rushing, clattering, hard edged 5900rpm, blunted slightly by the Carrera's heavy but smoothing flywheel.

Punt it into a corner and you need to be prepared to work. There's no power steering and frankly, with all that weight at the rear, and those big rear tyres, it doesn't really want to know. The steering is slow-gear too, one of a raft of measures to stop the 911 from overtaking itself as weight transfer takes over from enthusiasm. It needs to be worked and bullied into a corner and once in held there or understeer

will prevail. There is, though, immense chatter and feedback though the wheel and that lovely squatting surge when the corner opens out and you can put the hammer down.

Of course you can use that rear engine weight to help you along, but that's a skill that comes with time. A slight lift here, an adjustment to the throttle there, and the back end can be used to assist the front. It's part of the 911's unique charm, and one that racers love because it gives them options. For mere mortals, though, it can be the hand that bites, rather than feeds. Put it this way, in a straight fight most mere mortals wouldn't see which way the 944 Turbo went because it is simply the easier car to drive, devoid of the 911's quirky machismo. The 911 is a workout on wheels and on this early spring day my shirt is soaked with sweat, not helped by the 911's

— typical of the era — lack of air-conditioning. Not so the 944 Turbo, for which air con was a much easier, cheaper option, and icy cold to boot.

But then there is no getting away from the 911's shape, which in Carrera 3.2 form is still 90% of the original save for flared arches and big bumpers. The 944 cannot compete on that level, but it does still have a flared arch charm of its own.

So let's go back again to that verdict. At the time Kacher and Car had it right. "Effortless driving pleasure, perfect roadability, the better car." All those statements are true in the context of the time and era and they are true now. Drive each for 150 fast miles and in the 911 you will be worn out and in the 944 Turbo ready to do it all over again. And yet? And yet the 911 has endured, prospered and flourished for all its inappropriate vices. It is the perfect car for a short, sharp blast and a bit of a tussle. It does reward in a way that the 944 Turbo doesn't quite. The 944 Turbo doesn't quite have the charisma, is a little bit more ordinary, but I suspect that any person who had the use of both on a full time basis, back in the day, it would be the 944 Turbo that came out on top as the weapon of choice.

And now? With Carrera 3.2 prices going into the stratosphere, the choice for many will make itself. Good 944 Turbos are where good Carrera 3.2s were before the market went bonkers. Their respective abilities do not equal a price disparity of five figures. The 911 is the more emotional choice, the 944 Turbo always the more rational. Right now, we'll take rational. Or is that just making virtue from necessity? **PW**

Restored by Classic Carreras, you need to be looking underneath to appreciate just how much work has gone into this Carrera 3.2. It is to all intents and purposes a new car



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BOOST BOY

The 996 Turbo redefined the notion of a useable, everyday supercar. Even now, 15 years after it was launched, it's still a formidable road weapon and for now an affordable one too. You won't go faster for less

Words: Adam Towler Photography: Max Earey





The corner starts to open and my right foot instinctively begins to exert more pressure on the accelerator pedal. After a pause so tiny it's all but undetectable, there's a sudden ramp up in the volume of sound coming from over my shoulder. It's a deep, obviously six-pot but industrial soundtrack, overlaid with the faintest suggestion of air being compressed, but nothing so uncouth as turbo whistle or a wastegate sneeze. If you've ever been fortunate to drive a water-cooled turbocharged 911 you'll know the noise, be able to play it right now in your head: no histrionics, but serious all right.

At the very same moment the 996 erupts onto the next 'straight'. There is no wasted motion, no sense that the rear axle will cry 'enough' and begin to waste the forward motion, even with the prodigious slug of torque being directed towards it. Instead, with all four wheels tearing at the road surface, there's just the most delightful sensation of weightlessness; of being teleported from here to 500 yards further up this country lane almost before one's brain can register what's happening.

Wow, it feels great to be back in a 996 Turbo, surely one of the pivotal road cars in the history of Porsche. Sound a bit strong that comment? It shouldn't. The 996 Turbo made 400bhp+ performance in a 911 feel mind rearranging, but also – and this is the crucial part – manageable. With four-wheel drive, traction control, stability control, not to mention the ease of ergonomics and controls ushered in by the 996 generation, here is the accepted blueprint for the majority of current 911s. A 991 GTS 4 makes 10hp more, but musters considerably less torque, yet its ethos is remarkably similar. It was the 996

Turbo that started this era of otherworldly performance accessible to the masses, even beyond the marque. Now there is really no such thing as a truly scary supercar, but consider that when the 996 Turbo appeared Lamborghini was still making the Diablo! Although prices have risen lately, it still ranks as a bargain relative to the performance and engineering it offers. It's time to analyse why on all counts.

We all know how important the 996 was for the 911 model line. Although the uninformed and ignorant like to label 'The Porsche' as unchanged since 1964 all bar a few details, you and I know that in 1997 a whole new car arrived that, through clever design, and by sharing the same basic principles and layout, was nevertheless clearly recognisable as continuing the 911 bloodline. Positioning a Turbo model at the top of the range was an essential and obvious step – it was the halo model every 911 generation needed, and with a nice, fat profit margin, doubly alluring to the company accountants. However, what this car would actually consist of was not altogether straightforward to the Porsche engineers in the mid-1990s.

That's not to say certain facets of a turbocharged 996 weren't obvious. Like its fabled predecessor, the 993 Turbo, the new car would be four-wheel drive to deploy all its power securely in all weathers. Ever since the first Turbo of 1974, the model had been clearly positioned as an upmarket GT rather than a teeth-jarring road-racer, even if certain iterations had behaved like a bear with a sore head in specific situations. The new car would follow the same trajectory as a car equally at home crossing Europe as it was pounding around a racing circuit.

All that remained was to find an engine,

996 TURBO S

Model tested:	Porsche 996 Turbo S
Engine:	3600cc, flat-six DOHC, 24-valve, twin turbo
Transmission:	Four-wheel drive, six-speed manual/Tiptronic
Body style:	Coupe
Suspension:	MacPherson struts (f), multi-link rear
Top speed:	190mph
0-62mph:	4.2 secs
Power:	450bhp at 5700rpm
Torque:	457lb ft at 3500-4500rpm



Stealthily does it. Is there a more undercover supercar than the 996 Turbo in black? Understated is exactly what you want in a car that is capable of 190mph combined with day-to-day useability

and it would materialise through financial expediency as much as anything else. The subsequent 'Mezger' flat-six fitted to every 996 Turbo – and the 996 GT2, plus the Gen 1 997 Turbo and 997 GT2 and GT2RS – has become an object of Internet forum and pub reverence, and you'll often hear the 911 GT1 mentioned as its forefather. But why: how did an engine designed specifically to win Le Mans find its way in adapted form into the back of so many different road cars?

The answer lies in how Porsche had worked itself into a corner. In 1995 it had decided to pursue the emerging new era of GT racing with vigour, which had filled the void after Group C was banned. The sport was divided into three categories: GT1, GT2 and GT3. What Porsche didn't have was an engine to put in a car for the latter two of those categories – both classes that required homologation from a considerable number of road cars (unlike GT1 which by 1997 required just one road car to be built).

The all-new, fully water-cooled M96/01 engine in the 996 Carrera had been designed with competitive production and parts costs very much to the fore, and unlike the old air-cooled 911 engines did not have dry-sump lubrication. It would never be appropriate for the high demands of motor sport.

So Herbert Ampferer as head of Porsche Motorsport drew up a proposal for Horst Marchart, Porsche's engineering chief. They needed an engine that could be used in both naturally aspirated form for the GT3 class and in turbocharged form for the GT2 class, so Ampferer turned to the engine that had already been adopted for the GT1 project, now underway. Fully water-cooled, with 24 valve heads and dry sump lubrication, it was ideal, but it was also

expensive and not currently in series production, as Marchart had to point out. Porsche were doing well off the back of success with the 993 but it wasn't long previously that the wolf had been at the front door in Stuttgart and money could not be spent like water.

Marchart then apparently broke the impasse. He suggested that the engine be used in the forthcoming 996 Turbo road car as well: suddenly the economies of scale required to tool up and produce the engine in much greater quantities looked far more appealing, and the engine we now term as the 'Mezger' was born. Ampferer got his engine family, Porsche were set on the road

hence the new engine's nickname).

For the new M96/76 (GT3) and M96/70 (Turbo) the bore was increased to 100mm (from 95.5mm), with the stroke also raised slightly over the GT1 at 76.4mm (from 74.4mm), giving a displacement of 3,600cc. The bottom end was the seven main bearing block as used in the 993 Turbo, and related to 911s going all the way back.

At this point the GT3 and Turbo projects diverged due to different goals. The Turbo eschewed the titanium rods of the GT3 as it had no need to rev to 8,000rpm, but it would be the first to get a new system called Varioram Plus. This added variable valve lift to the variable valve timing of the

“ The ‘Mezger’ flat-six has become an object of much reverence ”

to motorsport success for the following two decades, and the Turbo road car had an awesome basis for an engine. It is no accident that the Mezger has substantial headroom for further tuning inherent in its fundamental design. Incidentally, as many of you may be aware, the term 'Mezger' relates to Hans Mezger, Porsche's genius of an engine designer for decades and the man behind such masterpieces as the 917's flat twelve.

The M96/80 in the GT1 owed a lot to the 959 engine, especially its cylinder heads. This in turn could trace its roots all the way back to the special engine devised for the 935/78 racing car of 1978: the first flat-six to feature partial water-cooling (and like other 911 engines developed by Hans Mezger,

standard Variocam, all controlled by the Bosch Motronic system. The 996 Turbo came together under the leadership of Fritz Beznar, with the 996 Carrera's chief designer, Pinky Lai, in charge of its styling. It was his belief that the Turbo should be a subtler car than previous examples of the breed – a car that could merge into the background when the owner so desired it. That all held true for the majority of the car, but with the cooling requirements of the new engine, there was no disguising the Turbo's intent from the front. Here, three radiators were fed by gaping air intakes, with a black plastic front splitter jutting out at the bottom. Just in case you were in any doubt this was a Turbo looming large in your rear-view mirror, the Turbo predated



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£53,995



Cayman S (981, PDK)

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£48,995



911 Carrera 4 (993, 6-Speed)

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£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)

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911 Carrera 2 S (997, 6-Speed)

Seal Grey • Black Leather Adaptive Sports Seats Satellite Navigation • 19" Carrera S Wheels 42,012 miles • 2005 (05)

£29,995



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Basalt Black • Black Seats with Alcantara Inserts 18" Cayman S Wheels • Air Conditioning 27,887 miles • 2011 (61)

£27,995



911 Carrera 2 S (997, 6-Speed)

Speed Yellow • Black Leather Seats • 19" Carrera S Wheels • Satellite Navigation • Sport Chrono Pack Plus • 55,741 miles • 2005 (05)

£26,995



Boxster 2.9 (987 GEN II, 6-Speed)

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of what Porsche’s latest cars
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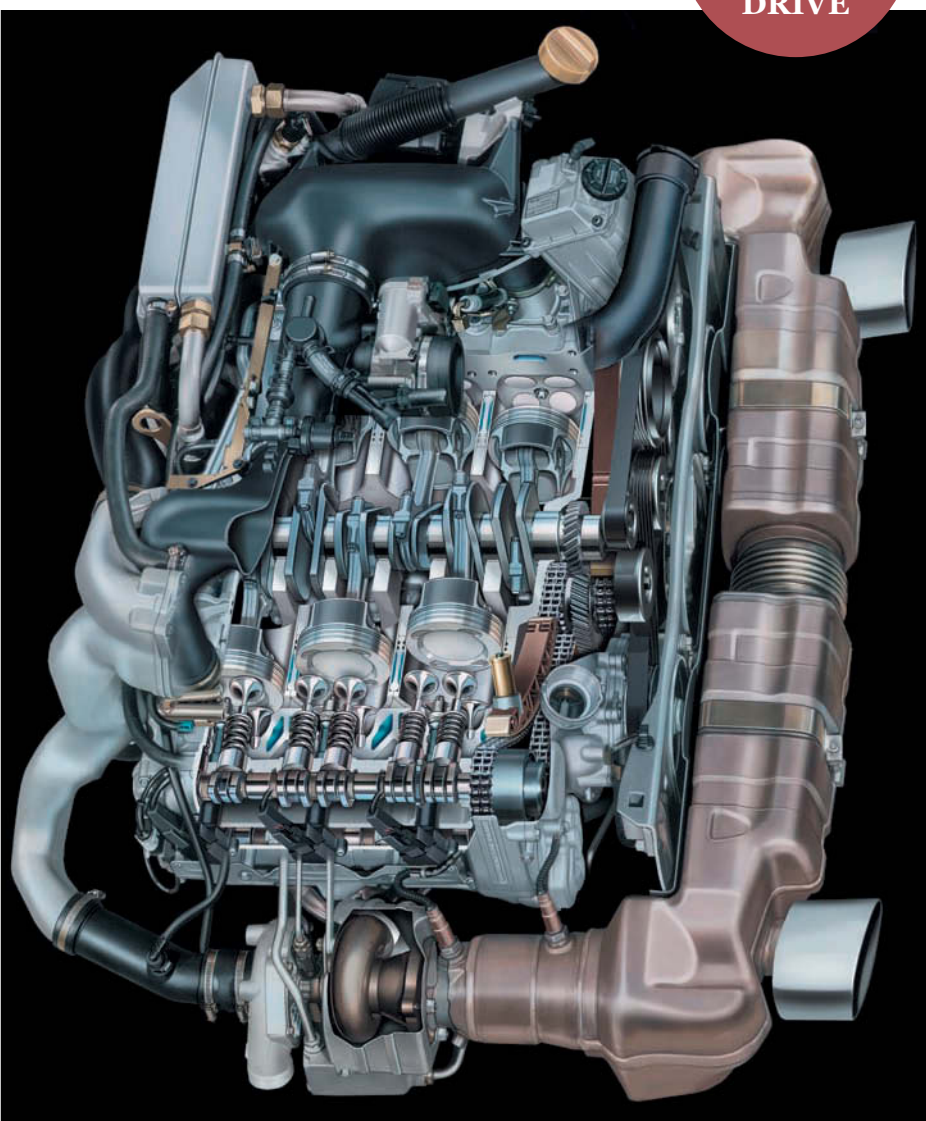
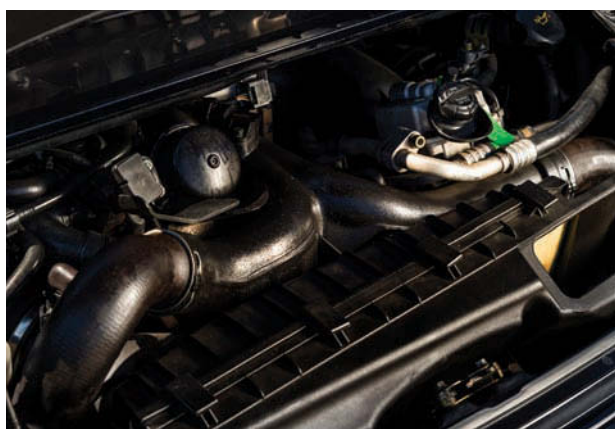


the rest of the 996 range by introducing the tear drop style headlamps that would be part of the Gen 2 facelift; on the Turbo they also introduced a cutting edge bi-xenon beam. Personally, I've always thought the car more purposeful than actually handsome – although I love it dearly all the same. And such a graphic is also very colour sensitive: lighter, stronger colours show the contrast with the black intake areas, something all but lost on darkly coloured cars. Down the flanks the extra width of the Turbo – 2.6in - is obvious, but as per the aims of the project, the car is less curvaceous than an older Turbo,

without the bulging arches that make people go so gooey-eyed over a 930 or 993. One noticeable new detail was the inclusion of 959-style air ducts in the rear wings. These feed the twin intercoolers with air, and work in tandem with the slatted vents behind the rear wheels, the latter creating a vacuum to draw the air in behind the doors.

The running gear of the Turbo was relatively straightforward. The chassis was similar to the Sport suspension option on the 996 Carrera, but with a wider track, while the four-wheel drive system was taken from the Carrera 4 including its

viscous front coupling, connected to the same transaxle as the new GT3. The G96/51 gearbox was a modified version of the G50 'box used in the 993 GT2, but for the first time there was now the option of an automatic 'box on a Turbo, thanks to the integration of the A96/50 Tiptronic S gearbox, which in fact Porsche had bought from Mercedes-Benz. The trademark Turbo 'twist' alloys appeared again, with their hollow spokes, in 8in front and 11in rear widths, and if the meaty 4-pot Turbo braking system wasn't enough, Porsche promised a new carbon ceramic braking system by the end of 2000 – the first on the market –



including 6-pot front calipers and even larger discs.

The heart of the Turbo was, as ever, the engine. Two KKK K17 units with integrated wastegates provided the puff, their peak boost pressure of 0.85 bar is actually less than in a 993 Turbo, but with a higher compression ratio to reduce lag. The final numbers were 420hp @ 6000rpm and 413lb ft of torque at 2700–4600rpm. Performance was now spectacular, with 0–60mph of rocket launch proportions at 3.9 seconds and a top speed just short of 190mph. Thanks to Variocam Plus, the aerodynamics and all the other techy stuff, fuel consumption and emissions were dramatically improved.

The finished product was a masterpiece. The winner of numerous magazine car of the year gongs, its sheer capability left most who drove it astounded. It could be

ludicrously rapid, entertaining, or simply take you to work and back, seemingly with equal ease. In fact, there were a few dissenting voices who opined that it made everything too easy: that moving at transonic speeds should be somehow more emotive, more special. Perhaps this, and the fact that it was obvious to many how tuneable the new engine was led to Porsche Exclusive offering the fabled 'X50' kit. Thanks to larger K24 turbos running at 1.0 bar and bigger intercoolers, plus the necessary remap, power rose to 450bhp and torque to 457lb ft. In May of 2004 this engine was bundled together with the ceramic brake option into the Turbo S model, which carried on into the 2006 model year – well past the point when the 997 Carrera had been introduced.

It's a Turbo S I'm sat in today. If the oversized 'S' on the lid isn't a giveaway,

then the darker grey twist alloys certainly are. It feels appropriate to be in an S for this look back over the type, because however pragmatic the standard Turbo's specification was, and however worthy its almost complete absence of turbo lag is over the greater inertia in the S engine, it's the K24-equipped car that really leaves the unforgettable impression. I'll never forget the first time I drove one, that's for sure. It's a drive that even now, 11 years later, raises the hairs on my arms and makes my blood tingle in the veins at the thought of it; at the time I'd never driven anything quite like it, and it truly reset my parameters as to what was possible with a car.

Right now, some of the reasons those feelings came to the fore are making their presence felt. As I'll attempt to explain, the 996 Turbo sits these days in a very appealing halfway house between old and

That engine! The 'Mezger' unit was designed for both normally aspirated and turbo usage, and can trace its lineage back to the GT1 and 959 engines

Below left: Turbo 'twist' wheels shroud the distinctive yellow six-pot calipers that signify that this 996 Turbo S is equipped with the ceramic brake option





new. It's a car that does 80% of what Porsche's latest cars are capable of, but also has a good portion of the things we all like about older 911s. The first thing is the size, or rather the lack of it. The 996 Turbo is still a wide car, but it's not one you tend to grimace while driving, even on country lanes – try that in a 991 Turbo and see how you get on. It also feels small, and cosy inside, and obviously a 911, but it's also comfortable and logical, and easy to live with everyday. Yes, the infotainment system in the form of PCM1 is ancient (not in this car as it has an aftermarket system) but even if the fonts on the displays are a bit '48k Spectrum' it all has a vaguely

modern feel to it.

Naturally, in the 15 years since the launch of this car the automotive world has progressed at its usual shocking rate. The standard 420hp of the Turbo is still a very large number, but it no longer ranks as something boasted of only by a player in the rarefied world of the super-sports car. There are plenty of performance saloons with more power than this (today any BMW M3 rival with 420hp would be deemed woefully underpowered, so sadly power-centric has the market become). Nevertheless, with the upgraded engine a Turbo still has the performance to shock: it's the 450lb ft of torque from low revs

coupled to the four-wheel drive traction and a kerb weight of 1540kg that does it. The Turbo isn't light, but consider a 991 Turbo S weighs 1,680kg.

If we consider the more touchy-feely elements to the 996 Turbo the same situation arises. It was clear from the moment I began my drive this morning that the hydraulic power steering of this car has a clear advantage over the latest systems. The car feels alert but natural, and there's – remember what this was? – genuine feedback through the steering wheel. Such pleasures make a tremendous combination with the 21st century performance.

Perhaps more than anything, my gut tells



me the 996 Turbo is a great car because there's enjoyment to be had from driving in all its forms. Unlike some modern performance cars, where the thrill is largely borne from big numbers on the speedometer and a savage kick in the back, the Turbo is as rewarding to drive at three-tenths as it is flat out. All the controls have that perfect weighting that personifies the best Porsches, and so it's rewarding to get everything just 'so' even when you're just dawdling in traffic – even if the short-shift of this car does require a bit more effort. There's also that warming feeling of holding tremendous power in reserve; the responsibility of it, the sheer violence of it harnessed by the driver. When you do decide to unleash it, perhaps for an opportunistic overtake, you know it won't ever come up short.

More than anything it's that thump in the back that's my abiding memory of this latest exposure to a 996 Turbo. The car is quite a different proposition to the 997 Turbo that replaced it: less boisterous, softer in

suspension, body curvature and in character, at least on first acquaintance. It's true that prices have risen lately, and that is surely no great surprise: the car is beginning to be appreciated for what it is now, rather than just a cheaper alternative to a 997 Turbo.

There are still cars below the £25K mark, but they're few and far between. Low mileage cars are creeping into the 40s at specialist dealers, although inevitably, the current classic car boom is feeding some very optimistic souls frantically searching for the next car to talk up. How long this goes on for nobody knows.

There's good and bad news for those on a stringent budget. Although inevitably there will be a broad span of nice and rough cars at the lower end of the price range, this engine is as tough as they come. Turbochargers can still be going strong at well over 100,000 miles, and the actual engine almost never gives problems and can go on and on – only investors should be afraid of high milers. It's more the

consumables that can sink you: the '996 Turbo nightmare' is to need clutch, brake, tyre and radiator replacement all at the same time – just the mention of the number and you'll need to sit down. It's always worth remembering that the Turbo was Porsche's flagship car, and costs even when the cars are 15 years old are inline with the wallets of those that could afford to buy them new.

