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UP FRONT

The new GT3 RS: It's available in purple, which is really all that matters. Anything else? Lots of big numbers: 4-litres, 493bhp and 80% of the downforce of a GT3 R race car

No debate as to what we were going to put on the cover of this issue, and the fact that Porsche has seen fit to produce the GT3 RS in a vibrant shade of purple made the decision even easier. You won't be surprised to hear that, in evolutionary terms, the new GT3 RS trounces all previous incarnations, just as it puts some clear air between it and the stock GT3. Here's progress for you: The 996 GT3 RS was considered pretty potent with 381bhp from its 3.6-litres. Ten years on and the 991 GT3 RS boasts a staggering 493bhp from 4-litres. It's good, old-fashioned, high-revving power too, with no turbos or

“ In evolutionary terms, the new GT3 RS trounces all previous incarnations ”

hybrid systems to corrupt the experience. There's another significant figure, too. The GT3 RS has 80% of the aero downforce of a GT3 R race car, for which you will need a race track to experience.

Of course it's all a bit daft for a road car, but Porsche's engineers just have to keep raising the bar. It's what they do. I hope that they will excuse our rather cheeky coverline though. It's straight from the horse's mouth: Walter Röhrl really did say that he would have a Cayman GT4. You can always rely on Walter for a good quote!

Talking of Caymans, I reckon that the Cayman 2.7, as driven in this issue, is the perfect antidote to big, expensive purple GT3 RSs. Quite often less is more.

STEVE BENNETT
PORSCHEWORLD@CHPLTD.COM

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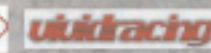
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Service Clinic inspections are by prior appointment only so please contact your nearest Porsche Centre or call **08457 911 911**.

*Participating Centres only. Complimentary vehicle health checks subject to availability.



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Guarantee your copy of the world's best-selling monthly Porsche magazine. Special Father's Day gift offer, too!



991 GT3 Clubsport – JZM are proud to offer for sale this stunning 991 GT3 Clubsport in paint to sample Mexico Blue. This one owner GT3 is supplied with all the desirable factory options and includes Front Axle Lift!



991 GT3 Clubsport – We are pleased to offer this eye-catching 991 GT3 Clubsport with only 685 miles from new. Just perfect... ..A truly exceptional car waiting to be driven and enjoyed with Transferable Porsche Warranty until Oct 2017.



997 GT3 Clubsport – We don't get to see that many Speed Yellow GT3s and it's easy to forget just how good they look! This Porsche has flown through our pre-sales inspections with ease and we are happy to report that the ECU data is exemplary and shows no signs of misuse.



997 Turbo Tip – We are delighted to offer this stunning 997 Turbo that comes complete with a rather impressive service record. Early viewing would be highly recommended as we have a sneaking suspicion it won't be about for too long.

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Fully restored iconic 993 Turbo now at Porsche Centre Reading. First registered in 1997, the 993 was subject of the 2014 National Restoration Competition in the Porsche Network



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Bonhams achieved record-breaking success at Goodwood last year, showcasing its expertise in maximising the value of collectors' motor cars. 2015 is already destined to be another outstanding auction with many desirable motor cars already consigned.

*Formerly the property of Richard Hamilton,
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NEWS

Stirling Moss 718 goes to auction, Mark Webber tests the GT3 RS, 911 plug in hybrid – will they or won't they? Plus: 919 WEC update and new 2016 GT3 R

MOSS 718 RS61 COULD HIT £2M

In motorsport history Sir Stirling Moss is arguably most readily identifiable with the Mercedes-Benz grand prix and sports cars he raced in the mid 1950s. But he also drove other makers' cars including Porsches – and a 54-year-old Zuffenhausen badged racer he personally owns will form the centrepiece of a classic car auction at the Goodwood Festival of Speed in Sussex on 26th June. The car is a 1961 Porsche 718 RS61, and Bonhams, which is hosting the sale, estimates it will fetch £1.7m–£2.0m.

Chassis 718-070 was delivered new to privateer racer Bob Holbart of Pennsylvania in early 1961, who raced it in Sports Car Club of America events, including the Daytona National, before selling it on to "gentleman" driver Tom Payne, famous for the smart business suits he wore while competing. Its third owner was Millard Ripley, who also raced it, and by the time it was retired – intact –

from competition, "070" had chalked up 13 victories and 20 podiums in SCCA events.

The 718 RS61 was preceded by the RS-60, which Moss shared with future world champion Graham Hill in the 1961 Targa Florio in Sicily (as part of the Sports Car World Championship). At the subsequent Nürburgring 1000 Kilometres the same pair drove an RS61, and although neither race yielded a victory, the open cockpit car found a place in Moss's affections, prompting him to purchase 070 for \$1,705,000 when it came up for sale in 2010 at a Gooding & Company auction at Amelia Island in Florida (Sir Stirling bid remotely from London, as at the time he was recovering from an encounter with a lift shaft, which the lift shaft won).

Sir Stirling said the Porsche RS60/61 was 'beautifully balanced and simply tailor-made for such races as the mighty Targa Florio around 440 miles of Sicilian mountain roads. That was one morning

when I woke up and really could say to myself, "For today's race you have got the ideal car".'

The RS61 variously used 1.5-, 1.6-, 1.7- and 2.0-litre engines; 070 has the 1.7-litre quad cam unit. In 1969 it was restored for use in American "vintage" racing. Shortly after purchasing 070, Sir Stirling crashed it heavy while racing at Laguna Seca in California, after which it was substantially rebuilt by Prill Porsche Classics in Essex, including adding the racing number Moss used at the time on his racing RS61. In 2011 he drove it in a support race at Le Mans – his last entry in a motor race.

Other classic Porsches entered in the Goodwood auction include a 1973 911 2.4S, once owned by the 'father of pop art,' Richard Hamilton, carrying a £250,000–£280,000 estimate, and a 1973 911S (£150,000–£190,000).

Will it or won't hit make £2m? Full results in next month's issue.

Goodwood and Stirling Moss go together like – well, Goodwood and Stirling Moss really. Fitting, then, that the centrepiece of the Goodwood Bonhams auction should be Moss's Porsche 718 RS61, the last car that he actually raced, in a support race at Le Mans in 2011. A record breaking price is expected





CENTRE OF ATTENTION

For once it was a case of America following Britain, not the other way round, when in early May Porsche inaugurated its first experience centre in the US, at its new US headquarters near to Atlanta airport. With a 1.6-mile test track, low friction handling circuit, low friction circle with the sole "kick plate" in the US, and a visitor centre, it copies the Porsche experience centres already established at Silverstone in the UK (which was the first) and in Leipzig in Germany.

Calculating that 80 per cent of its customers live only two and a half hours flying time away, Porsche expects some 30,000 visitors per year to the centre, at the quite snappy address of One Porsche Drive. Costing \$100m (about £63.3m) to build, the new complex includes a classic centre which carries out restorations on customers' Porsches.

Given Porsche's wealth, it's not a particularly expensive project, but it is nonetheless highly significant. 'We are celebrating a special milestone in the history of our company by increasing the visibility of the Porsche brand in North America and hence in the entire world as well,' said CEO Matthias Mueller.





919 RACERS GAINING PACE

In what some will see as a warm up for the flagship event in the World Endurance Championship, the Le Mans 24 Hours on 13th–14th June, Porsche's three 919 Hybrids put on a solid show in the LMP1 class, including locking out the first three spaces on the grid, at the 6 Hours of Spa Francorchamps on 2nd May. After two races the Porsche works team has unstuck itself from the distant last place in the points table it occupied at the end of the 2014 season and is currently, with 53 points, 17 behind leaders Audi and six ahead of Toyota.

Car number 18, crewed by Romain Dumas, Neel Jani and Marc Lieb started from third on the grid and took second place in an eventful race, repeating their achievement in the season opener at Silverstone. Car 17, driven by Former F1 star Mark Webber, along with Timo Bernhard and Brendon Hartley – whose combined laps had gained pole position – suffered both a suspension problem and a stop go penalty, but in a double stint Webber fought back to third, the 919's finishing position, thus ending his recent run of bad luck.

Porsche has fielded a third 919 for 2015, and in the hands of F1 pilot Nico Hülkenberg, Nick Tandy and freshman Earl Bamber proved its worth, car 19 second on the grid. Despite an embarrassing accident on lap seven with one of the Porsche Manthey 911 RSRs, which necessitated a stop for repairs, it managed to take sixth place.

The championship leaderboard has Audi at the top with 50 points, but Dumas/Jani/Lieb are second (36), while Bernhard/Hartley/Webber are fifth (17) and Tandy/Bamber/Hülkenberg last (eight points, but because Tandy is driving a private LMP2 car in other WEC races, he has his own points tally, of 10). 'We are on the right path for Le Mans', commented Porsche's LMP1 boss, Fritz Enzinger.

In the GT-Pro class of the same race, the Porsche Manthey 911 RSR driven by Frédéric Makowiecki and Richard Lietz took second place. Driving the sister RSR, Porsche Junior Sven Müller and Kévin Estre, both WEC novices, came third.



2016 GT3 R RACER UNVEILED

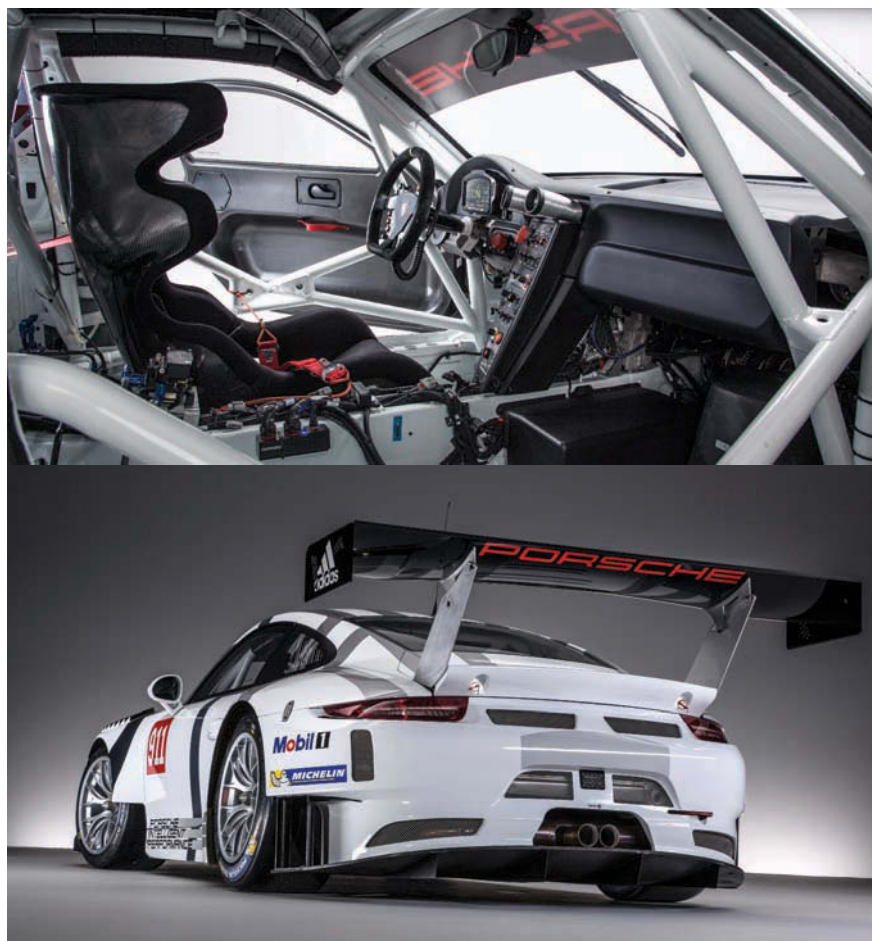
Slapping the keys to this down on the bar top would certainly earn you the right to declare, 'top that!' to those around. And if you have a spare €429,000 (about £309,350) then, subject to availability, you can buy the new 911 GT3 R, because as from December this year it will be delivered from Porsche's motorsport division.

The one thing you can't do, however, is drive it on the road, because this is a dedicated race car, to be used by privateer race teams, and not type approved and hence not street legal. So if you want to go anywhere rather than essentially round in circles, you'll have to settle for the 911 GT3 – but this has the same 500bhp, 4.0-litre flat-six engine anyway, so it shouldn't be a hardship.

It's the first GT3 R to be based on the 991-series 911, the longer wheelbase giving the new racer a handling advantage, Porsche says. The roof, bonnet, doors, wheel arches, nose and tail sections are made from carbon-fibre, while for the first time on a GT3 R, all windows including the front windscreen are made from lightweight polycarbonate. As a result the car tips the scales at 1220kg, 200kg – more than the weight of two people – less than the GT3 RS.

The GT3 R borrows the distinctive front wheel arch air vents from the GT3 RS, which increase downforce, complemented by the two-metre wide rear wing. The centrally positioned radiator (to replace the two side rads) helps lower the centre of gravity and improves the venting of hot gasses, plus it is also better protected from collision damage. The brake discs are the same as on the GT3 RS, but the anti-lock braking has been modified to better suit long distance racing.

For safety reasons, the doors and side windows can be removed, and there is a larger escape hatch in the roof that in the previous GT3 R. The driver's bucket seat offers more side protection.





1993 PORSCHE 964 3.6 TURBO - RHD

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1995 PORSCHE 993 3.6 2DR TURBO GT2 - LHD
Guards Red with Black Full leather interior. Four wheel-drive. Many upgrades. Drives as beautifully as it looks!



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.



1995 PORSCHE 993 GT2 STRASSE - LHD
Metallic Polar. Navy full leather interior. - Upgrades include, hard back sport seats, graduated tinted windscreen. Only 8,750 miles.



1989 PORSCHE 911 SPEEDSTER FH COUPE - RHD
Solid Guards Red. Black full leather interior. Upgrades - CR-31 Radio. LOW LOW mileage, only 9,000 miles. Excellent condition.



1998 PORSCHE 993 CARRERA 4S - RHD
Metallic Black. Grey Full leather interior. Many upgrades. Excellent Condition. FSH. Only 44,800 miles.



1970 PORSCHE 911 S 2.2 - LHD
Black. Upgrades. Matching Numbers. Certificate of Authenticity Excellent condition. Imported vehicle. Only 41,600 miles.



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



1988 PORSCHE 930 TURBO 3.3 CABRIOLET - RHD
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OUR TAKE



DRIVING THE DEAL

New Porsches are selling like hot cakes in the UK. Only they're not – most people driving them away haven't bought them and never will, says David Sutherland

The UK car market is prospering, with an 8.5 per cent increase for the first four months of 2015 – but new Porsche sales are positively booming, up a third in that period, and in April alone leaping 45 per cent to 1322 units. Who are all these people that are ready to take on a car priced at close on £40,000 (basic Boxster) and over £142,000 for a 911 Turbo, but which shed a considerable amount of value in the first few years?

They don't exist, because the majority of Porsche customers don't buy the car outright, and hence depreciation doesn't concern them. They effectively pay for the time they have with the car and the miles they drive it, which is much cheaper than owning it, and is what has been fuelling the rising car market. It seems most people are happy to have the use of a car for a while, in the same way they would rent a property. And who wants the same Porsche for years and years? By the time the finance deal is finished there will be an improved model out, or even a completely new generation car.

Finance managers at Porsche Centres have something for every need. You can use Porsche Solutions, a hand-back scheme designed to let you change cars every two or three years. For those willing to take more of a risk, Lease Purchase stacks up the cost towards the end of the deal, the idea being you 'sell' it to cover that 'balloon'. Or businesses can take out a fixed term lease.

The bottom line is a Boxster for £500-£600 a month with three payments up front, or a 911 for around £1000 on the same basis. A hefty chunk out of your pay, perhaps – but do-able for some, and the one way to make the otherwise impossible Porsche dream come true.



WEBBER'S TESTING TIME

When he was an F1 driver he was doing close on 20 races a year, but now that Mark Webber is competing for Porsche in the World Endurance Championship, his workload is less than half that. So to fill his time, his Zuffenhausen bosses have got him doing some driving for a promotional video.

Snatched at the Nürburgring Nordschleife, photos show him looking quite grim faced at the wheel of a 911 GT3 RS, an expression some believe brought on the need to drive the Porsche slowly for the cameras, and not at ten tenths. The popular and well informed Aussie is also increasingly popping up as an F1 pundit, a clear indication of where his career might take him after Porsche.



BUSINESS MODEL

This 14cm long Porsche was created in the UK to mark customer team Falken Motorsport's participation in the 2015 N24, the 24 hour race on the combined Nürburgring Nordschleife and Grand Prix track in Germany in mid May – an event it did well in, a 911 GT3 scoring the team's first podium finish.

It is based on Lego's own 911 model but with some detailed changes, and was hand painted in Falken colours by Project 12 with graphics applied to recreate the Falken stripes. Each of the drivers – Peter Dumbreck, Martin Ragginger, Alex Imperatori and Wolf Henzler – has been recreated together with motorsports manager Steffi Olbertz, and the model was on display at the N24 for the first time. However, in a surprise move, Frankfurt-based Falken has announced it will withdraw from the Tudor United SportsCar Championship in the US at the end of the 2015 season.



PORSCHE PROFITS LEAP AGAIN

It's not long since we reported Porsche's 2014 profits, which were the equivalent of almost £5.3m for every day of the year, and because the carmaker posts quarterly profit notices we can see that the daily figure has now increased by over £1m per day. The total operating profit for January to March, 2015 was €765m (about 553m), aided by a near 30 per cent increase in revenue to €5.1bn (£3.6bn).

Emphasising the achievement is that Porsche's research and development in the past three years have nearly doubled to around 10 per cent of revenue, which Lutz Meschke, the money and IT man at Porsche, said was an extremely high proportion by car industry standards. He also promised that the full 2015 profits would also be up on 2014, and the 15 per cent profit margins – again sky high in the motor industry standards – would be maintained.

The latest sales figures – for the first four months of 2015 – show growth that is the envy of most other car manufacturers, up nearly a third to over 72,500 vehicles, compared to the same period in 2014. In the UK, Porsche sales rose 33 per cent to 4052 in January to July, five times the overall market increase.



Porsche Classics At The Castle

SUNDAY 6 SEPTEMBER 2015



COYS, a long term leader in the sale of historic Porsche motor cars are delighted to announce the expansion of 'The Excellence of Porsche'. The series will now feature an exclusive sale of pre-1974 Porsche in the spectacular grounds of Hedingham Castle, during Classics at the Castle, one of the most important events on the classic Porsche calendar.

ENTRIES ARE INVITED



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CATCHING UP WITH

MIKE WILDS

He's a racing driver, track driving instructor and Carrera Club Sport owner, and celebrates fifty years in motorsport this year. But it all began with a Hillman Minx

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

I'm 69 years old, live in the beautiful village of Mere in Wiltshire and work at race tracks all over the UK and Europe.

What was your big break into the motor industry?

Initially working for the 'Chequered Flag' in Chiswick, west London in the 1960s, where they sold sports cars and ran their own Formula Junior team of Geminis driven by Roy Pike and Ross Grenville.

Summarise your career

I started racing a DRW MK1 1172 Formula car in May 1965, went on to race in F4, FF1600, F3, F2, F5000, F1, Group C, British GT, BTCC and more. I've had a fun career winning 12 UK championships and winning the 1986 Group C2 Team World Championship with Ecurie Ecosse.

Are you a petrolhead?
Very much so!

What was your first car?
Hillman Minx.

What was the first Porsche you ever drove?
A 911T.

Which Porsche past or present do you like best?
I love my 1988 911 Carrera Club Sport.

What car do you drive daily?

On the road, a Mercedes 270CDi Estate and a BMW X5. On track I'm currently instructing in a JZM Porsche-tuned 997 GT2 with slick tyres and more than 600 horsepower.

What gets you out of bed in the morning?

The need to get Penny her first coffee of the morning, and secondly to walk 'Lola' our pet Munsterlander.

What has been the biggest challenge in your working life?

To try and earn a living racing motor cars.



TIMING IS EVERYTHING

On the basis that four out of five Porsche 'GT' cars – as in 'GT3' – built have been driven on a track by their owners, the German sports car maker has developed an app that takes lap timing to a new level of accuracy.

The Porsche Track Precision app is part of the Sport Chrono Package when specified on the 911 GT3/RS and Cayman GT4, and allows the driver to choose from 60 digitised race tracks around the world, and incorporates a 'lap trigger' that provides increased timing accuracy over a GPS signal.

A downloadable app allows the user to analyse lap times and driving styles in detail. To ensure video quality, the smartphone needs to be attached

securely to the car's front screen, and as soon as the start line is crossed, the system begins to record data, which can be saved at the tap of a finger after the lap has been completed. Video playback shows almost all driving data such as engine speed, gears used, accelerator and brake position and g-forces, and it can be seen instantly, meaning you can easily look at it before starting the next lap.

Owners will need to buy the £817 'lap trigger' from Porsche's accessories division, Tequipment, but owners who did not specify the Sport Chrono Package on a Cayman GT4 or 911 GT3/RS can still have the app retrofitted to their cars at a cost of £1149.

The Porsche Track Precision app is part of the Sport Chrono pack and is downloadable to your mobile phone. It will allow you to bore your friends with video and data of your heroic lap times



CHARITY LAP TIMES

Qualifying third from last on the grid in the Britcar 24 Hours of Silverstone on 24th–26th April did not auger well for a Porsche 968 and its four drivers, Jonathan Evans, Ben Demetriou, Paul Follett and Alex Eacock. But by the end of the race the 22-year-old, front-engined Porsche, number 59, had clawed its way through the field while newer and faster machinery, including two Porsche 911s, fell by the wayside, to finish 12th overall.

But apart from the Aston Martin Vantage which took the chequered flag after 529 laps, there was another clear winner – the Children's Heart Federation, for which the 968 drivers raised thousands of pounds. 'Beating congenital heart disease is all about teamwork, just like endurance racing,' said Evans, a trustee of the Children's Heart Federation. 'Each team member did their utmost to achieve the best result for a wonderful organisation that supports so many sick children every year.'

As we went to press the drivers and their 968, which was prepared by EMC Motorsport in Birmingham, had raised £4055, against a target of £24,000. Donations can be made through the 'CHF500' page on the Justgiving website.

ELECTRIC 911 ON THE WAY

Porsche is expected to decide this year whether to build a plug-in hybrid version of the 911. It's a crunch decision, given that much of the carmaker's image centres round the iconic rear-engined model, now in its fifth decade of production – but it's likely to be a "yes".

Technically, it would not be a difficult move, as CEO Matthias Mueller explained to the industry publication, *Automotive News*: 'Why not? That is a technique which we at Porsche are very familiar with, so we can suppose that we could have plug-ins all over the model range, not only to save fuel but also to boost the performance of these cars.'

The 918 Spyder is hybrid, and the Cayenne and Panamera are also offered in this form, the latter making up 15 per cent of the model's sales in the all-important US market. Mueller told *AM*, 'We are firmly convinced that the plug-in technology is the solution for the nearer future', and that the 911 would 'possibly' be the next model to use it. A hybrid 911 has of course already been seen, in the form of the 911 GT3 R Hybrid, unveiled in 2010 and raced by Porsche in various endurance events.

A plug-in hybrid 911? It's a question that's currently vexing Porsche. The technology is there, but will it 'fit' with the 911's sporting image? We suspect it's going to happen. Pictured here is the race hybrid 911 from 2010



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CLASSIC DEALERS OPEN FOR BUSINESS

Last Autumn Porsche announced it would expand the number of 'Porsche Partners' in its worldwide dealer network, centres equipped to maintain and rebuild classic Porsches. The first two have been announced for the 35-strong UK Porsche Centre network, at Hatfield and Leeds.

Their presence in the PC will be obvious, in the form of a 'Classic Corner' within the showroom, past iconic models on display to whet customers' appetites. All PCs can supply classic parts and service, but Leeds and Hatfield offer a more specialist range of products and back up. To mark their new venture, both dealers put on a special event and a display of classics, including the 924 GTS that former Porsche works driver Derek Bell has long owned and which has been refurbished in the Porsche Classic workshop.

Porsche Classic currently offers some 52,000 parts for classic Porsches – now defined as anything up to and including the 996-series 911 and the original Boxster. Additionally, it re-issues around 200 previously deleted parts each year. It also offers about 1000 workshop manuals and maintenance books.



Fully restored by Porsche's own technicians, this 993 Turbo is currently on display and for sale at Porsche Centre Reading

PORSCHE BY THE HOUR

If you would like a new Porsche but can't or won't pay the full price, there is an official Porsche dealer in Berlin in Germany that will let you have one for just 69 euros (about £50). This gets you a Macan or a Boxster, and for an additional €30 you can have a 911. They're real ones, too, not models!

The catch is that you only have it for an hour. It's the Porsche Drive scheme, piloted last year at the Porsche Museum in Stuttgart, with the German capital the second location to open. The idea is simply to allow people to drive their dream car, or to allow potential buyers to try the Porsche they fancy without having to have a salesman with you during the test drive.

All regular Porsche models are available: Macan, Boxster, 911, Panamera and Cayenne (including the S E-Hybrid). Prices rise to €179 (£129) for three hours in a Boxster, to €299 (£216) for a day and €1899 (£1370) for a week. A 911 works out about a third more.

For short rents, Porsche Drive staff can recommend a route and programme it into the satellite navigation, but there do not appear to be any restrictions on where the Porsche can be taken, though it has to be returned to Porsche Centre Berlin. At the end, you will be presented with a souvenir photo. Call Porsche Drive on +49 (0) 30 978911 190, or email berlin@porsche-drive.de, berlin@porsche-drive.de



PORSCHE RESTORED 993 TURBO FOR SALE

Is this the world's best 993 Turbo? Could well be. Fully restored for Porsche's inter-dealer National Restoration Competition, it has undergone a nut and bolt rebuild by Porsche's own technicians. The beautiful 993 Turbo was returned back to pristine condition after countless hours of major restoration work by Porsche Central Operations. It was an important model for Porsche, introducing twin turbos and four-wheel drive to the Turbo mix and paving the way for the 996 Turbo. Indeed, in our recent 25th Anniversary issue, the 993 Turbo polled at No4, not a bad result given the myriad of Porsche choices our pollsters had to choose from.

You're unlikely to find an example better than this, which looks truly magnificent in black, with its red leather interior. It's currently on display at Reading and the price is very much of the POA variety, but if excellence and provenance are important, then this 993 Turbo ticks all the boxes.



NEWS IN BRIEF

- Birmingham has a new independent Porsche specialist, Zuffenhaus (01564 823144, zhporsche.co.uk). Run by Mike and Paul Chare, the former is a Porsche trained technician and with experience of race prepping 356s and early 911s, and the latter a 911 3.2 Carrera Super Sport Cabriolet owner and well known on the Porsche scene.
- Apologies to last month's 'You and Yours' subject. Throughout the regular feature, we managed to reference a mystery owner called Bob Donovan, when it should have been Ben Donovan. Sorry, Ben.
- Porsche now offers an app for the Apple Watch, one of the first carmakers to do so. It allows certain vehicle functions to be operated by tap and gesture inputs, such as checking that the windows are closed, and locking the vehicle, and activating the car finder function.
- Porsche has announced special versions of the Boxster and 911 Carrera/Carrera 4, called the Black Edition. As the name suggests they are painted in black, and they have special equipment, the Boxster is priced at £46,164 and the 911s from £75,074.
- The long tenure of Ferdinand Piech – grandson of Ferdinand Porsche and a Porsche shareholder – as chairman VW Group has ended. It follows a power struggle with VW's chief executive, Martin Winterkorn.