Porsche never did compete with the 996 GT2. Its engine position made fitting a rear diffuser to the end of the flat underside impossible and just one reason why Porsche knew it would never challenge the Dodge Viper *et al* in GT2. But the public gained two classic new Porsche model lines in the 996 GT3 and Turbo, every bit as significant as the Carrera RS models of yore. That the turbocharged variant is still realistically priced makes it one of the most mouth-watering prospects in the used Porsche market. It's a proper Porsche right to the very core and it's where we'd be putting our money right now. **PW**

Cockpit is cosy and compact, much like the overall size of the 996 Turbo. Manual's like this command a premium, but the Turbo also quite suits the Tiptronic 'box, its sheer power easily overcoming the lethargy of the auto transmission

THANKS:

Many thanks to RPM Technik for supplying the 996 Turbo used in this feature.
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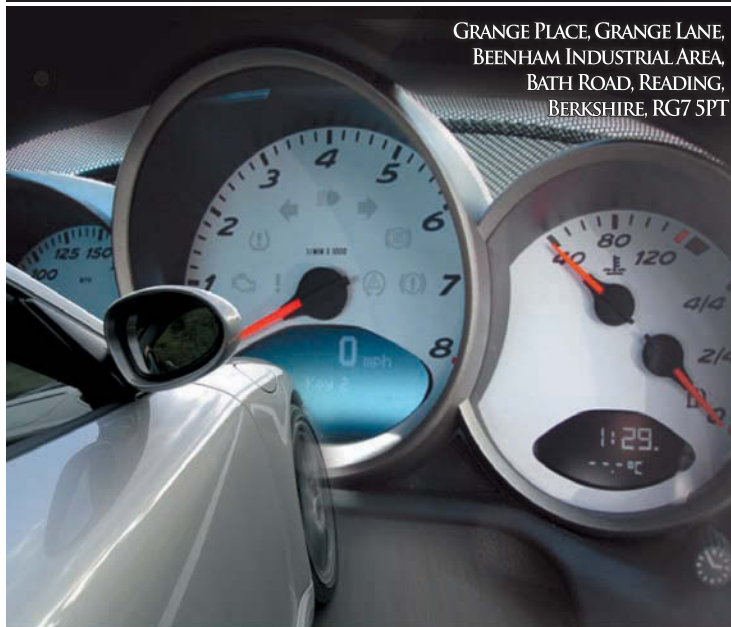
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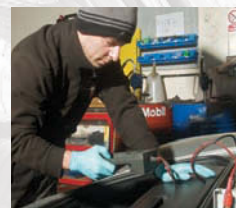
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POMP AND CIRCUMSTANCE

Words: Johnny Tipler
Photography: Antony Fraser

Founded in the arena where Hitler once saluted his marching Youth brigade, the Norisring is a fast street circuit with a substantial history of Porsche successes. We lapped a 991 around its hallowed hairpins



‘Have you never driven a racetrack before?’ My colleague’s rhetorical question stung as I swooped the 991 Cabriolet around the Grundigkhere hairpin. ‘I want two wheels on the kerb!’ ‘If that’s what you want, that’s what you’ll get,’ I retort. Thing is, the Norisring is fundamentally a street circuit, and although it’s only 7.00am when we do our shoot, there’s still a bit of normal traffic, so I’m being cautious. But I bite the bullet and provide a succession of demon laps, cocking both inside wheels over the red and white kerbs, and he gets his shot.

There’s little to match the aura of an international race meeting: the noise, the smells, the cars, the celebs, the crowds; yet it’s also rewarding to wander a racetrack on an off-day without all that razzmatazz, savouring the nature of the circuit, its setting and facilities. We’ve visited several old or redundant tracks in the past where

Porsche enjoyed a measure of success, including Dundrod, Rouen, Solitude and the Avus, and now it’s the turn of Nuremberg’s Norisring. Antony and I rendezvous at Harwich to board Stena Line’s SS Hollandica for the overnight crossing, and after disembarking at daybreak at the Hook of Holland we point our brilliant blue 991 Cabriolet southeast and head for Bavaria. How we love those unrestricted autobahns, where everyone behaves themselves – apart from the road-menders who always seem to be digging sections up!

The Cabriolet’s acceleration is silky smooth, and the gearchange nicely notchy. It grips in corners and holds the road perfectly, with nicely weighted steering and predictable turn-in, and while it may not have all the whistles and bells of fully-spec’d Porsches, it is a lovely car to drive. Winding lock on going into the hairpins I can sight the car very nicely, even though we’re in a right-hooker. Some say the Cabriolet ought to have the PDK

transmission, but in fact it’s perfect as far as I’m concerned, having a stick shift for our Norisring re-enactment.

On the autobahn in our fantastic Blue Streak missile there is a fairly constant switching between 6th and 7th gears to springboard past the few recalcitrant outside laners – never Germans, always from some other part of Europe – and though the speed limit is governed by overtaking trucks and the dodderers passing them, we’re maximising our kilometre-killing on the three-lane sections like the long stretch around Augsburg, until all too soon we’re plunged back into two-lane dual-carriageway, 100kph crawl instead of 160kph cruise. Still, top down, we have magnificent scenery and sunshine to bask in, mainly forested hills, and we’re scudding along a mature autobahn, judging by the vegetation in the central reservation. It’s quite an aerodynamic car once we’re up in the higher echelons of the rev band, but it is a base model and, given the hood

Tipler on the kerbs! Norisring is all about long straights, chicanes and tight hairpins. It’s all about history, too. Indeed, it’s very hard to escape the past here



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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

2007 - 997 GT3 (SPEED YELLOW) 48,000 Miles

Black Lther Intr, 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 CABRIOLET PDK (SEAL GREY) 13,000 miles

Grey Lther Intr, PSM/PASM/PCM3-Touchscreen Sat Nav, Telephone, BOSE, CD Changer, Sports Exhaust, Cruise Control, Sport Chrono Package PLUS, Sports/Heated Seats & Part-Electric Seats, Sport Design Steering Wheel, Porsche VTS, Rear Wiper, White Dials, Xenons, Climate Control, 19" GEN II Alloy Wheels, Full Porsche Service History (Just been Serviced)

2009 - 997 GEN II C2S CABRIOLET PDK (WHITE) 30,000 miles

Black Lther Intr, PSM/PASM/PCM3-Touchscreen Sat Nav, Telephone, BOSE, CD Changer, Sports Exhaust, Cruise Control, Sport Chrono Package PLUS, Sports/Heated Seats & Part-Electric Seats, Sport Design Steering Wheel, Porsche VTS, Rear Wiper, White Dials, Xenons, Climate Control, 19" GEN II Alloy Wheels, Full Porsche Service History (Just been Serviced)

2009 - 997 GEN II C2S COUPE PDK (BASALT BLACK) 16,000 Miles

Black Lther Intr, PSM/PASM/PCM3-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

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.

2007 - 997 C2S COUPE MANUAL (BASALT BLACK) 20,000 Miles

Black leather Interior, PSM/PCM-Sat Nav/Telephone/BOSE, CD Changer, Sports Exhaust, Sports/Heated Seats, Sunroof, Rear Wiper, 3 Spoke M/F/S wheel, R/Parking Assist, Top tinted windscreen. Porsche VTS, 19" Carrera Sport Wheels, Full Porsche Service History.
2005 - 997 C2 COUPE TIPTRONIC (ARCTIC SILVER) 62,000 Miles
Black Leather Interior, PSM/PCM-Sat Nav/Telephone-BOSE/CD Changer, Heated Seats, M/F/S wheel, Alcantara Headlining, Rear wiper, Climate Control, 19" Carrera Alloy wheels Full Service History.

PORSCHE 996 TURBO

2004 - 996 TURBO CABRIOLET TIPTRONIC (BASALT BLACK) 70,000 Miles
Black Lther Intr, PSM/PCM-Sat Nav, Telephone, BOSE, CD Changer, Heated & Fully Electric Memory Seats, Climate Control, Cruise Control, Rear Parking Sensors, Original Hardtop Available, Optional Wind Deflector Present, 18" Turbo Alloys, Full Porsche Service History, Detailed Instructions showing high level of maintenance, Extremely Well-Kep Example.

PORSCHE BOXSTER

2006 PORSCHE BOXSTER (987) MANUAL (BASALT BLACK) - 74,000 miles
Black Leather Interior, PSM-BOSE/CD Changer, Climate Control, Rear park assist, 19" Carrera S Alloys, Full Service History, One Owner Only.

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 Upated 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

1995 - 993 C4 CABRIOLET MANUAL (IRIS BLUE) 108,000 miles

Iris Blue Coachwork, Marble Grey Lther Interior, Sports Seats, Semi-Electric Seats, Electric Windows, Electric Mirrors, 18" Turbo Alloys, Full Porsche Service History.

1994 - 993 C2 CABRIOLET (CARRERA WHITE) 103,000 Miles

ONE LADY OWNER ONLY, Metropole Blue Leather Interior, Manual, Part-Electrical Seats Climate Control, Blue Hood, 17" 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 - 993 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.

1989 PORSCHE CARRERA CABRIOLET SUPER SPORT 98,000 Miles

Grey Leather Interior, Sports Seats, Climate Control, Semi Electric Seats, Pioneer CD Changer and Radio player, 16" Fuch Alloy wheels, Full Service History.

FERRARI - MODELS FROM 1967 +

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, Magnetrice 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

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 Classicche" Full Continuous History Superb Provenance 3 Owners From New.

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

Full Black Leather Interior Detailed Restoration History Full History Original Build Sheets/Sales Invoice/Tool Kit/Wallet/Hand Books Numerous Concourse & Awards Winner Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago Comprehensive photos showing The Repaint & Work Done By Ferrari Exceptional Condition Throughout.

Ferrari 330 GTC COUPE - GRIGIO SILVER

Ferrari Classicche, 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

CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356

1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles.

1 of 26 RHD Lightweight 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 WITH BLACK 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 SVO 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.

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)

Refurbished by one of the UK's most renowned E-Type specialists restored to Concours level. Manual, Series I, opalescent Silver Blue Coachwork, Black Leather seats with Navy Blue Carpets, Aluminium Centre Console, Dark Blue Soft top, Restoration work Fully documented. Chromed wire wheels.

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

Grey Leathr Gurney Nutting Coachwork 1 Owner 40 years Extensive History A True Classic Completely Original Throughout & Has Been Exhibited At Luois Vuitton Concours D'Elegance In Paris 2003. Sunroof Produced By Gurney Nutting Chassis Completely Original Throughout



“ Since the war this bastion has served as a grandstand for motorsport events, though it's remarkable it does still exist ”

Imposing just about sums it up. Our 991 Cabriolet sits on the start/finish straight overlooked by the vast monolith of the Nuremberg Stadium constructed from huge blocks of stone

mechanism, it's probably as heavy as a 911 coupe. But, all things considered, we are probably going much faster than most people would ever drive it.

Arriving in Nuremberg at dusk, we do a recce; we've been told by the Motorsport Club that the all-important start-finish straight of the Norisring racetrack is closed off, so we need to find a way in somehow. Happily there's a gap just wide enough for the Porsche between the barriers, and we're in. So, next morning, I'm sitting in the 991 Cabriolet on Beuthenerstrasse, which is the start-finish straight, contemplating the soaring tribunes that dominate the environment. Yellow painted rectangles define the starting grid, and the main straight is delineated by concrete barriers and catch fencing. Behind these barriers is a further expanse of Tarmac, with a sports field beyond, all enclosed by tiers of overgrown pre-war seating. To my left is the centrepiece of the former Fascist stadium, a vast monolith apparently constructed from huge blocks of stone. The main building has two main levels where the Nazi hierarchy disported themselves, with a projecting balcony and railings where the Fuhrer and his aides would have stood, and this podium is flanked by no less imposing rows of stone seating. There are wildflowers growing out of it now, but it's where the Nazi officials would have sat. Since the war this bastion has served as a grandstand for

motor racing events, though it's remarkable that it does still exist, being an overt demonstration of Nazi expressionism, so it's a wonder the Allies didn't pull it down. Objectively, the main tribune viewed from the rear actually looks like a giant 1930s art deco Roxy cinema.

Along this main straight, the available width of paved asphalt is probably twice as wide as the majority of racetracks. The streets comprising the rest of the circuit are also bounded by three layers of Armco barrier, much of it lined with high mesh fencing to catch wayward debris, or posts offering the possibility of erecting it for race days. From the grid, the circuit disappears clock-wise ahead of me down a half-mile straight to the Grundigkhöhe, one of the circuit's two hairpins, where I end up riding the kerb in the Porsche for my colleague's benefit. I should imagine on the first lap this has seen some mighty shunts. Then a few hundred yards back the other way towards the tribune, the course jinks sharp right, then sharp left through the Schöller-S, with a long, slightly curving stretch of broad straightaway behind the Steintribüne, easing right before suddenly arcing left into the second hairpin – and hairpins do not come with more Tarmac than this – the Dutzendteichkhöhe. It's an ad-hoc car park during the day, but the scorched tyre marks, red and white kerbing and Armco declare its true purpose. With the lake to the right, the

circuit then rushes back into the Zeppelin plaza and onto the start-finish line beneath the gaze of a thousand fascist ghosts.

But what about this giant slab of architecture? In the next millennium will it be as curious as a Mayan pyramid or the temple of Angkor Watt? It's an extraordinary building to find at a racetrack, by any standards; at Dundrod there's the Joey Dunlop grandstand, at Reims there are the 1950s pits and grandstand, and at Solitude the Mercedes race control building. Cerda also has the ancient Targa Florio pits and control tower, all purpose-built for racing. But here, at the Norisring the nucleus of the circuit is the Nazi pile. In any other context it would be magnificent, now it's both outrageous as well as intriguing, given the ambitions of the faction who built it. There's no subtlety about it; it's austere, in-your-face, with no exuberant embellishments in the way of a refined gothic building; just slabs of blockwork.

The main wedge is called the Zeppelinhaupttribüne or Steintribüne, the focal point of the Zeppelin field, named after the inaugural landing site of the eponymous Count's airship in 1909. It's this area that's bounded by the tribunes forming the stadium. From 1933 the National Socialist party used the arena for their increasingly bellicose rallies. The tall colonnades that originally flanked it and provided a backdrop to the rows of seating were pulled down

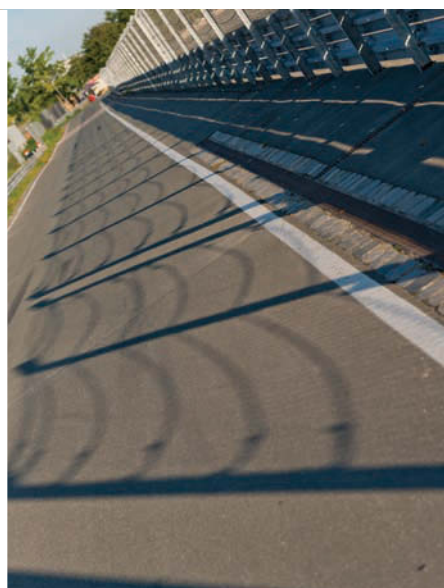
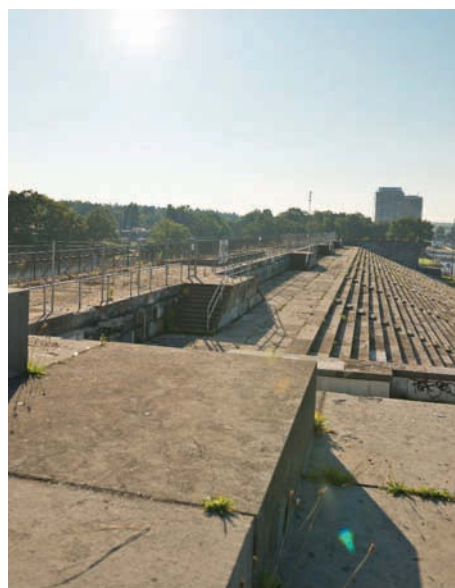


sometime in the late '60s. Architect Albert Speer went back to Greek antiquity and chose the altar of the temple of Pergamon as his model for the Steintribüne, which was erected between 1935 and 1937, comprised of concrete and brickwork and faced with a cladding of limestone slabs. The original temple of 200BC was excavated by German archaeologists in the 1870s and reconstructed at the Pergamon Museum in Berlin, so there was clearly an obsession with its place in antiquity. We don't have to go that far back in time to get an idea of what it would have looked like in the 1930s, just think away the tall neon lampposts and the Armco barrier and the posts for the safety netting. The railings along the top of the tribunes probably

weren't there in period, so people would have accessed the tiers of grandstand from the outside, descending seven flights of steps to get into their seats. Standing on the very dais from which Hitler saluted his cohorts it is hard to resist asking the obvious questions, like, 'how tall?' 'Lived where?' My colleague warns me I'll get arrested, and in that instant four police vans drive onto the start-finish line and park up. Happily it's just a coincidence; they are merely here to use the sports field. And then at 8.30am sharp, to emphasise the draw this place still holds, six tourist buses arrive, spewing out hordes of international sightseers. Luckily, we're done.

Outside Germany, the Norisring circuit is not that well known, though from the late

'60s through the '80s it hosted major international sportscar races and still puts on rounds of the DTM (Deutsche Tourenwagen Meisterschaft), European F3 and German Porsche Carrera Cup. In terms of seniority it's somewhere behind other German circuits founded pre-war – Nürburgring, Avus, Sachsenring and Hockenheim – though older than the Lausitzring and Oschersleben. As a street circuit its character is more akin to Monaco, Porto and Long Beach, with nothing in the way of gravel or grass run-off areas. Not even any tyre barriers – at least during our visit – just unforgiving Armco. Whereas those three are seaside circuits, the Norisring is on the periphery of a major city, flanked by the Dutzendteich parkland,



Above: 991 Cab on the grid. The Allies could have just knocked the vast structure down, but there is something fitting about putting it to a better use. Left: Stone seating makes for perfect grandstand

“ It’s rewarding to wander a racetrack on an off-day without all the razzmatazz, savouring the nature of the circuit ”

with fairground in full swing as we arrive. Just before the beginning of the start-finish straight, to the right hand side is a large lake, and some geese have strayed out of the water onto the circuit, and indeed there is a goose wandering towards me now. Nearby is the Nazi congress hall, modelled on the Coliseum in Rome, unfinished, though an equally imposing building. Though the area was bombed in WW2, most of Albert Speer’s monumental Third Reich architecture survived, providing a readymade setting for a racetrack. It was named the Norisring – the medieval name for the city was Noris – rather than Nuremberg, or indeed its other name, Nürnberg, which does catch out would-be race-goers heading to the Nürburgring – so as to avoid confusion with the more famous circuit. When competition kicked off in 1947 with motorcycle races (there were six rival manufacturers in the city at the time, including Zundapp) the crowd on the terraces numbered 25,000 with attendance totalling 60,000, which is not far off Silverstone on F1 Grand Prix day. The occupying US forces even supplied fuel, and the track was in business. Car racing began in 1954, and soon the Norisring was one of the top circuits on the German motorsport calendar. As domestic motorcycle production declined, bike racing stopped in 1976, but from the mid-’60s to

the late-’80s sports prototypes and GTs ruled the roost, majoring on the annual 200-mile Norisringrennen (two 100-mile heats as there was no refuelling facility) with top names tempted by a lavish purse, followed from the ’90s to the present day by DTM touring cars and the F3 European Championship. During the course of five decades the track layout changed five times, going from 2km in 1950 to 4km in 1961, including an underpass and flyover, and back to 2km in 1972 following the death of Gulf-Porsche star Pedro Rodriguez, who was leading an Interserie race when his borrowed Ferrari 512 struck the Armco at the esses, most likely due to a puncture, bounced across the track and caught fire. Undoubtedly one of the fastest endurance drivers of his day, Pedro’s crash site is marked by a memorial plaque.

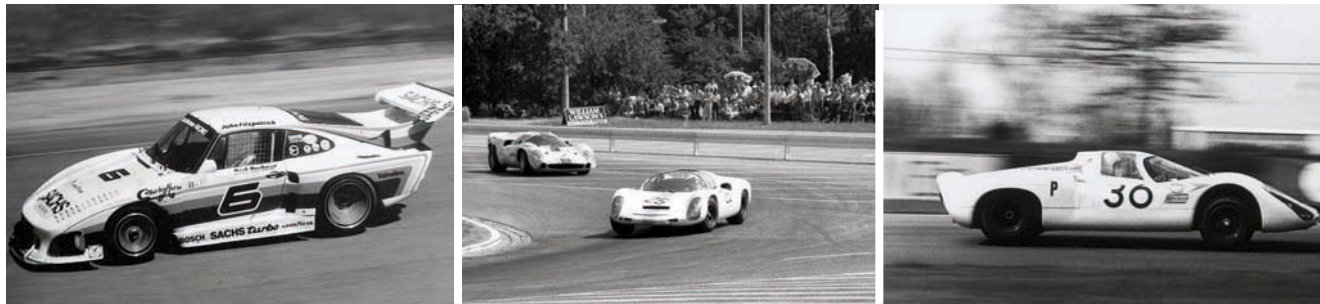
The races for sports prototypes and GTs during the 1960s saw plenty of Porsche action, with the likes of Gerhard Mitter, Hans Herrmann, Udo Schutz, Sepp Greger and Heini Walter battling it out in 904s and 356 Carrera-Abarths with Lotus Elans and Elva-BMWs, and as the decade progressed we find Jo Siffert, Ben Pon, Vic Elford, Rico Steinemann and Toine Hezemans piloting 906s, 910s and 908s, fighting with Lola T70s, Alfa T33s and GT40s crewed by the likes of Frank Gardner, Brian Muir, Jo Bonnier and Paul Hawkins. In ’68 it was the

turn of Brian Redman in a Lola T70 to narrowly win from Elford and Rolf Stommelen in their 3.0-litre 908 Spyders and Richard Attwood in another Lola. As well as Interserie (Can-Am-style) races featuring Porsche 917 Spyders, DTM events during the 1970s witnessed battles between 911 RSRs and BMW CSLs. The cast changed subtly, and the 1980 DRM field consisted of Porsche 935s led by John Fitzpatrick and Stommelen against Hans Stuck and Jan Lammers in BMW M1s. ‘I used to love the place,’ says Fitz. ‘Great atmosphere, and the race director was a real gentleman called Gernot Leistner. We became good friends. It looked like a fairly simple track, but there were a few tricks to learn. It was always good to me.’

Time for a lap. I hunker down in the Cab cockpit, and for a few glorious moments I’m Jo Siffert in the Hart-Ski 910, snarling my way in amongst the big banger Lolas, GT40s and P3 Ferrari, fending off Quick Vic and Rico Steinemann in their similar 910s. I rush down to the far end of the circuit and take a wide line into the Grundig hairpin – quite tight with three or four cars trying to share it – kiss the apex and blast out wide onto the mad rush for the Esses. The nimble Porsche zigzags neatly here, clipping the blue and white rumble strips, but brute power tells on the long run behind the Steintribüne along to the expansive

Quite a view! Tipler surveys the scene but what we’re not going to draw on any comparisons here! Just imagine a grid of DTM cars or the likes of Hans Herrmann, Pedro Rodriguez and Jo Siffert making history here for other reasons





Left: Norisring history. John Fitzpatrick in Dick Barbour Racing Porsche 935 and Vic Elford in Porsche 910. Below: 964 Carrera Cup racers in early '90s

Dutzendteich hairpin, leaning on the tyres and charging out onto the start-finish straight again. That last hairpin was the trickiest bit, according to Fitzpatrick: 'you approached it at such high speed around a fast corner, and it was easy to miss the braking point.'

Intensity of racing here has been episodic. Through the 1980s there were high-profile DRM (Deutsche Rennsport Meisterschaft) and DTM races, and World Cup events staged in '86 and '87, featuring the cream of works and privateer 956 and 962 squads, with wins for Mauro Baldi/Jonathan Palmer from Oscar Larrauri/Jochen Mass and 'John Winter'/Stanley Dickens. A new era for DTM touring cars began in 1990, raising the game in 1995 with the short-lived International Touring Cars Championship (ITCC). More pertinently for us, the Norisring also hosts rounds of the Porsche Carrera Cup, where the likes of Sean Edwards and Nick Tandy strutted their stuff. Nuremberg's not so far from Stuttgart so the Norisring is a natural on the Porsche calendar. Last year's two-heat round on 4th July was won by Michael Ammermüller from

IS VIC THERE?

Quick Vic Elford raced a Porsche 910 in a DRM event at the Norisring in June 1968, and described a lap of the circuit, as recounted by *Autosport*'s Mike Kettlewell: 'The start and finish line is right under the balcony where Hitler made his speeches. There follows the temporary pits structure, which is just where Vic Elford snatches 5th gear in his 2.0-litre Porsche 910. Then the previously wide road narrows appreciably and curves gradually to the right for over half a mile. Vic holds his top ratio for this section, which is flat out, and then comes a 1st-gear left-hand hairpin and it is flat-out through the gears again along a road running parallel, curving to the left. On reaching the tribunes area again Vic changes down from 5th to 2nd for the esses – a right followed immediately by a left. In heat 1 Vic was troubled by a sticking throttle and gradually lost ground, hitting the bales at both hairpins trying to master the situation. He was superb at the esses though, commenting: "It was just like a special stage on a rally, very slippery, going from opposite lock to opposite lock!" Then it is up to 4th behind the tribunes before a slight right-hander and then a 2nd-gear hairpin by the railway station. From this the Porsche accelerates flat-out along a short straight bordering the Grosser Dutzendteich lake and through a left-hand kink which joins the main straight back past the start-finish area.' Here's a nice coincidence: Vic's 910 belonged to Bill Bradley, and is the very same car that we drove at Chobham a few years ago for a feature in *911 & Porsche World*.

the Walter Lechner Racing Team, despite multiple crashes in wet race two.

No such issues for us. We've paid our dues, and it's time to head north for our rendezvous with the Stena liner. As for our Blue Streaker, it's very competent and a lovely machine to drive, so it's a relaxed run up through northeast Germany, passing close to the Nürburgring. Leaving Germany at Aachen and easing through Belgium and Holland, we keep the top on for the autobahn, though it gets retracted as we

approach the Hook of Holland, ostensibly in 'holiday' mode. We need some shots of the car on quay to round off the trip. The chief stevedore greets us like old friends. No pomp and circumstance here; 'sure, just get on with it!' Once more the 991 is dwarfed by a monolithic structure; this time it's the gigantic hull of the SS Hollandica. Whilst this itinerant will be sailing away later in the evening, the vast monument back at the Norisring will still be in place a thousand years from now. **PW**

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GRAND TOURING

Our man's taken to Scenic Tours, but he'd like to see a lot more Porsches out there. Find out what it's about and how you can get involved, and why tulips are important

Words: Paul Davies

Pictures: KPB Photography and the author

So, what's the most fun you can have in a Porsche? Some might opt for trackdays, others sprinting, hillclimbing, out-and-out racing, or perhaps stage rallying? You know, the sort of action that demands a well-prepped car, all the right gear, competition licence, fireproof underwear and a not inconsiderable amount of readies to pay for entry fees, tyres and the inevitable damage; I know a rallying 911 owner whose dad suggested it would be cheaper to take a weighty hammer into the garage of a weekend and beat hell out of the car without so much as it turning a wheel.

Can I therefore give you a cost-effective alternative? Try a Scenic Tour. Sometimes called a Classic Run, but known to Britain's governing body of motor sport, the Motor

Sports Association, as a 'Touring Assembly'. I've just returned from the Bluebell Run in the Gloucestershire-Herefordshire borders, but it was last year's two-day Autumn Leaves tour in mid-Wales which prompted Editor Bennett to task me with the job of telling you all about things.

We've – if you will excuse the pun – seen a lot more of Scenic Tours in the past few years. This year the Historic Rally Car Register's list includes no less than 17 events, spread from March through to October. And they're not the only ones; individual motor clubs and commercial organisations, from the MSA itself to local charities, are also staging tours in the UK and further afield.

I first got involved around 10 years ago, and reckon it's good fun – but have to admit we could do with seeing a lot more

Porsches out on the tours 'circuit'. Here's hoping these words might help.

Before I can get you on board, I'd better explain what it's all about. Think road rallying of the good/bad (strike out word that does not apply) old days without seemingly unattainable average speeds, split second timing and tricky bits designed to catch you out. Just a driver and passenger (co-driver) in a car with a road book that plainly tells you where to go via an ingenious method I'll explain later.

Frantic it's not. Typically, there's a mid-morning coffee stop, lunch, possibly afternoon tea, and then a finish venue, all wrapped up in a 120 miles or thereabouts route that comprises interesting, and often demanding, roads and outstanding (no pun here) scenery. You have a start and finish time, but if you cut corners or turn up late

Autumn Leaves Scenic Tour

Inst No	Dist Total	Dist Inter	Direction	Information
1	0.00	0.00		Zero Trip
2	6.02	6.02	←	Turn Left
3	6.17	0.15	←	SP Hereford
4	6.30	0.13	←	SP Hereford
5	9.60	3.30	↘	SP Grosmont
6	12.40	2.80	↘	SP Cross Ash
7	13.13	0.73	↘	SP Skenfrith
8	14.93	1.78	↘	Turn Right On brow of hill. Care!
9	15.60	0.67	↘	SP Skenfrith
10	16.46	0.86	↘	SP Linthill

You will now pass by Skenfrith Castle
Skenfrith Castle

Route instructions are issued in a road book, usually in the form of tulip diagrams. Start at the ball and follow the arrow – mileages and other details are in the columns alongside



no-one's going to get angry.

Along the way there's plenty of time to natter with like-minded folks, and afterwards for tales to be told over a meal or at the bar. And just like those 'real' rallies of old that the scenic tour is not like, conversation soon turns to 'wrong slots' (jargon), that pair of cows on the road (natural hazards), or whether it's best to charge through a watery ford or take things gently (technique). What you don't get is moaning about the marshal who ticked an incorrect box on your route card, or whether or not it's worth lodging a protest.

(Actually, the preliminary instructions for most tours I know have carried a clause that any protest must be accompanied by a round of drinks for the organisers.)

Sometimes it gets even better, when you end up at a motor sport venue and are

allowed a (non-competitive) crack at the course. Like the MSA's own two-day Spring Classic which always takes place in (guess when?) Spring, and this year visited Pembrey race track in South Wales and Shelsley Walsh hillclimb in Worcestershire.

So that's a scenic tour. One more thing to get straight is the eligibility bit. Many of these events are intended for classic cars, which usually mean vehicles that are at least 25 years old, or pre-1990, at the time of writing.

So that allows Porsches of all types, up to the first year of the 964 and including the front-engine 924/944/968 crowd. However, the entry form usually says that other 'interesting' vehicles will be accepted at the organisers' discretion. You can take that to mean they're highly unlikely to turn down a GT3 – or probably any other Porsche,

because we know that all Porsches are 'interesting'. Having said that, I'll add that some regions of Porsche Club GB organise their own tours where, naturally, Porsches of any age are accepted.

What does it cost and what do you need to start? You won't need a competition licence, but for many events run under what the MSA calls a 'waiver of permit' you'll need to be a motor club member. Say, £45 for a year's membership. Almost any club will suffice, it simply has to be invited to take part, and that's usually not difficult to organise.

All that's then required is to get hold of an entry form for the tour you fancy, fill it in and post off along with the required fee. Typically you'll pay £50-£90 for the entry, which will often include food (bacon baps before the start, snacks on the run, and

Porsches of any age welcome! 356A Cabriolet on the 2014 Regis TAP Tour, which always takes place in southern England (Photo: Mick Briggs)



2015 SCENIC TOUR EVENTS AND ORGANISERS

HISTORIC RALLY CAR REGISTER SCENIC TOUR SERIES

(Date/Title/Region)

9th May: The Bluebell Run – Hereford, South Worcestershire & Gloucestershire Club

17th May: Hills & Valleys – Powys, Shropshire & Denbighshire

31st May: Derbyshire Dales Drive – Staffordshire & Derbyshire

28th June: Black Mountains Classic Tour

12th July: Aquae Sulis Tour – Somerset & Dorset

19th July: The Lavender Run – The Cotswolds

26th July: Nottingham Classic – Nottinghamshire

2nd August: Valleys & Villages – Wiltshire

16th August: Welland Valley Wander – Leicestershire, Rutland & Northants

6th September: The 5th Regis "TAP" – West Sussex, Surrey & Hampshire

20th September: The Wessex Tour – Somerset, Devon & Dorset

27th September: The Mint Sauce Run – Peak District, Staffordshire & Cheshire

4th October: Tour of Kent – Kent

11th October: Ludlow & The Marches – Shropshire, Hereford & Powys

31st October: Autumn Leaves – Forest of Dean

(Contact: hrcr.co.uk/Scenic_Tours and follow links to individual events)

MERLIN EVENTS

19th–26th April: Dutch bulb fields tour (starts Calais)

14th–18th May: Spring Classic – North Wales

19th–21st June: Early Summer Tour – Devon & Somerset

21st–23rd August: Summer Classic – Hertfordshire

16th–26th September: Holiday Tour – Corsica (starts Nice)

(Contact: merlinevents.com)

CLASSIC RALLY TOURS

30th May–1st June: The Honfleur Classic Rally Tour – France



often a meal at the finish) and entry to any of the stately homes, parks, or whatever, you encounter on the route. On top of this there's fuel for the car and perhaps a hotel depending upon the location of the start/finish relative to your home. High profile events, like the MSA Classic, or foreign tours obviously cost more.

Yes it adds up, but I reckon the average one-day scenic tour (entry, fuel, hotel for two) will run to under £300. Now go away and cost a single day stage rally. And that's without thinking about preparing the car.

Insurance? You'll need to prove you're covered, but most of the companies specialising in classics agree that non-competitive tours are OK and don't come

under the nasty bit on the certificate that says 'not to be used for any competition, rally, trial, trackday, performance, etc...'. But, it's best to make a check when renewing the policy.

Car preparation is hardly more than any self-respecting Porsche owner would do anyway to keep his car in fine fettle: no need for competition mods, just a matter of making sure everything works as the clever chaps at Stuttgart intended, and everything is legal. Brakes, tyres and suspension – for the exciting bits you'll no doubt find on the route – deserve extra attention, and you will need to know your fuel consumption because sometimes you'll end up in a place where petrol stops are few and far between.

The Metropole Hotel, Llandrindod Wells, was an historic halt during the glory days of the RAC Rally of Great Britain, and was the centre for the 2014 Autumn Leaves Scenic Tour



17th–19th October: The Champagne Classic Rally Tour – France

21st–23rd November: The Beaujolais Classic Rally Tour – France

(Contact: classicroallytours.com)





Accurate distances are shown on a trip-meter, which on the Carrera 3.2 takes its feed from a terminal on the electronic speedometer. Glove box lid was drilled to take the Brantz unit. You can't beat mid Wales for scenery and good driving roads. The 2014 Autumn Leaves took the Carrera 3.2 and 49 other participants over the Epynt Ranges in the Brecon Beacons

Don't fret about breakdowns because most tours slot in a sweeper car, crewed by someone who knows one end of a spanner from the other, at the back of the field.

Although there's no need for any special preparation, I will make a recommendation. It's vital to know accurate distances covered in order to follow the route instructions, or tulips, in the tour road book – and it's not practical to have a co-driver leaning over trying to read the mileage recorder positioned in front of the driver all the time. So, best plan is to fit an accurate distance recorder – often called a trip-meter – in the passenger's line of sight.

These clever machines, that usually display both total and intermittent distances, used to be mechanical, driven off the speedometer cable, and the most well-known was the Halda Tripmeter, or Speedpilot. Nowadays, everything's electronic and

pretty simple to fit. I have a Brantz International (now £147 excl. VAT) which has served me well for many years, although there are several other makes available.

So, what is a tulip? First used on the international Tulip Rally (which started in Holland, hence the name) it's a diagrammatic way of indicating a route change or turning. Take a look at the picture on the previous spread. You (the car) are always the blob at the bottom of the diagram, and the arrow shows where you're going. Read this in conjunction with the mileage printed in the box alongside, and the read-out on your trip and you can't go wrong. Honest. At each tulip you punch a button to zero the device, and it starts counting to the next instruction.

Often the tulips come thick and fast – particularly if you're working your way round a tricky section – so an alert and orderly

“

It's vital to know accurate distances covered in order to follow the route instructions in the tour road book

”

Derbyshire Dales Tour start in 2013 was from Donington Park. The MG TF next to the editorial Carrera is owned by Jim Porter, who masterminded no less than 13 RAC rallies





Future Porsche driver? Tour halts are often in public parks or stately home locations and allow the general public to get a good view of the classic cars taking part. Cars set out from control points at one minute intervals in an effort to prevent 'bunching' on the road. A tour is non-competitive, but you are allotted start and arrival times for sections

mind is required, preferably one that is attached to an authoritative manner that can give clear and precise instructions to the driver – which must be why many drivers chose to take their wives, partners or girlfriends along in the co-driver's seat.

The Autumn Leaves, run by Scenic Tours UK who also organise the Daffodil Run, was the final event of last year's Historic Rally Car Register series. For 2013 and 2014, the series sponsor was Clayton Classics, but for 2015 that mantle has been

taken on by restoration specialists, Jim Stokes Workshops, under the 'Classics by JSWL' headline. With a start list of 50 cars the Autumn Leaves proved a fitting end to the HRCR's 30th anniversary year.

Details I won't go into, just to say tour HQ was the rally Mecca that is the Metropole Hotel in Llandrindod Wells (scene of many an RAC Rally halt), and the 230 miles route included some of the most beautiful scenery in the UK, plus the chance to drive a whole clutch of roads made famous in the wild

days of road rallying, including the mountain road to Abergwesyn, memories of which prompted me to change my front brake calipers before the event.

And then there's the road over the military training area of Mynydd Epynt, where I proved a Carrera 3.2 can stay with a Morgan Plus 8. I could go on, but I might bore you with nostalgia. Instead take a look at the list of 2015 events, choose one (or several) and let's see a lot more Porsches on scenic tours this year! **PW**

“ Tour HQ was the rally Mecca that is the Metropole Hotel in Llandrindod Wells, scene of many an RAC Rally halt ”



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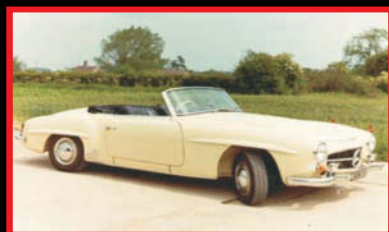


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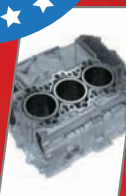


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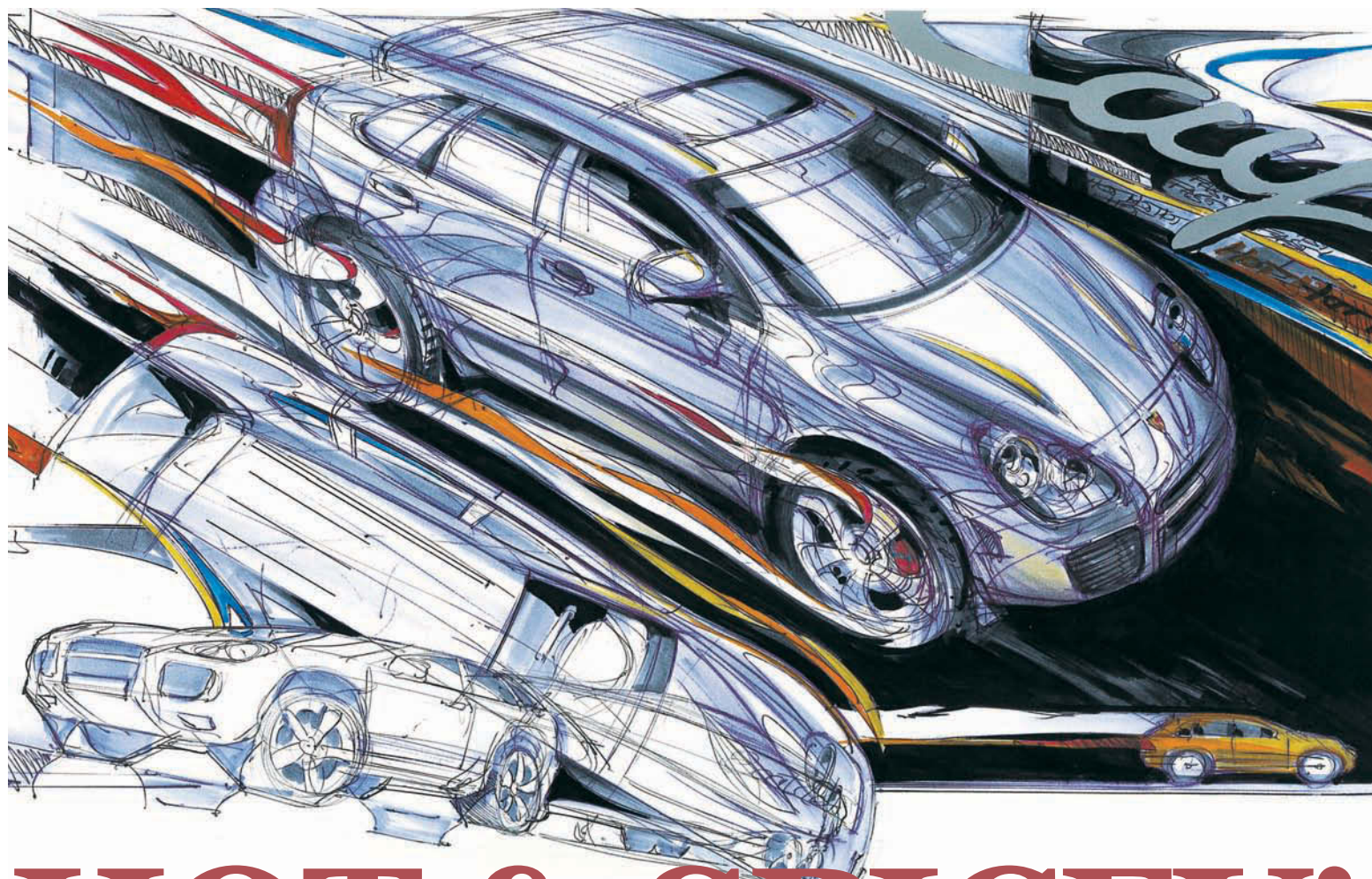
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HOT & SPICEY!

It's a 'Marmite' machine – people either love or loathe the Cayenne. But there's no denying this is a vehicle which has proved extremely profitable for Porsche in a tough market

Words: Keith Seume **Photos:** KS Archives & Porsche Archiv

Has there ever been a more controversial Porsche than the Cayenne, in terms of both its place in the marque line-up and its styling? The Panamera certainly runs it close but, as Porsche's first production SUV, the Cayenne divides opinions in the way that even the big four-seater GT cannot match.

It's not that anyone believes the Cayenne to be a 'bad' vehicle in any way, it's just that there are many followers of the marque who find the idea of Porsche building what many regard as the ultimate urban soft-roader complete anathema. It's not a sports car, it's not a long-distance tourer – it's a Sport Utility Vehicle. And that's not what Porsches are about. Is it?

Well, let's take a step back in time, first of all to the 1940s. Back then, Porsche was responsible for the design and development of a range of military vehicles, the best known of all being the *Kübelwagen* and

Schwimmwagen. The latter was amphibious and equipped with all-wheel drive. So, a Porsche 4x4 is certainly nothing new.

How about the 'Sport Utility' aspect, then? OK, let's jump forward a decade to the Type 597 *Jagdwagen*, or 'Hunting Car'. A running prototype of this four-wheel drive vehicle was first tested in 1953, the aim being to develop an all-terrain vehicle for use by the military. Development costs and its complexity ultimately proved to be the *Jagdwagen's* downfall, leading the German Army to opt for the simpler two-stroke-engined DKW Munga instead.

Just 71 Type 597s were built between 1955 and 1958, of which 49 were offered for sale to the public. Although seemingly insignificant in terms of total production, the *Jagdwagen* in its civilian role did represent Porsche's first ever attempt at offering an all-terrain vehicle for something other than military use. You could say an SUV.

The *Jagdwagen* and its wartime forebears,

however, were not the only all-terrain vehicles to take their place in Porsche history. In the early 1970s, Ferry Porsche in particular was keen to investigate the possibility of 'his' company (in fact, he had now assumed the role of honorary chairman of the board, leaving his son Butzi in the driving seat) developing a competitor to the successful British Range Rover.

Intriguingly, the design was to be based on the contemporary 911 but there is little information available to give much idea of what it might have looked like. In fact, as stated by Karl Ludvigsen, there doesn't even appear to be a Type number allocated to the project, although Ludvigsen suggests that it might have been Type 926, a number that remained unused elsewhere.

Ferry Porsche is recorded as believing that initial designs were perhaps a little too complex, being for a four-wheel drive passenger car with height-adjustable suspension that would allow it to be used

Styling sketches for the Cayenne emphasised an aggressive nature – this had to be an SUV which was worthy of the Porsche name!

successfully both on- and off-road.

Unfortunately for Ferry, the new management didn't share his enthusiasm for all-wheel drive, despite his insistence that the idea had great promise – especially if developed in partnership with Volkswagen. As he hinted, a four-wheel drive Passat, for example, would be a winner, far ahead of anything offered by rivals. Management still failed to see the attraction and the idea was shelved – for the next two decades...

Karl Ludvigsen, in his three-volume tome *Excellence Was Expected*, sums up the situation: 'Somewhere the spirit of Ferry Porsche must be smiling at the ultimate realisation of both his ideas – a Porsche-style 4x4 and a renewed co-operation with Volkswagen – in the Cayenne. Before he died in March 1998, Ferry was aware of discussions heading in that direction, but Porsche's official decision to build an SUV in conjunction with VW wasn't taken until June that year.'

In last month's *Archives* we referred to Porsche's new direction under Wendelin Wiedeking, whereby he knew that to survive the company was going to have to radically revise its production methods, as well as look into new market segments. The development in parallel of the Boxster and the 996 showed the determination to streamline the design and build process of new models, while projects like the ill-fated Type 989 four-door GT saloon car showed that Porsche was at least willing to consider new markets.