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Roger Bray's own unrestored 1968 911 alongside Jeremy Gibson's superb 356A coupé, itself a Roger Bray restoration

ROGER BRAY OPEN DAY

Based just outside Exeter in Devon, Roger Bray Restorations is one the UK's leading Porsche 356 specialists, writes **Keith Seume**, and at the end of April this year Roger and his crew threw open the doors to the busy workshop to show off their talents.

Bray's been specialising in early Porsches for three decades and has earned himself a reputation for being one of the most knowledgeable people on the subject of what makes the 356 tick. He learnt his skills in the classic car trade many moons ago and has now gathered round him a supremely talented team of metalworkers and body men who can transform even the most hopeless wreck into a concours candidate that's correct in every detail.

Aside from the workshop, there's a huge parts stock, meaning that RBR can supply just about everything to keep your early Porsche on the road – and here we don't only mean 356s, for they carry a lot of 911 and 912 parts, too. And, as far as the earliest cars are concerned, if parts aren't available, they'll make them in house – including body panels.

On the slightly overcast April day, a wide selection of cars showed up, ranging from 912s and 914s to Pre-A Cabriolets and a genuine Porsche 916, the latter belonging to Crispin Manners of nearby Oak Tree Garage, another well-known name in the local Porsche fraternity. Workshop tours and talks by Roger (plus a superb fresh-cooked buffet!) rounded off a great day out.

rogerbrayrestorations.com

Tel: 014904 822005



RIGHT CLOCKWISE
From outlaw 356s to 914/6s, there was a wide variety of visitors on the day. Spotlessly clean workshop with two current restoration projects on display showed off the team's talents to perfection. The man himself – Roger was on hand to answer questions and spread the gospel. Blue 912 used to belong to our very own Keith Seume. Early Cabriolet alongside was stunning Rare RHD 1967 912 belonging to a visitor and was on offer at a mind-boggling £40,000! Rarest car on the day was Crispin Manners' 916 – one of just eleven cars built by the factory. It's now nearing the end of a lengthy restoration



Workshop tours and informative tech talks went on throughout the day



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Sat Nav, 50,000 miles.....**£44,000**



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Sat Nav, 42,000 miles.....**£50,000**



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GT Silver with black leather,
Sat Nav, 52,000 miles.....**£47,000**



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Slate grey with black leather,
Sat Nav, 27,000 miles.....**£36,000**



911 (997) "4S" 3.8 cab (06-2006)
Basalt black with black leather, Sat
Nav, 41,000 miles.....**£35,000**



911 (997) "4S" 3.8 cab (06-2006)
Silver with ocean blue leather, Sat Nav,
30,000 miles.....**£35,000**



Porsche (997) "2S" 3.8 (57-2007)
Basalt black with black leather,
Sat Nav, 45,000 miles.....**£34,000**



911 (997) "2S" 3.8 (07-2007)
GT Silver with black leather,
Sat Nav, 34,000 miles.....**£34,000**



911 (997) "2S" 3.8 (08-2008)
Cobalt blue with grey leather,
Sat Nav, 49,000 miles.....**£34,000**



911 (997) "4S" 3.8 (06-2006)
Silver with black leather,
Sat Nav, 40,000 miles.....**£34,000**



911 (997) "2S" 3.8 (07-2007)
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Sat Nav, 47,000 miles.....**£33,000**



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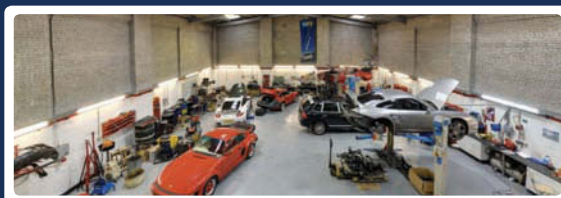
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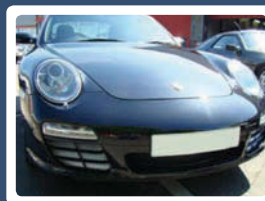


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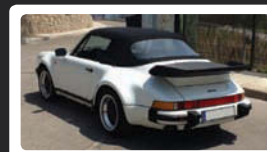
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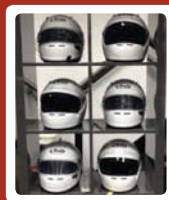
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SILVER MACHINE

Thought the stock 991 GT3 was extreme? Think again as the new GT3 RS turns the volume up to 11, with 4-litres, 493bhp and, more significantly, race car levels of downforce

Words: Clive Rich Photography: James Lipman



“**T**his or the 997 GT3 RS 4.0?” I ask Walter Röhrl. “This,” he replies, before adding its

longer wheelbase increases stability over the fabled, limited-run 4.0. And the gearbox, well, we’ll come to that. It’s here then, the 991 GT3 RS has arrived, and it clearly means business. Since it was shown for the first time on the Geneva show stand in March alongside its GT4 stablemate we’ve been itching to drive it, and now that opportunity is here, at the same Bilster Berg race resort in Germany where Porsche launched the 991 Turbo and Turbo S.

That’s apt, as anyone who knows their

911s will recognise that the GT3 RS is wearing the wider bodywork of the blown car. The wider front and rear wings are necessary to cover the RS’s wider track, Porsche’s chassis engineers managing to squeeze a wheel and tyre package borrowed from the parts bin shelf marked ‘918’. Those 21-inch rear wheels, wrapped in 325 section Michelin Pilot Sport Cup tyres almost give the GT3 RS an over-wheeled look, but then it’s not the only element of its looks that are extreme.

There are no chequered flag liveries or GT3 RS stickering, the 991 GT3 RS wearing its intent assertively enough without resorting to cut vinyl. There’s those punctured, carbon fibre front wings, the race-derived vented tops allowing far

better management of the air around the car’s nose, giving 121kg of downforce at the front axle. The cleaner air from the front allows the wing to work more effectively, too, the effect of that being some 224kg of downforce, the GT3 RS managing to achieve around 80% of what its GT3 R racer manages, yet has a drag figure that’s only marginally up on its slimmer-hipped, lesser winged GT3 relation. That’s genuinely incredible.

The airflow management doesn’t stop there, either. Those Turbo inlets in front of the rear wheel aren’t for cooling, but induction. They channel air to a high performance air filter, via a variable resonance induction system to an engine that’s been seriously reworked itself. The



991 GT3 RS

Model tested:	Porsche 911 GT3 RS
Pricing:	£131,296
Engine:	4.0-litre flat-six
Transmission:	Rear-wheel drive, seven-speed PDK
CO2 emissions:	296g/km
Kerb weight:	1420kg
Top speed:	193mph
0-62mph:	3.3secs
Power:	493bhp at 8250rpm
Torque:	339lb ft at 6250rpm



The GT3 RS uses the 991 Turbo's extreme width bodyshell, which will make it rather less wieldy on some of our typical UK roads. Aerodynamically it boasts 80% of the downforce of a GT3 R race car, which is pretty astonishing

All the RS styling cues are present and correct. Suede trimmed wheel is a steering delight, but the GT3 RS is still an auto only. Scaffolding in the rear screams of track day intention, while massive 21in rims are shod with Michelin's stickiest rubber

capacity has raised from 3.8-litres to 4.0-litres, that achieved by increasing the cylinder stroke via a longer throw crankshaft. That shaft can trace its roots to Porsche's 919 Hybrid WEC racing car, being made of a heated high-strength steel that Porsche's GT boss Andreas Preuninger says has more in common with the materials NASA might use than automotive applications. The changes don't just stop at the crankshaft, with lighter cylinder heads, a completely re-worked valvetrain, different dry-sump lubrication with a new oil pump. The result of those changes is a peak power of 493bhp, some 25bhp more than the GT3's, giving a specific output of 125bhp per litre. Torque too sees a slight increase to 339lb ft. That peak power comes at 8250rpm, the greater capacity of the 4.0-litre seeing the maximum revs stop at 8800rpm, which is a 200rpm drop from the heady heights of the GT3. There's a flatter torque curve and the engine's increased ferocity throughout the entire range is compensation for that earlier red paint, it allowing the GT3 RS to shave 0.2 seconds off the GT3's 0-62mph time for a

3.3 second sprint, it reaching 100mph in just 7.1 seconds and 125mph in 10.9.

Fast, but then the RS always was, the key to its appeal always greater than the numbers it can achieve. The RS is about purity, feel and engagement, a significant amount of that down to the GT department's obsessive chasing of reduced weight. Every detail has been looked at. The wider Turbo body is inherently more weighty than that of the standard GT3,

and an unladen, but wet weight of 1420kg, that achieved by a number of means. The rear and side rear windows are polycarbonate, saving 3.3kg combined, the carbon fibre bonnet saves 1.5kg, the carbon fibre wings some 2.2kg, the lightweight rear apron 1.0kg, thinner door cards with tab pulls 0.4kg and that unique magnesium roof dropping by 1kg and helping achieve a lower centre of gravity. Tick the lithium ion battery option and you lose 12kg

“ some of the weight reductions are a law of diminishing returns ”

though despite this, and the addition of that massive wheel and tyre combination front and rear, the GT3 RS is around 10kg lighter than its GT3 relation.

Some specification fiddling is required to achieve its minimum fighting weight, Porsche quoting a dry weight of 1327kg

immediately, while the PCCB help reduce mass and increase stopping power, Porsche as ever also offering a no-cost delete option on the GT3's entertainment and air-conditioning systems.

Preuninger admits that some weight reductions are a law of diminishing returns,



though they're proud of that magnesium roof, which is lighter than carbonfibre. Just 1mm thick it's a complex and expensive panel. The sheet is sourced in Malaysia from one of just two worldwide firms able to make it, before heading to Canada for forming. Obviously Preuninger would prefer it if it were sourced locally, but that's currently not possible. He doesn't rule out magnesium featuring more extensively in the future, which would fit with his recent proclamations that chasing lap times and ever more power is increasingly futile.

Still, the next slide in the press presentation is headed by a time, that being 7 mins 20 seconds. That's not even a best time, set in less than ideal conditions around the Nürburgring by Timo Kluck, the track partially wet. There's a few seconds to be shaved off that then, though it's already some 10 seconds quicker than the 997 GT3 RS 4.0 and matches that of the 997 GT2 RS. As

serious a track proposition as ever then, and Porsche has laid one on for us.

Bilster Berg Drive Resort is the venue, the track a climbing and falling mini Nürburgring itself. It's a challenge for any car and driver, squeezing some 44 crests and dips and 19 corners into its 4.1km length. It felt very serious when Porsche launched the Turbo here, and the 911 GT3 RS promises to be even more daunting. There's pleading from Porsche's PR people to keep the ESP and Traction Control systems on which, ahem, we adhere to, well at least for the first few laps.

Walter is out front, and his idea of a sighting lap around here isn't slow. Sensibly we grabbed a few laps alongside him leading an earlier group so have jogged memories as to where the track goes. Sat in the familiar cabin, grasping the slightly smaller diameter steering wheel Walter's voice simply says 'okay'

over the crackly radio handset jammed into the door bin, and we're off. On the drive over the engine impressed with its low-rev response and tractability, the gearbox its smoothness and the suspension its astonishing suppleness. Switched over to PDK Sport, in fully manual mode – no automated upshifts and downshifts only to prevent a stall – the shift feels more abrupt, whipcracking through the ratios with an immediacy to requests as the needle tears around the rev-counter with incredible ferocity.

The engine is mighty, it might have only 25bhp over its GT3 relation, but it's more guttural, more vocal, if not as obviously race-derived as the old Mezger. There's a total lack of transmission whine too, the sometimes recalcitrant slow speed nature of 997 RSs gone, the 991 GT3 RS in comparison a paragon of civility. The PDK gearbox helps, Preuninger unapologetic in the RS keeping it, stating that for the RS





it's all about being the fastest – if you want a manual GT built car then he points to the GT4. That transmission allows for a number of things, not least the electronic differential and torque vectoring, all of which aid the GT3 RS in its pursuit as a ruthless track weapon.

They're effective too, the 991 GT3 RS featuring the most immediate turn-in of any 911. Turn the steering wheel and there's

anything that you'd convincingly describe as genuine feel. Still, as the speeds increase, and they do with punishing ease, the GT3 gets ever better, it taking a while to re-calibrate your expectations about possible entry speeds, the ability to carry that speed eye-widening indeed. It's a more challenging car than the GT3, notably more immediate and less tolerant to hesitancy, any nervous mid-corner lifts

so much higher, yet on the road it rides with surprising suppleness, despite a more hardcore suspension set-up featuring ball-joints where possible, and other RS specific tuning.

The biggest limiting factor is its width, it feeling like a big car, oddly more so than the Turbo, which is perhaps down to the intimidation factor it represents. On the road it's impossible to get anywhere near the GT3 RS's limits, its performance so lofty that the excitement only really happens when you're deep into three-figure speeds. That's down to the inevitable march of progress, the GT3 RS an incredible, genre-defining achievement that'll appeal to a hardcore audience like it always has. The GT3 in its 991 incarnation has morphed into a genuinely useable road car, and the RS builds on that, but with huge reserves of ability in reserve for the track. When pushed though, Walter admits he'd have a GT4, which he describes as "perfect". The GT3 RS is, too, but perhaps not for everyone. Same as it ever was then, only faster still. **PW**

“ When pushed, though, Walter admits he'd have a GT4 ”

no slack, the turn-in incredible given its engine configuration, the aero and massive tyres undoubtedly helping. The steering offers good weighting and the sort of trustworthy, speed of response that marks it out as among the best EPAS systems out there, though it's still light on

resulting in an immediate chastising as the mass moves and the rear comes into play. It's mobile then, it possible to unstick those massive rear tyres, Porsche's chassis people admitting that was part of its development intent. It all feels a lot more senior than the standard GT3, the speeds



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PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership



BRAKING GOOD

Classic Porsche specialist NLA Authentic Parts can rightly claim to be a "one stop shop" for 356 owners maintaining or rebuilding their cars, a reputation clearly evidenced by the collection of brake parts offered. For all drum-stopper 356s, the firm, based in Nevada in the US, offers relined front and rear brake shoes, with a modern non-asbestos lining, which are presently supplied on an exchange basis at £110 (about £73) per set for two wheels, but which will soon be offered as non-exchange items.

Should the urge to refresh other parts of the braking 'while you're at it' take hold, NLA can also supply wheel cylinders (\$56, £36) and all the shoe springs, adjusting clips, banjo bolts and other sundries necessary. Restored brake drums (pictured) for 356A and 356B models are supplied, with new iron liners, while bearing bores are re-sleeved; they cost \$1550 (£1000) but NLA says they're as good as new. Hoses and brake lines are also available. Further information and prices are available at nlaparts.com. Don't forget to take shipping costs and import duty and VAT into account, however.

SWEET SIXTEENS

Japanese tyre maker Toyo is likely to win a few friends for releasing new race/track day and "fast road" tyres designed specifically for Porsche 944s and older 911s running 16-inch wheels. The Proxes T1-R (the V-shaped tread pattern) is intended for everyday road use, claiming high levels of wet and dry grip, while at the same time offering well controlled noise levels.

The Proxes R888 is aimed at those who want super sticky grip – but also need the tyres to be road legal, most likely for driving to and from events. Indeed it is one of the few semi-slick tyres that is road legal in the UK and across the EU. It's also used as the "control" tyre in the BRSCC Toyo Tires Porsche Championship.

Both tyres are available in three sizes: 205/55ZR16, 225/50ZR16 and 245/45ZR16. They look good value, with prices starting from around £50 each, depending on the outlet, for the 205/55ZR16 Proxes T1-R. More information can be found at toyo.co.uk



THIS YEAR'S NEW INTAKE

Given that a Porsche engine, particularly a turbocharged one, is a massively complex, finely and critically tuned piece of engineering, we are constantly amazed that a very simple component like an air filter can bring about an improvement in it. But that is what Gloucester-based Forge Motorsport promises with its new Porsche 997 Induction System, which is essentially a domed air filter that maximises the intake surface area.

Suitable for all 997-series 911 Turbos, it's a clip-in, easy fit item, designed, we're told, by BTCC engineers. It offers 'vastly improved' filtration over the original filter, thanks to its multi-layered foam, and achieves a 30 per cent higher air flow. The induction noise is pepped up too, although no specific performance claims are being made.

It's designed to look good as well, the carbon-fibre filter housing fitted around a laser-cut aluminium frame. It's also lighter than the original. The price is £503 including VAT, and more details are available on 01452 380999 or at forgemotorsport.com.

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HELM HAPPY

Even after so many decades of progress in in-car materials, it still takes a lot to beat the feel of high quality lacquered wood on a steering wheel, and you'll find that in Momo's new Indy wheel, traditionally styled and actually based on the Italian accessory company's first wheel, in 1964. Mahogany rimmed and with classic perforated spokes, it measures 350mm in diameter and has a 37mm dish, plus of course the hallmark Momo arrow on the horn push.

The three-spoke styling shouts out "1960s!", but the wheel fits a wide range of Porsches, thanks to the huge variety of boss kits that Momo supplies. All the early Porsche models are catered for (356, 911, 912, 914 and so on), and the Indy can even be fitted to a 997-series 911 or a Cayman – however this would obviously mean losing the airbag, thus reducing safety levels, plus removing an airbag is not a job for the novice. The Indy is priced at £196 including VAT, the boss adding £64. A full, easily searchable list of boss kits can be seen at the Momo importer's site b-gdirect.com.



THE TYRE DEPOT

PIRELLI IS OFFERING A SPECIAL DEAL FOR PORSCHE CLUB GREAT BRITAIN MEMBERS

Pirelli, working within its partnership of Porsche Club GB, is now offering club members an exclusive cashback offer. This entitles you to claim money back on purchases of up to eight Pirelli tyres within a calendar year, and the scheme can apply to your friends and family, providing the terms and conditions are adhered to.

The deal is: a £50 cashback two or more Pirelli tyres, rim size 17-inch or above; £20 on two or more, rim size 15- or 16-inch; £10 on two or more, 14-inch or below.

The offer is redeemable firstly through Pirelli's Performance Centres (PPCs) a network of dealers with extra technical levels. Each of the 90 PPCs offers an unrivalled level of expertise when it comes to recommending, fitting and balancing high-performance tyres. Secondly, the cashback is available at any Porsche Centre.

The Italian tyre maker's range is obviously wide, but there are two core tyres for the Porsche driver. The P Zero is a reference point for the ultra high performance segment, its asymmetric tread pattern ideally suited for high performance and sports cars. The second is the P Zero Trofeo R, which has been developed to give even greater performance during track days.



SURFACE BATTLE

A special paint protection process from Germany, and which is claimed even to enhance the value of the vehicle it's applied to, has become available for the first time in the UK, offered by independent Porsche specialist RPM Technik, in Long Marston, Hertfordshire. Branded Gtechniq Platinum, and developed a decade ago by surface protection specialist Gtechniq, it provides a ceramic "shield" for the paintwork which is said to 'outperform anything else available', and last for years.

The chemical bond is not only dirt-repellent, but scratch-resistant too, and comes with a five-year guarantee. While RPM Technik is applying the treatment to its own Porsches for sale, customers can take their own cars in to be treated, at a cost of £460 including VAT. In both cases the customer receives the aftercare kit seen here, worth over £100. RPM Technik is the first dealer to gain "certified" status, and similar specialists are likely to attain it in due course. For further information, call RPM Technik on 01296 663824 or visit rpmtechnik.co.uk.



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25540ZR17 Pirelli P Zero Rosso N3 £152.95

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NUMBERS GAME

JEP 123L

Cars first registered in the UK after 1st January 1973 (the original L-registration) must have reflective number plates, black digits on a white background at the front and black on yellow at the rear. But cars prior to this date may wear plates with white or silver digits on black, which of course is what many of them had originally – and this freedom gives owners scope to apply a finishing touch that can make a big difference to the vehicle. Framptons Classic Plates offers 10 different styles of classic plates, with either silver or white digits, and at varying prices.

The cheapest style is the pressed aluminium plate, which does have an appealing, plain simplicity about it. These, priced at £15 per plate, or £16 with an edge around them, would be appropriate for 1950s or early 1960s cars, while if you have a late 1960s Porsche and wanted period correctness, the raised riveted plates would be the best choice.

Framptons' most expensive plates are the cast aluminium polished ones, costing £17.25 per digit – seen here is an embossed aluminium plate, costing around £40 a pair. Sadly, the firm tells us that owing to a change in DVLA regulations, it has stopped producing specialist reflective plates, as these must now be the current acrylic make-up. For further information, call Framptons on 02392 264755 or visit framptonsplates.com



CHERISH THE THOUGHT

Having mentioned classic styles of number plates in these *Essentials* pages, it seems logical to also talk about what you can put on them. Obviously, if you wanted "POR 1" you'll be disappointed because it probably isn't for sale and if it was it would possibly carry a six-figure price – but a more modest number can be surprisingly inexpensive, and even more good news is that the cost and bureaucracy involved in transferring one has recently reduced.

Cherished registrations numbers can be found for sale in many publications, including *911 & Porsche World*, and on many websites. However, the body that issued them in the first place, the DVLA, also sells them and has honed its website – dvlaregistrations.direct.gov.uk – into an efficient, user friendly operation. Indeed, many of the registrations seen advertised independently are actually those on the DVLA site.

For example, "F5 POR" is available from the DVLA for £1299 including VAT and the £80 "assignment fee". Too much? "V13 POR" to "V99 POR" are all £499. Registrations including "911" will start at around £1200, but a "CAY" plate can be a Cayman owner's for £399. "928 Max" was due to come up at a DVLA auction soon. Believe us, once you start looking at the DVLA site, you could be there for hours – it's absolutely fascinating!

Recently the process has gone on-line, speeding it up, and the cost of keeping a number on a retention certificate – so it stays alive while not on a car – has dropped from £105 plus £35 per year to £80 for 10 years. There's really only one restriction affecting most cars, which is that you can't use a number containing an age indicator that is newer than car you want to transfer it to.

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AA03 BOX £400	E19 BOX £399
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AA07 BOX £799	R21 BOX £399
Current Style Results	Prefix Style Results
AA02 POR £400	E18 POR £399
AA03 POR £400	E19 POR £399
AA06 POR £799	F19 POR £399
AA07 POR £799	R21 POR £399

OLD NOISE

There's nothing like rising values to get specialist suppliers interested in a particular older car, the motivation being that owners will be more inclined to spend money on them. The latest Porsche to tickle the interest of at least one tuning company is the early 911.

'In the past few years we have seen a dramatic price development for the air-cooled Porsche 911 model series,' explains Cargraphic boss Thomas Schnarr. 'This massive price increase for these classic Porsche models urged our development department to build new T-304L "lightweight" stainless steel silencers.'

What is especially interesting is that the Cargraphic design incorporates the performance flap control unit that provides a fruitier sound, and which is seen in many current aftermarket sports exhausts. This vacuum operated feature, which allows gasses to bypass the silencer, is triggered by either a switch on the fascia or a key fob, the latter preferred by most owners. And besides the aural treat, the system offers the traditional virtue of reduced back pressure and hence more power and torque – though how much extra claimed isn't stated.

There are various systems depending on the year of the 911, one for 1966–1973 "F" models and a different one for post-1973 "G" models, and another one again for models until 1983. Plus you can order the two heat exchangers in steel or more expensive but longer lasting stainless steel. And you're buying British – for a long time the German company has had an exhaust manufacturing base in Cullompton in Devon. Exact pricing hasn't been announced yet, but more details on the product are available at cargraphic.de, or contact Cargraphic's UK importer, Parr in Crawley, on 01293 537911.



WIDER PICTURE

Wheel spacers are the easy way to make your car look wider, pushing the rims out further (but hopefully not beyond the line of the wheel arch, which would render the vehicle illegal), and German supercar builder and tuner Gemballa has introduced a set specifically designed for Porsches (and McLarens). As can be seen from the photos, they are an easy fit, bolting straight on to the hub, outboard of the brake discs and calipers.

Available in black or silver and made from high quality aluminium, the firm, based in Leonberg near Stuttgart, says they are 'virtually neutral in relation to the non-suspended mass, but tangibly reduce

lateral inclination due to the modified leverage', which we'll take to mean they're very light and improve handling.

A wide range is offered at varying prices, quoted in euros: a pair of 7mm spacers for a Cayenne is €240 (about £161), 10mm €232 (£170) and 15mm and 18mm €255 (£187).

Further details are available direct from Gemballa at www.gemballa.com, or you can go to either of the two official UK dealers – both independent Porsche specialists – Charles Ivey in Fulham in London (020 7731 3612) or OCD Porsche Specialist in Wallasey, Merseyside (0151 638 8911).





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THE USUAL SUSPECTS

Our man gives us his slant on the best party of the year, eyes a line-up of older Porsches, ponders over Porsche's Le Mans challenge, and pores his scorn on the latest motoring trends



PAUL DAVIES
911&PW Contributor and
Porscheophile

PORSCHE PLEASE...NO!

As I mention elsewhere, my co-driver has a new car. Not a Porsche I'm afraid, one is all this household can run to, but another from Stuttgart, a Mercedes-Benz. Actually it's one of Mercedes' smallest, the GLA cross-over, but it is so different from my 1987 Carrera 3.2. I can barely heave the (non-assisted) steering on the Porsche; the new arrival seeks a slot by the kerb and then, at the press of a button, parks itself!

Very clever, but my real point is that this is only the beginning. Mercedes – like many manufacturers – is showing prototypes of driverless cars, only they call them 'autonomous' because I guess it sounds less scary. Here in the UK, the powers that be have already sited two cities for trials of these vehicles, trumpeting that Britain can have a lead in such technology.

Porsches from the very beginning of real time (that is 1950 when the 356 first went on sale) have been 'drivers' cars'. Fine balance, good handling, usable power are the attributes that made the marque, and even continue with today's more complex descendants. Enjoyment behind the wheel is a vital part of the Porsche experience.

A modern Porsche (even a Cayenne, I will reluctantly say) is a joy to drive, just as is a classic. Please, Porsche, don't take that away from us. If I don't want to drive, I'll take a train or a bus.



Old timer line-up at Shuttleworth whilst Avro Anson and Spartan Executive fly into the storm clouds. (Photo: Delwyn Mallett)

THE POWER OF PORSCHE

Leaning on the bar at The Chequers (at 911&PW's 25th Anniversary bash. See right) fellow *Classic Porsche* contributor Delwyn Mallett happened to mention he was taking his Speedster to a 356 Register meet at Old Warden aerodrome the following Sunday where the Shuttleworth Collection was staging its first show of the year. As a near resident – normally I watch the air displays from my garden – I decided it was only right I should attend to fly the flag, so to speak.

In the event, Delwyn arrived in an Audi TT (I'm still not sure why the Speedster was not present, but the story involved the brakes seizing on Delwyn's ultra-rare Abarth when he took it to Italian Car Day at Brooklands the day before) and I drove up in Mrs D's latest (see left) because the campervan was blocking the Carrera's garage door and I couldn't be fagged to move it.

Anyway (this is beginning to sound a bit like one of Ronnie Corbett's very lengthy jokes) no less than 23 examples of the first eponymous Porsche were present at Old Warden, gathered together by Register chairman Fred Hampton. Actually there were 22 to start, then a man came along and said he was really only attending the air show but he'd go home and get his out of his garage. Thereby showing more commitment than me!