In an increasingly cash-strapped industry, it made a lot of sense for companies that had traditionally been seen as rivals to share ideas and development costs. As the Boxster was being readied for sale, Porsche held talks with Daimler-Benz's Mercedes-Benz offshoot with a view to participating in a joint venture to develop a sport utility vehicle. This was an area which Porsche's market research had suggested would likely appeal to customers without harming Porsche's long-standing image as a producer of high-performance sports cars.

There was another reason why venturing

into this market would benefit the company: by having three product lines (Boxster, 911 and SUV), each of which would be revised every three years, dealers would have something to crow about each year – a new SUV now, an updated Boxster next year, a revised 911 the year after that, and so on. It would keep the product range fresh – something which Porsche had all too often failed to do in the past.

The talks between Porsche and Mercedes-Benz went well, and it looked likely that each company would produce its own SUV using a shared platform. This idea did not go down well with everyone, American dealers in particular expressing disquiet at the prospect of Mercedes-Benz products being 'watered down' by the use of shared components – even if they were being shared with a prestigious marque like Porsche.

The general consensus, though, was that the marriage would work and everything looked on course to see a new joint venture

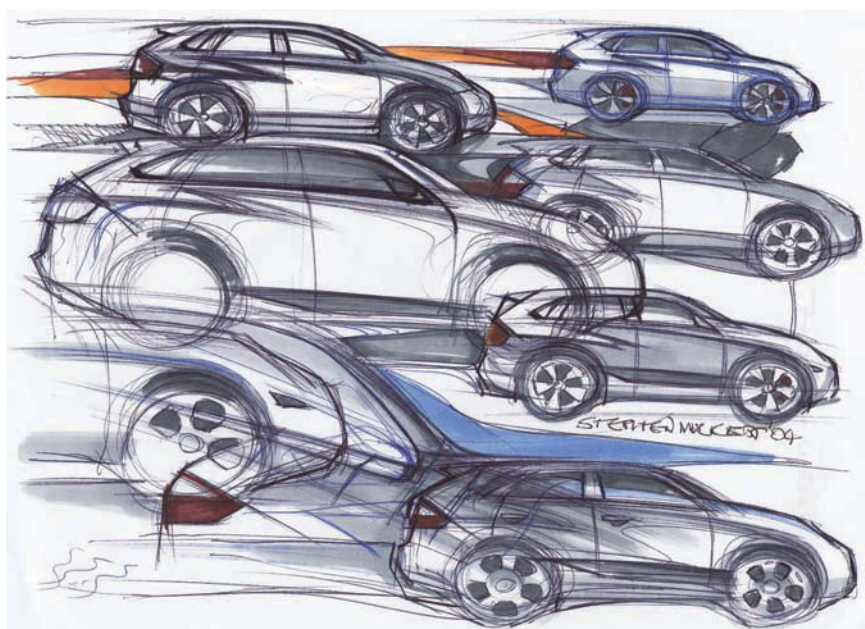
between these two famous marques. But then Wiedeking slammed the door shut on the deal. Why? Because a member of the Daimler-Benz board dared suggest that their company might be allowed to acquire a small share in Porsche. 'Even one share would be too much', said Wiedeking.

And you can see his point: he'd spent months getting Porsche back on its feet and there was no way he was going to allow another company to profit from this.

And that marked the end of the first chapter in our story – Porsche's SUV would have to wait until another more suitable partner came to join the party. And a partnership it would have to be, for Wiedeking knew full well that it would virtually be impossible for Porsche to go it alone due to the financial risks and a lack of manpower.

It was barely a year later that Porsche did indeed enter into an agreement with a new partner: Volkswagen – the head of which was none other than Ferdinand Piëch, creator of

Early test mule with taped-up badging, crude mesh grille and temporary underbody protection is put through its paces early in 2002 ahead of its launch in December that year. Despite its sparkling on-road performance, the Cayenne proved itself extremely capable off-road



Steve Murkett (left) was the man tasked with finalising the Cayenne's styling. His was the difficult job of giving the big 4x4 the 'Porsche look', an important element of which was the shape of the rear side windows

the mighty 917, a shareholder in Porsche and a member of the board. Oh, and a Porsche family member, too... He had great ambitions for VW, among them to add an SUV to the product range – even though it was new territory for the company – but not just any SUV: it had to be a prestige model.

Piëch was well aware of Porsche's desires in that direction so it came as no surprise that, when Porsche approached VW to discuss a joint venture to break into this potentially lucrative market, he was a willing listener. But both parties were still a little wary of entering such an agreement. Porsche had experience of working with a partner on its 924 – in that case, Audi. Volkswagen had also experienced the highs and lows of a partnership with the Sharan/Galaxie project with Ford in Portugal back in 1995.

That had not been a pleasant experience for VW, Ford's quality control not quite matching the expectations of the German manufacturer. And let's not forget the VW-Porsche 914, which was killed off by an about-turn at Volkswagen following a change of management.

Although talks first took place in the opening months of 1998, the official announcement of this new collaboration wasn't made until June that year, Wiedeking explaining to doubters that, as the global market for SUVs was some eight times larger than that for sports cars, it was something of a no-brainer (our words, not his, by the way...) to join forces with VW and take on the world. Even if the two companies only managed to grab a small piece of the SUV market, it was one which was so huge that they would be foolish not to try.

Code-named the E1, the new model(s) would share the same platform and many of the major body pressings. Horst Marchart, head of research and development, carried out the negotiations, while Martin Winterkorn played the same role at Volkswagen. It appeared to be a marriage that worked well,



although it is interesting to note that Marchart wanted to make certain points clear, not only to VW but also any doubters there might have been in the Porsche ranks: 'A Porsche always has three main characteristics: the styling, the engine and the chassis.'

'With the multi-purpose vehicle we can develop the chassis ourselves, we will design our own engine and we'll make the styling Porsche-like. The vehicle will be a *real* Porsche,' said Marchart. But this created a logistical problem at Weissach: there was insufficient free space at the research and development facility to tackle a new project of this scale.

The solution was to rent another property between Weissach and Stuttgart at a town called Hemmingen. The three-storey building

was gutted and refurbished with new workshop and office facilities to house a workforce of 250, while another 200 people would continue to work at Weissach on the E1 project, supplemented by others seconded from Volkswagen, which referred to the new vehicle as the 'MAC' (short for Multi-Activity Cruiser). Placed in charge of the programme were Klaus-Gerhard Wolpert and Volker Wienecke from Porsche and Volkswagen, respectively.

Like Porsche, Volkswagen was also too short on space (and personnel) to be able to take on the SUV project at Wolfsburg, so it was only too happy for its new partner to carry out much of the early development work. But such services wouldn't come cheap, for Wiedeking made it clear that 'This

Steve Murkett at work on the Cayenne's styling. Computers were used a lot during the design process, but there was no substitute for old-school marker pens

Like all modern cars, the Cayenne underwent extensive testing in harsh climates. Dry, dusty deserts helped hone the Cayenne into one of the world's most accomplished SUVs



is a big R&D job for us. I'm an entrepreneur and I have to be able to make money!

Initial work concentrated on setting the design parameters for the new vehicle, establishing, for example, which components could easily be shared by both the VW and Porsche versions, as well as the overall dimensions. Once this was done, Porsche and Volkswagen set about designing their own interpretation of the perfect SUV. The wheelbase was set at 112.4in, or just one inch less than that of the 'benchmark' Range Rover.

The E1 and the MAC shared the same basic body structure in the form of a welded monocoque. Particular attention was paid to making the roof and upper section of the main body as light as possible so as to keep the centre of gravity as low as possible so as to minimise body roll and improve ride comfort. Aluminium was used to form the inner framework of the bonnet, the door frames and inner door panelling in order to keep overall weight to a minimum.

Considerable attention was also given to the crash-resistance of the bodyshell, with energy being absorbed by longitudinal pressings in the floors, sills and doors. Side-impact protection included strong steel pipes in the sills, and cross-members under the seats and in the rear floor area.

The suspension subframes were fabricated from steel, as opposed to the aluminium castings featured on Porsche's contemporary sports cars. At the front, parallel wishbones formed the basic suspension layout, with a multi-link design used at the rear. The new SUV also featured adjustable ride-height air suspension developed for Porsche and VW by Continental, something which Ferry



Porsche had called for back in the early 1970s when he mooted that an SUV form part of the Porsche line-up.

The E1's air-ride suspension gave the vehicle ground clearance of 8.5in in normal road-going trim, reduced to 6.2in for loading while the vehicle was stationary. At speeds above 78mph, the ride height was automatically reduced by just over an inch, too, to reduce drag and also to firm

up the ride. At over 130mph, the ride height was automatically reduced by a total of 1.5in from stock.

In off-road conditions, the reverse was true. Up to 50mph, the ride-height could be increased by 1.0in from normal but where things started to get tough, as long as the vehicle was not driven above 19mph, the ride height could be increased by 2.2in from the normal on-road setting.

This suspension set-up was used in conjunction with Porsche's new PASM – Porsche Active Suspension Management – which adjusted damper settings to suit conditions and driving style, using sensors that measured movement along three axes. An Advanced Offroad Technology Package also automatically locked the rear differential and adjusted anti-roll bar settings to suit the terrain, the driver also having the option to

Although every effort was made to disguise the test cars, it's hard to cover up all the details. Tape over the light units helped change their shape, while random pieces of silver tape along the sides of the body made it harder for 'spies' to work out all the proportions

“ At over 130mph, the ride height was automatically reduced by a total of 1.5 inches from stock... ”



Porsche had one chance to get it right, and sales have proved it did just that. Even the engine (top left) came under the scrutiny of the styling department – even if much of the engine is covered in plastic!



A pause for breath in the shade (left) as three prototypes are put through their paces in North Africa. Cayenne test programme was among the most strenuous ever carried out

“ Both normally-aspirated and turbocharged versions were envisaged, the latter using twin IHI turbos... ”

disconnect the anti-roll bars altogether to improve suspension travel over rough ground. At a speed of over 30mph, the bars were automatically brought back into play.

The E1 was designed from the start to run with either manual or Tiptronic transmission, although it was launched solely with the Aisin-built six-speed 'Tip' gearbox, the ZF-built manual being a later option. Drive to the front wheels was via a transfer case produced for Porsche/VW by New Departure, while a centre differential featured a multi-disc clutch (rather than a viscous coupling), which could be locked electronically as part of the new PTM – Porsche Traction Management – system.

There had been talk for some years about the possibility of a new Porsche V8 engine, potentially even finding its way into the back

of a 911. Porsche had, of course, used an aluminium-block V8 in the 928, and had also developed successful engines for the CART race programme. But this was something entirely new.

The E1's engine began life as a 4.5-litre (93mm x 83mm) unit with a high-silicon aluminium block which allowed pistons to run directly in the bores, as was the case with the 944. Dual overhead camshafts (ie, four in total) were driven by chains from the nose of the five-bearing crankshaft and cam timing was adjustable using Porsche's 'Vario-Cam' set-up. Each cylinder breathed in and out through four valves (two inlet, two exhaust), in the centre of which sat a single spark plug fired by its own individual coil pack fired by a Bosch Motronic management system.

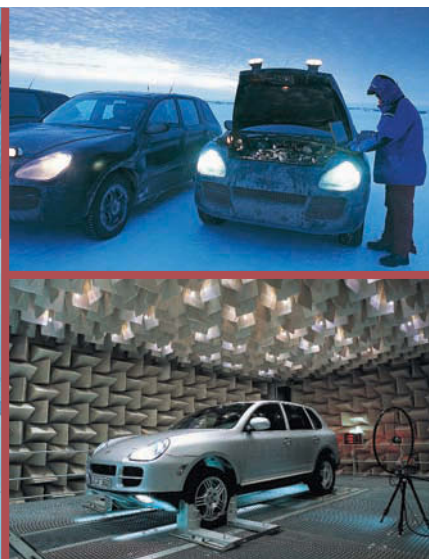
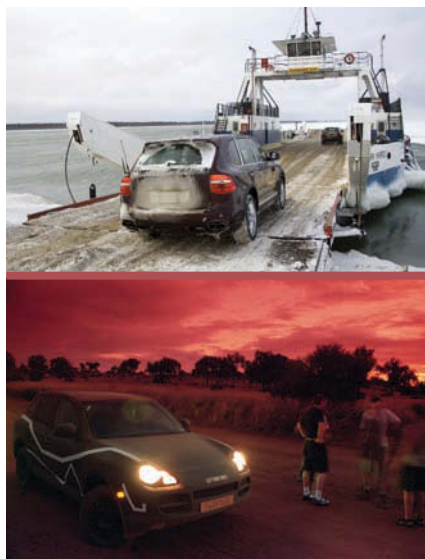
Both normally-aspirated and turbocharged versions were envisaged, the latter using twin IHI turbochargers, one for each bank of cylinders. This was a low-pressure design running a maximum boost of just 8.5psi, falling to 7psi as engine rpm exceeded 6000rpm. Individual intercoolers reduced inlet temperatures and helped the turbo version produce 450bhp at 6000rpm, along with 457lb ft of torque between 2250 and 4750rpm. By comparison, the normally-aspirated model pumped out 340bhp at 6000rpm, and 310lb ft of torque.

These torque figures, impressive as they were, paled into insignificance when compared to the incredible 553lb ft produced by Volkswagen's own 4.9-litre V10 diesel, which was to be the flagship engine of its sibling SUV. Many have said that Porsche should have offered this engine in the E1 but we mustn't forget that this was a time when the very idea of a diesel-engined Porsche was anathema.

The turbocharged model was to prove capable of a top speed of well over 160mph, calling for the use of big 350mm vented discs and six-pot calipers at the front, matched by 330mm discs with four-pot



German Chancellor Gerhard Schröder (far left) symbolically tightens the wheel nuts of the first Cayenne off the line at the new Leipzig factory. Cayenne performed well in crash testing



Icy Scandinavian landscape featured in pre-production testing. Wind tunnel and anechoic chamber also played their part in finalising the Cayenne's styling

calipers at the rear. The parking brake could no longer be referred to as a 'handbrake' for it was now operated by a foot pedal, which allowed far greater force to be applied. In fact, it was possible to park the SUV on a 55 per cent gradient.

The Cayenne's styling has always divided opinion, many critics expressing their dislike of the rather heavy frontal styling. Whereas VW's 'corporate' style seemed to suit its version well, Porsche's designers appeared to struggle to make the 'Porsche look' work on such a large vehicle. But there was no doubt the E1 was a Porsche, with its sharply-raked wing tops and curved rear side window. But it was just, well, big and more than a little imposing. A far cry indeed from the first Porsche, the 356, or its sequel, the 911. Even the old 928 almost looked small by comparison.

But what about a name? Throughout the project, the E1 and MAC had jointly been referred to as the 'Colorado' – this was never intended to be the final name, but served solely as an in-house title. Volkswagen announced that it was to call its SUV the Touareg, after the nomadic Saharan tribesmen, while both 'Roxster' and 'Verera' were suggested for the new Porsche. In the end, 'Cayenne' was chosen, this being a hot spice – a clear reference to how Porsche's marketing men viewed the new addition to the range.

The new model was built at Porsche's latest facility in Leipzig, which officially opened in August 2002. German Chancellor Gerhard Schröder symbolically tightened the wheel nuts of the first Cayenne to roll off the production line on this date, although the new model didn't officially go on sale until December that year.

Press reaction to the car was generally favourable. Georg Kacher referred to the Cayenne as 'a tank on steroids', before going on to report that 'the throttle response is spontaneous and linear...although there are six ratios to choose from, the Cayenne prefers to take off in second gear.'

As for bringing the 'tank on steroids' to a halt, Kacher said 'The Cayenne...combines awesome, fade-free performance with a brilliantly communicative brake pedal.' And of

its handling: 'Through fast corners, the Cayenne is every bit as quick as a powerful luxury sedan. But as soon as the curves tighten, the Cayenne's substantial weight becomes apparent.'

Where the Cayenne – in particular the Turbo – garnered most criticism was fuel economy. Kacher managed only 9mpg at the launch drive, while Porsche claimed closer to 15mpg. Karl Ludvigsen reports that he only saw 7.8mpg when he drove the Cayenne Turbo on the same driving event, a figure which would result in a range of little more than 200 miles.

Not everyone liked the Cayenne, in particular Andrew Frankel writing for the *Sunday Times*: 'Porsche has failed with the Cayenne. By any of its own terms of reference, be it that a car should look, feel or drive like a Porsche, it has missed by a mile. Porsche's gamble is that, to its customers, this won't matter.' Ouch.

While Frankel did go on to admit that, compared to its rivals, this was the best 4x4 he had ever driven, he was still clearly in

doubt as to the wisdom of the decision to build the Cayenne. Writing in his *Sunday Times* report, he damned the Cayenne rather mercilessly – or rather, Porsche's thinking behind it. 'On one level, it is the world's best 4x4, on another it is the cynical exploitation of a glorious brand that risks longterm damage to that brand's identity in the pursuit of easy money.' Ouch, again...

But as history has proved. The Cayenne, like the Boxster and 996 before it, proved to be a winner for Porsche, saving it from hard times when many other companies continued to struggle. Like it or not (and the purists certainly never will), the Cayenne has been the single most successful money maker for Porsche in recent years, with impressive sales, particularly in emerging markets such as China.

And, one can argue, without the success of the Cayenne, maybe – just maybe – there would not be the funds to develop the models we all want to see: the sports cars on which Porsche has in the past built its reputation. **PW**

Although the majority of Cayennes sold will probably never see any meaningful off-road action, there's no doubting its abilities over rough terrain. Porsche's SUV is an impressive blend of form and function



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TECH SECTION

PRACTICAL
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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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It's not the most glamorous of DIY jobs, but the fact is the indicator stalks on early Boxsters and 996s frequently fail. Here, then, is how to fix the problem



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Long time Porsche specialist, Jaz, has moved out of London and into suburbia and St Albans. Bigger premises and a bigger catchment area. Makes sense to us!



OUR CARS: 116

We say a fond farewell to the Peppermint Pig, which is off to pastures new. Meanwhile Keith is nearing the end of his hot-rod project, and Pete has bought a complete shed on eBay, which he claims is a 1973 2.4T Targa!



Q&A: 125



CLASSIFIEDS
The place to buy and sell
Porsches and accessories
P133

You ask, we answer; well, our tech guru, Chris Horton does, together with his crack squad of Porsche experts. This month we tackle repatriating a 993, knocking 997 suspension, getting a 944 back on the road and much more

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Poster car to a generation, the 930 Turbo is a bullet proof Porsche supercar that makes for a very safe buy. Just check out what we've got to say before you do



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Getting out there and kicking the tyres! This month our man Horton checks out a 964 C2 at 4 Star Classics and a 997 C4S at Portiacraft



DETAILING: 131

Faded plastic headlight covers are the scourge of modern Porsches. We show you how to restore them with a bit of spit and polish



TECH: HOW TO

A SENSE OF DIRECTION

Sooner or later your 996 Carrera or 986 Boxster will probably need a new indicator switch. That will necessitate first removing the airbag steering wheel, and then replacing the rather complex column-mounted cluster in its entirety – but it's surprisingly easy when you know how

Story and photographs by Chris Horton



Removing any modern car's steering wheel – which here is necessary to access the cluster of four steering-column switches – means dealing with an airbag, but follow the correct procedure and there is nothing to worry about. First step – as for any electrical work, of course – is ALWAYS to disconnect the battery earth lead. 'Earth' yourself by touching a domestic water pipe, and then avoid touching the airbag's wiring terminal, and there is minimal risk of it firing while you are handling it. Wheel itself is secured by a simple 24mm nut; ideally you will need a torque wrench later to replace it (46Nm; main picture). Gauge distance between the back of the wheel and its cowling – we used a VW keyfob which happened to fit. You'll need this again later. Release lever below the steering column to allow you to pull the wheel all the way towards you, then rotate the latter to access the two recessed T30 Torx screws securing the airbag from behind; they will remain attached to the wheel. Ease the airbag off and disconnect the standardised yellow connector plug. Job done. Or the first part of it, anyway. Store the bag out of harm's way – and where it won't hurt anyone if it should suddenly fire for no reason

There is no denying that some car-repair jobs are rather more glamorous than others. Sexier, if you like. At the top end of the scale is probably an engine or transmission rebuild – especially if the former happens to be an air-cooled 911

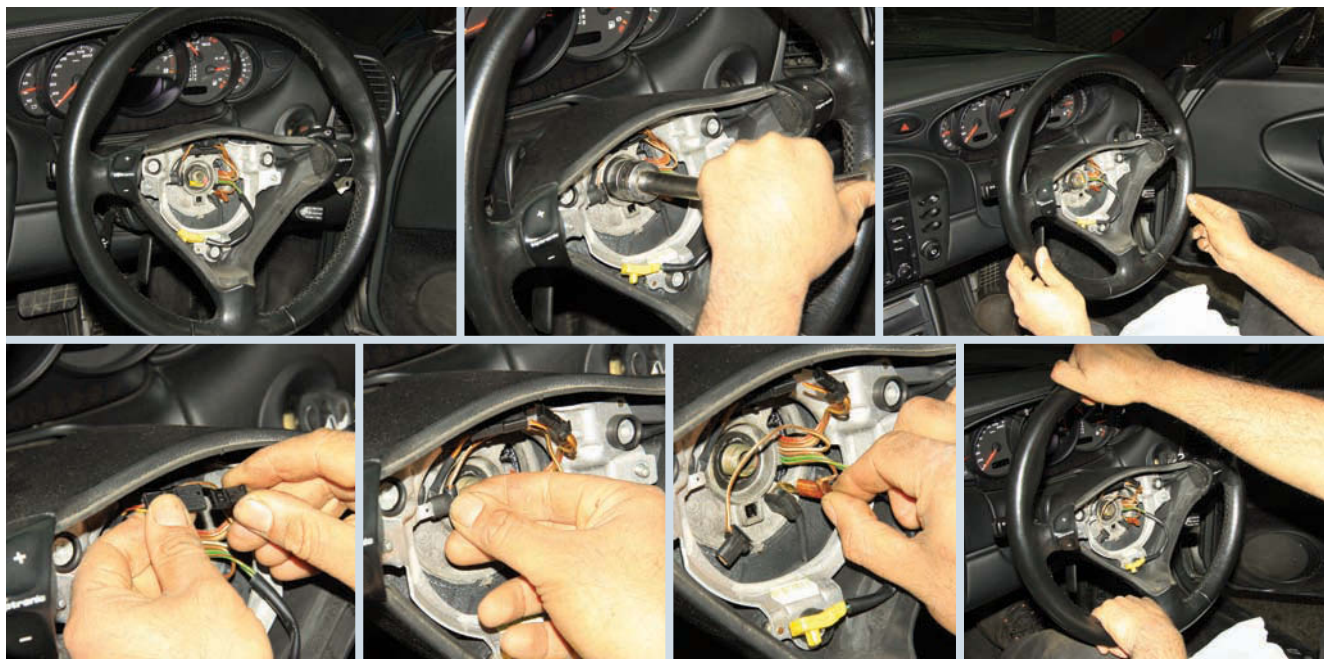
unit, of course – followed by perhaps a brake overhaul, or a full suspension upgrade. Which of us, with pads and discs and the appropriate tools strategically scattered across the garage floor, hasn't imagined themselves to be some latterday endurance-race mechanic, battling against

the odds to get the car back out on the circuit before all hope of winning is lost?