It was a fine sight as the early Porsches stood in

a line, and Spitfire, Hurricane, Gladiator and numerous others dodged the rain clouds above. Much of 356 royalty were present, including Mike and Paul Smith of PRS, Steve Winter from Jaz, and Sportwagen's Bruce Cooper. Not forgetting Fred of course, who has done more than most to promote 356 ownership in the UK.

Sitting – perhaps I should say posing – in the line was one car no-one could miss. You don't often see an 'outlaw' 356 in Gulf Porsche colours. Actually, I had seen it before, back in Year 2000 in fact when I wrote a feature on Jamie Richardson's self-same Karmann Konnektion/Sportwagen restored vehicle.

Jamie Richardson's 'outlaw' 356, shown at this year's Shuttleworth 356 Register display, was first seen in this magazine 15 years ago



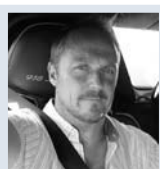
Say what you like about them, but *911 & Porsche World's* elite squad of journalists and Porschephiles have opinions aplenty on all manner of automotive matters. And this is where they get their two-pages worth



KEITH SEUME



ADAM TOWLER



BRETT FRASER



STEVE BENNETT



CHRIS HORTON



JOHNNY TIPLER

HAPPY DAYS

It's a funny old life being a contributor to this and, I guess, many other 21st Century magazines. Back in the long-ago days when I was an editor, the majority of those who got the publication print-ready worked in one building; in my case, in the days of *Hot Car* and *Cars and Car Conversions*, in one room, toiling over man-driven typewriters. Only occasionally was any story entrusted to that distant outsider, the contributor, and then it was usually



because they were a specialist, say a technical person.

Such commission was usually done with trepidation. Quite often the contributor couldn't write for toffee, meaning the office-bound journo had the task later of deciphering the ramblings.

Nowadays it's all different. Technology means that even editors can work at arms-length, calling in an army of writers (now competent of course, but still called contributors) who could be almost anywhere to deliver the goods. You research whatever it is you're going to write about, meet or email anyone you need to consult to complete the story, do the 'creative' bit, and then press a button to wing the words off to the editor.

What does not happen very often is the need to visit mission control itself. I think that since I started writing for *911 & Porsche World* in 1997 I have visited the CHP offices just once and met our founder and managing director, Clive Househam, four times – the last time being by chance in the café at the Haynes Motor Museum in Somerset! Editors, Horton and then Bennett, I have seen more often, usually at some motoring 'do' or other.

So it was nice to receive an invite last month to help celebrate 25 years of this

publication, the venue being The Chequers pub, where the magazine has hosted readers' get-togethers. It was a perfect opportunity to meet many fellow arms-length contributors, and I can report a good time was had by all. Someone observed that not only were all *911&PW* editors to date present (Househam, Horton, Bennett) but there were also two *CCC* editors (Bennett and yours truly), and three former *Hot Car* staffers (Keith Seume, Househam and Davies) in the room.

I came to this magazine via getting bored after years in public relations and then buying a 912. When Chris Horton slotted a photo of an early 911S at Brands Hatch into an issue, I was able to write in with the words 'that's me'. So followed a continuing association, beginning with a long-running series on getting the imported 912 back into action; the fact that it was being read by at least one person being confirmed when one day a Ford Fiesta pulled alongside me on the M25 and the driver waved a copy of the magazine with my Porsche on the cover.

That 25 years ago Clive had hit on something big is proved by the fact that now there are three other (including our own *Classic Porsche*) one-make Stuttgart publications in the market. But don't forget, this one started it!



Happy scene at the party of the year! Our man (right) waits for magazine founder Househam to pay the bar bill

Our man's stint in the BSM High Performance Course 911S at Brands Hatch in 1968 was the trigger to 17 years as a *911&PW* contributor

CAN HISTORY REPEAT ITSELF?

If you've been a clever bunny and got a *911 & Porsche World* subscription, you'll not only be reading this right at the start of June but also ten days before the greatest race on earth, the Le Mans 24 Hours. As I write, there's a good chance that Porsche could claim its first outright victory since 1998. But will it happen?

Porsche's revised 919 hybrid LMP1 car (the sort you must have to win) is looking good, but the opposition is perhaps more formidable than ever in the history of Porsche's 14 wins (not counting the TWR/Porsche engine car of 1996) at the French circuit. Audi and Toyota are strong, with the other German company (now of course part of the same family as Porsche) having clocked up 13 wins since 2000, and taken victory at both of this year's previous two World Endurance Championship rounds at Silverstone and Spa-Francorchamps.

Audi's winning ways very much mirror the Porsche 956/962 era that began in 1982 when a 1-2-3 victory at Le Mans headed an unbroken string of seven wins for the Group C car. Back in '82 Porsche, just like this year, were runners up (then to Lancia) in the opening round. Then they went back to Weissach to re-group and sort out fuel

economy problems before returning to wipe the floor at Le Mans. This year they contested the Belgian race to come second (Spa in 1982 was held in September, and

Porsche won) but the 919 is on the pace. Perhaps being also-ran at Silverstone just like '82 could herald a repeat of that 1-2-3 victory this year?

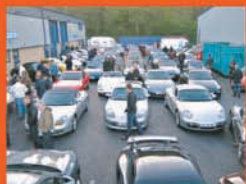


Le Mans 1-2-3 victory in 1982 was the start of the Porsche 956/962 era. Can the 919 come good this year? You'll probably know by the time you read this



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LETTERS

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



CAYMAN RECALLED

I was surprised and delighted, while perusing my copy of the 25th Anniversary edition of your esteemed publication, to come across Jeremy Laird's project Cayman. I am the original owner of that car, ordered as soon as I heard the rumour that Porsche were producing a coupe version of the Boxster.

Reading on, though, I wasn't quite so happy! Jeremy's experience with engine failure must have been very worrying, fortunately resolved satisfactorily by Porsche in the end. To be honest, though, I'm not too surprised by the problem, as, towards the end of my ownership (I kept it for six years), I noticed the oil consumption had increased significantly – though still within the limits set by the handbook.

I pointed this out to my Porsche Centre, but it was dismissed as normal. In fact, I'm a bit surprised the owner before Jeremy hadn't replaced the engine.

The lesson for anyone out there with a 987 engine is that it shouldn't use any significant amount of oil. If you're getting less than about 2000 miles per half-litre

of oil, get a Porsche warranty as quickly as possible!

I loved the car and found its balance between ride comfort and handling to be ideal on the standard 18-inch wheels. Like Jeremy, I had a 986 Boxster before the Cayman, and I used to find it would hop from bump to bump on a typically poor quality B-road taken at speed, lighting up the traction control lamp.

The Cayman dealt with our terrible roads much more effectively. So I can't agree with Jeremy's comments on the dynamic shortcomings of the Cayman on standard wheels; these things are subjective, I guess. I do agree with his general point that bigger wheels should be avoided, though; they are just for pose value, in my opinion.

I'm looking forward to reading more of Jeremy's exploits with the Croc, and seeing what effect his mods have. By coincidence, I saw the car on the road yesterday, as I passed in the opposite direction; it was looking as good as ever.

Jonathan Tinkler, Tadley, Hants

Jonathan Tinkler was the original owner of Jeremy Laird's Cayman (left) and disagrees with comments made about ride quality with 18in wheels



OH DEAR, OH DEER!

I read with interest Johnny Tipler's account (*The Usual Suspects*, issue 255) of his unexpected encounter with a dead roe deer.

My wife and I recently came home to Inverness from Gairloch in the Highlands in our own 986 Boxster during which journey I was as frightened as I have ever been in a car.

We had enjoyed a great day in brilliant sunshine going via Poolewe and then to the amazing dunes and deserted beach at Redpoint with that magnificent backdrop. Back to Gairloch for dinner and then home.

By this time it was about 9pm and the road back across the centre of Scotland via Achnasheen is well known for its population of red deer. These are somewhat bigger than roe deer and can weigh a quarter of a tonne (I would not give much for our chances of driving over one of them in our Tiguan, never mind the Boxster, and have no wish to check the roof strength of the latter should we hit one). They are dark brown in colour, stand 1.2m at the shoulder, seem not to reflect headlight beams at all and have no road sense whatsoever. It seemed to us that the whole lot of them were out that night; it was a very slow and very long journey home.

John Thornton, via E-mail

MORE CAYMAN THOUGHTS

Well Jeremy, that's one scary story about your 'Croc', but with a happy ending anyway (I refer to *Crocodile Tears*, page 150, issue 254). I really enjoyed reading the interesting article and have gone through it several times. Perhaps you'll need to write a follow-up in future to let us know your progress?

I have an extended RAC Platinum warranty on my Cobalt Blue 06 'S' which has approximately 45,000 miles on the clock. On rechecking the small print, I think I have maximum cover of £1000 on parts, which isn't going to get me very far as a Porsche warranty, is it!

At the moment, my Cayman S isn't using any oil – nor petrol for that matter, as it's been sitting in my garage for three weeks waiting for Dove Motors to fit me in

and check the diagnostics, as the engine management light is on.

The last time that happened was when a stone from some road works jammed the fan on the nearside radiator. I am seriously considering buying a pair of mesh guards in case I ever get the car back on the road! All MOTs are fine each year with no advisories, so I'm hoping it's just a sensor. Why didn't your bore score show up in the emissions readout, or doesn't that happen?

Finally, regarding the 'look' of the design from different angles, I've discovered where the designers got the idea for the Cayman's profile from! (see attached photo of my R/C Corsair model aircraft). I much prefer the latest generation profile.

Derrick Green reckons Porsche's stylists were influenced by the cockpit design of the Chance-Vought Corsair aircraft (right) when they designed the Cayman





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TRIBUTE ACT

A Porsche 917 is no machine for mere mortals, but for a mere mortal with aspirations of Le Mans grandeur, then there is always the replica route. Graham Turner has built a wonderfully faithful lookalike and he even races it. He calls it his nemesis, but we suspect he would be lost without it

Words and pictures: Brett Fraser

If there's one thing that Graham Turner is at pains to reiterate, it's that his 917K replica is 'no trailer queen'. 'Even when I'm at a race track, in the paddock, I still get people coming up to me and saying "you're not going to race that, are you?" Well, I'm at a circuit, there are numbers on the side of the car, and it's what I built the 917 for in the first place. So yes, I most certainly am going to race that.'

Take a stroll around the knee-high projectile and there's plenty of evidence that the 3.6-litre 964-engined, Gulf-liveried tribute to one of the greatest race cars of all time really isn't a completely pampered princess. There's a gash on its nose that has been temporarily repaired with a bandage of red sticky tape, while clear tape has been applied to the windscreen in an attempt to stop a crack growing any longer; around the wheelarches there's chipped paintwork. 'You should see it at the end of a race,'

Graham implores.

'It will be smeared with oil and brake dust coming off rivals' cars, and covered with (rubber) marbles flicked up off the track surface. It looks hard used, because it is hard used. That's the whole point of my 917.'

Perhaps why the uninitiated might become confused about Graham's repli-racer is that although he charges hard in it, he also tends to its wellbeing with incredible devotion, keeping it sparkling clean inside and out – when he removes the nose panel to show me how far ahead of the front wheels (not just the front axle line) the 917's pedals are, the cockpit floor is cleaner than a surgeon's operating table.

Part of the reason Graham takes such extraordinary care of the 917's presentation is because he has a long-standing relationship with Gulf Oil to show the car – and his similarly liveried Ford GT40 – at events around the country. 'My car has even been in the pits at Le Mans on behalf of Gulf,

when the company was supporting the Barazi-Epsilon team.'

But it was at Le Mans a few decades earlier that the seeds of his passion for both Gulf and the 917 first took root. At the 1970 running of the 24-hour race, all three of the Gulf-sponsored 917Ks that were campaigned by John Wyer Automotive (JWA) failed to make it past the halfway point, yet they made quite an impression on the 21-year-old Graham Turner, at Le Mans with a Super8 film camera to capture the action. 'I even got footage of the Porsche Salzburg team's overall winning car, the 917LH being driven by Dickie Attwood and Hans Herrmann.'

Not that Graham was able to do very much more than dream about the Porsche for many years to come. 'From 1969 through until about 1974 I raced a Mini 850 in the Special Saloons Championship which was great fun, but by the time I began wondering what it might be like to be on track in a 917,

Graham Turner with his 917K replica. Looks fantastic, does it not? Just like the real thing, and hardly surprising given that the body moulds were taken from a real 917 as owned by David Piper



prices were already so high that I knew I would never be in a position to afford one.' Researching the cars in incredible depth, well, that was an entirely different matter...

By the dawn of the new millennium, Graham was friendly with 917 owner David Piper, a friendship that saw the latter offer up his own car for moulds to be taken from when Graham expressed an interest in building an accurate replica. Where possible Graham wanted his replica to be faithful to the original 917K, but one area that he knew from the outset would require compromise, was the engine.

'Some years ago I was offered two original 917 engines, one with a price tag of £250,000, and the other, because it included the gearbox, could have been mine for £300,000... These days, of course, they're probably a million quid or more, but I'm a one-man band and not privy to that kind of wealth, so an original engine was never on the cards. The same goes for the original titanium steering rack I was offered for £5000.'

So instead of 12 cylinders, Graham settled on just the six. 'My engine came from a crashed 1990 3.6-litre 964 that in 2003 cost me £3600; the 915 gearbox was another £1500, and was from a Martini-striped RSR lookalike. Yes, a G50 'box, which incidentally I also have, possesses a superior gearchange, but the 915 is lighter, and lightness is the racer's best friend. Furthermore, to date the 915 has proven bomb-proof, and on those occasions when the shift has been exceptionally recalcitrant, I've been able to rely on the engine's strong torque to get me swiftly around even very tight circuits without having to actually change gear once again once I've made it into fourth. But I'm always experimenting with linkage fixes – I think I'm on about version 50 at the moment...'

Light weight may well have influenced most of Graham's thinking on the build of his 917 replica, but for the tubular chassis he adopted a more pragmatic approach. 'People have this vision that the 917 came along and simply romped off into the sunset with all the silverware,' explains Graham. 'But they were actually a very fragile car, particularly that aluminium – and occasionally titanium – tubular chassis which was prone to cracking.'

'The factory cars had pressurised gas-filled tubes monitored by a pressure dial, and if the pressure fell it was time to swiftly return to the pits because you'd got a crack somewhere. I opted for steel tubes, despite the extra weight, for greater strength. Even so, I meticulously check the whole chassis after each race: Porsche gave the 917 chassis a 40-hour shelf life.'

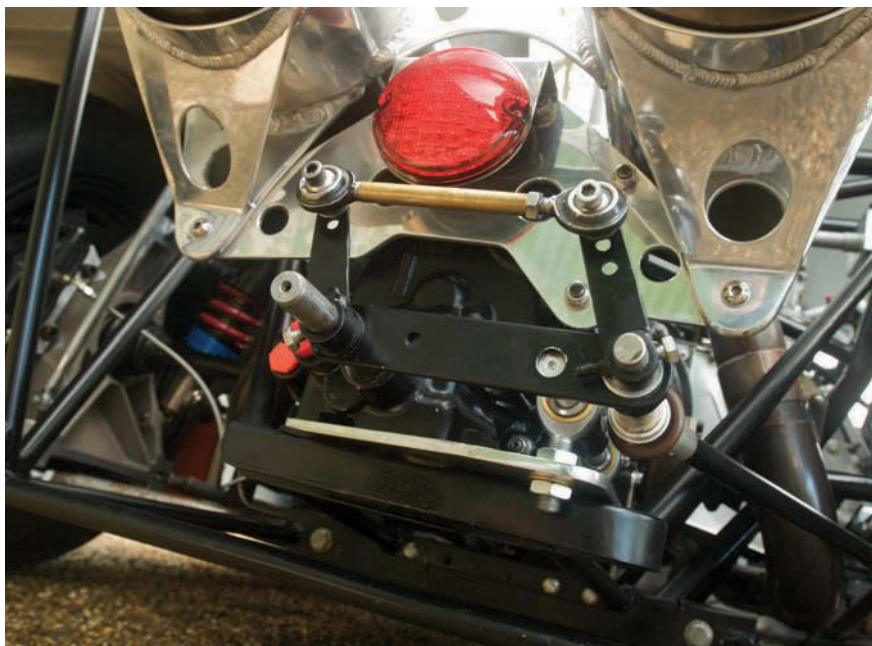
Graham finished the build of his 917 replica towards summer's end in 2005. 'I took it untested to Spa in the September of that year, to run in the hour-long support race for the Spa 6-Hours. Because I hadn't done any proper testing the car suffered from major understeer, but I still qualified 17th. I managed to finish the race itself, but only just – the steering shaft had started to seize up. And it's been downhill ever since!'

That last comment is Graham being self-deprecating, because his brightly burning passion for the 917 replica has caught the eye of several ex-designers and engineers who worked on the genuine item, several of whom have signed the sills of his car and

Right: No, it's not an original 917 engine or even close. Graham had to draw the line somewhere. Instead his replica uses a 3.6-litre 964 engine on PMO carbs, which develops a very reliable and torquey 300bhp



“ Some years ago I was offered two original 917 engines, one with a price tag of £250,000 ”



Above middle: Graham's 917 replica is immaculate in terms of engineering and presentation. It has to be because it is often used by Gulf for promotional duty. Chassis is steel tubed as opposed to the aluminium and titanium tubing of the original. Right: Driving the 917 is akin to lying down on the job, reckons Graham



917 HISTORY

The most iconic racing car of all time? With that Gulf livery, fearsome reputation, Le Mans success and Steve McQueen connection, it's an accolade that fits the 917. Its star burned brightest between 1969 and 1971, after which endurance racing rules changed to outlaw the 5-litre cars. The 917 very nearly took three Le Mans victories in a row, winning in both '70 and '71, but losing out in '69 to Ford. Le Mans' loss was Can Am's gain as Porsche reinvented the 917 as the world's most powerful racing car.

offered extremely useful advice. 'I'm particularly indebted to my friend David Piper for all his help, and also to his faithful mechanic, 'Stubbs' Webb.'

Graham also dishes out praise to Nick Fulljames of Redtek, who rebuilt his 3.6-litre flat-six after it blew cylinder number five during a race at Snetterton. 'Nick does everything in-house and rebuilt and balanced my engine. He's the only person I would trust with it, because he's someone who really, really understands how a Porsche engine works.'

'Some days I think I'd like more power than the 300bhp mine already produces, but it would simply cost me too much. Plus I need reliability, so there's little point in pushing the engine to the ultimate limit. I never rev it beyond 7000rpm and change the oil – and it's expensive stuff – every two or three races, because I know it will save me money in the long term.'

This approach to engine longevity seems to be paying dividends, because since the Redtek rebuild, the only real headache Graham has suffered from is an ECU failure. 'But we're getting there now,' he insists.

Engine aside, Graham's quest for

originality with his 917 replica hasn't impressed everybody. 'At one of the Porsche Club gatherings at Chateau Impney I experienced a considerable amount of hostility towards my car because it's not a genuine Porsche; there's also negative comment about it on Facebook.'

'But in general, the public loves the 917, replica or not. I view it in these terms – if I had a pound for every picture that someone takes of my GT40, I'd be a millionaire, but if I

million questions that I'm more than happy to answer: it does make it hard for you to get your 'race head' on, though. And its delicacy means lots of painstaking maintenance. Plus you have to accept the fact that you're in a car that – because of its design, performance and in-period construction – could easily kill you.'

Might he eventually sell the 917? Graham concedes that he possibly would and had recently investigated swapping it for a Lola

“ You have to lie down to drive it. You don't want to crash nose first ”

had 50p for every picture taken of the 917, then I'd be a billionaire.'

That said, Graham confesses that the 917 is a very taxing machine to race and own. 'You pretty much have to lie down to drive it, and with your feet out beyond the front wheels you really don't want to crash it nose-first... Everywhere you go people ask a

T70 replica. Yet I'm not so sure. When I first met Graham, before our photo shoot, he referred to the 917 as his nemesis. And the thing about a nemesis is that you're unlikely to rest until you've conquered it: they're compelling that way. I could be wrong, but I reckon Graham has plenty more he wants to master with the car of his dreams. **PW**



CONTACT

Redtek

Well known in the pages of *911&PW*, Redtek's Nick Fulljames built Graham's 964 engine, with a reliable 300bhp
01280 841911
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You can never appreciate just how low a 917 is until you're standing next to one. Knee height is about right. Check out the exposed front end. Yes, those are the pedals you can see



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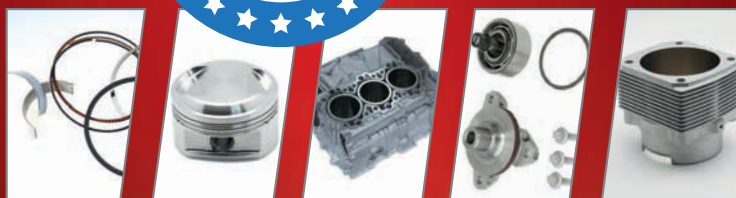
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BACK TO BASICS

Sometimes less is more, or is that just making a virtue out of a fiscal necessity! In the case of a base model Cayman 2.7 in good old Guards Red, we would beg to differ

Words: Adam Towler **Photography:** Gus Gregory



Is the Cayman finally coming of age? That's the question many are now asking with the GT4's imminent arrival on these shores.

Although aimed at a niche deliberately below that of the fastest 991s in the range, the GT4 can nevertheless claim to be a more potent device than some of the entry-level 911s on offer.

At the recent Geneva motor show I asked Porsche's 911 supremo August Achleitner about this and he was relaxed: he didn't see a problem with a track/driver focused Cayman surpassing the performance of, say, a 911 Targa 4 PDK – they were, he said, aimed at very different customers. And you have to say he has a point. So Porsche may well be downplaying the advancement of the Cayman in terms of the 911, but it feels like this is a watershed moment all the same: at last, a Cayman with the kind of power to really mix it with the big boys.

However, it was discussions like these that got me thinking the other day. After the GT4, who'd bet against there being a GT4 RS, and what then of the competition

versions? Just as the 911 GT3 lineage has gone from 350bhp to 500bhp in just over 15 years, perhaps this is the beginning of an arms race with the Cayman as well, taking us further away from the simple pleasures of a road-going sports car. With that thought fresh in my mind I pondered on what have always been the key attributes of the Cayman that appeal so greatly: its relatively small size twinned with surprising

drive in the Cayman 2.7.

I collect the Cayman – 'NWU' – from Porsche's Reading HQ and, like that line from a certain film of the 1990s, it 'has me' immediately. I won't be the last person during my time with the car to fall for the little red Porsche: there's something about the Cayman in a bright, primary colour that does without the baggage – both literally and metaphorically – of the 911. I can't ever

“ I won't be the last person to fall for the little red Porsche ”

practicality, for starters; its superb handling and its downright usability. Those are all assets found in every Cayman. In the shadow of the GT4 perhaps it's time to be reacquainted with the entry-level Cayman, and go in search not of stats and speed, but of driver enjoyment, satisfaction and involvement. It's time to go for a decent

imagine looking at this car and not smiling – it cleverly strikes just the right balance in my eyes of looking purposeful but also cute and unthreatening. Some sports cars can look all the better for their intimidating deportment, but there's also plenty of space in the world for sports cars that simply try and spread happiness.





It might be lacking a little in glamour and bling, but the Cayman's darkly functional interior offers a near perfect driving environment and position. The manual six-speed is a delight to use, too

If the Cayman sets out its charm offensive with a leading jab delivered via its curvaceous form, then it follows up with an aural haymaker courtesy of the flat six on cold start. It's a chewy, sonorous sort of noise that makes me laugh out loud with surprise – it's rather at odds with the Cayman 2.7's friendly, entry-level billing, but no less fabulous for all of that.

You don't so much as climb into the Cayman as drop down into the sports seat and wait for a fraction of a moment until your backside makes contact with the leather squab far below. Once in everything is good. Really good. I honestly can't think of anything that would improve the driving position: the steering wheel comes out to meet me, allowing for a decent bent elbows position, while the pedal spacing suggests that heel and toeing will be a pleasure, not an ankle twisting chore. Of course, it's darkly functional in here, and I can hear the argument forming from critics that the Cayman interior is not emotional. Not only is that nonsensical – an interior can be emotive, but it can't be emotional, it's plastic and leather after all – but I'm not sure if these things tend to be overstated nowadays. After all, the wow factor of a heavily sculptural interior and dazzling plastic material choices might work wonders on the motor show stand or in the dealership, but does anyone really care after a while if it all works well? I have the sneaking suspicion that as many modern cars become less tactile and unrewarding to drive, despite an inexorable rise in performance, these things grow in importance to cover over the cracks left behind in their appeal.

Before we set off, let's consider what we mean in 2015 by the term 'basic' in relation

to the Porsche Cayman. The base Boxster is still slightly cheaper, but the Cayman 2.7 remains the cheapest new Porsche you can buy with a hard metal roof. If you place driving dynamics over that wind-in-the-hair experience desired by so many, this is your starting point.

Even so, the 'basic' Cayman is not quite so basic as it may seem. These days its direct-injection flat six, displacing 2706cc, musters 275hp @ 7400rpm and 214lb ft at 4500–6500rpm. The relatively high tableau of that peak torque number probably tells you something about the delivery and low-down urge of the Cayman's motor, but I found the power output mildly surprising. Since the 981 Cayman's launch in 2013, I had gradually forgotten that even this entry-

to call it, Cayman, and this car was the result. However, there's rarely such a thing as a standard specification press car, and so it is with Porsches. So this Cayman, although ordered with relative restraint compared to some, still boasts 19in Boxster wheels, ParkAssist, Bi-xenon lights, PCM3, telephone module, the factory (switchable) sports exhaust, PASM suspension and the PTV system including the mechanical slippery diff. What had looked fairly reasonable at £39,694 is now a slightly more bracing £48,325; more to the point, the Cayman S, including that juicy 3.4-litre, 325hp engine, costs from...£48,783. Although there are plenty of extras you might want, and some you may feel compelled to put on an 'S', the comparison still stands:

“What looked reasonable at £39,694, is now a more bracing £48,325”

level car now musters the best part of 300 horses, comfortably in excess of the original 986 Boxster S for example despite 500cc less in capacity. At 1310kg DIN it is respectably trim too in the modern arena, more so than the majority of rivals at this price and above. Neither does the 0–62mph time of 5.7sec look too shabby, and a top speed of 165mph is more than enough in the UK: in the homeland it should be enough to tantalisingly creep away from more powerful opposition nudging their 155mph electronic limiters.

Our request to Porsche was to book the most basic, standard or whatever you want

the 2.7 will need to provide more than just cut-price entertainment if it's to hold its own in the desirability stakes. It will need to be a car with its own individual appeal. Time to find out.

With the ephemera of sunglasses, wallet and notebook loaded up and the mirrors adjusted, it's time to drive. Down onto the M4, leisurely up through the gears with a still-tepid engine temperature and the Cayman joins the traffic with ease. We've said it before, and here it comes again, but you really can tell if a car is going to be great within the first mile. Sure, some cars impress more, or less, over time, but nothing sorts

the great from the merely good like that initial minute or two. Already I feel the faithfulness of connection with the car. It's a strange thing, not easy to put into words, but the car feels like an extension of me, not a mechanical object that needs coercing to do what I want. It's a sensation shared amongst all Porsches – I'd go as far as to say it's one of the characteristics that define the brand – and it's something quite cerebral; not an easy one for the marketers to ply their trade with.

Our motorway trundle is the first indication that this Cayman will be completely undemanding to live with. That's not to say it's dull, because somehow with that engine behind your shoulder blades it can never be dull. As our time progresses with this car, my joy in its company becomes increasingly tinged with sadness. This is the model that's due to lose the 'six', replaced by a turbocharged flat four in the name of further CO2 reductions and better fuel consumption. Actually, I should have said 'even further' just then, because the frugality of the 2.7 is already admirable. Sure, you're not reading this story, or

magazine for that matter, because you want to eke out every last mile from a gallon of fuel, but, and it's a real ace card for this car given its remit, it is very fuel efficient given its performance. Porsche talk of a combined figure of 34.4mpg, and in my experience it's not unusual to knock 10mpg off a combined figure to arrive at a realistic number attainable when taking it easy. The Cayman exceeded its combined figure with ease. With a mixture of motorway and leisurely A-road driving I found it easy to breach 35mpg on the trip computer, and I dare say if you really tried 40mpg would be within range. In my view that's an excellent achievement, just like the comfortably sub-200g/km of CO2. What a shame we have to lose this engine then!

Our motorway jaunt is a brief one, and before long we're spearing across the Lambourn Downs. It's at this point that you realise how long the Cayman's gearing is – a way of improving the fuel consumption, I'm sure, but it would pep the car up considerably if the ratios weren't as leggy as they are: third gear stretches well into

the naughty step territory. Having said that, the way third gear goes on and on allows you to really savour the induction roar of the engine, which becomes very vocal as the revs rise. Not a great deal happens at low rpm, as the numbers suggest, and you do find yourself mentally making a note that more torque would be nice, but over 4000rpm the car really comes alive and it's actually quite easy to tag the rev limiter because the engine feels entirely enthusiastic about the time it spends up in that zone.

These flowing roads are characterised by long straights that stretch out to the horizon, punctuated by dips and crests, with the occasional tight curve dropped in seemingly at random. When one of the latter looms into view the Cayman's brakes are faultless, and as long as you've got enough leg pressure on the middle pedal a heel and toe downchange is ridiculously easy – and essential for the enjoyment it provides. You can of course order your Cayman with the PDK twin clutch transmission, but for our back-to-basics theme that is an unnecessary extra

This is where the Cayman is at home. Right here it's Lambourn Downs, but substitute your own favourite piece of road for a similar effect. Only eco biased tall gearing goes against the grain slightly



CAYMAN 2.7

Model tested:	Porsche Cayman 2.7
Engine:	2700cc, flat-six DOHC, 24-valve
Transmission:	Six-speed manual/seven-speed PDK
Body style:	Coupe
Suspension:	MacPherson struts (f), multi-link rear
Top speed:	165mph
0-62mph:	5.8 secs
Power:	275bhp at 7400rpm
Torque:	214lb ft at 4500-6500rpm

expense, and not one I'd sanction. The six-speed manual has one of the sweetest gear changes currently in production.

After a while driving like this, pulling some impressive speeds but nothing really anti-social, I come to the conclusion that I don't actually need to go any faster. The cornerstone of the 2.7 Cayman's appeal suddenly comes into view through the typical fog that resides in my brain. I feel like I have been driving the car fairly hard, much harder than I'd have been doing in a 911 Turbo S unless I was prepared to risk a stay at Her Majesty's pleasure. So who's been having the more fun? The basic Cayman driver or their imaginary mate in the ghosted Turbo S tucked in behind? The answer is obvious.

Having breached the northern extremities of the Downs I head on northwards,

sampling A roads and a bit more motorway before peeling back round for a trajectory that should take me right through the Cotswolds. The A44 looks like it might be quite dull when viewed on the map, but the resurfaced stretch past the historic town of Broadway is a cracker, and the Cayman laps it up. I've been driving for quite a while now, and still feel fresh, periodically sipping from an over-sized water bottle I bought without considering the limited clasp of the Cayman's drinks holders.

The A44's sweeping curves provide a chance to consider the steering. It is a chain of thought that inevitably leads to a mental hit list of things that could be improved: nothing, after all, is perfect. That steering – oh how we grumbled at the notion that Porsche was going all-electric for the driver's connection with the front

wheels. In the Cayman it's good, but exactly that – good, not great. I heard someone recently describing the 991's EPAS as full of feedback, and I think it's a case of cars being judged in context. When you're reviewing new cars all the time you inevitably get used to a certain spectrum of qualities: feedback through the wheel is something almost completely absent from most modern cars – in fact the term steering feel, regardless of being a cliché oft-misunderstood, is virtually meaningless in an era of electric assistance. So on that basis the 991 does steer very nicely, and I'd say the Cayman steers that bit better still. Having said all of that, you only need to drive a 987 Cayman S – as I happened to do two days later – and you realise what has been lost. Let's hope further advancements can be made with



There is something right about a basic spec Porsche finished in Guards Red. It's a simple colour option, uncomplicated and it always looks good, if not 'on trend' in these supposedly more sophisticated times

successive generations.

Other grumbles? The standard-fit air conditioning controls, in the absence of the optional climate control, are bordering on an insult. The displays and buttons are fiddly, the graphics cheap, and the whole thing seems to have been designed purely to make you feel foolish that you didn't spend the extra £518 on the full system. On a near-50 grand car? It just looks mean, Porsche. As does charging £526 for the ability to connect your mobile phone, while we're on the subject – after you've paid a ridiculous £2141 for the PCM3. But beyond the begrudging notion that Porsche charges what it likes for options because its cars sell anyway, I'm really struggling to find fault with this car.

Some of the tighter lanes, off the A44 now, are a great place to demonstrate the

Cayman's ability to turn in, along with the sheer amount of grip it has. You soon learn you can lean on it more than you imagine, the whole platform feels wide and stable, with just the occasional shimmy through the rear axle that you feel through your posterior. It's an occasional polite nudge that there is 275hp back there but, in the dry at least, there's never really the suggestion that it will turn into a moment. It would be very revealing to try a Cayman

on the standard 18in wheels with their less extreme rubber; it's arguable that the Cayman doesn't actually need this amount of grip to be enjoyable, perhaps quite the reverse.

By the time we reach Chipping Norton I need a break and park up in this attractive and now somewhat exclusive market town for a breather. Said moment turns into a rather sad excuse to stand gazing fondly at the Cayman while I consume a cold drink;

“ You soon learn you can lean on it more than you imagine ”





aimlessly checking the wheels and tyres, smirking at the amount of deceased insects plastered on the nose, and generally giving the car a fond pat. I sincerely hope I'm not alone in this behaviour after a proper drive...

The Cayman 2.7 is ready to play another ace. I'm too tired now to keep up the same pace over the ground, having zig-zagged my way across the Downs repeatedly for the

there with a response, a roar, whatever is required, but for the rest of the time it just looks after me. It's almost a wrench to leave the car alone for the night under the stars, I feel like it has earned a mug of hot chocolate and a spot in the warm at least.

I have the good fortune to live with the 2.7 for the rest of the week. The appeal of it doesn't wane. In fact, if anything it grows.

don't necessarily bring happiness. The 2.7 Cayman is a great example: most enthusiasts would always say that as long as it was financially within range they'd opt for the S, probably me included until now. But having given this a lot of thought I think I'd make the conscious decision to go for the basic car – with the proviso that I wanted a car purely for road use. It is a car that fits into one's life so easily while simultaneously asking for so little in return. It can do comfort when asked, or entertain when desired. It has an engine that is hard not to adore, fantastic handling and excellent controls. It has two luggage areas for a reasonable total payload, and in good old Guards Red looks just right from any angle in this author's humble opinion.

But most of all I know I love it because, quite simply, when the time comes to give it back on a chilly evening in Reading, I protest at having to hand the keys over. Call me sad if you like, but I have made a note of the chassis number, just in case one day the stars align; so if you do buy it, please look after it for me. **PW**

Current generation of Cayman, like the Boxster, benefits from more pronounced and sculpted air scoops. Overall look is chunky and aggressive

“ I think I'd make the conscious decision to go for the basic car ”

benefit of Mr Gregory's expertly handled lens, and then this Cotswolds experience, the day is drawing to a close and I just want to be home. The Cayman understands this, and we quietly drone the long way back. Periodically I give it a stab of throttle, blip a downshift into a roundabout or hurl it through a corner opportunistically, and the car is right

Which leaves me with the odd feeling that while I'd really like a GT4, and at any rate I can't wait to try one, I don't feel this overwhelming urge that it's the only Cayman worth having. In our collective human urge to go faster, higher and all the rest, it can be easy to overlook the fact that those attributes, while admirable in themselves,



Test car came fitted with optional 19in wheels, whereas it would have been interesting to try it on 18s, in keeping with the 'less is more' ethos of the 2.7

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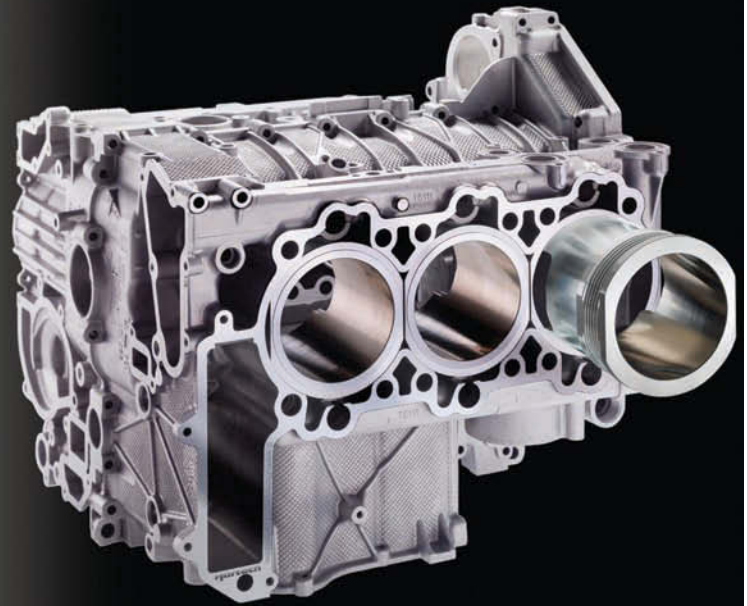
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THE MOD SQUAD

When it comes to modified Porsches the Cayman seems to be the machine of choice. We gather a tuned 370bhp 3.4, a capacity hiked 3.9, with 390bhp, and a mighty 500bhp Cayman turbo

Words: Adam Towler Photography: Gus Gregory



Much like the classic car market as a whole, there have been major changes in the used Porsche market of late.

The tremendous rise in values of anything air-cooled has meant not only RS models becoming largely vehicles to park on well-manicured lawns while those around sip champagne, but also a removal of the ranks of 3.2 Carreras and SC models that once formed the bedrock of the used Porsche market. Those cars, by and large, still exist, they're just nothing like as affordable as they once were, and with an increase in values comes a reluctance to stray far from the original specification. In a booming classic car market, originality is king.

So where does that leave the would-be Porsche buyer who wants a sports car to really drive, perhaps a car to extract more performance from, and also to live that age-old dream of driving to a venue, competing, and then driving home again – and all this on a realistic budget. The answer might just be the 987 Cayman.

Tuning has been a part of the Cayman 'scene' since the type's inception, and it's

not hard to see why: an attractive, mid-engined coupe, it forms a light but stiff platform that possesses certain advantages over the 911 – but that's deliberately pitched below its rear-engined stablemate. The urge to introduce more power was always going to be hard to resist, and it's taken until now – with the GT4 – for Porsche to have a proper go at doing the same.

“Tuning has been part of the Cayman 'scene' since the type's launch”

Over in America the Cayman has a devoted following, with a healthy contingent of modifiers, tuners and competition entrants, but the car's appeal is increasing over here, too. A few years ago we rounded up a turbocharged Cayman, a tuned standard engine, a 3.7-litre version with a capacity increase and a Gen 1 997 Carrera S engine swap – providing 3.8-litres of displacement.

The cars were great fun, and certainly showed what was possible; it's time to see what's changed.

To gather a cross section of current options we've called on Dominic Delaney at Specialist Vehicle Preparations, a firm which has been at the vanguard of Cayman modification in the UK. To illustrate the point we have here today the firm's readily recognisable Cayman 'SV'

demonstrator in its latest incarnation; a 3.9-litre hillclimb car that shows what the next steps can be; and a turbocharged hillclimb car that is well on the way to the extreme – and not road registered.

“We were modifying a lot of air-cooled 911s”, says Dominic, “but then around 2013 that work slowed down a lot as the prices really began to rise. So I thought let's do something different for the





Not pretty especially, but this is what happens when you strip a production car interior of weight, as Duncan Andrews' car demonstrates. Gearshift is made more direct with stiffer Porsche Motorsport gearshift cables

business: let's go back to basics with a car for sprints and hillclimbs but one that you can also go and tour Europe in. I was looking for something with more driver interaction." The subtext to this seems to be that, as the new 911 has got larger, heavier and more expensive, and the old ones become ever more valuable, could the Cayman be the Porsche for the real world of actually driving a car hard?

We might as well start with the 'SV' demonstrator. There's a clue in the paragraph above that this isn't your typical modified Porsche – a remap, a set of different wheels, that sort of thing. Oh no. When Dominic talks about using the Cayman for competition, he means it, and the amount of work that goes into these cars, the changes they bring, and the possible options you have from there, are what makes the cars special.

Your Editor Mr Bennett drove this very car back in the Sept 2014 issue of this magazine, but let's recap before we go into

what's new about it, and how it now drives. The SV package consists of a fully adjustable KW suspension set up which Dominic is at pains to point out is superior to the off-the shelf KW kits commonly used. There's also a Quaife limited slip differential fitted (although you can specify a plate type diff if you're feeling braver); an SVP custom solid single-mass flywheel; lighter wheels, lighter competition seats, uprated brakes, SVP's own exhaust, lightweight composite rear hatch, lightweight battery with some lightening to the wiring loom, and the SV graphics down the side.

This car retains a 3.4-litre engine, and is still running on its original internals, but it does have the 82mm throttle body (as used on a 911 GT3) and the loudest of SVP's exhaust options (more on which in a minute). It also features a new ECU supplied by Syvecs that completely does away with the factory engine management, offering SVP far greater control over the Cayman's engine, and in addition, the

prospect of sophisticated traction control.

In its latest specification Dominic believes the SV demonstrator now puts out around 370bhp, and with the regular SV weight loss measures tips the scales at 150kg lighter than a standard Cayman S. The fitment of lighter seats saves 47kg alone, while the flywheel shaves off another 25kg. It's this weight loss, coupled with the significant increase in power, that promises to provide a much more serious driving experience.

Ka-boom! Those twin, fat, stubby exhaust pipes rattle air molecules within a mile radius when the car fires up. But it's not just the volume of the exhaust bark that stands out, it's the ferocity of the response: the revs rise and fall without any hesitation, and when I release pressure on the throttle the decaying sound is joined by the crack of fuel being shut off and a bang from the exhaust. It is brutal.

You don't have to order this loud exhaust, and if you're hoping to tour in your modified



Cayman – or gain access to a typical track day – then it would probably be wise to go for the quieter option. Dominic is proud of the full system – whatever volume level – made for SVP, which includes much more efficient manifolds and is also split into sections so an owner can steadily upgrade over time.

The SV has the air of a well-used development car, but there's nothing tired about the way it goes. If you can set aside the volume of noise that permeates the cabin even on a light throttle, you soon realise that despite the lowered ride height – that does wonders for the stance of the car – this isn't a typical 'modified' car of the sort sometimes found from tuning houses and the like. The ride is firmer, and if the road surface is poor then the car does get busier in its suspension movement, but there's none of the abrupt pitching or lack of travel that often characterises a car running on lower, firmer suspension. It feels properly dialled in.

Also very much on the positive side is the way the car now dives even more incisively into a corner, staying flat and with steering that feels perfectly natural and wonderfully responsive. You will also be arriving at that corner considerably sooner than expected thanks to an engine with boundless energy, which gets into its stride early and then keeps pulling. That magic combination of reducing the weight

and upping the power has created an appreciably more serious car than the standard Gen 1 Cayman S. In fact, on the tight and twisting lanes near our photoshoot location, the Cayman SV must sound more like an old-fashioned rally car than a modern Porsche: not only is there the wail of the engine, but heel and toe downchanges are accompanied by a sharp stab of revs and a real clap of thunder from the exhaust like an artillery salvo. This is a particularly aggressive map according to Dominic, but the beauty of the Syvecs setup is that it allows the car

As long as the angle isn't too great, or sustained for too long, it will even allow the car to get properly sideways. As such, it's the kind of system you could even leave on for an exercise such as this, knowing that it's an insurance policy there if things really did get too wild. Dominic says it's particularly valuable in the wet, and I can believe him.

Nevertheless, if the SV sounds like a bit of a monster then that's not quite a three-dimensional picture. The performance and noise suggest that, but some of the other standard Cayman attributes remain, like its

“ The Cayman SV sounds more like an old fashioned rally car ”

to be tailored to individual tastes.

It also brings traction control, which we try on an airfield circuit laid out with cones. With a limited slip differential fitted the SV is much more adept at this sort of thing than the standard car, which would be spinning up its inside rear wheel with ease on some of these tight turns, especially if the driver was too aggressive. But the traction control system also works as hard as it can to maintain forward momentum, while reducing power as little as possible.

friendly chassis balance, and ease of controls. The clutch still takes no great effort, and the gearlever only requires a light touch. If anything, the added precision of the whole package makes the car all the more exploitable.

If the SVP Cayman SV shows how the standard car can be transformed into something much more aggressive and capable, then Duncan Andrews' road-legal hillclimb car is a great example of what can happen next. Duncan owns Westwood

Cayman makes for a great hillclimb car. Like the SVP demo car, Andrews' Cayman uses KW suspension and a Quaife LSD. Grilles on front radiator scoops a good mod for road cars to keep leaves and crud out



Cylinder Liners, the firm approached by Dominic to make liners for all the M96 and M97 engines that SVP rebuild. Duncan has owned a Boxster in the past and also currently owns a 3.2 Carrera, but bought the Cayman S in early 2014 with the purpose of going hillclimbing. He's not new to the sport, having entered a Formula Ford in previous years.

Unlike the harness bar in the SV, Duncan's car features a complete weld-in roll cage, beautifully sprayed in the body colour. With what's left of the dashboard flocked, along with the door cards (of the much lighter aluminium doors) and the general standard of build, this club hillclimb car feels more like a professional competition car inside. As I wriggle my way over the cage and drop into the bucket seat, I'm instantly aware that the latter's embrace has me locked into position. The competition steering wheel comes right out and is perfectly positioned. With the harness straps sorted it's time to twist the key in the ignition: behind my shoulder is one of SVP's 3.9-litre motors, using

Omega rods of SVP's own design, Carillo rods and a 997 Carrera S crankshaft. The ubiquitous GT3 throttle body is also present, along with the lightweight flywheel, but the car currently runs the standard ECU although there are plans afoot to upgrade to a Syvecs unit.

A cursory glance around the cabin before I fumbled my way into the seat made clear that not much of the original Cayman remains. There are a lot of metallic surfaces, no lower dashboard, certainly no stereo or A/C and carpeting is pretty much absent. The engine lurks under its exposed cover, and its proximity to your ears is obvious from the moment you turn the key. This car has a slightly quieter exhaust than the SV car, but it's now engine noise that makes its even louder presence felt inside the cabin. Porsche Cup gearbox cables give the gearshift some added directness, but it's no heavier than before and for all the visual and aural drama there is nothing particularly challenging about getting underway in this hill charger or maintaining

momentum. Suspension and braking plus most of the other components are similar to the SV.

Duncan believes there's somewhere in the region of 390bhp under my right foot (but hopes to hit 420bhp with the new ECU) and that his car weighs around 1220kg, which sounds very promising, but what's about to make one of the strongest impressions on me during our day is torque. This car with this engine is a completely different beast to any other Cayman you've probably driven before. The best moment arrives when I dip into the throttle at 3000rpm in fifth gear. The car surges forward with the same conviction that the standard car would muster in third gear at similar rpm. It's enough acceleration to actually attempt an overtake, and it leaves me a bit stunned. This Cayman has more than made the jump from merely fast car, to seriously fast car.

Like the SV, this car has excellent road manners. It wouldn't be something you'd want to drive with a headache or when taking a significant other out to dinner, but



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once you're in a groove with it the car works brilliantly well on the public road. And then you reach 5000rpm with your foot fully compressing the accelerator pedal into the floor and all hell breaks loose. Up until this point its voice had me enthralled, with a gasp and sigh routine on acceleration/deceleration that sounds more

For 2015 Duncan is competing in the 'Modified Series Production Cars over 2-litre class' of the Midland Hillclimb Championship. "This is a lot more fun than the FFord", he says, "and you don't get wet. The spirit is really good, it's a really social sport." The plan is to take another step forward for next season, in particular

attempting to rival. Its major components are largely similar to the other cars here, but it does take the next step to no longer being road legal. But where it really does differ is in the engine bay: although based on a similar 3.9-litre engine conversion, there's also a Garrett turbocharger somewhere down there. It's an installation to Dominic's own design, with custom manifolds and pipework by the same company that make SVP's exhausts. To withstand the extra forces at work, the design of the liners inside the engine are slightly stronger than the converted naturally aspirated car but, unusually for a high performance turbo car, there's no intercooler. With hillclimb runs being all done in around 40 seconds, there wouldn't be time for such a device to make a worthwhile contribution. Instead, this car runs a water injection system to reduce charge temperature. Dominic adds that future turbo road cars from SVP will, however, have an intercooler of some description fitted.

I had seen and heard the turbo Cayman running earlier. It was very loud and very

Interior of the SVP turbo Cayman is a lot more serious, in keeping with the car's 500bhp potential. Floor-mounted pedals, fully-welded in cage and wraparound seat don't just hint, but scream, competition car

“ Based on the 3.9, there's also a Garrett turbo down there ”

like the spooling of a turbocharger than anything else I could put my finger on. Now, at high revs, there's a demonic scream that rips around the cabin creating carnage, and it's accompanied by some very serious acceleration indeed. It's utterly addictive: whatever you do, if you're thinking of tuning a Cayman and you can't afford the capacity jump, just don't drive one with a bigger engine – you'll want it so much if you do.

reducing the weight significantly by taking the car off the road and removing headlamps and such like. "This is a three-year project – we're getting competitive but we're still too heavy, we'd like to get it down to 1100kg: the magic figure for road cars in hillclimbing is 400bhp/ton."

The silver-grey Cayman that sits menacingly on the edge of the runway represents the sort of car Duncan will be



Left: There's no getting away from the rear wing, which offers proper, grip inducing downforce. Rear hatch is SVP's own composite creation



fast, and I have to say the noise instantly brought to mind that emitted by a Group C 956/962. Clearly, that in itself sent a shiver up my spine, because there's no more lofty racing Porsche in my affections. It's just something about the sweet drone of the exhaust tone and the chirp of the excess boost between gearchanges – it's like being sat back at a freezing Silverstone as a lad in the late 1980s.

Again, it takes a concerted effort to get past the roll cage but once in the driving position is spot on, which helps knock back the creeping sense of intimidation that has begun to take hold. There's nothing for it but to fire it up, and with the runway course beckoning the big 'six' churns over noticeably then fires into life. If anything there's even more thrash and clatter in the cockpit, and the first time I so much as even breathe on the throttle pedal there's a vast whoosh and gobble from the turbo and its sundries like an aggressive turkey stuck in an aerodynamicist's wind tunnel. Oh. My. Word. There should be 500bhp already

back there, and the car is still at the beginning of its development curve.

Yet, for all its bluster and the obscenely large wing attached to the rear hatch, once again this Cayman is a very forgiving interpretation of driving 500 horses in a mid-engined car. Thankfully, that means I'm soon relaxed and itching to give it full throttle. 'Bwaaaar-kissssch, shhHHH, bwaaaar-kissssch' goes the noise over my shoulder as I attempt to keep a steady pace with the camera car, but as it peels away I grip the wheel a bit tighter and accelerate 100%. Whoa, that's lively. Very lively! It won't surprise you that the rush of turbocharged torque is enough to make one's face nearly crack in half with a grin. It's one of those cars that accelerates so quickly in the lower gears there's barely the chance to remove your palm from the gearlever before having to grab hold of it again to select another gear. It eats up the short airfield straights in furious lunges: it is, let's face it, almost unbearably exciting. What it must be like to fling this Cayman up a hillclimb with all the

commitment you can muster is surely an experience to be savoured by the fortunate owner. I note too that the turbo comes on very strong surprisingly early, with plenty of response from 2000rpm upwards, something I suppose is vital if the car is to work on a tight hillclimb course.

Perhaps even more tantalisingly, what would this turbo engine be like in the Cayman SV road car? It's a thought that preoccupies my mind for most of the lengthy drive home. Any Cayman weighing 1250kg and with a solid 500bhp is going to be absolutely ballistic as a road car, but it's the right size to be biddable and also somewhat under the radar – if you can do without the rear wing. Funnily enough, Dominic mentions that: "most people want them as road cars, but then rarely use them as a road car." That may well be true, but most of us can't resist the thought of that occasional blat on the road, as well as the romantic notion of drive, arrive, compete and then drive home again.

I find my day driving these modified



Caymans both exciting and also invigorating. SVP aren't trying to suggest the Gen 1 Cayman is a rival for a highly modified GT3 on a level playing field – although you might end up being faster in the cheaper car for a whole host of reasons – but with GT3 values sky high and the price of modification only adding to that,

the results can be startling. Yes, these engines aren't dry sumped, but SVP do little more than fit a deeper sump pickup, and while standard cars are known for puffing some oil smoke out the back if repeatedly turned hard left, the amount of tuned cars being driven hard and now competing seems to add credence to Dominic's

lower mileage cars you're going to be looking in the £15,000–£20,000 bracket. Nevertheless, that's a lot of recent premium Porsche sports car for the same sort of cash as a fairly basic new Ford Focus, and even with the SV kit added, the price still stacks up reasonably well against other options that would offer similar performance and capability. As you've probably already gathered, the Cayman you desire will no doubt be unique to you – Dominic says no two builds have been the same – so whether you go for more bespoke modifications, or more competition orientated mods, or bigger engines of natural aspiration or forced induction, the price adjusts to suit. There's a lot of leeway here and, predictably, the danger that once you get into it you just can't help yourself.

No Porsche is ever really 'cheap', but having sampled these cars, the idea of further refining Porsche's unsung hero of a coupe looks more appealing than ever. **PW**

SVP demo car a bit more civilised inside. By all means strip out the interior if your car is predominantly for competition, but it would drive you mad on the road full time

“ Tuning a Cayman is much more rooted in the real world ”

the idea of tuning a Cayman is much more rooted in the real world and the sort of budgets that most of us can reasonably aspire to. Dominic knows that as they came from the factory the M97 engines aren't a patch on a GT3's Mezger, but everything is relative to cost and with careful modification

assertion that something like the Accusump add-on isn't necessary.