What follows, then, is arguably one of the *least* sexy tasks that you might encounter. But reliable turn signals are, in their own way, just as important out there in the real world as first-class brakes. And increasingly



The space vacated by the airbag houses several electrical connections, all of which must be carefully separated. Loosen (but do not at this stage remove) the 24mm nut, and then work your way round the plugs. There is no need to label them: they are all different, and so cannot be replaced incorrectly. Make sure wheel is straight and level before you attempt to remove it. And leave the nut in place until the wheel is visibly loose on the splines. Better that than have it suddenly break free as you pull it, and hit you in the face. Note that the ignition key must be in the lock, and also turned to the normal 'on' position



THE KNOWLEDGE

You need surprisingly few tools to tackle this job. A 13mm spanner to disconnect the battery, and a 10mm socket to undo and later tighten the clamp bolt by which the complete switch assembly is secured to the steering column. A T30 Torx driver for the screws securing the combined airbag and front cover to the steering wheel, and a suitably small cross-head screwdriver for the cowlings fixing screws. Add a 24mm socket for the steering wheel's retaining nut, and finally a torque wrench, and you're done. Oh, and a simple 'gauge' by which to measure the distance between the back of the wheel and the switch cowlings – in this case the keyfob from the writer's Volkswagen Passat.

Order the new switch against the car's VIN, or Vehicle Identification Number. That way, you can be sure of getting exactly the right one – and needless to say there are a number of alternatives, depending on whether the car has an on-board computer

and/or cruise-control. Note, though, that you won't necessarily get all of the labelled covers for the ends of the 'stalks', so be prepared either to transfer them from the old unit (as we did here) or else to buy new – which wouldn't be a bad idea if, like many these days, they are dirty and/or damaged. You might also wish to add the two flexible rubber dust covers – one for each side of the cowlings – if they have seen better days.

Like all vehicle repairs, this one has several important aspects – not least making sure that the steering wheel is replaced in the correct position, and its fixing nut securely tightened to 46Nm. Perhaps the most important, however, is dealing safely with the airbag. Urban legend has it that these are only marginally more predictable than an IED, waiting to maim or even kill at the first opportunity – and they naturally warrant careful handling – but disconnect the battery

before starting work, and there will be only a very small risk of it firing accidentally. But that is still a remote possibility, of course, so make sure that you keep your face well away from the front of the steering wheel while you undo and refit the two Torx-head securing screws, and store the removed bag well out of harm's way for the duration.

If when you have finished the job and reconnected the battery the airbag warning light comes on, you will have little choice but to find someone with the relevant diagnostic tool to put it out again. It's not essential that it's done immediately – the light is there to warn of a potential fault that might prevent the bag firing in the event of an accident – but the car won't pass an annual MOT test like that. But any good Porsche independent ought to be able to do the necessary for a few pounds, and perhaps even free of charge if you are a regular customer for other work.

Located immediately behind the steering wheel is this cassette-style device (first photo, below right). Its purpose is to allow the wheel to rotate the required number of turns from lock to lock, while at the same time connecting it to the electrical system. Inside are several spiral-wound so-called ribbon cables (and from which comes its now widely used name: 'clock spring').

It needs to be removed, but under no circumstances should you attempt to take it apart! Undo the four screws securing the front part of the cowlings to the switch cluster, and one through each side of the lower moulding. Carefully ease the sections apart, and then withdraw them toward you. Arrow shows the piece of plastic which has broken off from inside the indicator switch; there's no point trying to repair it (or buying a second-hand unit)



TECH: HOW TO



both the 996 Carrera and the 986 Boxster are let down in this respect by broken steering-column stalk switches. In truth, the problem is such that the mechanism will fail either to remain engaged, or else to self-cancel as the steering wheel returns to the straight-ahead position; the lamps continue to work normally. But you will very quickly realise just how inconvenient it can be to have to hold the stalk in the correct position while carrying out certain manoeuvres, or to remember to turn it off again. And the lack of that self-cancelling function is, in theory, an MOT-test failure point.

That said, it is not, in the overall scheme of things, the most catastrophically expensive repair to have carried by an expert out on your behalf – so that is how you might well tackle the situation. The job is allowed an hour's labour – typically £114 including VAT at a Porsche Centre, or £84 at an independent – and however you approach it you will be looking at around £225 including VAT for the replacement switch assembly. The old one will almost certainly not be repairable, and there is little merit in buying a second-hand one, which itself might fail in the near future. For the

record, however, reckon on paying around £40–£45 for one of those – if you can find a good one of the correct type, of course.

But even that independent's modest hourly rate will buy you the best part of a tank of fuel, so why not have a go and, when you're done, treat yourself to a weekend road-trip? The work is neither physically demanding nor overly complex – although you will have to be methodical about separating and then reconnecting a few electrical plugs – and brings with it either the opportunity to replace a couple of other potentially troublesome items

Spring-loaded tab (far left) is designed to lock together the inner and outer segments of the clock spring while the steering wheel is removed. Without it, there would be a danger of failing to 'centralise' them when it is later refitted, and potentially stretching or even breaking the ribbon cables when the wheel is turned to full lock. Best to leave it well alone, then... Undo the two cross-head screws securing the clock spring to the indicator switch, and then the M6 screw (10mm socket and an extension bar) via which the entire switch assembly is clamped to the steering column. This will enable you to pull the clock spring and switch cluster toward you, and thereby to free the former from the end of the column. There is no need to undo its electrical connections; simply let it hang loose to one side



Undo the remaining plug-and-socket connections between the switch cluster and the rest of the electrical system: in this case two on 'flying' leads (top row of photos, far left and middle), and two on a series of pins on the back of the cluster itself. Photo left shows old and new side by side. Oddly, the latter (on the right in this shot) comes without the front part of the stalks for the cruise-control and windscreen wipers, but they are easy enough to swap over – or you could buy new if necessary

Reassembly is a direct reversal of the dismantling process.

Fully loosen off the clamp bolt on the new switch, and don't forget also to swop over the two rubber 'grommets' (for want of a better term) designed to prevent dust and other foreign bodies entering the cowl. Reconnect the plugs and sockets, and ease the top and bottom parts of the casing into position – being very careful not to damage them. Secure the clock spring with its two screws – in the same position as it was to start with – and refit the front part of the casing. Those four screws may be tight, since they will be biting into virgin metal; just make sure they aren't cross-threaded, and obviously try to avoid damaging their heads



Nearly there now. Assuming that you haven't rotated the steering column, and have refitted the clock spring correctly, the latter's two pegs will locate smoothly and easily into the corresponding holes at the back of the wheel hub, which should then be as level as it was before. That's not a foolproof alignment method, however, and the wheel might need to be rotated by a spline or two in either direction to set it dead level. Tighten the 24mm nut, reconnect and refit the airbag, and finally tighten the now hidden clamp bolt through the hole provided in the lower part of the cowl. Make sure that the switch (and thus the cowl) is not only level – as viewed against the instrument panel; see far right – but also has the required gap between itself and the back of the steering-wheel hub. Reconnect the battery, switch on and test – and with luck the airbag light will come on and then go off again, as normal. Finished!

(the steering wheel's airbag, and what is known as the 'clock spring' within the wheel's hub) or else the confidence that comes from knowing that you will be able to deal with them should the need ever arise. Indeed, follow the correct procedure and you shouldn't even need to have the airbag warning light reset afterwards. That sounds like a pretty reasonable way of spending a Sunday morning to us, followed by an

adjournment to the pub for lunch.

Thanks to proprietor Sid Malik at Porsche-Torque in Middlesex for his help with this feature. This busy independent, at Unit C2, Arun Buildings, Arundel Road, Uxbridge UB8 2RP, is able to tackle a wide range of servicing, repair and upgrade work on all Porsches, but has a particularly good knowledge of all the later water-cooled models. Sid Malik himself began work as an

apprentice at what was then AFN in Isleworth at the age of just 16, and subsequently worked at Porsche Centre Staples Corner as a master technician, before transferring to Porsche Centre Hatfield to oversee workshop quality control – and then later setting up on his own. It is fair to say that he knows his stuff. Call 01895 814446, or alternatively go to www.porsche-torque.co.uk. **PW**



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MODERN JAZ

One of London's favourite independent specialists has moved. Our man catches up with Steve Winter and his Jaz Porsche band at their new home

Words and Pictures: Paul Davies



I like to play a catchy tune with words; I suppose it's my newspaper upbringing. So when independent specialist Jaz Porsche moved from its Wembley, north London home of 24 years to somewhere a little bit further north it seemed like a good opportunity to talk about 'Modern Jaz'. Only as a music style it doesn't seem to exist. Look on the interweb and you'll see that Dave Brubeck, MJQ (that's Modern Jazz Quartet) and the like were actually playing be-bop.

Anyway, ignore that frivolity. As far as we're concerned Jaz (one 'z') has moved from Wembley, which means Steve Winter and his ensemble are now playing to packed houses at a spacious new venue on the outskirts of the Hertfordshire town of St Albans. It's business as usual, with a modern touch or two.

The new premises out of town means easy access from northern parts of the capital or the surrounding countryside. More space, too – nearly four times the workshop floor area, with room for more cars and more ramps – plus a big mezzanine storage area for spares and the parts from dismantled projects to be stored awaiting re-assembly. And there's a swish new office, where Claire Winter will give you a coffee whilst you wait.

Despite what some might think, outside London doesn't mean being on the other side of the world. St Albans is pretty handy for road and rail and, anyway, Steve has now got a neatly painted Smart ForTwo available to loan to customers who need to pop back to their City office whilst their Carrera or Cayman is being fettled. Cool.

Jaz and me go back a long way. I first found Steve sometime last century (in the mid-nineties actually) when I was looking

for a sympathetic hand on my 912. Since then I've been back many times, writing features on various projects or simply getting my Porsche mended. Mr Winter meanwhile has made a name for himself as a racer of 'interesting' Porsches – like the green early 911 that's seen many a Spa Six Hours – and for being an ace at rebuilding engines and transmissions, from the earliest 356 to the latest water-cooled sixes.

Jaz does everything a good independent should do. Much of the day to day business involves (menu-based) servicing and repairing Porsches right through the years, and they've got all the necessary diagnostic equipment to trouble-shoot a 997, 991, Boxster or Cayenne, as well as care for a 356. Steve and his men will also carry out mapping and tuning, suspension upgrades, a/c repairs, race and trackday prepping, supply stainless exhausts, fit new Continental tyres, and lots more. Take a

A good sized crowd of Porsche owners came along to the opening of the new Jaz premises near St Albans (Photo: Fiona Bowrey)



look at the website.

The move to the larger premises has also given the company the opportunity to upgrade some of its equipment, particularly the installation of the very latest laser-activated suspension alignment gear, which seems to do everything necessary to assess and correct a Porsche's factory settings other than actually tweak the spanners. Real Modern Jaz, you might say.

So how did all this start? Early 1980s' Steve was a youngster starting work with one of the earliest Porsche specialists, Muse Carriage Company, in the west London enclave of Lancaster Mews, a well-known hotbed of petrolheads – legendary Alfa Romeo engineer Giulio Ramponi, and rallyman and Speedwell founder John Sprinzel, had been there

back in the swinging sixties.

Amongst the Muse employees working alongside Steve were Mike Pickup and Graham Leask. This pair left to set up their own company, and the young Winter was offered a job. Before long he was running

Jonas Zambakides, decided to form his own outfit, Jaz Porsche. After about 18 months working as a freelance technician, Steve was invited to join Jonas as a partner, operating from the workshop recently vacated. In 1995 Jonas left and Steve took

“ Jaz has installed the very latest laser-activated suspension gear ”

the Pickup Leask workshop and building engines for its race team.

Unfortunately Pickup Leask couldn't survive the recession of the late 1980s and the company broke up, but one employee,

over the running of the company with Claire's support.

Since then Jaz has gone from strength to strength. Steve is proud of the reputation Jaz has gained and the loyal customer



New workshop is nearly four times larger than previous, with more lifts and space for more cars

TECH: SPECIALIST



base that has been created. He explains the move to St Albans:

'We needed bigger premises. Our clientele has grown massively over the years, plus there's the simple fact that the cars themselves have got bigger. If you put

bigger, brighter, a nicer environment, and with better road links.'

Jaz has always been involved with preparing and running race cars. Back in '96 the company won the Carrera Cup with Robert Babikan in a Carrera 3.2, and before

Hours. At one point Jaz was running up to six cars at a meeting, transporting them to and from the circuit and looking after them for owners. That sort of frenzied activity builds experience.

Steve has raced, or been involved in racing, a Porsche every year since 1984. He's had numerous class wins in Porsche Club events and owns a 1965 two-litre 911, the 'Green Bean', which has been a two-times class winner on Tour Britannia, and amongst the top 911s three years running in the Spa Six Hours.

He achieved a personal ambition a few years back, racing Adam Richardson's early model 901, prepared by Jaz, at Classic Le Mans. Since then he's been back to the Sarthe to share Simon Bowrey's 914-6GT

Steve now has his own dedicated engine and transmission assembly room. Customers are welcome to coffee and a read of the latest *911 & Porsche World* while they wait for work on their car to be completed. The Jaz band, from the left: Taylor, Sayhan, Claire, Warren, back row Chris and Steve

“ We needed bigger premises. Our clientele has grown massively ”

the new 991 next to a 1973 911S, you will see my point. The St Albans workshop is 6,000 sq ft of cat-swinging bliss, nearly four times the size of the Wembley premises. It's

that ran Barrie 'Whizzo' Williams in a 2.7 RS in the old Supercup. Since then they have had numerous overall and class wins in Porsche Club events and the Britcar 24



Laser wheel alignment system can quickly identify a car's set-up compared with factory settings



Plenty of space for parts and storage on the mezzanine floor

(also prepped at Jaz) turning in an impressive performance in the mid-engine six. Last year Steve and his men prepared Jack Logan's 911ST (which had proved troublesome and a non-finisher on three Tour Autos) for the Le Mans Classic, and finished top 911 over all three races, and fifth overall in the GT category with only Chevrolet Corvettes in front.

Racing, as they say, improves the breed, and one result of Jaz's motor sport efforts has been to develop a raft of competition parts for the early 911 – suspension tweaks with custom-valved Bilsteins, limited slip differentials and racing oil systems are on the list. There's also a plan to set up a bespoke parts and tuning department for road cars, drawing on the experience gained in competition.

Jaz has also recently become the UK dealer for Scart exhaust systems, 'switchable' for 993, 996 and 997 models: really nice products, and sensibly priced,

says Steve.

At any point in time there's usually a project or two mingling with the general service and repair work. Jaz completed their first 'Carrera RS' well over a decade ago, which means they must have been one of the first specialists to have seen the opportunity to recreate an iconic Porsche from something a little less exciting. Other projects over the years have included a number of ground-up restorations of early 911s, the build of a '73 RSR race car from scratch, and a '73 RS look-alike from a Carrera 3.2 finished in just four months!

Steve is one of those guys who is a real enthusiast. He's a bit like a stick of seaside rock, with Porsche (not Blackpool) written all the way through. He's a regular at high-profile events, such as the annual and growing-in-status Hedingham Castle classic get-together or the regular one-make meets at the Ace Café, and has a few 'significant' models in his own garage, like a Carrera

3.0 and a recently restored 356 that rejoices in the cute name of 'Dolly'.

Evidence that Jaz is doing things right must be that hundreds of customers and well-wishers turned up on a cold Saturday in January to celebrate the opening of the new premises. So far no-one's suggested that St Albans is anywhere near the North Pole and unworthy of the trek to Hertfordshire, so it looks as if the move has got the thumbs up. You could say that although they've gone modern they are still in tune with their customers. **PW**

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Tel: 01272 866075 or 07002 911 911

Website: jazweb.co.uk

(The recently upgraded Jaz website is well worth a look: Steve's account of his trip in 'Dolly' to last year's 356 International in Portugal is a good read.)



Jaz has a fine record in the Spa Six Hours with the 1965 'Green Bean' 911. A younger Steve Winter works on the author's 912!



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PROJECTS

We don't just write about Porsches, we drive and live with them, too

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

In my usual two steps forward, one step back manner, today is the day I try to fix the engine's minor oil leak. Then, in theory, I can map the ECU. Like I said, in theory... Will the madness ever end?



CHRIS HORTON

924S, 944

Time to change my Pirelli winter tyres for some new summer rubber. But which of many alternatives? Answer next month! Meanwhile even the poor old 944 is getting a little more much-needed TLC



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

Looks like it may take a while to sort out a suitable sports suspension package for the Boxster, so I guess I'll have to bite the bullet and find a secondhand spring to replace the broken nearside one.



JOHNNY TIPLER

BOXSTER 986

The Silver Bullit (see what I did there?) continues to serve as commuter car of choice between Somerset house sit and Norfolk gaff, and did duty as camera car on a photoshoot recently.



ANTONY FRASER

996 GT3, SC, TRACTOR

I've been enjoying the GT3's new suspension and tyres – what a difference! It's a cracker of a road car, but no track work as yet this year. I had it noise tested at Goodwood, though. It passed – just.



REQUIEM FOR A PORKER

Not a dry eye in the house. With heavy heart, Johnny Tipler bids farewell to his faithful companion of ten long years, and now the Peppermint Pig has quit the sty, we reprise some of its antics



Personality loss. As serious as that. Like selling off a child – or a pet dog. That's how it felt, divesting myself of my porky partner of the last decade. Yes, the Peppermint Pig has emigrated – to Belgium. Home of waffles, chips and mayonnaise and Duvel beer, so not all bad, then. Plus she's gone to a good home, too: my dear friend Mike van Dingenen, specialist Porsche mechanic and engine builder extraordinaire who'd had a crush on her for years, stumped up a decent quantity of Euros and the deal was done.

I can't pretend I'm delighted, though; me and the Pig, along with moviemaker Fran Newman, had just covered the Monte Carlo Rallye Historique, the second time for this

particular trio and the fourth time for the PP and me. We'd Stena-Lined it over to Hook-of-Holland and buzzed up to Copenhagen, then blizzarded down through north Germany to Bad Homburg and onward, via the Alpine special stages, to Monaco. In fact the Pig is a veteran of a plethora of motor sporting events. We've travelled all over Europe on journalistic missions on behalf of 911&PW and sister mag *Classic Porsche*; we've covered Spa Six Hours ten times, Classic Le Mans twice, the Mille Miglia, Ennstal Classic, Nürburgring Old Timer twice, Zandvoort Historic GP, Hockenheim DTM, Porto Historic Grand Prix, plus track days at Abbeville, Spa, Luxembourg, Chimay, Brands Hatch and

JOHNNY TIPLER

964 C2, BOXSTER S

Occupation: Freelance writer, author

Previous Porsches: Carrera 3.2, 964 C2

Current Porsches: Boxster S

Mods/options: Standard

Contact: john.tipler@paston.co.uk

This month: The Pig departs!



Above: An emotional Tipler hands over the keys to the Pig's new owner, Mike van Dingenen. Mike is very familiar with the PP having rebuilt the engine within the last 18 months. Left: A covered trailer to take the PP to Belgium after ferry breakdown



Left: the Peppermint Pig poses by the old pits at Reims. The 'ducktail' and Carrera script were both relatively late additions to the Pig's appearance. Black D90 wheels replaced heavy 'Cup' wheels for more nimble handling

Silverstone. As well as British specialists up and down the country, the Pig and I visited European companies as diverse as Ruf in Bavaria, Car Graphic and FVD in the Black Forest, and Van Zweeden in Holland.

It was on just such a mission that we first became acquainted. Love at first sight? Indeed it was! I'd gone with snapper Pete Robain to interview Erwin Kremer in Cologne and then on to see Michael Rook at his Leverkusen race shop. Centre stage among the high-end Porsche 911s in his showroom was a mint green 964. An RS, or so I thought, judging from its lowered demeanour and peculiar hue. After we'd done the interview I sauntered over to take a closer look. Intrigued, I spotted the sunroof, the back seats, and on checking the screen notes I discovered it was a regular C2, albeit set up by Rook's GT2- and Carrera Cup Championship-winning workforce. The £Pound was strong against the €Euro, and Michael Rook fancied repatriating my LHD 3.2 Carrera which Pete and I had travelled in, and a deal was struck. I went back a week later with my boy Jules to collect it, and we naturally headed straight for the Nürburgring. It was on German export plates, and therefore strictly verboten at the 'Ring in case you trash their barriers and leg it, so despite Ron 'RS trackdays' Simons doing his best to sneak us on in the 964, the best we could manage were ten

laps – in one of his Alfa 75s.

Not long after getting Pep Pig home I got banned for unwittingly picking up three of Mrs T's speeding violations (the family hack was in my name and we failed to notice that she'd been flashed three times by the same roadside camera). One of Pep Pig's first duties was to participate in a Brands Hatch track instruction day, which Mrs T drove and I photographed. It was snowy, and both car and driver acquitted themselves admirably under the circumstances.

The Peppermint Pig garnered several citations of its own, ranging from a 3-points-and-£60 rap for racing an unmarked Mondeo ST24 on the Huntingdon bypass, and more recently was caught just shy of 100mph on the A1M, earning Northallerton Traffic division a £1K payday. But its harshest punishment was mechanical rather than litigious – a cracked crankshaft, apparently sustained during a 160mph autobahn-style max-out. We ground to a halt with the catalytic converter on fire and the back bumper melting, but luckily someone had already alerted the fire brigade, and in no time a pair of appliances arrived and extinguished the blaze. The upshot was a secondhand 964 engine, supplied by Van Zweeden and fitted by Autowerke, getting us swiftly mobile so there was no blip in the school run. Yep, my two younger kids Alfie and Zoë attended Summerhill skule at

Leiston, a 1hr 15min drive each way from Norwich, accomplished every day for three or four years till they boarded. It was a routine bearable only in a 911.

So, the Peppermint Pig was a non-matching numbers car by now, but who cares when it's your daily driver. The mileage racked up, and there was a sense that with 350,000kms on the clock, she was growing a little tired. She was still happy to cruise the unrestricted autobahn at 120–130mph, (+/- 200kph), making the most awesome roar as we soared around the Germanic sweeps and turns; they've got their cambers so well sorted over there. And then an opportunity came up to have the engine rebuilt. A lot of our stories involve cars from Johan Dirickx' 911 Motorsport collection, centred on his twice-yearly Abbeville trackdays, and I'd been impressed by the skills and knowledge of his engine man Mike van Dingenen. So Pep Pig was booked into his Antwerp workshop, and a few weeks and at least one all-nighter later the car was ready. This was how a brand new 964 must have felt! Its first shakedown – at sensible running-in speeds, of course – was to our riverside house in northern Portugal. An overnigher from Plymouth aboard Brittany Ferries' luxury liner, and then quickly up into the Cantabrian mountains where she could really clear her throat and stretch her legs. She felt so alive on the fabulous new



Pig on the grid. The PP lines up with a bunch of other 964s from the 964 London Chapter at Spa Francorchamps

TECH: PROJECTS

Right middle: Spectating on the Monte Carlo Historic Rally. Below: Mysterious breakdown on the ferry to new custodian. Inexplicably it seemed that the PP didn't want to be separated from Johnny!