As for prices, the basic 'SV' package costs just over £12,000, but, of course, you have to find the money for the donor Cayman S on top of that. These can now be sub-£15,000, although for smarter,

THANKS:

Dominic Delaney at SVP: specialistvehiclepreparations.com 01299 251152

Duncan Andrews: westwoodcylinderliners.co.uk 01905 799470 and the owner of the turbo car

If you fancy getting involved in hillclimbing (or Speed events as they are also known), then contact the Hillclimb and Sprint Association: hillclimbandsprint.co.uk



Well used it may be, but SVP's demo car fits like a glove when it comes to driver interaction. It just feels right and the balance between power and handling is superb

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PREPARE FOR TAKEOFF

Transsyberia Rally buff Eric Brandenburg built a number of improbably tall-tyred 911s to emulate his class win on the 2007 event. We yump one in Belgium

Words: Johnny Tipler Photography: Antony Fraser



Left: Yumping Jack Flash! Bert Houtmann's Transsyberia Rally 911 replica, as built by Erik Brandenburg. Above: Ground clearance is amazing

High-rise takes on a new meaning, such is the potential of this 911 to get airborne. In my new-found role as flight attendant, I duck instinctively as it takes off, bracing myself for the stomach-wrenching thump as it touches down, gulping a breath before the next soaring yump. If ever a 911 resembles a big Monster Truck this is it!

I'm the co-pilot in Bert Houtmann's 3.2-engined SC, and he's demonstrating its incredible dexterity on the heathland terrain of Kalmthout Heide in northeast Belgium, close to the Dutch border. It's a wild ride, crashing over furrows and gulleys, Bert clearly delighting in the workout and showing no desire for a breather as we crunch back and forth along the sandy trails. As for my snapping colleague, I genuinely fear for his life as he hovers in the centre of the track, focussed on catching us mid-flight, dodging out of the way at the last minute as we hurtle by in a cloud of choking dust, leaving him half buried by the wayside.

The first thing that strikes you about this 911 is the comical enormity of the tyres, which, if they weren't so surprisingly effective, would be risible. As it is, they wouldn't disgrace an Allgaier tractor. They are Hankook Dynapro MT (for Mud Terrain), bearing the designation LT 215/85 R16s – the LT stands for Light Truck – and mounted on dainty 16in Fuchs rims. And then you notice just how high it is off the ground; actually, if cameraboy were to prostrate himself before it, he would actually escape a crushing, such is the depth of the underbody clearance. Accessing the car is akin to mounting a horse, or maybe clambering aboard a light aircraft would make a better analogy. Getting into a 911 that's jacked up like this makes life easy for

the arthritic oldie, but you have to remember the altitude when you get out of it, otherwise you take a tumble.

The car was built by Erik Brandenburg, one of three copies of his Transsyberia Rally 911 with which he led the supremely arduous 2007 event until deep river crossings in Mongolia dropped him down to 9th place. The Transsyberia was a two-year phenomenon, run in '07 and '08, from Moscow to Ulan Bator, which enticed Porsche to build no fewer than 28 highly specialised Cayennes to tackle the event. It took 14 days to cover the 4350 miles through Siberia, over the Ural mountains and into Mongolia. Terrain ranged from narrow, muddy Russian logging roads through thick forests, river crossings – up to 150 a day in Mongolia – swamps, deserts, snowy passes, potholes, hidden trenches,

time, its other speciality is ploughing, which Bert is more than happy to demonstrate, unhesitatingly veering across a harrowed field just for the hell of it, leaving wheel tracks a metre deep as the SC squats down and its back end digs in, accompanied by yet more clouds of grey earth flung skyward. How is this possible? There's a limited slip differential, and the gearbox has been adapted with shorter ratios to assist traction and power delivery in the rough stuff. Acceleration is slightly down because of the tall tyres, not that you'd know it as we career this way and that along the sandy farm and forest tracks more suited to equestrian endeavours than Transsyberia, Peking–Paris or Paris–Dakar – in fact any mammoth rally raid would fit the bill. Between shots, Bert explores the possibility of negotiating a deep ditch, and mercifully

“ This car drives through anything, asserts Bert. Rocks, sand dunes... ”

heat and dust. Predictably, the big Porsche 4x4s eventually dominated, literally dwarfing Brandenburg's lightweight 911 in the process. For now, we make do with Belgian byways, benign by comparison.

Though liveried in a monochrome version of Brandenburg's Martini-inspired Transsyberia livery, it's the wheels and tyres that are this rock-hopper's calling card. Clearly, to accommodate them required some deft work on the wheelarches, both inside and out, to provide space for suspension travel and steering lock.

As well as covering terrain with its wheels touching the ground for the least amount of

thinks better of it, though in the heat of battle I'm sure he or his progenitor wouldn't have thought twice about it. Cards on the table: back in the old days I worked on a Land Rover magazine, even owned one, so I can cope with a bit of off-roading. This, though, takes the concept a stage further; where the driver of a Solihull product takes a measured look at an ascent or descent before attempting it, Transsyberia rally guys just go for it, partly because speed is of the essence and, mainly, just for the hell of it. 'This car drives through anything,' asserts Bert. 'Rocks, sand dunes, river beds, it will even go over ditches! You can pretty much



Bert's off road 911 started life as a 1979 SC, but the engine has been replaced with a Carrera 3.2

go wherever you want to go.' Indeed, traversing the ploughed field it felt like we were actually in a boat in the water, albeit in a rather choppy sea – and in fact that's not a bad analogy as it looks just like a land-bound powerboat, bows high out of the water and stern churning plumes of spray.

Our whopper-wheels 911 started life as a 1979 SC, which Brandenburg gutted, seam-welded to such an extent that it doesn't require a rollcage to aid torsional rigidity, nor a front strut-brace, which I find mildly surprising, considering the hammering the body must receive like that. The antics Bert performs today would also justify a rollover hoop, I'd have thought. You can behave like a hooligan for so long before the odds stack up too high. Nevertheless, its running gear seems remarkably stout, considering the relentless pounding. The suspension is appropriately beefed up, and consists of torsion bars and Bilstein B6 Sport rally-spec coil-over dampers, mounted upside down on the front to

address the extraordinary impact forces and side-loading that the car's subjected to. It's a Swedish system, explains Bert, the result of much testing and culminating in a spectacular jump of 20 metres. 'They drove at full speed through the fields and then made a jump of about 20 metres, all through clear air, and they used that in a

the two humps of the wings and the two orbs of the spotlamps in the centre, though the long view is the country lanes and heathland tracks seen through the upper middle part of the screen. Nothing agricultural about the controls, which, apart from the Momo dished steering wheel, are those of a standard SC. In the cabin you

“ Now it's my turn to play Rene Metge – or Jacky Ickx ”

The wheels are standard 16in Fuchs, but stretched over them are massive, balloon like 215/85 R16 Hankook Dynapro Mud Terrain tyres, designed to be used on light trucks

movie as publicity for their new suspension – you will see it in a few months.'

Once Bert's shown what the car is capable of, it's my turn to play René Metge – or Jacky Ickx. Even the driving position is high, and I juggle the levers to lower it a bit. My view through the windscreen consists of

are aware of the height off the ground in so far as your vantage point is similar to that of a Cayenne, rather than a 911. As far as the driving position's concerned, I'm sitting relatively close to the wheel, the 915 transmission's shift lever falls easily to hand and the pedals are standard issue SC. I've





BRANDENBURG CONCERTO

When he's not attending to gentlemen's private parts, Hamburg prostate surgeon Dr Eric Brandenburg, 49, is a passionate creator of extreme off-road vehicles. He's been doing it all his life, including fixing up a junk-yard Malaguti moped as a child and a 1970 Beetle, known as the Armadillo, which he still uses to blast around his neighbouring forest tracks. Two serious accidents along the way failed to deter him from full-tilt assaults on the wilderness. As well as the Transsyberia, he's a veteran of numerous rallies equally as arduous, including the 1990 Camel Trophy, Teambuctou and Dakar Classics, and Africa Eco. More recently he's built three off-road Porsches based on his Transsyberia experience – one khaki and two grey like this one.

Categorised as a sports-touring event, the Transsyberian Rally was a natural for Dr Brandenburg. It called for specially prepared, production-based vehicles, equipped with safety devices conforming to international FIA standards, and with sufficient fuel capacity to run 450km without refilling. A lightweight 911 with appropriate modifications could be a giant killer, like the 953 in the '84 Paris-Dakar. The Transsyberia organisers gave out way-points along the route, along with GPS coordinates, but the precise itinerary was open to interpretation by individual crews. Where they existed at all, public roads were not closed off, except on special stages, though traffic was scarce in any case in the wilderness.

So what was the real inspiration for our High Riser? Seems Dr Brandenburg and co-driver Stefan Preuss were leading the 2007 Transsyberia handsomely in their 1975 Martini-liveried 911 till three-quarter's distance, bossing the factory's 20-strong Cayenne assault in the process, mainly due to its much lighter weight (1100kg) and greater agility. This was not in the script, as far as Porsche was concerned; they'd built 28 very special Cayennes (see *911&PW XYZ*) in order to dominate the event. A classic 911 certainly wasn't meant to be heading the charge. So at this point, the story goes, Porsche CEO Wendelin Wiedeking had a quiet word with the organisers, and all of a sudden the Brandenburg 911 found itself gated in a different category to the big 4x4s (for historic vehicles built before 1987) and, thus handicapped, relegated to 9th overall – though unsurprisingly it did win the class. Officially, it was a succession of deep river crossings late in the rally that scuppered its chances of a higher placing. Undeterred, Dr Brandenburg conjured up an assortment of vehicles emulating his Transsyberian adventure wagons, the fruits of which we sample today. If further testimony is needed, Bert Houtmann had a go in one on his visit prior to acquiring Brandenburg's concerto: 'I drove through everything, from forest to heathland, and nothing stopped it! It's the most amazing car I have ever driven.' Which, given his collection of "original paint" Porsches, is really saying something.



got the sun roof open and there's a dense veil of dust behind me. It really is a boneshaker on rutted roads, and I'm giving the wheel its head to an extent here.

Helming the car feels a bit onerous on account of the vastness of the tyres relative

compliant, its agreeable behaviour at odds with the freakish image. It's a huge laugh plunging along the woodland tracks. It's amazing that it's only two-wheel drive, so all that traction comes from these big tyres. There's little headroom in the car so I

so, it's an awesome and very novel experience. The surprising thing is just how robust it is, and how you can apparently do anything to it without fear of damaging it. There's no way you could go cross-country like this in a normal 911.

On the other hand it's a paragon of stability too. 'When you're driving in it in the fields or in the woods you can put two hands in the air and it will go straight,' avers Bert. 'It's so finely tuned it will go through everything. Many 911s mimicking '72 RS racecars understeer or oversteer, but this is so balanced you don't get that.' He is right, in so far as it does go in a straight line on the road; there's no sense that it wants to veer onto the verge under its own steam, but it's nice to have that capability when a vehicle comes the other way. On the other hand, you could hardly drive it on a circuit as you would a trackday car; horses for

Above: Interior is still largely stock, but will be stripped out. Bodyshell has been seam-welded and is massively strong

“ It's a huge laugh plunging along the woodland tracks ”

to the unassisted steering, though on the lanes around our off-roading venue it drives almost normally. Scrambling on loose surfaces I chuck the car sideways, power on, opposite locking one way or another to keep it in the right direction, and it is totally

crouch down as much as possible, clinging on to the wheel because there's only an ordinary seatbelt and no harness to keep me in place. Like the absence of a cage, you'd want a full five-point harness if you were going to use the car in earnest. Even

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courses and all that.

The tall tyres make a swishing noise as we go along. An all-terrain vehicle it may present itself as, but as I goad the flat-six along field boundary roads there's obviously no shortage of poke. As Bert says, 'the 3.2 engine normally delivers 230bhp, but you don't need too much horsepower. It's low-gear power you need. It is not necessary to drive at 250kph, though I'm sure Eric (Brandenburg) would do!' Bert, who also owns a genuine Cayenne Transsyberia, stayed with Dr Brandenburg at his Hamburg home, and after being blasted around the neighbouring wildwoods in one of the Transsyberia-style 911s, he bought this one. 'The speed is not that high, but the gearbox, suspension and steering rack have all been adapted so it can perform like this. The bodywork looks normal but they modified the wheelarches inside and out for the suspension travel and the steering.' That goes for the vulnerable underside too: 'it's completely protected underneath the car,' Bert confirms,

'including the engine bay, and it's all clad with stainless steel plates.' No joke, the engine is shielded by thick plates running either side of the bay, drilled to avoid heat build up, and the plating beneath the nose of the car wouldn't disgrace a Challenger tank. There are no concessions to weight saving in that respect, and otherwise it's like a normal steel-hulled SC. 'The real rally cars Eric was driving in the desert are lightweight shells with plastic parts,' Bert tells us.

It's a nice thing to play with, though there is no real history about it. But what is interesting is what it consists of, an SC with a 3.2 engine, and set up to travel anywhere. Bert plans to go the whole country mile: 'I will pull out everything you don't need aboard a rally car, so there'll be no luxury at all, though this does have a sunroof because it had no air conditioning; I want to have fun in the desert and that doesn't include air conditioning.' In all probability the spec will evolve, to the extent that Bert will get it set up so he can tackle competitive events as well as

backwoods blinders. 'It is a fun car, though it's not yet ready to do the Paris-Dakar with,' he muses. 'But as it stands, you can have many adventures with it, and you can drive it daily.' As we parted company, Bert was going off on a rally in the Algarve, organised by a Belgian club whose previous forays include Morocco and Turkey. Bert wasn't about to be an active competitor, but his extra-terrestrial 911 would serve as the press car while his co-driver filmed the event out of the sunroof for five days, 280km a day. And of course he was relishing the prospect of leapfrogging the stages – you guessed it – by driving across fields.

On the road, it hasn't been possible to go quickly enough to see just how wayward it is with these huge tyres on it, though it didn't seem particularly out of the ordinary; rather like driving a Land Rover with a Porsche engine and chassis. Whilst it's not out of its comfort zone here, it really does come into its own on the rough. So, as Fast Show Lindsey would say, "let's off-road!" **PW**

Below: Dead side on is perhaps the best angle to appreciate this high-rise 911. Add some weaponry and it probably wouldn't look too out of place in the latest Mad Max movie!





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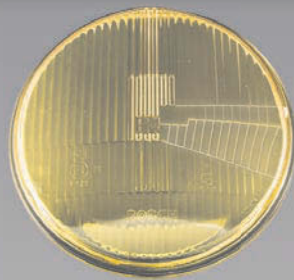
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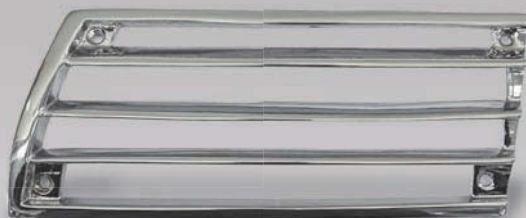
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YUMPING YARNS

If Bert Houtmann's extreme off-road 911 looks familiar, it's because Porsche has already been there, most notably competing in and winning the Paris–Dakar rally in the mid '80s

Blame Group B, the '80s motorsport category that forced manufacturers into building 200 road-going examples of the two-seater car that they wanted to compete with in either racing or rallying. Porsche came up with the 959 and then adapted it to whatever format they saw fit: Luxury high tech supercar? Tick. Le Mans prototype? No problem. Paris–Dakar rally weapon? Why not.

In truth the 959 was something of a white elephant, a tech tour de force, but not wholly suited to any one discipline, except for the Paris–Dakar. Amazingly, perhaps, it was in this guise that the 959 was an absolute, overall winner. Amazing because the event was so tough and the 959 was packed with high-tech systems that were not exactly conducive to pounding the unforgiving desert.

Porsche's Dakar adventures started in 1984, when they won using a 911 based Type 953, which featured a version of the

959's four-wheel drive system and a normally aspirated, 210bhp, flat-six engine, detuned to cope with the low octane fuel found throughout Africa. Rothmans were on board with the project, as was Jacky Ickx, although it was Rene Metge and Dominique Lemoyne that won that year.

Porsche returned in 1985, with a new car that was nearly entirely 959 based, complete with its twin-turbo, flat-six engine, full twin-damper wishbone suspension, with ultra long travel, manually adjustable four-wheel drive (as opposed to the road car's electronically adjustable) and twin fuel tanks. Mechanical breakages early in the event put the team of three cars (Metge, Ickx and Jochen Mass) too far behind to win, but they would return again in 1986, this time with a car that was almost entirely 959 and with the previous two-years' experience to draw on.

The Paris–Dakar 959 powered its way across the desert at speeds of nearly 150mph thanks to its mildly detuned (fuel again) 390bhp, quad cam, twin-turbo

engine, and those massive balloon tyres. The drivetrain incorporated the 959's electronic controls and the suspension had been beefed up to cope. Good job because this was considered the toughest Paris–Dakar yet, with only 67 of the 488 starters finishing. And finishing first was Rene Metge, while in second place was Ickx. A great adventure for Porsche's high tech, anything goes, supercar. **PW**

Above: Rallying doesn't get any more extreme than the Paris–Dakar. Porsche won the event with the 959 in 1986. Below: The more conventional 911 based 953 won the event in 1984





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PANAMERA EXCESS

Take two grumpy old men, a big red Porsche and a classic car show in Germany, and then throw in three days of autoroutes, autobahns, hyped prices and German beer. Messrs Seume and Mallett take a Panamera GTS to Essen for Techno Classica

Words & Photos: Keith Seume

Same old story every year. Back home, supping a glass of much needed red wine, I just sit and wait. And then out it comes: 'Never again. That's the last time I'm going'. Except it won't be. The subject of discussion is Techno Classica, the world's largest indoor classic car show held annually in Essen, Germany.

The statement is made every year, without fail, by that master of grump, Delwyn Mallett, with whom I've visited Essen for more years than I care to remember. 'No, that's it. I'm not going next year – just too much to see, too depressing,

too expensive...'. No, of course he won't – except I know he will. Essen gets you like that. You get sucked back by the knowledge you'll see the very best classics in the world – not just the high-roller pre-war Mercs and Daimlers, but more prosaic stuff such as 1960s Borgwards and maybe a Moskvich or two. I love it.

These days I've come to learn that the best thing to do is simply book a hotel and ferry, and then present it to Mallett as a *fait accompli* about two weeks before we go. That leaves him too little time to come up with an excuse. Anyway, I know he secretly wants to go. After all, where else can he

point at some obscure bolide and mutter 'I could have bought one of those for fifty quid.' Or, 'Oh, I used to have one of them.' Better still, 'Oh, I went to see that when it was up for grabs, but I thought it was too rusty.' The latter statement is usually in regard to a car that's now on sale for a couple of million Euros...

OK, so that's settled: the no longer particularly dynamic duo are off on a jolly to the biggest toy box in town. In the past we've been there in my old Carrera, several VWs (notably a Scirocco R, which was fast but far from frugal) and my current Audi A2. That was cheap but we needed something

On the ferry to Calais. Alongside a little Peugeot hatchback, the Panamera (above) undeniably looks big but compared to a full-sized artic, it's tiny – not that a wide-angle lens gives that impression!



Far left: Trucks, trucks and more trucks joining the queue for the Dover-Calais ferry

Left: Didn't see that many Porsches out on the road, but we did pass this historic race 911 on its way to a meeting

with a bit more street (or rather, 'Autobahn') cred this time. But what?

'Get anything you like – but just don't get a Panamera! Don't like 'em at all.' exclaimed Mallett. Ah, problem solved. 'Hello? Porsche press office? Can I borrow a Panamera please? Yes? OK, great!' We're finally ready to hit the highway.

'God, it's big. And red. And loud.' Mallett's appraisal of the Panamera GTS, which would be our transport, was succinct. It is indeed a big car – although as I was to discover, not as big as one might think – and it was most certainly red. Very red. Most Panameras you see are black, as if the owner's a little embarrassed and is trying to play down the fact that he owns a big four-seater, rather than the 911 he'd probably rather own if it wasn't for a family. But red? Well, it'll photograph well...

As we would only be away for three nights, there wasn't much luggage to worry about. Probably just as well, for the Panamera isn't overly blessed with space to carry suitcases. Soft bags are the order of the day, as the boot space is fairly shallow and little better than that of an average family saloon. Spare socks? Check! Change or two of underwear? Check! Stout walking shoes? Check! Cameras? Cameras? Mallett's gone back into the house to select another from his collection. For me it's easy: I've not looked back since returning to Olympus after a 35-year hiatus.

First stop, though, wasn't to be a ferry port, but a trip down to see how Del's Vignale-bodied Fiat-Abarth 'Goccia' is coming along after its five year restoration. It's an ugly little brute, tiny beyond imagination, but one of only two known survivors and an ex-Targa Florio entrant to

boot. The Panamera could swallow it whole and nobody would notice.

Visit over, time for an early night and crack of dawn departure to Dover to catch the oddly-named My Ferry Link ferry to Calais. A 7.00am ferry meant a 5.00am start, but even that was cutting it close. I always forget how much further the ferry port is compared to the tunnel. But I still prefer the ferry as it gives you chance to relax and prepare for the trans-European (OK, France to Germany) sprint.

Hitting the empty A31 and A3 on our way to the hopefully equally as empty M25, one thing became immediately obvious: the Panamera GTS is fast. Almost (almost!) too fast for UK roads. It's so refined and you feel so cosseted in the all black interior that it's way too easy to suddenly discover you're cruising at a steady 90+mph... That's not good when you see how many cameras there are on the southern section of the M25 these days. Setting the cruise control was the answer, but it felt like trying to rein back a racehorse.

Settling into driving, even Mallett grudgingly had to agree that the Panamera was pretty impressive. 'Long legged and effortless' was the description that sprang to mind. Clearly too large to throw around narrow country roads, it felt right at home on the motorway. In short, perfect transport for a dash to Essen and back.

The Panamera with the exhaust in 'open' mode rumbled loudly into the hold – I know, I know, it's a little childish but the sound of the 4.8-litre V8 is intoxicating in such a confined (metallic) environment. The crew seemed to love it, one of them happily posing for a 'selfie' alongside the red brute. And if you think the Panamera is big, you

should see it alongside a trans-continental truck and trailer unit. 'Dwarfed' is the word that springs to mind.

Once at Calais, time to reset the sat-nav. Three proposed routes, the most obvious via Antwerp and Venlo, then on to Duisburg and Essen. The other options meant getting round Brussels which, from past experience, can be a bit of a nightmare.

Once onto the rather tedious but, by comparison to British motorways, relatively traffic-free E40 towards Gent, we settled down to a steady 120km/h. Past experience has taught me to take it easy on roads leading away from the port, gun-toting gendarmes all too ready to pounce on unsuspecting Brits as they speed away on their hols in the mistaken belief that everyone drives faster on the autoroute. They don't...

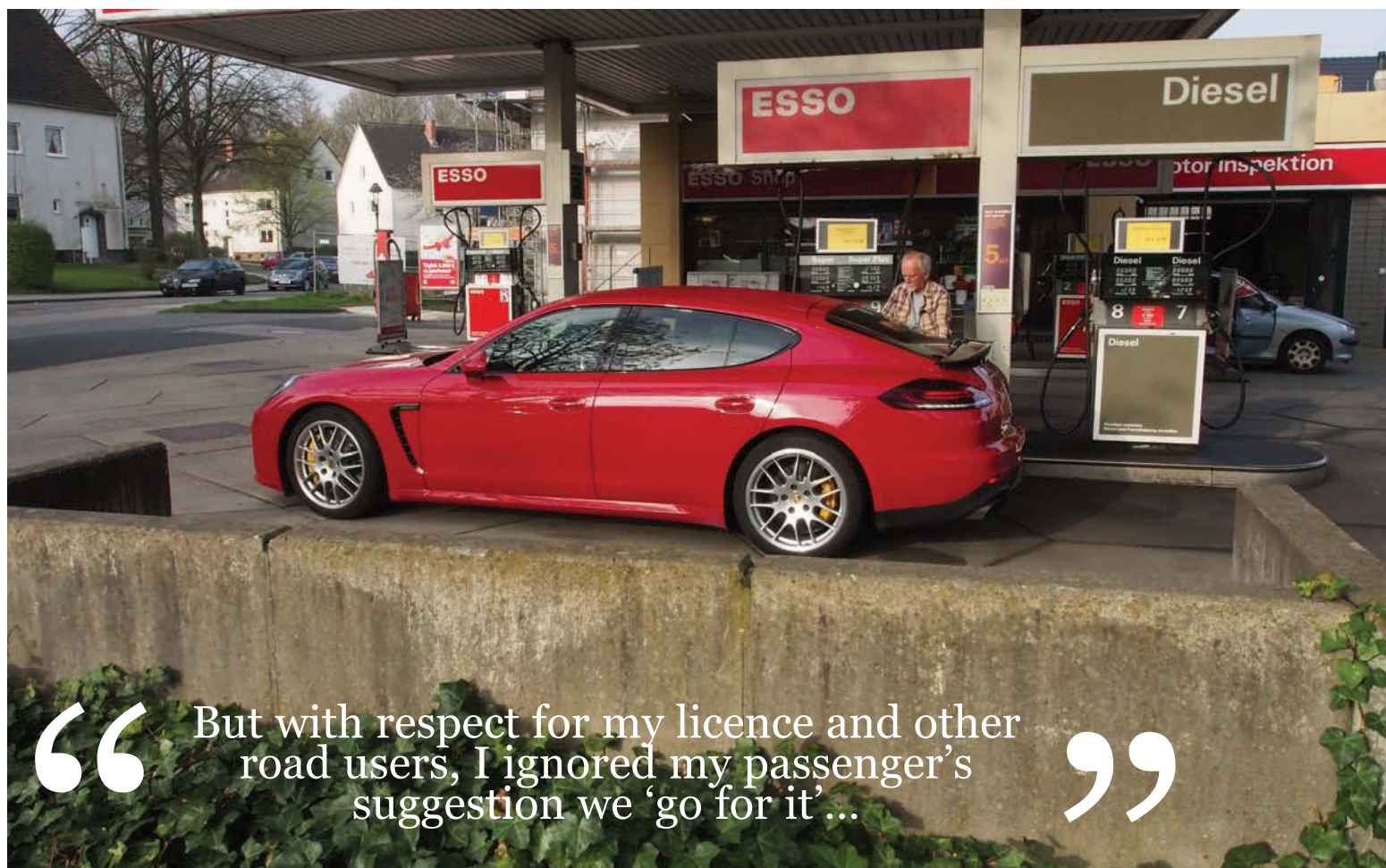
Crossing over into Belgium is, thanks to the EU, a let down. I wistfully reminisce with Mallett about the days of having your passport stamped – days when crossing a border really meant something. Instead, all you get is a little blue sign with some gold stars and the word 'Belgique'. Empty Tarmac wastelands either side of the motorway mark where customs points used to be, checking out every truck as it entered a country. Those days are, of course, long gone and I can't help but feel a tinge of sadness at their passing.

Another 40km and Mallett (as he does every year) wakes up and points to the sign for Jabbeke. 'Look, shall we go for a speed record?', he suggests. He's referring to the famous record attempt by Jaguar on the Jabbeke highway back in May 1949 when a prototype XK120 was timed by the Royal Automobile Club of Belgium at an average



Far left: Clash of cultures – wind turbines or Porsche V8 power? Sorry, but horsepower wins every time...

Left: Sat-nav got us into trouble around Antwerp, and also tried to tell us it was much further to Essen than was indeed the case...



“ But with respect for my licence and other road users, I ignored my passenger’s suggestion we ‘go for it’... ”

speed of 132.6mph over four runs. This was achieved after the standard windscreen was replaced by a small folding aero-screen, and the installation of a higher-ratio rear axle. Not bad for almost 66 years ago.

But with respect for my licence and other road users, I ignored my passenger's suggestion that we 'go for it' and calmly reset the cruise-control once more for a steady 75mph. The air-sprung suspension and finely-honed aerodynamics of the Panamera mean that road and wind noise are at a minimum at these speeds.

Antwerp was the next hurdle – and I always forget what a hurdle it is. Traffic slows to a complete halt, overhead signs telling you that whichever option you take (left ring-road, right ring-road) you're in for a delay. I decide to follow the sat-nav's advice and almost immediately regret it.

The road network in this area has

changed a lot in recent years and, for two years in a row, the sat-nav (my own TomTom last year, the Porsche's this year) has told me I'm on a road parallel to the one I've been driving on. Result? We get directed off at the wrong exit!

OK, back on the right road (following a lengthy and annoying diversion) it was a case of Venlo here we come! We crossed the 'border' into Holland at a fair rate of knots, but brake lights up ahead gave warning of a little reception committee in the form of a concealed police car, a couple of cops on bikes and a radar gun on a tripod. Welcome to Holland!

By this time, having been on the road for several hours, it was time to take stock. Our average speed, according to the on-board computer, was around 57mph (including embarking and disembarking the ferry) while the fuel consumption averaged out at

29.7mpg. Have to admit, I was pretty surprised by that as I was expecting far worse – I've read many reports of people struggling to get much more than 250 miles out of a tankful of petrol, recording mileage figures in the high teens or low twenties. They must have driven the Panamera in Sport mode the whole time.

Ah yes, Sport mode. Just like many other Porsches in the current line-up, the centre console is bedecked with a baffling range of buttons, one of them allowing the driver (or passenger...) to select 'Sport'. This immediately changes the suspension settings for the firmer and opens up the exhaust system – it also moves the shift points in the seven-speed PDK transmission with which our Panamera was equipped. Cruise along in 'top', hit the Sport button and the trans shifts straight down two ratios, the Panamera suddenly

Above: first stop for fuel was at Essen itself, so tales of 250 miles per tank were wholly unfounded. Panamera proved far more economical than expected...



Far left: ...but it still hurt having to fill the tank from empty!

Left: Even Mallett had to agree the Panamera was a great way to cross continents. The big Porsche is a true GT in the classic mould



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Porsche Panamera 3.0 D V6 Tiptronic
2012/12, Carrera White, Automatic, 250bhp, Black Leather, PCM 3 - Touch Screen Sat Nav, Bluetooth Phone Prep, Sport Chrono Pack Plus, BOSE Surround Sound System, Heated Seats. Mileage 43550 **£43,900**



Porsche 911 (997) 3.8 Carrera 4S Coupe Gen II
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Porsche Panamera 4.8 4S PDK
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Porsche Panamera 3.0 D V6 Tiptronic
2012/12, Platinum Silver, Automatic, 250bhp, Black Leather, PCM 3 - Touch Screen Sat Nav, Bluetooth Phone Prep, Sport Chrono Pack Plus, Reversing Camera, Heated Front Seats, Privacy Glass, Mileage 46700, **£41,400**



Porsche Cayenne D 3.0 V6 Tiptronic
2011/61, Dark Blue Metallic, Automatic, 240bhp, Black Leather, Servotronic, PCM 3 - Touch Screen Sat Nav, Bluetooth Phone Prep, Air Suspension PASM, Multifunction Steering Wheel, Only 1 Owner from New, Mileage 58600, **£33,900**



Porsche 911 (997) 3.8 Carrera S Convertible
2005/05, Lapis Blue, 355bhp, Manual, Stone Grey Leather, PCM - Sat Nav, BOSE Sound System, Cruise Control, Wind Deflector, Aluminium Dials, PASM, PSM, 19" Carrera S Alloys with Coloured Crests, Mileage 38600, **£29,995**

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Left and below:
There's something for everyone at Techno Classica, whether you're into early 911s or simply searching for parts to complete a restoration. As the photo below proves, there's a wide variety of makes and models on show – something for every taste, if not every wallet...

assuming the mantle of a caged wild animal. Damn, this thing's got torque!

Nail the throttle in this mode and the beast hunkers down, turning the outside world into a blur, all the while serenading your eardrums with a roar that would do a 1970s Dodge muscle car proud. It is intoxicating – find a tunnel, lower the windows and give it gas. It's a cure for the blues which should be available on the National Health.

Back in the real world, we finally rumble our way into Essen. This is the first urban traffic we've hit since the journey began and one thing becomes immediately evident: the Panamera commands respect in Germany. Imagine trying to nose your way out of side road into heavy traffic in a bright red Panamera in London. You'd find every gap

magically close up, every head turned away in a sign of refusal to acknowledge your very existence. In Essen, things were very different – even when I needed to reverse out into rush-hour traffic, other drivers came to a halt and waved me out. That would never happen here...

So, Techno Classica. We were certainly thankful that we'd got a parking pass, as trying to find somewhere to leave your car in the area around the huge Messe Essen exhibition facility isn't that easy – unless you don't mind queuing, that is. Usually the underground parking is a good place to check out a variety of interesting cars but this year pickings were slim. Maybe the show wasn't going to be as good as usual? Maybe the economy had had an effect? Come on, get real, this is Techno Classica

we're talking about, so wealthy it has its own taxation system: 'Essen Tax'!

It's very difficult to get across to someone who's not been to this show just how it oozes money. Unlike many classic shows in the UK, pretty much every car on display at Essen – aside from those being exhibited by the major manufacturers – are for sale. What never ceases to amaze is the prices being asked for the cars. This is where Mallett gets all hot and bothered.

As he's someone who uses a sound but far from perfect Speedster as regular summer transport, a car which cost a few hundred pounds way back when, it comes as something of a shock to see an unrestored Speedster for sale at close to three-quarters of a million Euros – considerably more than a perfectly restored





Far left: Porsche Classic stand included this cut-away 959. There was also a complete example on show, alongside a modern Carrera GT

Left: Ex-Jochen Rindt 911S was up for auction with Seidel & Friedrich. The 1967 model was also rallied by Walter Pöltinger and Joginder Singh

one sat alongside. 'The world's gone mad!' he exclaims. And he could be right.

Originality has always commanded a premium among classic Porsches, but in the last couple of years this has been carried to the extreme. There's one thing about a little patina – worn paintwork around the door handle, faded seats or paintwork which has gone dull with age – but there's quite another about a car with paintwork so badly cracked moisture will already be working its way underneath, seats so threadbare that they are effectively beyond use, yet is being offered for sale at a price that would buy you a good, usable and carefully preserved car on which thousands have already been spent. The world has become infatuated with 'barn-finds'.

Of course, it's fantastic to see something which has lain undiscovered for decades, particularly if it happens to be an old race car. There were plenty of such elusive animals at Essen and I'm always fascinated how so many cars – rare and valuable ones at that – still appear to be lying undiscovered in long-forgotten garages and (dare I say it?) barns. Jeez, I know if I had an old Mille Miglia racer I wouldn't forget I owned it, or where I'd last parked it.

Try as we might, it's impossible not to get drawn into a discussion about prices with everyone you meet. One dealer, with an impressive display of four (or was it five?) 356 Carreras and a range of early 911s proudly told us that even before the show had opened to the public, a customer came along and bought four – yes, four – of the

exhibits in one go. The bill for that little lot? Probably not far off €3,000,000. Not a bad morning's work, eh?

A year ago, I was interested to see a nice original 1974 Carrera 2.7 sell for well in excess of €100,000. I thought that was pretty impressive. Not now – you can double that figure and add another 50 per cent, it seems. We spotted a very appealing '74 Carrera on one dealer's stand at well over €250K which, once sold, was replaced the next day by another at over €300K. I guess the vendor felt he'd sold the first one too easily...

It's hard not to get drawn into the subject of values, but to dwell on the way the market is going can dull your enthusiasm if you're not careful. I know of several people who are already saying their cars are too

“ Try as we might, it's impossible not to get drawn into a discussion about prices with everyone you meet... ”



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Far left: B+B rainbow-striped Targa is a real throwback to the 1980s – a decade that taste forgot!

Middle left: Mallett was less impressed, though, by a dealer's sign proclaiming cars for investment

Left: Jacky Ickx's helmet was up for grabs, too... And if you felt particularly flush, then one look round Jan Lühn's stand (below) would have had your wallet twitching. All cars were for sale...

valuable to enjoy on a regular basis and that's sad. Porsches, young or old, are meant to be driven and enjoyed, so Mallett was left shaking his head when one dealer proudly proclaimed that he had a range of cars for sale 'suitable for investment'.

For a breather, we dropped by the Porsche Classic stand for a bite to eat and a glass of Prosecco. Well, it would have been rude not to, right? Porsche's display is always remarkably low key compared to those of BMW and, in particular, Mercedes-

Benz, whose exhibits each fill a hall of their own. For Porsche the big push is the ever-increasing range of 'classic' parts now available through the dealer network.

Don't go thinking that this is all about looking after the old and, frankly, more valuable early 911s and 356s, though – as far as Porsche Classic is concerned, everything up to and including the 996 is fair game, front- or rear-engined, air- or water-cooled. That has to be good for the scene in our opinion.

By the end of the first day, time to head back to the hotel and then into town to get something to eat. Forced to street park the Panamera outside the hotel (it was too big to squeeze into any remaining gap in the tiny car park), I couldn't help but worry if it would still be there, undamaged, the next morning. But then this is Germany after all, and I needn't have worried. Even when parking up in the city centre at night you get the feeling your car's safe. Maybe I'm naïve...

“ For Porsche, the big push is the ever-increasing range of 'classic' parts now available through the dealer network... ”





I did get a surprise when returning to the car in the morning, though. Parked directly behind, and tight against the rear bumper, was a delivery van (Transit, Vito, or something similar) while in front was a new VW Golf. Suddenly the Panamera didn't look so huge with even the Golf sitting higher than the Porsche. It's only in traffic that you are really aware of its bulk – it's wide and you can't easily judge where the corners are. Or maybe that's because I'm not very tall...

One thing I did immediately like about the Panamera was the weighting of the steering. I was expecting it to feel over-servo'd and totally devoid of feel, like so many modern cars, yet I found the opposite to be true (as did Mr Mallett). In fact, manoeuvring at low speeds in traffic, it almost feels under-assisted. Almost. It was yet another pleasant surprise. I was now coming to the realisation that I was starting to fall in love. Again.

A further day and half at Essen and time to hit the highway once more. This time we set ourselves a challenge: let's see if we can average over 30mpg. Surely it must be possible? After all, without even trying we'd been averaging over 29mph thus far. Even the daily 'commute' between hotel and show – a distance of about two miles – in traffic on a cold engine still averaged around 24mpg.

First, though, we had to refuel. We'd managed to squeeze around 500 miles out

of the tankful, which was good. Not so good was the €137 bill to refill the tank...

On the autobahn the Panamera settled down to a steady 75mph once again, but we relied more on the cruise control than normal. It didn't take long before the average mpg figure crept slowly up towards the high-twenties and then, after 100 miles, 30+mpg. It stayed that way, too, occasionally nudging 31–32mpg before we realised that we weren't going to make the ferry!

Damnation! Forget the economy, just hit it and go. We caught and passed another Porsche on the way – this one a historic race 911 on a trailer – and gradually started to reel in the miles. But it was to no avail. We arrived at the ferry port in time to see the ferry steaming (well, smoking) its way into the Channel. Damnation again!

Not only did this miscalculation mean a three-hour wait for the next ferry (tedious when there's nothing to do except sit in your car and fester) but we were also stung an extra £20 by the ferry company because we'd effectively 'changed the booking'. Gits.

After some grim food on the ferry we finally arrived back in Blyth and headed away from Dover, feeling tired and depressed. There was only one way to brighten the mood: wind both windows down, slip into Sport mode and floor the throttle as we sped through the nearest tunnel. There's something about the sound of a big V8 at full chat that really does lift the spirits... **PW**

You know it's not going to be a bad show when, on the very first day, someone comes along and buys four cars in one hit. Mind you, the Porsches on Serge Heitz's stand were among the very best



HEY, MISTER! WHAT'S A PANAMERA GTS?

The Panamera GTS stands alone in the line-up as the only normally-aspirated model with the big 4.8-litre engine, PDK transmission and four-wheel drive, combined with the now *de rigueur* air suspension – albeit modified so the GTS sits 10mm lower than its siblings. It's effectively taken the place of the old Panamera S, with its rear-wheel drive and steel springs. But don't think the GTS is a soft option...

You can't argue with close to 450bhp and 385lb ft of torque, or a top speed that almost sees you hitting 180mph. And, despite its apparent bulk, it can pick up its skirts and fly from rest to 62mph in 4.4 seconds. As we said in the text, the economy isn't bad, either. Most people seem to report an average of around 26–27mpg, but we got closer to 30mpg overall. Mind you, we didn't spend a day at a test track trying to set ultimate performance figures... In real life, though, the GTS is refreshingly frugal for such a beast.

It's big, of that there's no doubt. At over 1900kg and more than five metres long, you'd be forgiven for expecting it to feel ponderous out on the road. But it doesn't – far from it. You can, if you so desire, settle back and treat it like a fairly sumptuous luxury barge but you'll have far more fun if you think of it as a slightly oversized sports car. OK, very oversized sports car.

Get in the groove on open country roads and the GTS can prove very rewarding. It's not hard work, either – the torquey V8 sees to that. The lack of turbos helps here, meaning throttle response is instant at any rpm. In Sport mode, the effect is amplified twofold. Just be careful you don't run out of road for distant corners seem to approach remarkably quickly...

And then there are the brakes. 'Our' GTS was equipped with the, frankly, sensational PCCB option, helping to bump the all-up price to over £100K. To be honest, I can't imagine driving a Panamera at anything approaching its limit without the knowledge it's fitted with these impressive brakes. I'm just glad, though, that I won't have to foot the bill when it's time to change the discs.

Overall, the GTS is an incredibly capable and exceedingly impressive package. The problem is too many people try to compare it to a 911 and inevitably end up slating it for its bulk, and, perhaps unsurprisingly, its styling. The latter is a matter of personal taste – I have to admit it's grown on me, whereas Mr Mallett still can't find a place in his heart for the Panamera. As for it not being a 911, it's not meant to be. Don't like it? Well then, just remember that, without the likes of the Panamera and the Cayenne, there would quite likely have been no more Porsche, no more 911s... That's a sobering thought right there.



Far left: First stop was for Mallett to check on the progress of his Abarth resto

Middle left: Panamera, TT or Pre-A 356? Which would you choose?

Left: A big V8-powered lump of metal and a 1950s American pick-up...







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

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

2007 - 997 TURBO COUPE MANUAL (COBALT BLUE) 73,000 Miles
Black Lther Intr, PSM/PASM/PCM3-Touchscreen Sat Nav, Telephone, BOSE, CD Changer, 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

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

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
Grey Lther Intr, PSM/PASM/PCM3-Touchscreen 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 GT2 & TURBO

2002 - 996 GT2 CLUBSPORT (POLAR SILVER) 55,000 Miles
ONE OWNER ONLY, Full Porsche Main Dealer Service History with a recent service, GT2 Club Sport Model, White Dials, PCCB Brakes, Radio and CD player, Climate Control, Central Locking, Electric Mirrors & Windows, Porsche Crested Sports Seats, Correct carbon fibre interior

2005 - 996 TURBO S COUPE MANUAL (GT SILVER METALLIC) 56,000 Miles
Turbo S, Black Leather Interior, PSM/PCM-Sat Nav, Telephone, BOSE, 4 CD Changer, Memory Seats, Electric Seats, Carbon Pack, Sunroof, Alcantara Headlining, Rear Wiper, Ceramic Brakes, 18" Turbo Alloys, Full Service History

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 Invoices showing high level of maintenance, Extremely Well-Kept 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

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

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

1995 - 993 CARRERA COUPE MANUAL (SLATE GREY) 74,000 Miles
Grey Leather Interior, Part Electric Seats, Sunroof, Rear Wiper, Alpine Radio and CD Player, Factory Fitted Alarm System, Air Conditioning, Air Bag, Electric Mirrors/Windows, 17" Alloy wheels, Full 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

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

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 +

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

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

Ferrari 330 GTC COUPE - GRIGIO SILVER
Ferrari Classiche, Rosso Red Leather Interior, 86,000 Miles, Chassis No: 10157-GT, Engine No: 10157-GT, Extensive Interior retrim-(photos available), All MOTs, Fully documented service history with many invoices over the years, Original handbooks and Tool kit, Original sales brochures

CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356

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

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 SV0 lower Aluminium inlet manifold/upper Aluminium inlet manifold body with performance 65mm throttle body

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

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 (OPALESCE 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 Louis Vuitton Concours D'Elegance In Paris 2003. Sunroof Produced By Gurney Nutting Chassis Completely Original Throughout



TARGA TALES

Over four decades have passed since Porsche introduced Targa versions of the 911 and 912 yet, even after all that time, there is still a notable reluctance among many marque enthusiasts to accept it as a 'real' 911

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

Porsche's innovative Targa has, in certain markets, proved to be the unloved member of the family – a model which purists frequently scorn, and which is consistently valued at up to ten, or more, per cent less than a comparable coupé.

On paper it makes no sense, for as far as most other marques are concerned, convertibles of any kind usually command a premium over the equivalent coupés. Look at the 356 market: Cabriolets, Roadsters and, most notably, Speedsters are valued far higher than equivalent coupés. So, then, why has the 911 Targa often been held in such low esteem?

Throughout 356 production, sales of soft-top Porsches remained relatively consistent. From the start, Porsche had included a

convertible model in the line-up, be it the simple canvas-topped Speedster, or the more sophisticated weatherproof design of the Cabriolet.

Although sales of the convertibles never quite matched those of the coupés, they sold in sufficient numbers to be profitable – as a consequence, there was always a soft-top in the Porsche line-up. But not when the 911 and 912 were launched.

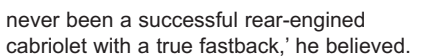
Even though, in its final year of production, sales of Porsche's 356C coupé accounted for a substantial 83.5 per cent of sales, convertibles – which accounted for the remaining 16.5 per cent – were regarded as an important part of the product range. If nothing else, they helped persuade potential owners to venture into the showroom. But when the 911 was first

launched in 1964, there was not even a mention of a cabriolet version...

In *Excellence was Expected*, Karl Ludvigsen describes the internal wrangling that led to the ultimately controversial design of the Targa. 'It was logical that an open version of the 911 should be developed,' he says, 'Less certain, however, was just what form such an open car would take. Should it be a variant of the coupé's form or should it be a pure cabriolet, with special lower body panels of its own at the rear?'

This problem was one with which Ferdinand 'Butzi' Porsche struggled for some time. He preferred the idea of a true purpose-built convertible with a 'notchback' profile, rather than a soft-top that simply mimicked the coupé's profile. 'There has

1967 911S Targa would be worth a pretty penny today, but on the whole, Targas have had a raw deal value-wise over the years



They believed that sales of a convertible 911 would only account for a relatively small percentage of turnover so, to make things profitable, it would be necessary to use as many of the coupé's body pressings as possible.

This created an interesting problem for Butzi, as he knew that simply slicing the roof off the 911 would create an unacceptably weak structure. And while many other convertibles were known to be torsionally-challenged, such a prospect was anathema as far as Porsche was concerned. The solution was both simple and brilliant – and controversial – in equal measures. It included adding a substantial

Butzi Porsche said that there were two advantages to this design: 'First it meets US competition requirements, and second, this type of convertible can be controlled better when closed, whereas most tend to fill up like balloons.' This reference to meeting competition rules is interesting, for nobody these days ever talks of using a Targa for racing, when a coupé makes a more obvious choice. This feature did lead, however, to Porsche marketing the Targa, as the model was to be known, as the 'World's first safety convertible'.

But why 'Targa'? Harald Wagner is credited with coming up with the name. Wagner worked at Porsche as a marketing expert, responsible in later years for arranging many sales to 'special' customers. He got the call from Butzi and found himself in the Porsche experimental

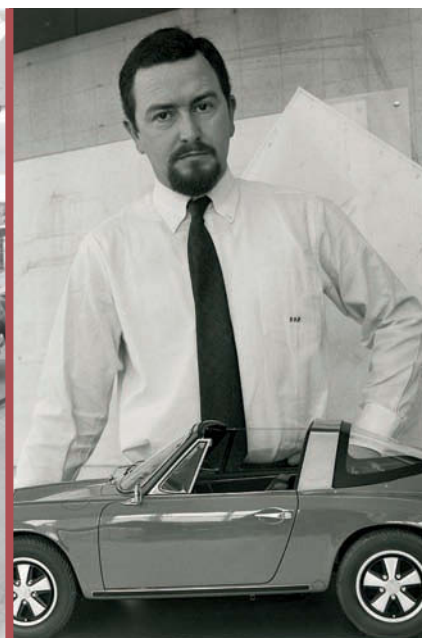
Wagner was unimpressed with what he saw, but adds 'We had to sell the car and to do that we needed a name. So we started with what we would call a brainstorming session these days. Someone had the idea that we should name the car after a racetrack, but half the names had already been used and the others didn't sound right: Daytona, Le Mans, Nürburgring... We discussed "Targa Florio" but we were worried that customers might start dropping the first word, and abbreviating Florio to "Flori", which sounded a bit effete. So then we thought, what if you took the "Florio" away completely?'

That just left 'Targa' – a name which has now entered the language as a generic term for any car with a removable roof panel. Oh, and Wagner swore he didn't know that the word means 'shield' in Italian.

Above: Prototype #8 was the first of the 901 models to get the Targa treatment. This image dates back to 1962/3 and shows that an open version of what would become the 911 was considered at a very early stage

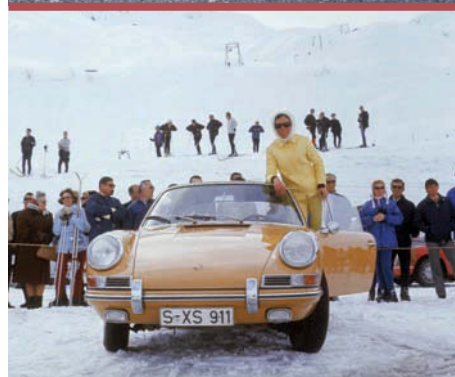
Top left: Early pre-production 901 Targa sits outside the factory in 1965

Middle left: 901
Targa on the drawing
board in 1964



Far left: Official model launch at the 1965 Frankfurt show, with the Targa taking centre stage

Left: Ferdinand 'Butzi' Porsche was the man behind the controversial styling



although it's rather fitting for a Porsche that has gone down in history as the first ever 'high-safety' convertible.

But what about that trademark brushed stainless-steel cover to the roll-bar? Butzi Porsche is the man you can congratulate (or blame) for that decision: 'That idea was mine', he is quoted as saying, 'I do think the roll-bar has a function and adds stiffness – which is why it should be a different colour from the car.'

Still to be resolved was the matter of the roof panel – and the rear window. If the Targa was to be considered a true convertible, then it would have to have a removable roof section, and a similarly

removable rear window, to allow a through flow of air. Incorporating a zip-in plastic back window solved the latter design problem, but the roof section caused a deal of head scratching. To begin with, it was proposed that there should be two roofs supplied: one from rigid plastic and a lightweight fabric one, which could offer weather protection in an 'emergency' situation, such as a sudden downpour of rain. Rather like the flimsy roof supplied with the much earlier 356 Speedster.

Unsurprisingly, wind-tunnel testing proved that a soft fabric top would tend to get sucked outwards at speed, creating a bulge above the driver's head. The solution was

to offer a single folding roof section of rubberised fabric, with scissor-action supports which could be clipped into place in the roll-bar and windscreen frame.

Prior to going into production in December 1966, Butzi Porsche made a statement which, on reflection, suggested damnation with faint praise: 'I think it looks better than one first thinks – and could be better still. Believe me, we weighed every consideration when planning the Targa, and we have great hopes for it.' Not the words of someone who had 100 per cent belief in his own design.

Butzi's apparent concerns were shared by Porsche's marketing department, which

Above: Let the sun shine in – 1967 Targa brochure showing off 'soft-window' styling

Above left: Targa being put through its paces at Weissach and in the snow

Below left: 1977 Frankfurt show

Below: Carrera Targa featured blacked-out trim, while base models retained brushed stainless steel hoop



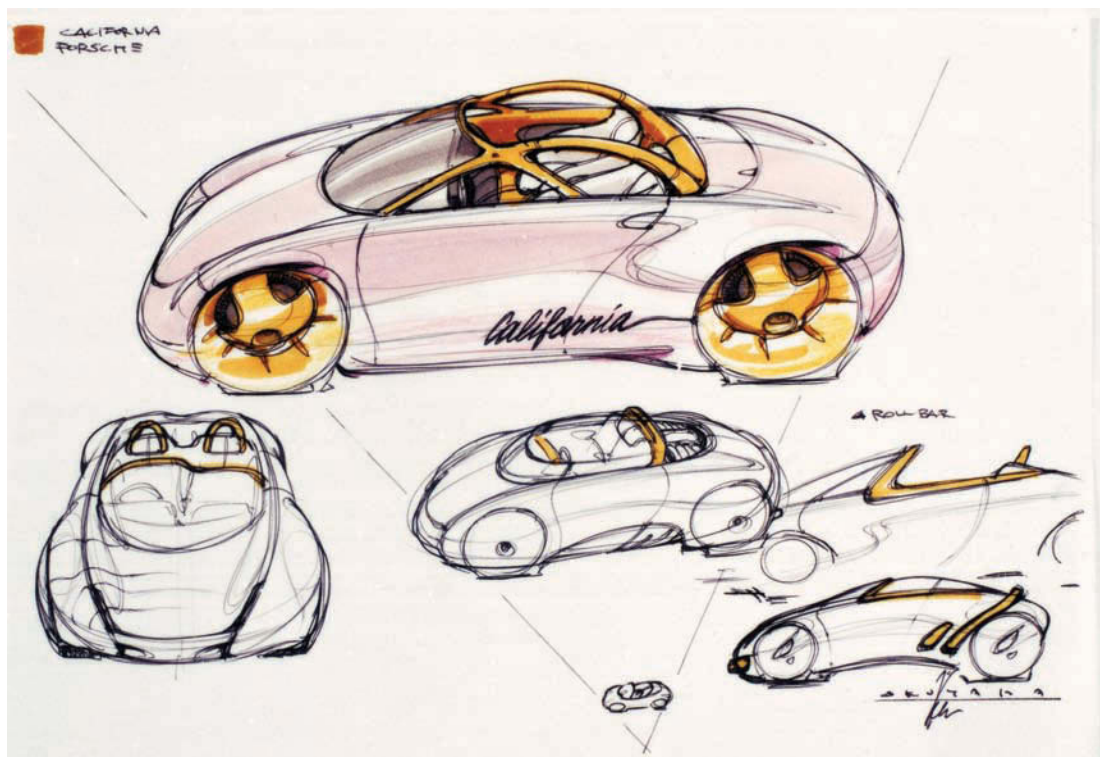


questioned the Targa's styling, in particular the way the trademark flowing lines of the 911 coupé had been lost. Initial dealer orders were not strong, and Porsche only built seven Targas a day, compared with 55 coupés. But within a short while it became evident that demand was outstripping supply. Production was stepped up to 10 per day simply to keep pace with the West German market, where the Targa soon accounted for almost half of all sales.