Autovia that straddle northern Spain and Portugal. Soon, a couple of defective O-rings meant a return trip to Belgium for Mike to fix, and then a new set of Bilstein dampers and Eibach springs were fitted by Shawn Taylor Racing. She drove even more like a new car, a bit more jiggly on the bumps but no less planted and secure in hard cornering. Though we attended track days – notably Abbeville, where PP did duty as a camera car on occasion – I was always loath to fully exploit her speed and cornering potential to the extreme: I harmed a road-going Alfa playing that game at Snetterton once; fair enough if it's a dedicated racer or trackday toy, but not when it's your regular wheels. No quicker way of trashing brakes, gearbox, clutch and tyres in short order. Talking of which, during my ownership of PP, I tried a number of tyre brands, from Toyo Proxes to Bridgestone Potenza, Continental ContiSports, and Michelin Pilot Sport Cups: all N-rated and subtly different in respect of ride, wear and grip, and hard to pinpoint a favourite. Mrs T runs non-N rated Falkens on the Boxster and they stick like glue so I'm not absolutely clear of the need for N-ratings at conventional speeds.

Pep Pig left the Zuffenhausen factory in 1991, and a twenty-something year-old 911 that's used all year round, come hail or shine, is going to incur some corrosion.

Enter Norfolk Premier Coachworks, who in 2010 administered a complete respray on all but the roof. The original plan was to do up just the front and rear bumper panels that succumbed almost weekly to some casual or myopic shunt-parker, but bossman Wayne declared the best result would be a more or less total repaint, and that's what happened. When a ducktail engine lid was sourced from Porscheshop he painted and fitted that too, along with a new rear reflector strip.

Other upgrades? 964 headlights were never its strong point, and winter school runs demanded better illumination. So Autowerke fitted a set of HIDS4U bulbs and igniters, and although they blew every now and then, the vastly improved beam justified installing them. Along the way it also received an FVD RS-style steering wheel, and matching mint-green dials from Julian Reap. Pep Pig's final acquisition during my tenure was a 964 induction kit supplied by Specialist Components of Wyndham. Fitted on a dyno'd up rolling road, it consisted of new injectors that spray rather than squirt the fuel, a new ECU and a Kevlar breather tube and foam cone filter. Amazingly, this lifted power from a healthy 260bhp to a saucy 280bhp, adding yet more zest to an already lively package and, seemingly, on our recent run to Monaco and back, better economy too.

And then something really odd happened. My snapping chum Antony and I were bound for Belgium to tackle a couple of stories. It was to be my last run with the Pep Pig so I was a little apprehensive, but the deed was done, and I was scheduled to deliver her to Mike v D at Antwerp. I filled up with fuel at Colchester and turned off for Harwich. To lose a tailgater I floored it after a roundabout but there was no power. At the dock she wouldn't rev above idle, and steadfastly refused to go through Stena Line's check-in and had to be shoved by hand through passport control. All this time Ant waited patiently behind in his GT3. Revving hard, I stormed the ramp onto the ferry, and then the engine died completely. A bunch of seamen pushed her into line behind a Discovery, and next morning as we docked in Holland its owner, a kind Dutch fireman, towed me off the ship and, comically, through Dutch customs. Mike was already there waiting with a covered trailer to pick her up and, guess what, she started and ran perfectly and hasn't given him a shred of trouble since. Was it just a duff tank of petrol? Whatever, she was clearly not keen to part company with me, and she made her point very plainly.

A couple of months on and I'm almost over her. Who'll replace her in the Piggery? Doubtless I'll snort something out. Watch this space, as they say. **PW**

CONTACT
The Pig would like to thank the following for looking after her:

Norfolk Premiere Coachworks: Kept the PP looking good porschenorfolk.co.uk

Autowerke Norwich
For fitting HID kit and generally looking after the PP for many years autowerkenorwich.co.uk

Specialist Components: For giving the PP an extra 20bhp, from their ECU kit specialist-components.co.uk

Porscheshop: For supplying the rather smart 'ducktail' spoiler porscheshop.co.uk

Bilstein/Eibach: Can't really mention one without the other, seeing as the Pig's suspension set up was a combo of the two bilstein.com, eibach.com

Reap Automotive Design: For the snazzy colour-coded dials reapautomotivedesign.com

911 Motorsport: For a comprehensive engine rebuild that gave 260bhp. The same as a 964 RS! 911motorsport.be

Shawn Taylor Racing: For the PP's suspension fettling and set up and recent servicing porsche-servicing-norfolk.co.uk



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A WINTER'S TALE

Progress on *El Chucho* has been slowed by a move of workshop. But the end is in sight as we finally get the engine fired up



KEITH SEUME

1966 912

Occupation:

Editor,
Classic Porsche

Previous

Porsches:

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

Current

Porsche:

912

Mods/options:

Six-cylinder
engine conversion,
etc.

Contact:

classicporsche
@chpltd.com

This month:

Firing up for the
first time; four-
wheel suspension
alignment and
finalising the
brake system

As the car now stands – ready to carry out the last few jobs underneath, including fitting rear anti-roll bar

Not a great deal had happened over winter, physically, that is. I'd done a lot of thinking and a lot of researching, but hadn't personally done too much to the car itself.

This is partly down to the fact that I don't do cold – I hate working on cars in cold workshops, with their cold floors, cold tools and coffee that goes cold before you get chance to drink it. It's also partly down to R-to-RSR's move of workshop, from their

former home at Heathfield, near Newton Abbott to a new purpose-built workshop, meaning the car spent a month or so in storage. One last job I did attempt before the winter shut down was to start the engine. You'd think that would be quite simple, and if I'd stuck with carburettors and a distributor, it would have been. Because I opted to go EFI, with an ECU and crank-fire ignition, I've been floundering in the dark. The problem is, there is no single on-line resource that gives you the whole story.

Lots of people have followed a similar course and been more than happy, but I found it hard to get to grips with technology which, I have to confess, is all new to me.

I looked at the installation on the car and couldn't see any reason why it shouldn't run, so hooked up my partner's PC laptop (just as well she owns a PC as all my stuff is Mac based) and tried cranking the engine over. The software supplied by Extra EFI who built the Megasquirt ECU didn't register a thing. Hmmm.



ITG made some period-style filters to fit the Jenvey fuel-injection. We love the overall look as it is reminiscent of the engine bay of an RSR

Tim Bennett came down from Leicester to help get the engine started for the first time. He's the Porsche owner I know who carries an oscilloscope in his car



After the exchange of a few emails, I plucked up courage and took the top off the ECU so that I could adjust two 'pots' as suggested. Try again. This time the software recorded the fact that something (not much) was happening. The reading from the crank sensor seemed rather irregular, so more advice was sought. I tried a new crank sensor (a generic Ford part used on many cars from Fiestas to Mondeo's, etc) but to no avail.

In the end, I sought the assistance of Tim Bennett on DDK, who has made his own EFI set-up using Triumph motorcycle throttle bodies. After much to-ing and fro-ing of messages, at his recommendation I've finally decided to take a step backwards in technology and use a Ford EDIS module in the circuitry, which Tim reckons will smooth out the signal from the crank sensor.

Tim agreed to come down to Devon to help me get the engine fired up and, after

checking and rechecking everything, the only fault he could find was a loose pin in a multi-plug on the coil pack (another Ford item, this time from a Mondeo V6). So, a twist of the key and the engine finally coughed into life.

What a great moment that was! It now starts and idles, and Tim was about to make a start on roughly mapping the ECU when we noticed a fairly persistent oil leak from behind the right-side cam-chain housing. That brought play to a premature end, but it's a start!

Andy and Paul at R-to-RSR have been doing some work recently, including finally getting the rear brakes connected and bleeding the system, adjusting the clutch and making a cover for the fusebox. It's a big step forward psychologically to now have working brakes – a working engine will be a bonus, too!

At the end of last year, I treated myself

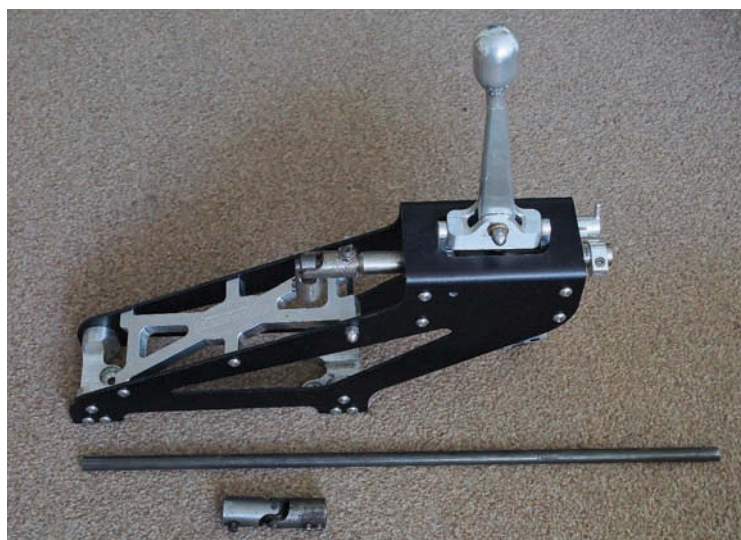
(and the car) to an early Christmas present, in the form of a used but perfect Hargett Precision shifter. I fell in love with these when I first saw one a year or so back – the beautifully-made billet-aluminium design raises the gear lever so that it is much closer to hand.

The stock 901 dog-leg shifter is too far forward to be comfortable for me, so the Hargett system is ideal as it also brings the lever back a little closer. In addition to relocating the shifter, the Hargett design also reduces the throw of the lever and adds a reverse lock-out, which is useful on a dog-leg gearbox.

Finally, I've also had a pair of period-looking foam air-filters made for the car by ITG. They'll suit the hot-rod look perfectly. But more of that next time – when I also hope I can report how the car drives.

Contact: www.r-to-rsr.com

Prot tyre in Exeter carried out a full four-wheel alignment. This was another task crossed off the final 'to do' list prior to getting the car on the road



New shifter from Hargett Precision is a real work of art. It raises the lever and brings it back closer to the driver. Reverse lock-out is a bonus on a dog-leg box

The brakes have now been plumbed in and the whole system bled. It remains to be seen whether the 23mm master cylinder is correct, or will need to be swapped back to a 19mm one

OH DEAR, WHAT HAVE I DONE?

Master of the unfinished project, *911&PW* Studio Manager, Pete Simpson has really gone and done it this time. Under the hideous exterior is a 1973 2.4T Targa. Question is, will he ever get it looking like one? Oh, and he bought it on eBay!



PETER SIMPSON

911 3.4 & 2.7

Occupation:

Studio Manager,
CHPublications

Previous Porsches:

996 C4, 944S2

Current Porsche:

911 2.4T, 3.2 Carrera

Mods/options:

Plenty, but they're all

coming off

Contact:

pete@chpltd.com

This month:

The new project has arrived and a project it certainly is. The front wings have been cut off and the spoiler has been unbolted. The rear quarters are currently being drilled off. The aim is to return it to its original 1973 narrow-bodied Targa glory

As it arrived on the trailer. Someone, at some point, actually thought this looked good. Undeneath it all lurks a 1973 narrow body Targa

I've been itching for something else while my 3.4 Carrera Targa backdate has been slowly moving forward, so I started looking, as you do. Actually I never stopped looking and I desperately wanted a 996 Turbo, but couldn't find the right car for the budget I had. So what have I done now? I've gone and found a right old snorter, to put it less than politely. But I suppose this all depends on your taste, of course. Back in the '80s and '90s it would have been

super-cool, but for the purist it is all a little upsetting, although I'm definitely not one of those yet!

So how did I get here? Well, I found myself moving spare parts around the garage, which were from my Targa backdate project, and thought: "What's the point of selling off these parts when I could bury myself straight into another project?" So I have.

This butchered 911 started life in Stuttgart in 1973 and was ordered for

delivery to the Canary Islands where it lived happily in the sunshine until around 1989, when it was imported into the UK for someone to give the poor car hell. It's a 911 2.4T Targa, or at least started out that way. The engine has been changed for a 2.7; not a bad thing, but it would have been nice to have the original 2.4 sitting back there. Worse, though, is the goppingly awful bodykit and the right-hand drive conversion. Like I said, someone must have thought it looked good... And where did I find it? Ebay



Wide, wide, wide! The conversion is all in steel and needs to come off. A sleek narrow body is a must for this project, and as for the giant spoiler? It just has to go...



of course, and for a song.

The interior has been robbed. It should have had black leather with dog tooth centres. The Fuchs wheels have gone and the colour has changed a few times from the original Ivory to the current black.

As I scribble this my brain is going into overdrive and the words keep coming back: "What have I done, what have I done?" But I couldn't help myself, I needed to save it and save it I will. All those wide panels are coming off and the narrow sleekness of the

Targa will be back. I already had a spare pair of front wings and a pair of Dansk rear quarters, sills and kidney bowls. A steel front bumper is on its way from Dansk and I already had spare rear bumper quarters. The 15in Braid split-rims have magnesium centres but don't suit what I'm going for, so they will be sold to fund some Fuchs.

I'll be replacing all the bushes, brakes, ball joints, top mounts, engine mounts and give the wishbones and the banana arms a shot blast and paint up. I'm planning to

replace the suspension and then turn my attention to the interior with a retrim. I will be looking to get the Weber carbs rebuilt and give the 2.7 a new set of leads, plugs, dizzy cap and rotor arm, along with a fresh oil change.

The rationale behind all this? Well, ultimately it's a pre-impact bumper car and, underneath it all, it's pretty solid. Such is the ever increasing value of these cars it's worth doing, and I was never going to get into a '73 car without taking a punt. **PW**

Above: RHD conversion is a bit of a bodge, so will be converted back to LHD. Engine is an unknown quantity, but looks clean enough

Below: Front wings cut off at the welds. Rear spoiler removed and already it's looking better!



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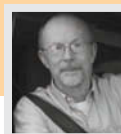
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TECH: Q&A

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OLLIE PRESTON
RPM Technik

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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SWISS-REGISTERED 993 WILL HAVE TO BE 'ANGLICISED'

Q Having lived in Switzerland for several years, I shall be returning to live in the UK shortly. I will be importing my 1995-model 911 Carrera Cabriolet. What technical issues might need to be addressed in order to have the car registered in Britain?

The two most obvious items I can think of are converting the headlights for left-side dipping, and also fitting a miles-per-hour speedometer. Because it is a Swiss-registered car, the current dial indicates only km/h. The lights are beginning to look a little past their best, and I would be interested in fitting improved versions.

I would naturally be grateful for any advice you can give, and also your suggestions as to a Porsche specialist in the Exeter area of Devon to help me look after my car.

Tony Tillyer, Switzerland

A **Julian Reap, Reap Automotive Design:** Technically, you need a dual-scale speedometer face that can be read not only in daylight but also at night. I do know of some cars here in the UK that still have km/h speedometers, and manage to pass an MOT test every year, but the laws are being enforced more rigorously these days. (*Sounds like I might have to change the speedo in my left-hand-drive 994, then. – CH*)

We have printed factory-style speedometer faces for a number of cars that never had an mph

speedometer, such as 'Nismo' Skylines and Ferrari F40s. A growing part of our business over the past 15 years has been producing factory-quality gauge faces for trade and private customers. Prices start at £130 for Porsche models. You can get more information about all of our services and products at www.reapautomotivedesign.com.

Another way round the situation would be to install a complete second-hand, UK-specification mph speedometer, but ideally in a vehicle of this nature the mileage would need resetting to match the distance (converted from kilometres) already covered by the car.

A **Chris Horton, 911 & Porsche World:** You don't say whether your 993 has standard halogen headlight bulbs or Litronics, but we shall assume the former – they were certainly more commonplace. New from Porsche, a pair of left-dipping standard headlamp units will cost £1224.78 including VAT, and even from Euro Car Parts (www.eurocarparts.com) you are looking at £588.04 for the left-side lamp, and £575.94 for the right. That is a total of £1163.98, again including VAT. Design 911 (go to www.design911.co.uk) sells the lamps individually for £546.05 apiece, or an actually pretty reasonable £899 for the pair.

Litronics, unsurprisingly, will be quite a lot more expensive to replace: £2261.56 per pair from Design 911 for those cars, such as yours, built before

the 1996 model year, or £1623.46 for the very last 1997-model vehicles. Buy the same items from Porsche and you are looking at around £2714. (All these figures include VAT.) I would probably either downgrade to the standard system, or additionally fit Design 911's so-called LIGHTKIT12: two new light units and a plug-in, xenon-based HID set-up for £999 inclusive. That will fit all 993s, both early and late. An HID upgrade kit for standard lamps is also available from Norwegian company Bergvill F/X (www.bergvillfx.com) for US\$130.00; more details on that on page 83 of the February 2015 edition of the magazine.

The second-hand market offers some saving, but not as much as you might hope. Lancashire-based 9-Apart quoted us around £600 per pair (no VAT) for left-dipping standard halogen lights, and we suspect that you would have to search long and hard on the usual Internet auction sites – and/or be

lucky – to find anything much cheaper.

Whatever route you take you may, of course, be able to defray some of your costs by selling the old headlamps (although I would be strongly inclined to keep them with the car – just in case) and, as you may well know already from changing a bulb, the good news is that the lamp units are simplicity itself to remove and then refit. Just release the two special levers inside the front compartment – one on each inner front wing. Would that all manufacturers had adopted a similar system.

As for an independent in the Exeter area, our first suggestion would be Braunton Engineering (01271 814144; www.brauntonengineering.co.uk), just north of Barnstaple. Not exactly on Exeter's doorstep, I know (although you may well be based north of the city in any case), but it's a nice drive across country, and with an inherently reliable 993 one hopes you won't need to be going there too often!



This query made Chris Horton suddenly realise that his own long-dormant LHD 944 will probably need a UK-specification speedometer when it goes back into service. Odometer seems to be having a pretty serious bout of amnesia, as well. Has anyone else experienced this odd 'blanking' of one or more of the counter's digits?

FAST CAR; 'BIG' LIGHTS (AND AN EVEN BIGGER TRAIN...)

As a freight-train engineer, working mostly at night for the Canadian National Railway in Québec, I can tell you that seeing your way ahead is of the utmost importance, even in a car. (The locomotives I drive have two-stroke General Motors or General Electric diesel engines, with around 4300–4400bhp. The longest train I have driven measured 11,985 feet from end to end, and weighed a total of 18,750 tonnes.)

Like Simon Hardy in your March 2015 issue (page 113), I too was tempted by the

Bergvill T-Light kit for my 1997-model 993 Carrera 'S'. Thanks to Amazon Prime I got mine for just 140 Canadian dollars, although I have not had the opportunity to install it yet, because the car has been stored away through the long winter we have over here.

I am looking forward to the likely improvements, though, because the fact is that the standard halogen bulbs are just not very good. Indeed, last year I completely disassembled the two headlights to clean the interior of both glass lenses, and also

the reflectors – both of which were tarnished and therefore slightly foggy – but that made no discernible difference. That's why I ordered the Bergvill kit.

So far my 993 is otherwise standard, apart from Koni Sport dampers (their 1140 kit) in place of the original Monroe units, and H&R springs, which lowered the suspension by 30mm, and give both great looks and superb handling. What more can I tell you? Just that I am looking forward to when spring finally arrives. I cannot wait to drive my

dream Porsche again!

Thanks for an excellent magazine. I have read it every

month for eight years now.

André Lapointe, Lévis, Québec, Canada



What do you drive on the road, when your job is at the sharp end of a 4400bhp, 18,000-tonne freight train? A modified 993, of course!

LEAKING 997 'TANDEM' PUMPS: NINEMEISTER HAS GOT THEM COVERED

Q My 997 Carrera 2 has developed a significant oil leak from the right-hand rear corner of the engine, which I am reliably informed is coming from the pump which generates the partial vacuum upon which depends the servo assistance for the braking system.

My initial enquiries suggested that the job would probably cost me around £750 including VAT at a Porsche Centre, so I started casting around for an independent to do it a little more affordably.

A suggestion from a fellow Porsche Club Great Britain member led me to your excellent how-to story in the October 2014 issue of *911 & Porsche World*, and from which I learned that the problem is almost certainly due to nothing more complicated than good, old-fashioned corrosion, in this case of the pump's integral cover. And which, of course, is not available as a separate item.

I am prepared to spend a reasonable amount of money looking after my Porsche, but at the same time I am understandably reluctant to do so in the knowledge that the component I am buying to rectify a problem is intrinsically no better than the one it replaces. And relying on a squirt of rust-preventing fluid seems a little optimistic.

Peter Hayes

A **Chris Horton, 911 & Porsche World:** Colin Belton at Ninemeister in Warrington, Cheshire, has recently developed exactly what you – and many other 997 owners – are looking for. Beautifully machined from a solid billet of stainless steel, it is a direct replacement for the ordinary mild-steel cover on a Gen 1 997's vacuum pump – also known as a tandem pump. (Both the 996 and the Gen 2 997 use a different system, and so are not affected by this issue.)

Fitting requires the removal of the pump from the engine (itself not always as easy as it ought to be, certainly with the power unit still in the vehicle), and then carefully separating from it the old and rusty cover. But that latter part of the task is not particularly difficult, we are told, and with the job done you can then simply forget about it.

There is a worthwhile cost saving, too. From Porsche a new original-equipment tandem pump is currently priced at £390.77 including VAT, and you will be looking at around three hours' labour, at roughly £360 inclusive. An independent will charge around £650 including parts, labour and VAT. The Ninemeister cover, though, costs just £198 including VAT (or £210 if you add the two rubber seals you will need, and special stainless-steel fixing screws), and while you might incur an extra charge for the time taken to swap the covers, that should add relatively little to the overall bill – with the obvious advantage that you should never have to do the work again.

More information from Ninemeister on 01925 242342, or else at www.ninemeister.com, and we understand that covers are also available – or very soon will be – from Euro Car Parts (details at www.eurocarparts.com). See also the how-to story in the October 2014 edition of *911 & Porsche World*.



It naturally struck us how wasteful it is to have to throw away a presumably perfectly serviceable brake-booster pump (left), just because the exposed mild-steel cover has corroded and become perforated, leading to yet another engine oil leak. But Ninemeister's Colin Belton had already accepted the challenge, and has now come up with this beautifully made stainless-steel cover (left). Price is around £200 plus fitting (see text above), offering a worthwhile saving over the cost of a brand-new standard pump from Porsche – which would obviously be no more rust-proof than the one that it replaced

SOUTH AFRICAN 944 CAN SURELY BE BROUGHT BACK TO LIFE

Q I have a 1984 944 that has been standing unused for about two years. It is covered, and under a roof. It was perfectly driveable before it was left standing. It was rolled forwards and backwards occasionally, to help prevent the brakes from rusting and seizing up. How would I now go about getting it back on the road? What needs to be done, and in what order? Thanks for your help. Keep up the good work with your excellent magazine.

Neels Bornman, Bloemfontein, South Africa

A **Chris Horton, 911 & Porsche World:** I am well placed to answer this question, since I am currently doing my best to get my own long-dormant 944 back on the road. And to my shame that has been standing outside, here in the famously cold and rainy UK, for rather more than two years. More like eight, actually.

The first thing to do, I always feel, is to get the engine running. Check the oil and coolant levels, topping up as necessary. Refit the (fully charged) battery, or better still buy a brand-new one. Make sure that there is a reasonable quantity of fresh fuel in the tank. Any that had been left in there might have 'gone off' by now (although after just two years it should be OK), but obviously you need to take great care if you drain it. Assuming that it is not a large quantity, I would be inclined simply to add a couple of gallons of fresh petrol, and just see what happens. You might be lucky.

Before you attempt to turn the engine on the starter, however, I would advise removing both the top section of the camshaft-belt cover and the four spark plugs. Then, using a 24mm socket on the bolt inside the crankshaft pulley, slowly rotate the crank in the normal direction (clockwise, as seen from the front of the car) through at least four full turns. This will enable you to check the integrity of the toothed rubber drive-belt (and perhaps to renew the distributor cap and rotor arm, too), and gently get the pistons and rings moving in their cylinder bores again.

(A squirt of oil or WD-40 into each bore might no go amiss, either.) Check the condition of both the generator and power-steering belts, as well – and not least the level of the fluid in the steering reservoir.

If all seems OK, refit the plugs (new ones, ideally), connect the battery, and turn the key. All being well, the engine will fire and you can let it warm up to its full operating temperature at a fast idle, periodically getting out and checking for oil, coolant and possibly fuel leaks. It would be a good idea to have a fire extinguisher handy if you are of a particularly nervous disposition. Work the steering from lock to lock a few times to make sure that is working normally. Make sure that there are no airlocks in the cooling system, especially if you had to add a significant quantity of liquid, by loosening off the bleed screw on the top of the elbow at the front of the cylinder head. Don't forget to tighten it afterwards.

The only other important area that might need attention after this period of inactivity is the brakes – and sensibly you need to treat them with suspicion until they have proved themselves to be working entirely correctly. From what you say it sounds as though the wheels are currently free to rotate, but that doesn't mean that a piston(s) won't partially or even completely seize, or that a seal won't start leaking, once you begin actually using them. Check the hydraulic fluid level, of course, and make sure that the pedal is sufficiently firm (and which action could itself instigate that seizure and/or leak).

After that it's really just a case of working your way through the entire car, checking for any obvious corrosion or non-functioning systems, or individual components that look as though they might be about to fail in the near future. Don't forget the tyres, either – they will probably need inflating, and you must make sure that the sidewalls are not dangerously perished. Here in the UK the annual MOT test is as good a way as any of assessing a car in this situation (and at around £50 remarkably good value, too), but perhaps you have a different system in South Africa. Either way, assuming that you can get the car there safely, even a non-specialist garage ought to be able to carry out a similar inspection for you relatively cheaply. Better safe than sorry.



If Horton's 944 can be persuaded back into life – and he is on the case even now – then one that has been garaged in South Africa for just a couple of years should be no trouble at all. See above

997'S ANNOYING SUSPENSION KNOCK

Q I am a 911 & *Porsche World* subscriber and avid reader from Costa Rica. Your Q&A section is one to which I look forward every month. My current Porsche is a Gen 1 997 Carrera 'S', with 26,000km (around 16,000 miles) on the odometer.

I keep my car very clean in all senses – I have even had the warranty extension for the whole 10 years. The car is as fun as the day I got it, and I am very happy with it. This car, as I believe did all 997 'S' models, has both the Sport Chrono package and PASM.

For the past few months there has been a knock in the left-hand front suspension, and I also feel the front end becoming 'loose' at over 150km/h (about 90mph). I had the suspension serviced, and the dealer did not find any leaks in the dampers, and if I push down on the left-hand front wing the suspension certainly seems stiff enough.

We have realigned the car to different settings, changed both front suspension towers, and all the mounts and parts that go with them, but excluding the dampers.

The knock is still there, though, and it is felt on both of its two suspension settings, ie Normal and Sport.

Do you think that it could be the dampers at fault? Have you heard of this issue before? If it turns out that I do need new dampers, are there after-market options for this PASM suspension that may work better than OEM?

David Filloy, Costa Rica

A Paul Stacey, Northway Porsche: It is quite common to experience knocking noises such as you describe from both the front and rear ends of the 997. Normally this doesn't have a great effect on the way the car handles if you are using it just as everyday transport. (Not on the track, in other words.)

We have had a few instances when it has been the PASM damper itself that causes the noise, but in most such cases the noise changes slightly, or even disappears, when the system is switched in or out of Sport mode.

But the most common issues are with the longitudinal

control or so-called tuning-fork arms. These arms bolt directly to the chassis and then to the main lower suspension arms to prevent them from moving forwards and backwards. The ball-joint which is located at the chassis end wears and makes a knocking sound. Here in the UK the front arms themselves cost £145.62 each plus VAT, and don't take very long to fit. The part number is 997 341 043 00.

Before you spend any hard-earned money, though, the first thing you should do is disconnect the front anti-roll bar's drop links, because the other common fault is for the

roll bar itself to wear thin on the inner bushes. By disconnecting the links you will release the pressure on these mounts – but obviously the car won't handle as it was meant to, so no high-speed driving; it's just for test purposes! You may find that new bushes can help for a short time, but eventually you might have to replace the anti-roll bar itself.

A Chris Horton, 911 & Porsche World: As far as any after-market suspension systems are concerned,

we would suggest Öhlins or Bilstein, and Eibach for springs alone. Quite how and where you might obtain these companies' products from within Costa Rica I couldn't say, but were you based here in the UK I would suggest Design 911 (www.design911.com) for Öhlins, www.bilstein.com (which will lead you to a suitable website for your region), and likewise www.eibach.com. Don't forget the US-based Elephant Racing, either (www.elephantracing.com); it has a very wide range of tuning hardware suitable for the 997 in all its forms.



Costa Rican 997 has a relatively low mileage to be suffering from knocking suspension, but it could be just worn longitudinal locating arms – or even the anti-roll bar wearing thin in its mounting bushes

EARLY 911'S CRACKED DOOR NOW FULLY REPAIRED

Two months ago I ran an item here explaining how – and no less crucially why – Auto Umbau proprietor Robin McKenzie was having to spend some considerable time painstakingly repairing the front end of an early-911

door shell, as a result of the check-strap securing screws having worked themselves loose. Suitably encouraged by the recognition, and perhaps the prospect that the story might help others avoid the same problem, Robin

duly finished the job – and then sent me these photos of his own to show how effectively invisible the repair now is. Which, of course, is exactly how it should be in any car, and especially one of this nature and quality

(but sadly so rarely is). If you would like him to do the same job for you – and see also his kidney-bowl masterclass on pages 138–141 of the May edition – call 01525 861182, or go to www.classicporsche.com.

Leave your early 911's door check-straps loose for any length of time and you will be looking at a complex and potentially expensive repair. The moral is clear: prevention is always better than cure



PRECAUTIONARY UPGRADES FOR GEN 1 997

Q I corresponded with you recently about my Gen 1 997 Carrera 4S.

I have owned the car for nine months now, and its mileage stands at around 37,000. I have done a number of jobs to it already, and feel that I have it pretty well sorted. It's a car I plan to keep for a while.

The next thing I want to do is make the change to Evans Waterless Coolant, following your recent excellent article on the subject, and also to install a new exhaust system.

Can you recommend a specialist in the northern part of the UK who could carry out a cylinder-bore inspection of the engine, to ensure that all is well before I change the coolant and the exhaust system? (I live in central

Scotland.) I imagine that this can quite easily be done via an endoscope these days?

Andy Allen, Aberfeldy, Perthshire

Chris Horton, 911 & Porsche World:

A I think installing EWC is an excellent idea. It is relatively more expensive than conventional anti-freeze (typically about £600 all told, if you have the installation carried out by an independent specialist), but a great deal cheaper than a replacement engine, and I am convinced that it offers a significantly increased level of protection against the probably very localised overheating that so often 'does' for these later power units.

Yes, many Porsche

specialists now routinely use endoscopes to check the cylinder bores. It's a relatively straightforward process, after the removal of the coil packs and spark plugs (and that obviously gives you a good excuse – or opportunity – to change those parts if necessary), and given the ready availability of affordable endoscopes these days (Sealey, for instance, do several) is within the capability of a competent and fairly determined DIYer. We covered the process in a how-to story in the April 2014 issue, and although the specialist who did the work for us back then (RPM Technik in Hertfordshire) probably wouldn't be of much use to you, up in Scotland, the article should give you a clear idea of what's involved. Let us know if you need a

PDF copy of the story.

I don't know whether that is the kind of job you would tackle yourself, but if you still need an independent I can say now that we have heard

good reports about D&G Motor Engineers in North Shields on Tyneside (0191-340 6454); www.dandmotorengineers.co.uk). I hope they might be near enough for you.



This 2008 car won't warrant an IMS upgrade – it has the larger item, which cannot be changed without stripping the engine – but 'scoping' the bores, and using waterless coolant, would be well worth the cost

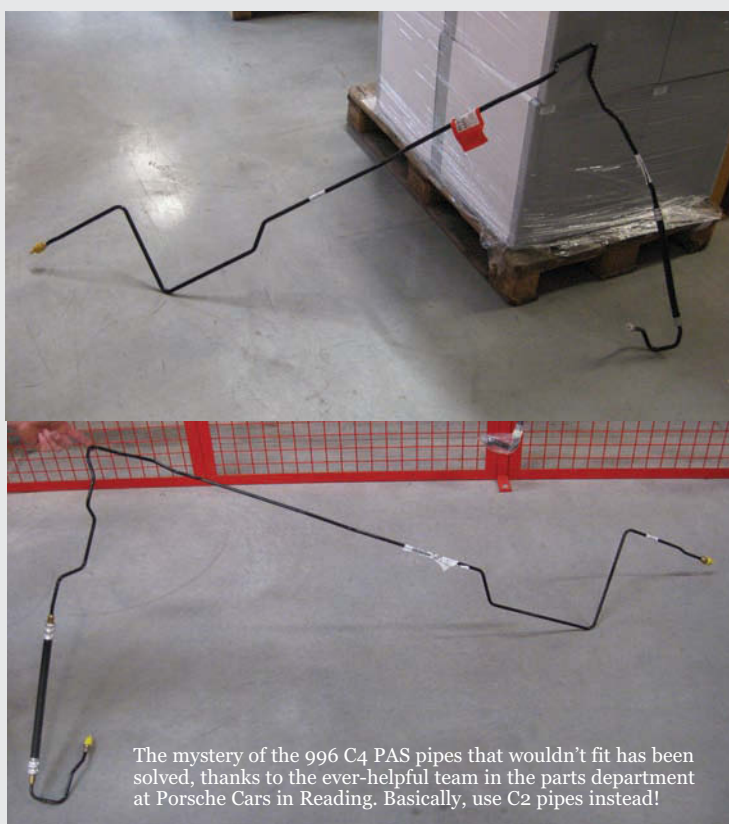
996 POWER STEERING PIPES: IT'S NOT WHAT YOU KNOW, BUT WHO YOU KNOW

Neil Chandler, a member of the team in the parts department at Porsche Cars GB in Reading, has very helpfully been in touch to try to help us sort out the on-going mystery of the 996 steering-rack pipes. Reader John Barker, you might recall from these pages in both the April and May 2015 editions, was having trouble buying exactly the right hydraulic lines when ordering them against his Carrera 4's VIN, or chassis number. They were basically the right shape, he reported, but plainly for a slightly different vehicle variant, with mounting points in different places.

Simply put (and itself something of another mystery, but we'll let that pass), it seems that if you own a similar car – a 1999-model 911 Carrera 4 in John Barker's case – you will probably have to order pipes for a contemporary Carrera 2. And I use the word 'seems' and 'might' because I still find it hard to believe that Porsche, with all its technical expertise, should have got a detail

such as this apparently wrong. Either way, Neil is suggesting part number 996 347 452 08 for the high-pressure pipe (John Barker had been supplied – entirely correctly, according to the Porsche numbering system – 996 347 452 09), and 996 347 450 11 for the return. (We don't know what John had been given when he later bought the return line, but again it was plainly slightly the wrong shape.)

I have, needless to say, passed all this information on to John Barker, whose heart-felt query began the whole story in the first place, and I hope to hear back from him in due course. In the meantime, it will probably be worth apprising your own Porsche Centre's parts department of this situation, which they will surely be able to corroborate with Neil or one of his colleagues at Reading, who they will most likely be on first-name terms with already. It's always good to have contacts in high places!



The mystery of the 996 C4 PAS pipes that wouldn't fit has been solved, thanks to the ever-helpful team in the parts department at Porsche Cars in Reading. Basically, use C2 pipes instead!



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DETAILING SCIENCE: PART NINE

HEADLIGHT
RESTORATION

TIME REQUIRED 1-2HRS PER LIGHT DEPENDING ON CONDITION

Misty, faded plastic headlights are the scourge of the modern Porsche, but needn't be. Like anything that's gone dull, they can be rescued by polishing the top layer of plastic. It takes a bit of effort, and several grades of wet and dry, plus polishes and potions, but it's worth it

Clear plastic, be it a convertible rear window or headlight, has a habit of going misty over time. The plastic decays primarily due to UV light from the sun, but machine car washes and driving at speed also take their toll. The good news is that they are repairable. Mike Ashby from Happy Headlights (happyheadlights.co.uk) near Cranbrook in Kent has done literally hundreds of lights and has kindly explained how the process works using a pair of lights mailed in by a Porsche owner.

As you can see from the images, although the lights are by no means the worst we've seen, they are starting to go around the edges and the customer wants his car to look perfect. If the lights are still on the car, the first step is to use masking tape to protect the surrounding rubbers and bodywork. As the process can be a little messy, it's well worth covering all the surrounding bodywork and not working in your front room. As the lights are off the car in this instance, Mike has used a collapsible work bench and some bungees to secure the units.

The first stage is to wet sand the lights by hand, starting with 1000 grit paper to get rid of any deeper scratches, and going through to finer 3000 grit paper. There's some skill involved in wet sanding, but the key is to make sure you use plenty of water (pre-soaking the paper is a handy tip too), and letting the sandpaper do the work. The lights will actually look much worse having completed the wet sanding, but fear not, they will improve. The left lower photo was taken after the 3000 grit stage. Mike used the 3M

range of sand papers as they hold together very well.

After the sanding, Mirka foam was used, which has an equivalent grit rating of 4000 and bridges the gap between polishing compounds and sandpaper. The next step is to use polishing compounds to refine the finish and restore the clarity. The compounds used are the same as what many detailers use on paint, in this case Mike used the Scholl Concepts range, starting with S3 Gold, then S17+, then S30, and finally S40 – going from coarse to fine just as he did with the sand paper. To work the compound, Mike uses a Flex PE14 Rotary polisher equipped with a foam backing plate to help with the intricate angles on headlights. While this is a popular workhorse among detailers, Mike employs smaller pads than one would when working on bodywork, with Lake Country being his favourite for this application.

As you can imagine given the number of steps involved, it can take up to two hours to do particularly decayed or intricate lights, but the finish really makes all the effort worthwhile. However, though the lights now look like new, Mike's work is not complete.



As he offers a 12-month warranty on the work, he reiterates the importance of sealing the lights to stop them returning to their former state for as long as possible. Paint sealants and some waxes have UV filters, which are key to maintaining the lights. Mike uses Chemical Guys Jetseal 109 and Swissvax Shield to protect the lights for as long as possible. Regular application can protect the lights indefinitely. As it happens he is currently experimenting with a permanent protection solution using a specialist clearcoat, but it's still in the R&D stage at the moment.

Above: Before and after. The difference is, quite literally, clear to see and well worth the effort, particularly as when the lights get too bad they could fail an MOT

Kit List

Chemicals – Scholl S3 Gold/S17+/S30/S40 (envyvaleting.co.uk); Swissvax Shield (allgoodcarcare.co.uk); Chemical Guys Jetseal 109 (elitecarcare.co.uk)

Hardware – Blue 3M Masking Tape, 3M Sandpaper, Flex PE14, Lake Country Pads (i4detailing.co.uk); Mirka Abralon Sanding Pads (polishedbliss.co.uk); Happy Headlights (happyheadlights.co.uk)

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TECH: BUYERS' GUIDE

930 TURBO

The original Porsche '70s/'80s supercar was the poster on many a bedroom wall. The bargain years of the 930 Turbo are over, but it's still comparatively good value compared to many air-cooled classic Porsches. Here's our guide to bagging a good one



WHAT TO PAY:

The 930 Turbo was in the doldrums for many years, but predictably prices have been rising for some time now, on the back of the general air-cooled boom, and in line with the Turbo's supercar/Athena poster status. Decent cars start at around £50,000 rising to £80,000, but exceptional cars can be a lot more. Beware though, not everything out there is good and only buy from a specialist Porsche dealer, whose reputation is only as good as the cars that they stock and sell. Plus, you'll get a warranty.

The word 'iconic' is greatly overused these days, but it's unlikely anyone will question the status of what has to be a real landmark in Porsche history: the 930 Turbo. Launched in the autumn of 1974, the project began life as a design study shown in Paris a year earlier. There were doubts as to its viability, given that the west was in the midst of an oil crisis, with restricted speed limits introduced in some markets to preserve dwindling fuel stocks. Initially, the idea was to sell a limited number of stripped-out lightweight Turbos but the 'bean counters' had other ideas, suggesting they be sold as well-equipped range-topping luxury models. The accountants won the day, and the Turbo became the star of Porsche's line-up.

The reaction to the Turbo was dramatic – it was a supercar in every sense yet, like so many Porsches before it, the new model proved to be practical. It was a car you could use every day, safe in the knowledge that it wouldn't let you down. Then, at the weekend, you could drive to the south of France in air-conditioned luxury, cruising

effortlessly at three-figure speeds for hours on end. It was a perfect all-rounder.

Porsche's Turbo may not have been the first production car to be turbocharged, but it's certainly the one most people remember. It was truly a ground-breaking design.

PRODUCTION & MODELS

The Turbo's roots can be traced back to the Frankfurt motor show of 1973, when Porsche displayed a prototype to test public reaction to the idea of a road-going turbocharged 911.

The bodywork was influenced by the new IROC Carrera 3.0RS, and there was talk of a 160mph top speed. The only problem was that a recession was looming. Porsche, however, steamed ahead and launched the production version at the 1974 Paris Salon d'Auto.

The original Turbo came with a 260bhp 3.0-litre flat-six (US models came with just 245bhp) and a four-speed gearbox. Then, in August 1977, the engine capacity was increased to 3.3-litres, and power output to

300bhp.

In July 1979, the Turbo was dropped from the North American market, but reinstated in August 1985, with a revised and upgraded engine management system. At the same time, Targa, Cabriolet and 'slant-nose' versions were launched. In October 1988, a five-speed gearbox was introduced.

The 930 series finally came to an end in July 1989, to make way for the new 964 Carrera C2-based replacement.

STYLING/BODYWORK/INTERIOR

In the 1970s, just about every teenage boy had one of two posters affixed to his bedroom wall: it was either of a tennis player scratching her backside, or a black Porsche Turbo. They were objects of adolescent fantasy in almost equal measure...

Beneath the wide-body styling lay the basic body structure of the H-programme (1975 model year) 911. The major differences between the Turbo and its



Interior is classic 911 and was considered to be quite luxurious in its day. Being the flagship 911, many had air conditioning, which is a must for those trans-continental trips

normally-aspirated siblings were the widened front and rear wheel arches, and the iconic 'whale-tail' rear spoiler. There was also a revised front valance, incorporating a deeper, wider front spoiler.

The arches were deemed necessary to cover the 7J and 8Jx15 Fuchs wheels. The aerodynamic aids were judged necessary to keep the beast on the road... The 'whale-tail' gave way to a 'tea-tray' in 1978, the larger wing being needed to accommodate an intercooler – and to provide even more downforce...

ENGINE

At its launch, the 930 Turbo was offered with a 2992cc engine (with the internal code 930/50) producing 260bhp. The bore and stroke was 95mm x 70.4mm.

The crankcase was cast from aluminium, with Nikasil cylinders and stronger forged pistons. The compression ratio was set at a turbo-friendly 6.5:1. Bosch K-Jetronic fuel-injection was used.

In 1976, a by-pass valve in the inlet system helped to smooth out the transition between off- and on-boost.

In 1978, the engine capacity was

increased to 3.3-litres (3299cc) thanks to a new crankshaft with a longer stroke of 74.4mm. At the same time, the compression ratio was raised to 7.0:1 and an air-to-air intercooler fitted, helping to boost power to a genuine 300bhp.

In 1986, the original and by now revised K-Jetronic fuel-injection was replaced by the more modern DME, or Motronic, system in an effort to reduce emissions, thereby allowing the Turbo to be sold on the US market once again.

TRANSMISSION

The Turbo's transmission, code 930/30, was a four-speed unit based on the design of the long-lived 915 gearbox. But it was far stronger than its sibling – 'bulletproof' comes to mind. In 1989, the 3.3-litre 930 was offered with a five-speed G50-series transmission, as used in the new 3.2 Carrera model. With the advent of the larger engine came a new clutch, which necessitated moving the engine back by 30mm. This clutch, with its rubber centre designed to reduce gear 'chatter' at idle, proved prone to early failure.

The flared arches and 'tea-tray' spoiler seemed huge at the time and are what define the Turbo's shape

SPECIFICATION

Porsche 911 Turbo

Engine: 3300cc flat-six
Transmission: 4/5-speed manual
Max power: 300bhp at 5500rpm
Max torque: 317lb ft at 4000rpm
Brakes: Vented discs. 304mm/309mm front and rear
Wheels & Tyres: 7x16in (f), 9x16in (r). 205/55xVR16 (f), 245/45xVR16 (r)
Weight: 1335kg
0–60mph: 5.2 secs
Top speed: 161mph

WHAT THE PRESS SAID

"At 155mph the Turbo seemed only then to be getting into its stride; it was still accelerating strongly. We left the Porsche with the firm impression that if we had to select a car for a major high speed, long distance trip the Turbo would be the one to choose"

Autocar, 1975

"The real achievement of the Turbo is its supreme practicality. It is as much at home dawdling along the High Street as it is flat out on the Autobahn. In our opinion it is probably the best example of precision engineering on four wheels"

Motor, 1979

PARTS PRICES

(Prices supplied by grouptyre.co.uk and carparts911.co.uk)
Tyres (each) £186.99 front, £203.49 rear (Continental N rated))
Front pads (set): £78.50
Front discs: £97.20 (each)
Distributor cap: £23.10
Ignition leads: £218.40
Dampers: £141.60 (f) £165.00 (r)
Clutch kit: £666.00

SERVICING

(Prices supplied by Northway Porsche: northwayporscheld.co.uk)
12,000-mile service: £240.00
Brake fluid change: £50.00



TECH: BUYERS' GUIDE

SUSPENSION

The Turbo's suspension was derived from that of the racing 3.0RSR. Increased camber and reduced caster at the front made the steering heavier, while a cast-aluminium cross-member incorporated anti-dive geometry.