There were a few drawbacks to the Targa design, one being that the model weighed some 50kg more than the equivalent coupé. It was also clearly less rigid – scuttle shake was a noticeable, if not a major, problem.

The zip-in rear window was a cause for concern in markets with a more temperate climate, for the factory suggested that owners didn't try to reinstall the rear window if the ambient air temperature was lower than 60°F (15.5°C). The plastic 'window' would contract with the cold, making it virtually impossible to zip it back into place. There was also the matter of poor rearward vision due to distortion while looking through the clear plastic. Rather like a first generation Boxster, then...

This was unacceptable as far as the marketing department was concerned, and the plastic rear window was eventually replaced by a solid glass version in January 1968. Fixed it may have been, and therefore depriving passengers of a through-flow of air when the top was removed, it was a far more practical design in every sense. Apart from offering better rear vision, it also helped support the roll-over bar better, helping the flexible roof panel achieve a tighter fit.



By 1970, the Targa still accounted for almost one third of all 911 sales. In the true spirit of Porsche, refinements were constantly made to several minor details in an effort to make a great car even better – or, in the case of the Targa, more windproof. Greater attention to detail, more robust marketing and a wider acceptance that this was indeed a 'real' 911 meant the Targa would soon account for more than 40

per cent of sales. Interestingly, the Targa was not offered in right-hand drive until the autumn of 1972, with deliveries to the UK importer not available until February the following year.

For the 1974 model year, the flexible roof panel was replaced with a rigid version, which could be stowed away in the front luggage compartment when not in use, although it was still possible to specify the older folding design if required. Carrera Targas were sold with a blacked-out Targa roll-over bar to match the rest of the 'stealth' body trim, a feature which did not appear on mainstream Targas until the 1977 model year.

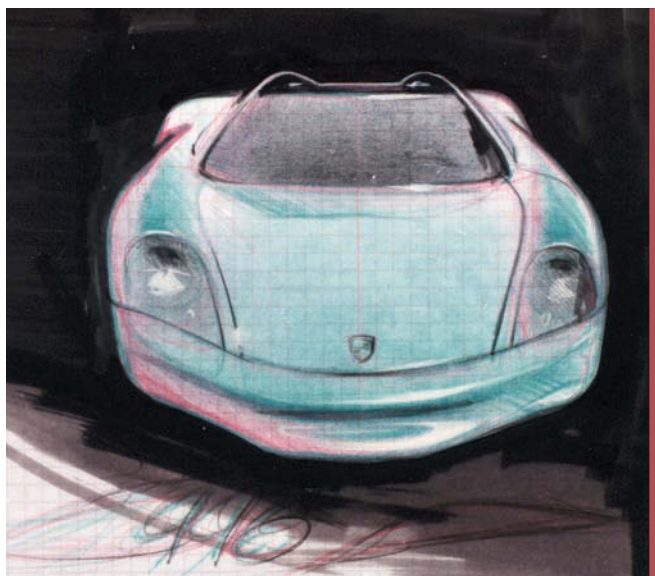
The same basic design remained in production into the 964 series, but sales of the 911 Cabriolet now far exceeded those of the Targa. As a consequence, when 964

Stylists wrestled with ways to improve roll-over safety – this early sketch for what would become the Panamericana shows a variety of solutions

Below left: Although listed in the archives as a preliminary design for the Panamericana, the numerals '996' suggest otherwise... Early 996 Targa proposal, maybe?

Below: Ferry Porsche hated the Panamericana. We can understand why

“ Within a short while it became evident that demand was outstripping supply. Production was stepped up to 10 per day... ”





“ While still recognisably a Porsche for the 1990s, certain of its styling features never made it into production... ”

production drew to a close in December 1993, the Targa was dropped from the Porsche line-up – the new range of models (the 993s) consisted solely of coupés and Cabriolets. At least, to begin with.

However, before we go any further, we need to take a step back in time to 1989. This marked the appearance of a rather strange – some might even say ugly – concept car, penned by Harm Lagaay, Porsche's design chief. Based on the underpinnings of the 964 Carrera 4, this vision of what a future 911 might look like was given the name 'Panamericana', after the long-distance road-race in Mexico, La Carrera Panamericana.

Having worked at Porsche from 1971 to

1977, Lagaay moved to Ford and then to BMW, where he teamed up with Ulrich Benz. The two moved to Porsche in January 1989, a time at which Lagaay says 'There was absolutely nothing going on...'

Lagaay set to and commenced work on the design of what was to become the 993, but also called on the resources of British-born Steve Murkett (who, readers may recall from last month's *Archives*, later styled the Cayenne) to design a radical buggy-like 911.

Why? More than anything it was to demonstrate that things really were happening behind the scenes despite what detractors may have suggested.

The Panamericana was like nothing

before (or since), and while still recognisably a Porsche for the 1990s, certain of its styling features never made it into production. Among these were heavily cut away wheel arches and its rather angular body lines (especially when viewed from the side). However, there was one feature which did capture the styling department's collective imagination: the roof. Or, rather, lack of it.

With its open roof, heavily raked wrap-around windscreen and angular side glass, the Panamericana looked as if it would lend itself to a full-length sliding roof. It didn't have one, of course, but the overall styling hinted at such.

Ferry Porsche hated the car, even though it was given to him as a gift to mark his 80th birthday – and he was not alone in his views, for many others within Porsche expressed their dismay at Murkett's design. But that roof had put down a marker...

Fellow Brit Tony Hatter was largely responsible for the design of the new 911, the 993, its flowing and somewhat voluptuous lines meeting with approval in a

Above left: In the design studio in 1993, the Targa gets the final once over. Now that's what we call a clean working environment!

Above: What better way to show off that roof at the launch?

Bottom left: Weissach 1993 and the 993 Targa clay model gets the finishing touches

Below centre and right: At launch the 993 Targa was universally praised for its well-balanced looks and innovative roof treatment





Left: What a view! Glass roof panel on 993 Targa slid right back under the fixed rear screen to give an amazing sense of being out in the open. Electrically-operated 'blind' offered shelter from the sun when roof was closed. With no roll-over hoop, Targa badge was relegated to the engine lid...

way that Murkett's Panamericana clearly had not. Launched in 1993, the new Porsche was offered as a coupé or a Cabriolet – but not as a Targa.

It was another six years before this style was added to the line-up, but it was worth the wait. The new model was quite unlike its 964-based predecessor, with a huge panoramic glass roof which slid back under the bonded-in rear window.

The design and fabrication of the roof assembly was handled by Webasto, long famous for its aftermarket cloth sunroof conversions, as well as auxiliary petrol heaters (which were offered as an option on early 911s).

Webasto made the sliding roof assembly and all associated hardware as a 'bolt-on' unit which was then installed on a specially strengthened Cabriolet bodyshell. The design, which had clearly been inspired by the Panamericana, was universally praised for being both stylish and practical. It did, however, end up weighing an extra 30kg compared to the 993 coupé.

Electrically operated, the new roof gave the 993 a sleeker, arguably more stylish look. The side profile was reminiscent of the Panamericana, the upsweep of the tops of the rear wings a clear link to its Cabriolet roots. New 17-inch five-spoke wheels, with pseudo 'split-rim' styling, were another unique feature of the 993 Targa.

With the introduction in 1999 of the 993's successor, the water-cooled 996, the Targa was once again forced to take a back seat. As before, there would be a hiatus until, three years after the 996's launch as a coupé and Cabriolet, a Targa was added to the range. The design appeared similar to that of the 993 but the major difference was that the Targa was based on the coupé bodyshell, rather than that of the Cabriolet.

Removing the coupé's roof meant that the bodyshell lost a lot of its rigidity. To make up for this, extra reinforcement was added, extending from the A-pillar back to the rear of the car. So modified, the body was now ready to be fitted with the largely self-contained Targa top 'module' which had been jointly developed by Porsche and CTS, the same company which made the

folding tops for both the 996 Cabriolet and the Boxster.

However, compared to the 993, there was one other major difference: the 996 Targa was a hatchback! For the first time ever, a 911 was available with an opening rear window, giving access to the limited luggage space available behind the front seats. With the sliding roof closed, the rear hatch – effectively the entire rear window – could be popped open either by pushing a button on the sill alongside the driver's seat, or by use of the remote key fob.

Despite an excellent sales record over the years and various models, there are still many who denigrate the Targa for its looks, and regard it as a soft-option compared to the coupé. Most detractors, it is fair to say, have probably never driven one and so do not appreciate the 'pros' which outweigh many of the perceived 'cons'.

Probably the biggest problem as far as early Targas are concerned is rust – they are undoubtedly worse in this respect than

coupés as water can enter the body structure by several routes, not least through the roof seals. Worst of all, though, is rust around the bottom of the expansive rear window. Once it gets hold here, it allows more water into the interior, more rot, more expense to put right. As a consequence, a higher percentage of early Targas have been scrapped over the years than coupés of the same age.

But as far as the later models – the 993 and 996 – are concerned, the Targa can hold its own. The styling may not necessarily be to everyone's taste, some finding it too angular compared to the organic flowing lines of the coupés, but few would argue that a Targa represents the perfect compromise between the solidity of a 911 coupé and the *al fresco* nature of a 911 Cabriolet.

With the launch of the 991 Targa in 2014, the concept took a whole new leap forward. But that is a story for another day, a future 'Archives' feature, in fact... **PW**

Below: 996 Targa was the first 911 to feature an opening hatchback – it was also based on the bodysell of the coupé, rather than the Cabriolet, as had been the case with earlier models



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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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If you really want the wind in your hair, then you need a 911 Turbo Cabriolet. Roof down at near 200mph? What's not to like. We show you what to look for



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TECH: HOW TO

CURRENT AFFAIRS

Sooner or later your 996's alternator will probably stop charging the battery, and not long after that the engine will either fail to start or else simply die on you for lack of electrical power. It is arguably one of the least difficult such mechanical problems to deal with, however, and if you remove and fit the two generators yourself could cost less than £100

Story and photographs by Chris Horton



Another 911 & Porsche World month, and another relatively simple 996 (and 986 Boxster) repair. But then given both the inexorably increasing age of all these vehicles, and also what seems to be the resurgence of interest in even the oldest and least powerful water-pumpers, then we hope you won't have too much of a problem with that. Something air-cooled again next month, we promise!

The task, as you will no doubt have realised, is to fit a replacement alternator: the electrical generator that should maintain a constant charge in the battery, and from the two of which derives the entire vehicle's electrical 'health'. It's easy enough – easier, in fact, than in many conventional front-engined vehicles (and certainly easier than in the equivalent Boxster or Cayman), and

it's not necessary to raise the car on a lift – but still has one or two minor pitfalls for the unwary. And you might well find, as is so often the case, that it leads you into a couple of related areas that need attention. But better that than to come to a halt out on the road one dark and stormy night.

You will know when a new alternator (so called because it generates alternating current, rather than the direct current of an old-fashioned dynamo) needs fitting. With the engine running, the voltmeter in the instrument panel will most likely show less than 12 volts – and even a meter directly across the battery terminals will struggle to better that. (An analogue meter will do the job, but if you are buying one then go for a good-quality digital item. Sealey – click on www.sealey.co.uk for full product details – does a pretty broad range.)

Naturally that will soon lead to starting problems, and eventually – even during the summer months, when there is generally less drain from power-hungry headlights, plus the heater and heated rear window – to perhaps another unscheduled roadside halt. That could, of course, be the result of nothing more than a faulty or time-expired battery, or even just loose connections, but both are easy enough to check – the former by any good fast-fit centre, if necessary. (Good in the sense that they won't use the opportunity simply to flog you a new battery unless you genuinely need one.)

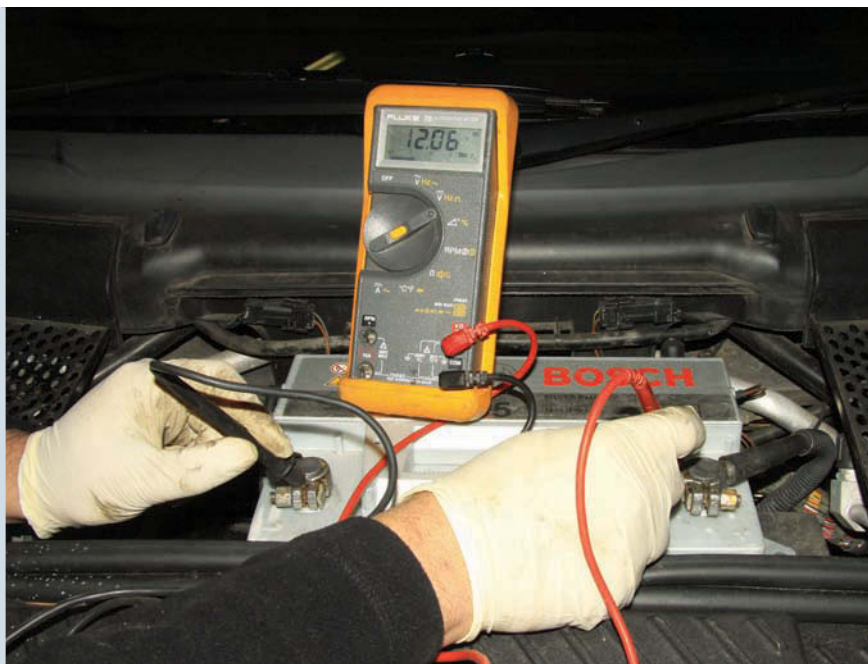
Pitfalls? It is essential to disconnect the battery before starting any work on any car's electrical system, and particularly so when dealing with the alternator. The latter's main output lead is by definition connected directly to the accumulator's

The necessarily limited space in the engine compartment makes 996 alternator replacement something of an acquired talent – no two ever seem to come out in exactly the same way, suggests Sid Malik at Porsche-Torque in Uxbridge – but in truth it's not an overly difficult task, and no special tools are needed. A good way to spend a Sunday morning, we reckon, with the satisfaction that always comes from a job well done – and money saved

A low voltmeter reading, even with the engine running, is a classic sign of alternator failure.

Most people will naturally fit a new unit (albeit most likely a reconditioned item), but often it is just a component within that breaks down (usually the regulator), and a good auto-electrical specialist might be able to repair your original generator for less than £100 – see panel on next spread.

Confirm voltage across battery terminals, then detach earth lead to avoid short-circuits. Turn ignition key to 'accessories' position first, though, to prevent the alarm system sounding



positive terminal, and if while still live it touches any part of the adjacent metalwork, you will immediately have a pretty spectacular firework display – and quite possibly even a fire on your hands. (See also Q&A on pages 125–128 of this issue.)

To avoid problems with the alarm sounding (it is designed to warn of any unauthorised tampering with the car) turn the ignition key to the 'accessories' position

before disconnecting the battery via the negative or earth lead. (But not, please note, to the ignition 'on' position that immediately follows it.) As we understand it, there is here no requirement to maintain a low-current 12-volt supply across the disconnected battery leads in order later to avoid having to recode the radio – and besides, that would in itself present a minor electrical risk in work of this nature.

The first part of the removal procedure involves taking out the induction system's airbox, and then the polyrib rubber belt driving the engine's ancillaries – power-steering pump, air-con compressor, water pump, and not least the alternator itself. All very easy, indeed, and that second step is literally the work of seconds, but even experts sometimes have to stop and think how the serpentine belt goes back on

The alternator seems fairly well buried inside the engine compartment, but it's only the induction system's airbox that needs to be removed for optimum access. Its connection points and other fixings are all pretty obvious; just be careful not to force any clips and so on, and possibly break them. This will obviously be a good opportunity to fit a new air-filter element, or at the very least to blow the dust out.

Serpentine polyrib auxiliary drive-belt needs to be removed, as well. Push down on a ring spanner over the central part of the spring-loaded tensioner roller, and belt can be eased off pulleys. Take a photo to show how it later needs to be refitted – or use this as a guide, of course. If you are using the old belt again, mark it with a felt pen to preserve the original direction of rotation. Procedure is very similar in both Boxster and Cayman, but in both cases you have to tackle the job via the removable access panel in the rear bulkhead

via the removable access panel in the rear bulkhead



TECH: HOW TO



Once the auxiliary drive-belt is out of the way, undo first the long screw securing both the uppermost roller and one side of the alternator, and then the similar screw on the other side of the casing. Detach this electrical connection, too (below, near left)

again, so either make a sketch or better still take a quick photo or two. At this point you might as well fit a brand-new belt, as well. They cost less than £20 if you shop around.

Be prepared to fork out for one or more new auxiliary-belt rollers, as well. They are generally fairly long-lasting, not least because the belt is tensioned automatically, and thus cannot be over-tightened, but you never know. Prices vary, but you should be

able to get all three for less than £150 all in from Euro Car Parts. The top roller comes off anyway, as part of the process of unbolting the alternator.

On which topic, be aware that the generator is crammed into a very small space among all the other greasy bits inside the engine compartment. Sid Malik at Porsche-Torque in Uxbridge, who very kindly did the work for us, carefully and

gently used a large prybar to lever the alternator away from its two mountings. 'Some seem to come out quite easily,' he suggests, 'but others, even in cars that are outwardly identical in terms of age and specification, can be really quite awkward. It's just the luck of the draw – but there is definitely a knack to it, as well.'

Remember, too, that you can pull the alternator only so far out towards you



Carefully lever the alternator up and away from the two mounts, but needless to say don't simply force it and risk causing damage. Tie or hold back any cables or pipes that might be in the way, and gently ease the unit out towards you. Pull off this smaller electrical connection (middle and bottom rows of photos, far left) and then undo the 13mm nut securing the main output lead to the battery (and which would, of course, be live if you hadn't disconnected the earth lead). Note which way that lead is orientated, though, or you may later discover that it won't be routed properly, thereby preventing the new alternator from sitting snugly within its designed space

THE KNOWLEDGE

The alternator that Sid Malik fitted came, like so much else these days, from Euro Car Parts; average retail cost is currently (no pun intended) around £250 plus VAT on an exchange basis, although as usual there are many different alternatives in terms of brand, quality and so on. The best bet is just to ring, with your car's VIN, and see what's on offer on the day. (Note, too, that some of these cars have alternators with conventional fixed drive pulleys, others with free-wheel devices. Replace with one of the inherently more reliable fixed-hub units if ever you have the opportunity.) From Porsche itself an alternator will typically cost around £500 plus VAT, but again that will be exchange.

There is one other traditional alternative to these scenarios, of course, and that is to have

your existing generator repaired and/or overhauled as required. We spoke to Simon Hepworth at locally well-known auto-electricians Rees & Allen in Aylesbury, and he quoted us just £65 plus VAT for a new regulator (which is the component within the alternator that most often fails, it seems), with bearings and pulleys and so on at extra cost as required – but all just as affordable. They can also test the alternator/regulator in situ for just £5 a time plus VAT, which again could be a big money-saver.

All of R&A's generator (and starter motor) overhaul work comes with a one-year warranty, and they can also deal with complex wiring repairs, up to and including the making and installation of complete new 'harnesses'. (They also helped out the author

a couple of years ago, by reverse-engineering a highly pragmatic work-round to the then increasingly delusional electrics in the Volkswagen Passat I was running at the time. They are top men, basically!) Note, however, that you will have to remove and then refit the alternator yourself – although certain other companies might well have the facilities to do this for you. But then you have read this story, so why on earth would you need that?

Rees & Allen, should you be in the Aylesbury area of Buckinghamshire and the Home Counties – and it's a company well worth travelling a few extra miles for – is on 01296 483586. Porsche-Torque is in Uxbridge, Middlesex. Call 01895 814446, or go to www.porsche-torque.co.uk. And our thanks to all for their help.

before having to detach the two electrical connections. One is a simple plug-and-socket job; the other – the main output lead – needs a 13mm socket. And take note of which way that lead exits: there are two possibilities, as you will see in the relevant

photos, and it is essential to replace it in the same orientation whence it came.

But that, you will no doubt be pleased to discover, is just about it. Even allowing for tea breaks, taking photos, and generally not rushing, you will be hard-pushed to spend

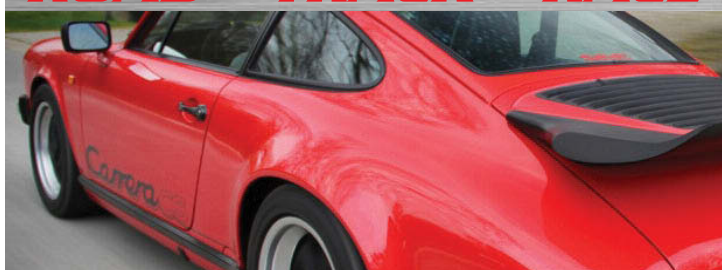
much more than an hour on the job. Whether that makes it worth tackling yourself, or handing over to a professional such as Sid Malik is naturally up to you, but only the former option gives you the right to say, 'There, I fixed it myself!' **PW**

It's naturally a good idea to vacuum out the dead leaves from the space vacated by the old alternator, if possible. Reassembly is a direct reversal of removal procedure: connect wires and ease the alternator into its space. Aluminium-based grease on screw threads is the usual sensible precaution against future corrosion and seizing. The new unit shown here came from Euro Car Parts, for all the usual reasons of price, speed and convenience, but if you have both the time and a good local auto-electrical specialist it will almost certainly be cheaper to have your existing generator overhauled as required: it may need nothing more than a regulator. (And bear in mind that almost any 'new' unit you buy will, in fact, be a factory-reconditioned item.) We fitted a new drive-belt, too. Why not, when you have the chance? Restarting the engine immediately pushed the dashboard meter reading to a healthy 14 volts. Job done. Time for a test-drive and then a beer





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NINEMEISTER

Ninemeister has had an image overhaul – new premises, website and more. Scratch the surface, however, and you'll find the same dedication to engineering excellence as ever

Words and Pictures: Brett Fraser



Pay a little visit to Ninemeister's swanky new website (www.ninemeister.com) before you visit its spacious new premises on the edge of Warrington, and you'll definitely form an impression about what you'll find when you do show up. Clean, modern, crisp, professional, slightly trendy around the edges; the website's implicit promises are largely borne out when you arrive, with the possible exception of the external signage which is a work in progress and due to be attended to in the very near future.

Reception is smart and roomy, and decorated with the beautifully photographed images that you'll have previously seen on the website – a nice piece of visual continuity. Through small windows in the doors leading off reception you'll catch a

tantalising glimpse of colourful, glittering Porsches in the adjacent showroom, and through another glazed door you'll spot neatly attired technicians in the workshop, efficiently tending to the servicing and repair needs of customers' cars, perhaps including your own.

And then you meet Colin Belton, the man responsible for all this manicured finery. Snappily yet casually dressed and neatly groomed, he looks more like the head of a marketing agency's creative department than the boss of a well-respected Porsche specialist: Ninemeister's image overhaul suddenly slots into place. But then you ask Colin if there's anything special around the premises that he would like *911 & Porsche World* to photograph; a piece of equipment, perhaps, that nobody else has, or the lusciously orange 993 Turbo-based 993 Speedster S casting a glow in the next door showroom and which

was developed by Ninemeister.

It takes Colin a few minutes of intense thought to answer the question and, when he does, it reveals a very different facet to both his character and the way Ninemeister operates behind the scenes. 'Our in-house cylinder heads for the 964,' he replies thoughtfully, 'because everything else we've achieved in terms of building race engines and even the Speedster S, stems from the development hours and money that we put into that design – it's the thing that I'm most proud of.'

Colin studied design engineering at university and has enjoyed a lifelong fascination with motorsport, and those two things are a passion that burns brightly and fiercely within him. He understands the intricacies of engine dynamics on a level that would impress Formula One boffins, and after a few hours in his presence you realise that when he says that there are

Outside Ninemeister's new premises. Note that signage is temporary at the moment. Inside is a haven to bespoke Porsche engineering

New reception area is typical of what Porsche owners expect and demand these days. Far right: Colin Belton is the driving force behind Ninemeister



only a very small number of engine builders in Britain, but plenty of engine assemblers, he's not merely being catty. Ninemeister's race engines may seem expensive compared with some, he admits, but for the money you're getting substantial, consistent and reliable power hikes.

Before we can pursue him too far down that avenue, though, Colin is keen to put that side of Ninemeister's business into context. 'We primarily work on road cars here, and I'm surrounded by a brilliant team of guys without whose help and dedication Ninemeister wouldn't be where it is today; we've spent 20 years together learning our craft. About 75 per cent of our work is routine maintenance and servicing of every type of Porsche, from the classics through to all the modern stuff including the 996, 997, Cayman, Cayenne and even the Panamera.

'We're not frightened of any job and can handle full engine and gearbox rebuilds, major bodywork repairs, restoration projects, performance upgrades: we'll do stuff that others either won't or can't do.' On the day of our visit there were six ramps

assembly workshop, Colin spies a batch of the aforementioned 964 cylinder heads and explains how the size of the valves and the painstaking reshaping of the combustion chamber to marry more closely to the 'squish' area of the piston crown, ensures

“ I'm surrounded by a brilliant team. We've spent 20-years learning ”

with cars on them, several more cars on the floor, a restoration project on a jig, and two or three engines being rebuilt; the workshop crew were going about their duties with a sense of efficient urgency and never seemed flustered.

Passing back through the engine

that the Ninemeister head is superior to the factory-designed version. And while he will say that he was able to identify the 964's combustion problems, the solutions to its woes were the brainchild of someone else.

'Forgive me if I don't tell you his full name, but we now have a partnership for



Ubiquitous silver 996 fronts up three of the six ramps in Ninemeister's new, expansive workshop. About 75 per cent of Ninemeister's work is routine servicing and they will happily work on Porsches of all types



developing other important engine improvements and commissioning their manufacture, and I need to keep it slightly under the radar. However, we stumbled upon each other at the Autosport show about seven years ago.

was a bit of a legend in Honda engine building circles. Like me he is a perfectionist and is always on the hunt for the complete solution, the one where you can fulfil your performance requirements but in a very reliable way.'

with other engine internals developments, a naturally aspirated motor that gives 115bhp per litre, yet with the ultimate potential to go all the way to 150bhp per litre. A Ninemeister 3.8-litre race engine conversion should be good for around 440–450bhp, while a recent 4.0-litre for a customer knocked out 460bhp and helped him win a hillclimb championship. Apparently 500bhp from a naturally aspirated air-cooled engine is theoretically possible. But as Colin points out: 'It's not just about dyno figures, it's about response too – we want GT3 performance from a very exciting engine that is also totally reliable.'

Above left: A packed workshop is testimony to Ninemeister's reputation. Above: Bodywork and paintwork is carried out at Ninemeister's old premises

“ A Ninemeister 3.8-litre race engine should be good for 440–450bhp ”

'I was on a stand that had a supercharged 968 engine on it, and I had started taking out the plugs to have a look down the ports. This guy strolled up to me and asked what I was doing, and if I was looking at how big the ports were. I replied that, no, I was checking how small they were, which was a very 'engineer's' answer and it triggered his interest. Turned out he

Colin is obviously pleased with the way the relationship has turned out, because he invested £100,000 in the development of the 964 head. This covered sophisticated computer simulation work, which according to Colin initially seems expensive until you compare it with the potential costs of doing things the traditional multiple trials and error method. Plus it has helped create, along

To demonstrate the lengths Ninemeister will go to achieve power and reliability, Colin breaks open some recently delivered parcels containing 964 rocker arms developed to his own spec. The first one he shows me is Ninemeister's basic version; similar to Porsche's own, but made of triple-pressed steel rather than it being cast. Next

Far left: Engines are Colin Belton's thing and he has invested much time, effort and money in exploring every avenue of performance gain





Above: Whatever type of Porsche you have, Ninemeister will be able to service and look after it. They're no strangers to major projects either. Below: Wheel alignment kit part and parcel of the modern Porsche workshop

up is the same item but coated with DLC, or Diamond-Like Carbon: this costly covering is a very low friction material (which helps reduce lateral loads on the tops of the valve stems) and exceptionally durable. Top of the range rocker is DLC-coated and also machined for additional lightness. All the other components of the valvetrain can also be DLC-coated and, at 8000rpm, can be worth 15bhp.