Sand-cast aluminium rear trailing arms were designed to reduce squat under acceleration.

Overall, there was no major deviation from conventional Porsche practice: longitudinal torsion bars at the front, with transverse torsion bars at the rear. Anti-roll bars were fitted at both ends, too.

WHAT TO LOOK FOR

The 930 Turbo was (and still is) the most practical of all so-called supercars. Given regular maintenance, they will go on for ever, never skipping a beat, never failing to inspire.

The important words here are 'given regular maintenance'. Now, any Turbo you see for sale today will be at least 23 years old. It will have been driven hard at some point in its life and it will almost certainly have fallen outside the protection of the Porsche Centre network. So, given its likely history, technical complexities and reputation for biting back if driven without care and attention, surely a 930 Turbo is the last thing you should be thinking about buying?

Well, no, actually. Most of the examples we've seen for sale have been relatively low-mileage cars, suggesting that they have

been pampered weekend playthings, and nearly all have come with extensive history.

The engine and transmission are pretty bulletproof, but you do need to keep watch on oil leaks and signs of valve guide wear. A smokey exhaust could point to the latter, but excessive smoke could also be indicative of turbo problems – worn seals allow oil to be drawn into the inlet side.

Clutches, too, are a known weak point, especially on early cars. A heavy pedal might suggest a broken pressure plate. The early four-speed gearboxes are strong but not known for their slick change – they were, after all, a cousin to the 915 series. Later five-speed G50 boxes are nicer to use, although many feel the torquey Turbo never really needed that extra ratio.

By far the biggest problem you're likely to encounter is body damage – or rather, evidence that such damage has been repaired. The first cars suffered from turbo lag – in fact, the 3.0-litre models came to define that term. Because of this, many owners were caught out by the Turbo's sudden rush of on-boost power, leading to an unscheduled excursion into the scenery – usually backwards. Look for obvious signs of body damage, including poor panel gaps, bent floor panels, etc. Many cars will have had at least a partial respray, which may simply have been by a dealer wishing to brighten up a stone-chipped front end. Or it could be evidence of something more sinister – a detailed pre-purchase inspection would be a wise investment. **PW**

Below: Turbo engine has a reputation for bullet-proof strength and reliability, but needs proper maintenance

IN THE CLASSIFIEDS

1977 930 Turbo
126,931 miles, silver, full black leather interior, FSH, 4starclassics.com
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1987 930 Turbo
89,000 miles, black, Linen leather interior, classiccarshop.co.uk
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1981 930 Turbo
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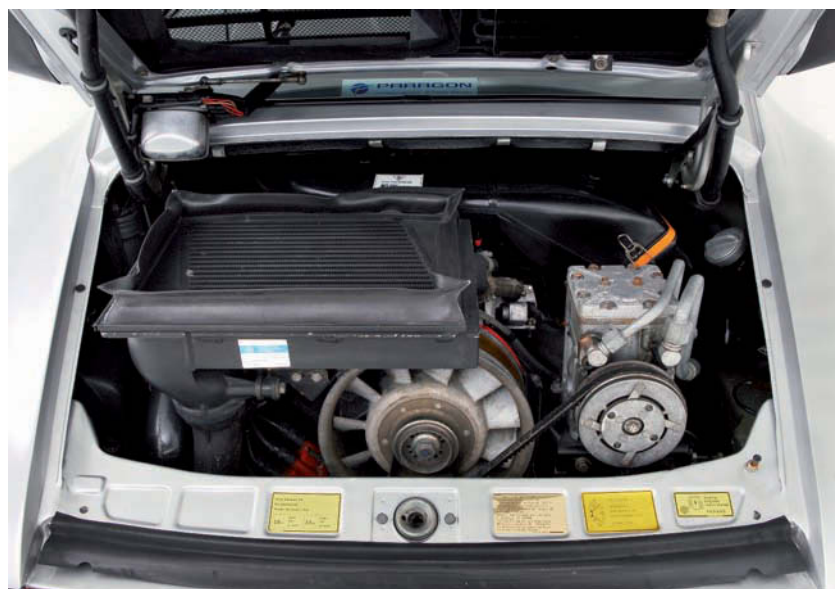
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£54,500

P0615/039

911

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911

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TRIED & TESTED

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

911 CARRERA 2 (964) 1992/'H' (SEE TEXT) 75,459KM (46,784 MILES) £39,995

There is an ancient joke about London buses, dating from when traffic congestion made their arrival little more certain than a lottery. You don't see one for ages, runs the old saw, and then three come along together. By a similar irony we are featuring here a left-hand drive Mint Green 964 Carrera 2 at pretty much the same time that Johnny 'The Hat' Tipler has finally sold his own almost identical car, aka the Peppermint Pig. This one, in truth, has Tiptronic automatic transmission to what was Tipler's standard manual, and is a 1992 model to his 1991, but otherwise they are two peas in a pod.

And very nice this car is, too. Sold new in Japan – where, despite the rule of the road, left-hand drive has long been the height of fashion – it was brought to the UK last summer, its then owner moving it on to 4Star Classics a few months later. There is very little documentation with the car – not unusual for Japanese imports, says 4Star's Jim Gillett – and much of that, you won't be surprised to learn, is in Japanese (as are the information decals in the engine bay), but it wears both its originality and its generally excellent state of preservation very much on its sleeve.

The paint, for instance, is arguably a little matt in places, and both the front apron and bonnet are reassuringly smooth, and free from stone-chips or any other blemishes, but I would be very surprised if either has had a repaint at any time within the last 23 years. The car would look truly stunning after a professional polish and wax. The windscreen and headlamps, too, are unmarked, and no less encouragingly the lower body-side mouldings are tight and straight. No nasty scrapes underneath; good wheelarches (and wheels, although they *do* look like they might have been refurbished, and all four centre caps are rather loose); muscular struts to hold open the front and rear lids; and naturally the later 'teardrop' door mirrors: what's not to like? There is a bit of an issue with the fit of the sunroof seal (which might well be a relatively recent replacement), and the rear reflector strip is perhaps slightly faded, but neither would bother me in the face of all those valuable points in the 'credit' column.

Inside, the classic black leather seats, plus the carpets and headlining, are all similarly good to excellent. The driver's seat, unsurprisingly, is showing a little more wear than its neighbour, but even that is really no more than character-



adding patina. Door pockets and cards are good, likewise the (airbag) steering wheel, the fascia top, and the rear shelf. The electric windows weren't working during our visit, but that was a switch problem, I am told, and soon rectified. Likewise the rubber seal at the top of the driver's door aperture was working loose, but that, too, was an easy fix. Under the bonnet there's the usual untidy carpet, but the metalwork beneath that is pristine, and the space-saver spare wheel and tools are all as they should be. There's a nice, big battery, too.

Everything seems just as good on the mechanical front – as you might expect at this mileage. The 3.6-litre engine starts easily and pulls predictably strongly, giving the car that easy-going, long-legged but at the same time eager gait so typical (I think) of any good 964; the Tiptronic transmission changes gear smoothly and confidently (a number of photos in the history file, taken in Japan, show the gearbox having its sump removed, and the filters and fluid changed); and there are no dramas from the steering, suspension or brakes, the last with reassuringly smooth and evenly polished discs. The tyres have about 60–70 per cent of their tread remaining.

A classic air-cooled 911, then, that despite its allegedly performance-blunting automatic gearbox, and an exterior colour scheme that to some might be an acquired taste, is surely good for at least another 23 years – and will also more than repay both its current purchase price and any expenditure needed to keep it looking and driving as well as it does today. **PW**

'H'-prefix registration notwithstanding, this 964 C2 Tip is actually a 1992-model car, hence later-style 'teardrop' mirrors. Specification includes part-electric seats in black leather, light-alloy pedals and footrest, air-con (not checked), passenger-side airbag, Pioneer single-CD head unit with remote-control, a sunroof, thick overmats front and rear, trip computer, standard 964 17-inch wheels with locking bolts, and Asian-origin Champiro HPZ-45 tyres. Also headlamp washers, and rear wash/wipe. There is currently no alarm/immobiliser, and central-locking is actuated via the key in the driver's door rather than remotely, but both of those work for us – even if your insurance company may not be quite as keen on the former. There is also a spare key. Photos in necessarily modest history file show the fitting (in Japan) of a new heater blower motor, air-con regas, and full transmission service. Two owners to date, apparently: one in Japan, one here in the UK. Car is MOT-tested to July 2015, and comes with the statutory used-car three-month warranty. Condition is good to excellent, with seemingly all-original paintwork and just the lightest of patination inside the cabin. Drives beautifully, too, with typical 964 'gait' on fast main roads. Nice!

CHECKLIST

BACKGROUND

A standard left-hand drive 964 Carrera 2 Tiptronic in the relatively rare Mint Green, sold new in Japan. One owner there, and just one more since it came to the UK in summer 2014. Excellent bodywork and seemingly original paint. Not much history (and the bulk of that is in Japanese), but MOT-tested to July, and has a basic used-car three-month warranty. By rights arguably ought to have a 'J'-prefix registration, but that's most likely due to a quirk of the DVLA

WHERE IS IT?

A welcome newcomer to these pages (see the company's ad on page 49 of our May edition), 4Star Classics is based in the small village of Kingsley, Hampshire, and although not a specialist in Porsches alone routinely has good stocks of mainly air-cooled 911s (from all periods), and occasionally some 356s. Plenty more 'lesser' but no less interesting classics to look at, too. Call 01420 479909, or go to www.4starclassics.com

FOR

Condition and mileage, and no less obviously the fact that it's a 964 – the next big thing in the car even before we got there – and arguably both its slightly offbeat colour and that Tiptronic auto transmission, but neither would deter me. In fact, I quite liked the former, and have no issue at all with the latter

AGAINST

Price, perhaps – although there had been strong interest in the car even before we got there – and arguably both its slightly offbeat colour and that Tiptronic auto transmission, but neither would deter me. In fact, I quite liked the former, and have no issue at all with the latter

VERDICT

One of those not overly special Porsches that it is almost impossible not to like. I'd be happy to have it in my collection

VALUE AT A GLANCE

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



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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 P0615/032



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 P0615/050

PARTS



Porsche 997 all models
Set of four overmats, blue, as new condition. Tel: Rob, 01159 664631 or 07966 718897. Email: rcp1@btconnect.com (Nottingham).
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\$300 P0615/033

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P0615/034



Porsche 911 space saver spare wheel
Space saver spare wheel from 911 Carrera, never used. Tel: 07872 490760. Email: jimmydawson20032001@yahoo.com (Hamilton).
£60 P0615/048

TRIED & TESTED

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

911 TARGA 4S (997) 2006/56 51,974 MILES £32,995

One hesitates to suggest that any car is unique – because obviously no two can ever be *exactly* the same – but you will travel a long way in the Porsche world to find another quite like this highly appealing 911 Targa. It remains one of the rarest of 997 configurations, and here comes with the four-wheel-drive chassis, that stunning Midnight Blue paint, and a few well-chosen modifications to make it even more 'personal'. Add the modest mileage, the bulging history file, and three clearly fastidious owners, and you have a machine that I think very few of us would not be happy to own.

I shall come back to the car's condition in a moment. First, let's have a look at its overall and detail specification. As an 'S' model it has the 3.8-litre engine offering 355bhp, and here the standard six-speed manual gearbox – and as a 4S driving both front and rear wheels. Those are the usual Carrera 'S' rims, with coloured Porsche crests on their centre caps. Lighting comes courtesy of powerful Litronic headlamps, with their obligatory washer jets.

Inside, you get subtle dark-blue leather upholstery with matching door cards, fascia and carpets – the last protected by thick overmats. Seats are manual in operation, apart from electric adjustment for the backrests. The steering wheel is the standard three-spoke job, and there is an aluminium-look gear knob and handbrake lever. An attractive silver finish for the centre tunnel, too, and at its rear end an embossed Porsche crest on the storage-compartment lid. There is both cruise-control and a trip computer, PCM with sat-nav, PSM, PASM (but see below) and Sport Chrono, and obviously the standard air-conditioning. You get the useful Bose sound system, as well, allied to a CDC-4 auto-changer up front. There is even a custom-made Porsche umbrella, tucked into the compartment on the top of the left-hand sill finisher. *Very James Bond.*

The suspension, we are told, has been upgraded with Bilstein B6 dampers and stiffer top mounts, and although these necessarily dial out one function of the Sport button they offer a seemingly good compromise between handling and ride comfort. The car also has harder engine mounts – which again don't seem to have any significant effect on refinement – and a retro-fitted switchable Porsche exhaust. There is no switch, however, so in effect it is permanently 'loud', but again that proves



to be no great hardship or embarrassment. Note, too, the 'Porsche' graphics on the lower body sides. Not everyone's cup of tea, but nicely done – and no doubt fairly easily removable if you so wished.

No complaints on the condition front. Barring one or two minuscule chips here and there, and some mild abrasion on the rear apron, behind the wheels, the paint is flawless – the previous owner had the front end repainted – and there are no scrapes beneath. Nice to see a bone-dry engine and transmission, too. (The clutch was renewed quite recently.) The wheels are generally very good, although the left-hand front rim has some unfortunate chips on its spokes – it looks like it has been placed face down on concrete. The Michelin Pilot Sport tyres have 60–70 per cent tread remaining, front and rear, and the calipers, discs and pads are all similarly good. It's the same story inside, with just the faintest of creasing of the leather on the right-hand side of the driver's seat base.

The car is great to drive – perhaps surprisingly so in light of those mods, although maybe that just proves that sensible upgrades are worth the money. Clutch, suspension, steering and brakes all coped admirably with the cut-and-thrust of outer-London traffic, and a foray into the Hertfordshire countryside in search of a photo location proved that it has plenty of go when required. I didn't make use of the Targa function – despite the tempting sunshine – but thanks to that glass roof you feel like you are in a convertible even when it is firmly closed. Perfect! **PW**

997 Targa is as good as we hope it looks in these necessarily rather hastily taken photos. (Blame the local parking regs...) Rare Midnight Blue paint is glass-smooth throughout, and with only a few very small marks here and there. Interior is just about flawless, too. Car has had three owners to date, at least one of whom went for some subtle after-market modifications: Bilstein dampers and uprated top mounts, harder engine mounts, and not least a Porsche switchable exhaust system. That is permanently in 'loud' mode, but drive the car appropriately and it's quiet enough not to frighten the horses

– as we proved during our highly enjoyable test-drive in the Hertfordshire countryside. Let rip, though, and it sounds simply wonderful. Mechanical condition is as good as all the above suggests, too: engine bay is clean and tidy, underside of the power unit as dry as you will ever see. There's a full Porsche Centre service history to December 2013 – Bolton, Leeds and Colchester; check out the bulging file for all the other bills (in date order) – and recently a new clutch and suspension alignment. Lots of encouraging little details, too: rust-free wheel bolts, highly polished after-market tyre-valve caps, and not least a Porsche Club GB 997 Register sticker in one window

CHECKLIST

BACKGROUND

The 997 has always been a rare machine in glass-roofed Targa form, and this one, with its eye-catching Midnight Blue paint, is probably one in many thousand. First registered in November 2006, three owners, full Porsche Centre service history, and plainly a relatively low annual mileage. Further distinguished by several well-chosen and executed modifications. Will leave Portiacraft with a full service and a year's MOT certificate

WHERE IS IT?

Portiacraft, established in 1982 by Harry Ioannou, is on the northbound side of the A41 Watford Way, just a few yards south of the roundabout at Mill Hill in north London. General manager Martin Robinson has been on board since 1985, and in 2004 was joined by Harry's son, Ollie. All cars – many of which are bought back from existing customers – come with a comprehensive warranty, and are HPI-checked. Independent inspections are welcomed. Call 020 8959 1604, or go to www.portiacraft.com

FOR

All the factors that make any Porsche of this nature stand out from the crowd: a great colour scheme; a famously versatile body configuration (which even offers an opening rear 'tailgate'); and not least its clearly excellent condition throughout. This is a car that has been cherished

AGAINST

As a Gen 1 997 it might – or then again might not – suffer engine issues at some point, but its mileage is both low and high enough that we would be happy to take that chance. Body-side decals are rather 'loud', too. And that's about it

VERDICT

I thoroughly enjoyed my morning in this Targa. It is not a car I would naturally have chosen 'on paper', but having seen it in the flesh in Portiacraft's showroom it was the obvious choice. Give it a try!

VALUE AT A GLANCE

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



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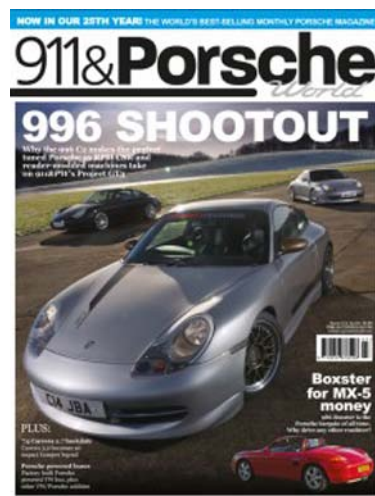
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Wanted 911 & Porsche World
Issue 220, July 2012, please email John. Email: johnsamsonnz@yahoo.co.nz (New Zealand). P0615/021

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P0615/037

WANTED



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P0615/054

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THE WAY WE WERE

TIME MACHINE

A nostalgic look back at *911 & Porsche World* from days gone by



NUMBER 8; SPRING 1992

How different the Porsche world was back in 1992. The new cars of the period – 964-model 911 Carrera, 928, 944S2 – are familiar enough, and there are plenty of well-known names in the magazine, whether contributors or advertisers. Among the former are Michael Cotton, Russell Lewis, Steve Kevlin and Bob Watson. Neither were the regular editorial pages so very far from what we are doing today: *News*, *Guest Speaker*, *Technical Topics*, *Letters*, *Q&A* and *Running Reports* – this last extending to more than 11 pages.

Advertisers? Gantspeed on the inside front cover, a half-page from Autofarm (then still near High Wycombe; the move to Oxfordshire was some years away), and quarter-pages from, among others, Barry Curtis, Machtech (the JZ bit came later), Chris Turner, Parr Garage, and Tweaks in the US. There are several of what might affectionately be termed the usual suspects among the display ads at the back, too: Shirleys of Meriden, Porschons and Berlyn Services, for example.

Then you realise what *isn't* on the menu. No Boxster – and not even a hint of it; that wouldn't come until the Detroit motor show the following January – and no 968, either. Even the 993 was then still 18 months away. No great surprise, then, that the classified ads – all in black and white, as was much of the remainder of the magazine – ran to just a page. And look at the prices. You could have bought an ex-California 356 for £8500, a 1972 911E for less than £3K, and a right-hand-drive 924 Carrera GT for just £18,000. But an 'E'-reg 944 Lux would have set you back £12,000, and 964s were fetching the thick end of 40 grand.



The most interesting story, though, at least from the perspective of we time-travellers, is Michael Cotton's column. Quoting 'company executives in Zuffenhausen', he suggested that the four-seat 989 coupé, intended to replace the 928, would reach the market in two years' time. It wasn't to be – the 989 was shelved, and the 928 proved to be an evolutionary dead end – but if you have ever seen the few photos of the 989 that escaped from Stuttgart you will realise how much of it became the 996 Carrera. Nothing ever goes to waste at Porsche.

APRIL 1997 (ISSUE 40)

Eighteen years ago *911 & Porsche World* was published not monthly – that wouldn't come until about the middle of 1998 – but nine times a year. For this part of our window on the past we have chosen the 100-page Issue 40, as we named it.

Lead news story was the surprisingly low-key launch of the road-going GT1, which at £577,000 in the UK (and that was with a favourable exchange rate against the Deutschmark; remember that?) cost nearly £250,000 more than the Carrera GT when that was launched six years later, in 2003.

Feature-wise, we looked at Bob Watson's engine management systems for mid-period 911s, TechArt's bodykit for the still brand-new Boxster (publishing schedules meant our own drive story – in a Tiptronic car – wouldn't appear until the following issue), and some wild tuned 911s from DP Motorsport in Germany.

Running Reporters were David Carson and his 928, David Shorten and his 944 Lux, 993 owner Jim Patience, Richard Moore and his 964, Paul Cheung and his 944S2, and 911SC owner Jock Simpson. Where are all you guys – and your cars – now?

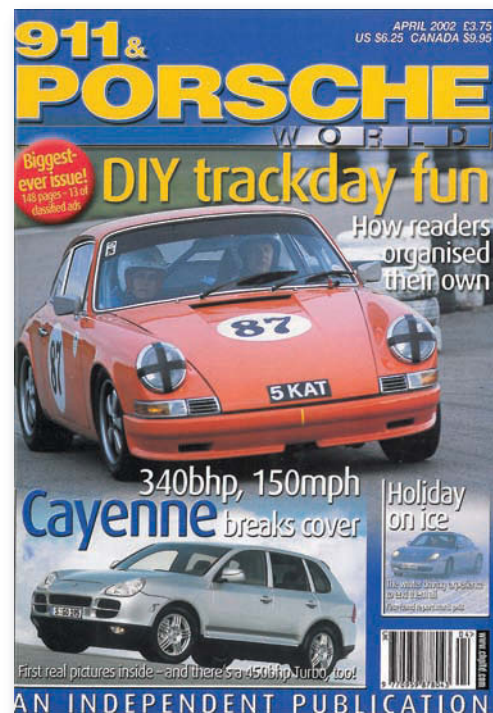


APRIL 2002 (ISSUE 97)

The big story 13 years ago was the Cayenne, unveiled at the Geneva motor show in March, and given extensive coverage in our *News* pages – although even then, for some unaccountable reason, the cabin remained top-secret.

Elsewhere in what was then our biggest edition to date – 148 pages, and including 13 of classified ads – we featured Brett Fraser's trip to a snowy Arctic Circle to experience Camp4, Porsche's winter-sports holiday to end them all, and there was a strong motorsport theme, with Nick Whale's Francis Tuthill-prepared Historic rally 911, some fascinating archive photos of the 917/30KL Can-Am cars, and Simon Wilson's supercharged 924 sprint car. We even showed you how to organise your own trackday.

Regulars included most of the usuals – *Cotton*, *Porsche Sport*, *Running Reports*, three pages of letters, and *Carte blanche*, Keith Seume's monthly column, Perhaps the most revealing, though, is *Tried & Tested*. The four cars we covered were a 2000-model Boxster 'S' (£37,950), a GT2-engined 993 Turbo (£59,995), and a 1995 928GTS on offer for what was even then quite an optimistic £22,950.





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