'Things like this show that we're serious, very serious,' emphasises Colin. 'My vision for the company is a bit like winding back the clock to the start of Ruf. Ruf tuned air-cooled cars and turned them into legends. But they weren't regarded as modified Porsches, they were considered to be Ruf models. I want the same to be true for Ninemeister – when we completely re-engineer, say, a 964 to a very high state

of performance, I don't want people to think of it as some sort of RS recreation – that car will be a comprehensively and intelligently upgraded Porsche done in a manner that only Ninemeister knows how. I believe that Ninemeister has the potential, the capability and depth of engineering talent, to become a highly respected brand within the Porsche world.'

Despite his evident fondness for and experience of the air-cooled 911s, Colin's not dismissive of later models. 'With the help of our design engineering partner I don't see us stopping with the air-cooled cars. The Cayman, for example, is a great car, more fun than a modern 911 – imagine a one-make championship of Ninemeister Caymans,' he intones conspiratorially.

Before we leave, a customer with a hillclimb-spec 911 wants a rolling road

power output figure to work with prior to the start of his season. Colin invites us down to the old Ninemeister buildings in the centre of Warrington, still home to a rolling road and some of the company's bodywork and painting operations. The hillclimb machine proves too low-slung for the rollers, so Colin promptly dons a workshop coat and is soon removing the rear anti-roll bar, dropping the front tyre pressures, and then swapping over the back wheels for some with higher profile tyres, just to get the job done.

From a business perspective, this is not the most efficient use of the boss's time or talent. But despite the various setbacks and the fact that his hands and knees are now filthy, Colin is 'in the zone' for hands-on problem solving and is patently happy in his work. He may have big ambitions, but yet every customer counts. **PW**

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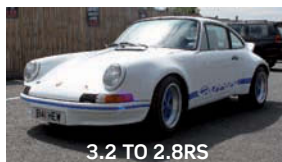
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PROJECTS

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THE TEAM

STEVE BENNETT

944 LUX

In the process of rebuilding the engine, Augment Automotive have discovered damage to the cylinder bores, so they're going to resleeve the block with steel liners. Completion for end of June!



KEITH SEUME

912/6

With the engine fired up and an oil leak fixed, I now discover the rebuilt alternator is faulty. So that's gone to be fixed, while the ECU has been away for some mods to suit the revised ignition system. Fun, right?



CHRIS HORTON

924S, 944

A breakthrough on the 944's broken water-pump screw, with help from Neil Bainbridge – just need to make sure I don't mess it all up at the last hurdle... Plus more new tyres – and wheels – for the 924S.



PETER SIMPSON

CARRERA 3.4 TARGA

With a new project filling these pages I still haven't had time to show you what's going on with Project 3.4. The rear end is built and ready to roll. It's coming home for some much needed body work.



BRETT FRASER

BOXSTER 3.2S

Really?! Both front springs have now collapsed, leaving the nose of the Boxster slammed so low to the ground that the old Max Power boys might have considered it for a feature. Bother.



JOHNNY TIPLER

BOXSTER 986/996 C2

So from one air-cooled 911, to two water-cooled Porsches in the space of a year. How did that happen? The Peppermint Pig went last month and it's replaced by a 996 C2 to join Mrs T's Boxster.



ANTONY FRASER

996 GT3, SC, TRACTOR

You might have noticed that my GT3 has played the role of 'guinea pig' in the detailing section of 911&PW. It's benefited greatly, but now the split rims are really letting it down. Look out for a refurb.



PIG ENERGY

Seeking a blank canvas for his next project car, Johnny Tipler selected a Gen 2 996 C2. Its name? Check the number plate – it's already named itself!



Bob Dylan fans cried "Judas!" when the nasal bard went electric, plugging in his Fender and spurning acoustic in favour of amped-up. Same applies here, though I've yet to receive the mandatory 50 pieces of silver. Just one rather large silver nugget, as it happens. Yep, I've done the unthinkable; switched allegiance from an air-cooled to a chilled liquid 911.

Why a 996, though? Sure, Mrs T has a fabulous 986 Boxster 550 Anniversary, which could be drafted in as joint transport for the both of us. But when you've lived with 911s for almost two decades you miss the cabin architecture, no matter how captivating the sights and sounds of the great outdoors that you enjoy with a Boxster. There's a simple logic to a 996 though, and that's the money. "They've gone north," said a friend on Facebook. And indeed they have. In the

JOHNNY TIPLER

996 C2, BOXSTER S

Occupation: Freelance writer, author
Previous Porsches: Carrera 3.2, 964 C2
Current Porsches: Boxster S/996 C2
Mods/options: Modified induction set up/K&N filters, remapped ECU, Dansk exhaust
Contact: john.tipler@paston.co.uk
www.johntipler.co.uk
This month: 'Pig Energy' arrives



The deal is done. Porscheshop's Ian Heward shakes on it with our man Tipler



It's too good for Tipler! Good 996s are starting to appreciate (what have we been saying) and this low mileage (45,000-miles) Gen 2 996 looks every inch a good buy

short time I've been looking for one, prices have not only hardened, they have actually risen for certain versions like the C4S and 40-Jahre Anniversary models, and you can forget about GT3s and Turbos. I could see that clean, high-spec 996 C2s were also on the rise, and certainly not hanging around very long. I missed at least a couple of good ones by hawking about the price.

There was another agenda too. Perhaps one way forward would be to acquire a knackered 996, a 3.4 Gen 1 basket case with knackered engine, and gradually fix it up, colour-wrap it, fit a GT3 bodykit maybe, and just see where we got to with it. Appraising one or two cars of this disposition was disheartening, both visually and in the driving experience. I resolved to set my sights higher, but the quest wasn't quite so simple.

Ironically, our regular dealer pals were fresh out of affordable 996s during my hunt. Sure, there were some tasty GT3s and Turbos about, but beyond my fiscal reach. I avidly scoured the on-line channels

but to no avail. Factor in manual transmission and coupé body and the opportunities are halved. Not averse to left-hand drive, I perused the northern European websites, too.

Eventually the search boiled down to a Speed Yellow C4S with no engine at Van Zweeden in Holland, a potential venture supported by Paul Stephens and Autofarm who offered a rebuilt 3.6 engine to put in it; or, closer to home, one of two silver C2 coupes gracing the showroom at Porscheshop, Halesowen. A commission in Belgium enabled dappersnapper Antony Fraser and me to visit Van Zweeden *en route*, armed with Cayenne Turbo and trailer just in case. On the face of it, this project could be a cheap C4S. But there were just too many unknowns for a bloke with limited means – for instance, most of the documents had been destroyed in a marital split, and there was no rational reason why a British car should find itself in Holland and end up with no engine. Cosmetically it wasn't perfect – “what did you expect?” declared my

companion. A great project for a specialist with reserves, I decided, and with a tinge of regret, we drove away.

Back to square one, and when I inquired about his 996s, Porscheshop MD Ian Heward immediately responded by offering to equip the lower mileage of the two with one of his carbon-fibre Y-pipe induction kits, installed with a pair of K&N cone filters at either end. He'd get the ECU remapped too. In addition, it already had a short-shift gearlever, Alcantara headlining, Dansk exhaust and GT3-style sills. The other 996 was resplendent with Gen 2 GT3-style bodywork add-ons, always a come-on, though at this stage in the proceedings I preferred not to make any ambiguous claims about the specification of my next car. Sure, we can work up to that, but for now, the less adorned car would be the way forward. Plus, it had clocked under 46,000 miles. As I searched vainly for a car in a 'loud' colour, the notion of the blank canvas of this silver machine took precedence. After all, I'd become acclimatised to the hue with the



Arctic Silver is a special order colour and slightly lighter than usual silver. GT3 sideskirts are the only body enhancement, while being a Gen 2 996, the headlamps are less challenging than the earlier 'fried egg' design of the Gen 1 996

TECH: PROJECTS

Right: Mods have started already. Porscheshop have fitted their carbon intake, plus K&N filters and a remap. Interior, as you would expect from low mileage, is exceptional



"Silver Bullitt" Boxster's subtle shade of Carrera GT silver.

So if a standard 996 is a good bet – a sound investment, even – why compromise that by fiddling about with it? Of the 25 or so cars I've owned, the ones that stand out most are the ones I've tweaked, tuned or pimped in some way: apart from the "Peppermint Pig", recently departed these pages, endowed with fresh 911Motorsport engine, Bilstein and Eibach suspension and Specialist Components' 964 induction kit, the car that endures in the family memory banks better than most is my 1969 Alfa Romeo 1300 TI sedan that, during the mid-'80s, rose via successive engine transplants to 2.0-litres with LSD and lowered suspension. I'm an incorrigible tarter-upper, and we shall see where that takes us with 911&PW's latest project car.

I sorted the finance while Porscheshop fitted their induction kit and got it MOT'd. My big boy Jules (who does PR for the Bloodhound 1000mph WLSR jet-rocket car) ferried me up to Halesowen, frankly with no great expectations, and in the Porscheshop garage I clapped eyes on my new car for the first time. It was a revelation. Turns out it's special order metallic Arctic Silver (92U). A lighter silver than I'd expected, and absolutely pristine, inside and out. So good I could hardly believe it. First registered in

2001, it was originally sold by OPC Glasgow, and the documentation reveals it's had three previous owners. For the last few years it's been serviced at Autofarm, and I asked for their opinion, pre-purchase, without prejudice – "good car," they said – and that was the clincher, because there's no better recommendation than that.

So what's next? Porscheshop stock a vast range of goodies for the whole line up (www.porscheshop.co.uk), especially 986, 987, 996 and 997, from powertrain to suspension, aftermarket wheels, lights, cabin and external panelling, so there's a raft of accessories and enhancements that will gradually find their way onto the car. Two other firms – RPM Technik and Paul Stephens – have expressed an interest in partnering with "Pig Energy" to provide mechanical and body parts in a bid to create a unique, dedicated image for the car. RPM have done four of their 996-based CSR conversions to date, featuring amongst other things a carbon ducktail engine-lid, lightweight single-mass flywheel and IMS upgrade. Famed for his PS Auto Art backdates, Paul Stephens fancies an existentialist trip into 996 territory, exploring all possibilities visual and mechanical, potentially as extreme as a 996 GT2 RSR with pop-riveted wheelarch extensions – though we'd have to go for broke with

running gear and driveline upgrades to match that. Seems the sky's the limit. Meanwhile, my mind boggles at the prospect of all the things we could do with the car. I need to calm down though; as Ian Heward says, 'the Y-pipe and a remap are the best first mods everyone does when they buy a 996 Carrera, and after that it's the exhaust and an 82mm throttle and plenum. But get used to the remap first!'

And he's right. As I drove the car home from Halesowen I grew to like it more and more. The controls are pretty much identical to the Boxster, though the seats aren't quite as figure hugging. It drives perfectly: there's no veering to one side, its handling is taut, no play in the controls, everything nice and tight. Being firm and positive with the short-shift lever. I reckon it's been standing for a while, as about the time I reached Newmarket it suddenly seemed to wake up. Great acceleration, deep exhaust note, pin-sharp turn-in, sublime ride. What's not to like? As for the number plate, that's a bonus, as the car declares its own moniker. As one wag (Mel Spear) commented, "does that mean it runs on methane?" If only, though the on-board pooter suggested it was doing 28mpg on the 185-mile run from Birmingham. Right now, the blank canvas is at odds with the broad smile on my face. Definitely no blank expression here! **PW**

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PROJECT 924S ROAD RACER

Meet new Projects team member, Roger Bracewell. He's obsessed with weight loss. No, not his own, but with his project 924S. Here's the story so far...



**ROGER
BRACEWELL**

924S

Occupation:

Owner, The Wheel Restorer

Previous

Porsches: 944x4, 968, 924S

Current Porsche:

924S

Mods/options:

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sales@thewheelrestorer.co.uk

This month:

It's all just about ready to go back together, although the short engine is still in transit

Roger and his bargain eBay 924S looking good in white with refurbed wheels. He could have left it that way, but that's not what we're about at this end of the magazine!

Let me tell you about an eBay bargain I purchased back in September 2012 for a mere £1500. A 1987 Porsche 924S, which was taxed and tested and had been driven daily, which showed as everything working. The car had been looked after and serviced regularly, was in great condition and drove really well.

Within a week of ownership the wheels found their way into production here at my business – The Wheel Restorer – where they were stripped and freshly powder coated. I also treated her to four brand new Michelins. Having previously owned another 924S, four 944s and a 968 over the previous 10 years, I came to the conclusion that this 924S was probably the best car of the lot for many reasons: The cost of purchase at the time was hard to beat (although values are now increasing). The

driving experience was great – not just because it had been in regular use and was serviced regularly, but also because the slimmer, lighter package of the 924S (1280kg on a local weighbridge with a quarter tank of fuel) is surprisingly similar to some modern small hatchbacks, especially those with heavy diesel engines. There was also the slippery narrow track and body, before Porsche morphed the body into the wider 944; the fantastic feel of a manual steering rack and the skinny wheels and tyres, which really made this standard classic car a perfect balance of 2.5-litres of power, low weight and a joy to drive fast on the road.

I was using the car for my daily drive and it was getting better and better. So what happened next – and the chain of events that followed over the last 2.5 years – was not planned, but then we all know how a

project can get out of control. “Do you know anyone that might want to buy my Kevlar racing seats?” asked a friend who had to replace his Group A rally car seats as they were now out of date with FIA competition regulations. I wondered how much a standard seat weighs, so I unbolted the passenger one, which is not electric, and the scales said 18kg. The Cobra Kevlar racing seats were 14kg the pair!

At the same time the seat was removed out came the spare wheel, jack, wheel brace and parcel shelf. In total this little lot amounted to 60kg, and a quick drive around the block confirmed that the car felt lighter on its new Michelins. From this point onwards everything I could see, hear or think about went through a diet process. I became a weight junkie.

Many things were obvious, but then many more components revealed

Left: Removing the passenger seat, spare wheel, jack, parcel shelf and various other bits saved an instant 60kg. Passenger seat alone weighed 18kg, while Cobra Kevlar seats weigh just 14kg for the pair





themselves to be far heavier than I'd imagined. Non-essential items were removed entirely, like the radio/cassette and speakers, but many more were replaced with lightweight versions.

Glass was replaced with Lexan, steel panels were replaced with glassfibre, including the sunroof, front wings and front and rear bumpers, although I've drawn the line at doors purely for safety reasons. The conventional 16kg battery has been replaced with a 1.5kg lithium technology job.

As more and more items were changed one thing always had to remain: This is a road car, and so the modifications should not hinder my three-hour journey from North Wales to visit family in Lincolnshire. That is the benchmark.

Apart from the chassis and windscreen there is not much that has escaped my obsession to produce a competent, compliant and quick point-to-point classic road car, that I hope will have a higher power-to-weight ratio than any production 924 or 944, including Turbo models and even the last evolution of this transaxle chassis, the 968.

Yes, of course there will be a lot of different characteristics. This will be substantially different to the standard road

car I drove back from Plymouth nearly three years ago, but the heart and soul of any car is in its chassis and engine. So my thoughts are to amplify this by 10, with many modifications to produce better acceleration, mid-range flexibility and top-end speed, harder cornering and shorter braking distances.

This may be an introductory piece, but the car is substantially down the line in terms of progress. Having said that the seemingly constantly growing list of more weight savings and better performing products has started to slow down a bit, but that's only because I have pretty much exhausted all weight-shredding opportunities.

The car last ran around November 2013, and originally the plan was to retain the standard 2.5-litre 8-valve engine which was running fine – I was adamant I wouldn't just dump a 944 Turbo engine in the car, or stick on any form of 924 Carrera GT bodykit (except for the headlamps).

If the 924 still carries the 'poor man's Porsche' tag and seen by folk as 'the one with the VW van engine' etc, then I was all the more keen to retain what looks like a totally standard car from the outside. Nobody would know it was 300kg less than it should be, and that its underpinnings,

suspension and brakes were greatly uprated. This is where I came up with a name for the project: '924S RR 27L'. What does it all mean? RR = Road Racer and 27L = 2.7-litres. Oh yes, I forgot to mention that, with the pound very favourable against the dollar, I had a mid-life moment and ordered a very trick 2.7-litre short engine from Lindsey Racing in the USA. It's currently on a boat bobbing across the Atlantic. When it arrives I have various plans for further mods, including cam and fuel injection work, but more on that in a future issue. Power prediction? Well, I will be hoping for something approaching 200bhp, but the 924S/944 8-valve engine is something of an unknown quantity tuning wise, so we shall see.

The engine is the last piece of the build. The bodyshell is finished and everything is pretty much ready to be bolted back together. Every component is either new or refurbished, so it should be a joy to reassemble. The aim is to create a car that is great to drive on the road, with a power-to-weight ratio of 200bhp per tonne.

I've kept a photographic record of every stage and the pics here are just a taster of the work that has gone into the project.

More – as we regularly say at this end of the magazine – next month. **PW**

Above: Bits, bits and more bits. Roger has been busy collecting a mass of new and refurbished parts including Bilstein shocks, Wilwood four-pot calipers, lightweight racing battery, glassfibre panels and a set of machined down Boxster wheels

Below: Lightweight Carrera GT style lights replace heavy pop-up units. Cage will stiffen the shell. Engine is work in progress and is currently on its way across the Atlantic





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WHERE'S THE POLE? IT'S STRIPPING TIME!

With the offending wide-arched bodywork now removed, the potential of our project narrow body Targa is clear to see. Remember, this is a 1973 car, and largely devoid of rot, so very much worth saving. Pete is promising a rapid turnaround, too!



PETER SIMPSON

911 3.4 & 2.7

Occupation:

Studio Manager,
CHPublications

Previous Porsches:

996 C4, 944S2

Current Porsches:

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

Strip, strip, strip. Work commences and at a good pace. The offending wide-arches have been cut off. The shell seems to be remarkably solid, which is an added bonus

So, the strip down has got serious. This 911 needs to look like a narrow body left-hooker car by the time summer comes and goes as the garage is full. It's a tall order but I'm sure it can be done and I'm full steam ahead on it. This is going to be no concours winner, but a useable 911. Remember when you used to see these on the road all the time? Well, that's what this one will be. It'll be finished to a high standard of course, and will look

awesome with a great engine hanging out the back to give a bit of street cred.

I've managed to get the car set up on stands so I can get the front and rear suspension removed and shot blasted then powder coated. The blasting should be done by next month, so when I start building it up, I won't have a pile of old rusty parts to fit the new bits to.

The front strip down has gone very smoothly. Nothing was seized and it looks like the 911 was maintained so that the

inner wings would survive. They've been coated in underseal, which is never pretty, but it will be removed to check that nothing nasty is hiding, but so far it seems pretty solid. The only bits to replace are the inner wing joining plates. They have gone a little rusty near the bottoms but I've got a pair of Dansk ones to weld on, which is a fairly straightforward job. A few other parts from Dansk have arrived including a new steel front bumper and a pair of windscreen corner repairs. These are required as the



The calipers, steering rack and front wishbones have all been removed. The suspension components have been sent off for powder coating. Calipers will be replaced with new ATE units



old wide wings were welded on and had to be cut off around the windscreen area.

The plan is to try and collate all the parts needed while I'm working on the car so that when it comes to the build up I haven't got to go hunting for parts. This should make it quicker to get features done and the car built. (*Famous last words! Ed.*)

Car Parts 911 have supplied a few bits including 10-litres of Mobil One, a service kit, a full set of Bilstein shocks, ATE calipers and some new black-rimmed indicator

lenses. EBC have supplied a set of performance discs along with some Yellow Stuff pads. Hopefully, winging their way from the States are a full set of bushes, decambered ball joints and a strut brace from Rennline. Also, our pals at Braid USA are working out what size BZ wheels should be fitted.

It's not going to win any prizes for originality, but that's not the point. Starting, as we were, with a bastardised '73 Targa, a hot rod 911 Targa will do just fine! **PW**

CONTACT

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already been
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maybe but it's full
speed ahead

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and the inner wings
checked for any nasty
holes. Looking sound
and solid so far



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Manual Gearbox, LHD, Bahia/Guards
Red with Black interior.



Porsche 911T 1973 Coupe 2.4L MFI
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Welcome to 911 & Porsche World's Q&A pages, edited and assembled by the magazine's technical man and do-it-yourselfer, Chris Horton (above). The format is much as you would expect – you ask, and our experts try to offer a practicable, real-world solution – but we also pass on some of the knowledge that we gain during the course of our own work on the magazine. Either way, we routinely add as much detail as possible – including part numbers and costs, contact and website details, and any relevant illustrations that 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.

A CLOSE ENCOUNTER WITH CATASTROPHE

Having your Porsche catch fire can hardly be described as 'lucky', but the fact of the matter is that the outcome of this incident could have been very much worse. Disastrous, even.

The owner of the Varioram-engined 993 Targa was out for an early-spring pleasure drive, the car having spent the greater part of the winter stored in his garage. All seemed perfectly well for a few miles, but then the engine began to misfire. Our man pressed on, hoping that it would clear itself (as any of us probably would in the same circumstances), but was quickly aware of first what he thought was quite a lot of exhaust smoke in the right-hand door mirror, and then, to his horror, full-blown orange flames.

Luckily he was able to stop immediately in a convenient lay-by – and, even more luckily, the occupant of a nearby house saw what was happening, and rushed out with a fire extinguisher. The result was merely a partially melted rear bumper moulding – where the car might so easily have been a total loss – plus one rather shaken but very thankful 993 driver, and not least another job for Sid Malik at Porsche-Torque in Uxbridge.

I report all of this – and bring you the accompanying photograph – because I happened to be at Sid's place in early April, when the car was delivered on the back of an AA breakdown truck. Sid's first move – not unreasonably, given the apparently relatively minor damage – was carefully to start the engine (with another substantial fire extinguisher on hand, just in case). So far, so good. No further flames, no nasty burning smells, no expensive-sounding noises. And, no less mysteriously, no misfire, either.

Within a few seconds, though, the yard was filling with the dense, grey and acrid smoke indicative of large quantities of oil being burned in one or more of the combustion chambers, and the equally unmistakable popping and banging of at least one spark plug alternately misfiring and then functioning again. Had it been a 996 we would have been waiting for the loud bang that says 'game over'.

But these air-cooled motors are famously made of sterner stuff. Sid bravely kept the engine revs as high as possible, and as you would see from the entire sequence of photos that I shot, within just a couple of minutes the smoke had cleared again, and the engine was idling cleanly. There was still a slight misfire above about 2000rpm – and we have no idea how much worse that might have been with the motor under load – but to all intents and purposes the problem was largely solved. (Apart from the now Salvador Dali-style rear bumper, that is.)

Fast-forward a few days, and Sid had done some further exploratory work. 'It was literally just an ordinary misfire,' he told me when we next met. 'I changed the two distributor caps, which I think must have had condensation inside them, probably due to the car's long period in storage, and after that the engine ran perfectly. I think the fire was caused by unburned fuel passing through the affected combustion chambers, and building up inside the exhaust. Eventually, of course, it just ignited.'

The morals of the story are pretty obvious. Don't ignore a misfire. Nine times out of ten you will probably get away with it, but sometimes – and particularly in 993s, it seems – you

might not. (And a similar situation could also arise from the failure of the 993's – and 964's – distributor drive-belt, which can leave one of the two spark plugs per cylinder effectively dead, or even firing at completely the wrong moment.) Always carry a (working!) fire extinguisher. And replace it – just as you would a parachute – according to the date that you should find printed somewhere on it.

And finally, don't assume that even something as apparently catastrophic as an engine fire invariably has some mysterious, deep-rooted cause that

will take many hours and much money to fix. As it is, our 993 owner is still looking at a hefty bill to buy, paint and fit a rear bumper, plus any other sundries that may be required – but he could so easily have been facing the unenviable prospect of finding a replacement car.

Cause and effect: condensation inside the distributor cap(s) caused this 993 (below) to misfire. Unburned fuel collected in the right-hand silencer and eventually ignited, partially melting the rear bumper. Why all the (oil?) smoke is another matter, but ultimately it cleared and the owner was able to drive away



ANOTHER SATISFIED CUSTOMER!

You have provided me with some useful and reassuring answers to a number of questions relating to my Gen 1 997 Carrera 'S', most recently in the June edition of the magazine, and so I thought I ought to offer you some feedback in return.

As you recommended, I used D&G Motor Engineers

on Tyneside (0191-340 6454; www.dangmotorengineers.co.uk) to add the Evans Waterless Coolant to my 997. They were very switched on, and did a highly competent job, and I would have absolutely no hesitation in recommending them to anyone else.

As for the coolant, I can

offer no scientific proof, but I genuinely think that the engine now runs just a little bit cooler than before, and no less interestingly the oil temperature drops much more quickly now after the car has been driven hard than it ever did previously. So presumably the overall cooling process has become

just a little more efficient than it used to be.

It was interesting, too, talking to the guys at D&G about IMS bearings. They fit numerous kits, and have done plenty of changes (more than 30, in fact), but have never done one on a post-2006 997, when the larger bearing was fitted.

Their opinion seems to be that Porsche had fixed the problem by then, and that if you change the engine oil annually, or every 10,000 miles, then you shouldn't have a problem.

I will keep you informed about how the car performs.
Andy Allen,
Aberfeldy, Perthshire

944 AND 924S WHEEL OPTIONS



Q Having followed your example, and last autumn fitted my 1987 944 with Pirelli winter tyres, I went looking for a second set of 15-inch 'telephone dial' wheels to which I could fit my existing summer tyres.

But I quickly discovered that although these wheels all look broadly similar, there appear to be at least two different diameters, and several different offsets. I discovered this the hard way, of course, after buying a set of earlier 944 wheels that, although nominally the same width (and diameter) as the ones on the car, placed the tyres so much further away from the hubs that the former were rubbing against the inner faces of the outer wheelarches. They looked silly, too.

Can you explain what is going on here, please, and what I need to buy?

Richard Osborne

A **Chris Horton, 911 & Porsche World:** The standard, later-model 944 – such as your 1987 car – would have had 7.0J x 15-inch wheels front and rear or, if it is a Sport model, 7.0J x 16 and 8.0J x 16 items. Those same 16-inch rims were part of the M030 suspension option, as well.

Confusingly, most of the earlier cars, ie the 1982–1986 models, came with 15-inch rims, too. The crucial difference lies in what is known as their offset, or the position of the rim relative to the central face via which the wheel is bolted to the hub. The earlier wheels have an offset of 23.3mm, but your later car needs wheels

with an offset of 52.3mm. In all cases that figure is cast into the inside of the wheel, but is not always easy to see, thanks to the usual build-up of dirt and brake dust. (And the sad fact is that some sellers, especially on the Internet, are either ignorant of this difference, or else perhaps too lazy or even unscrupulous to check.)

I, too, have faced a similar situation, first with my old red 924S, and now the grey car that I own. As standard, both would have come with 6.0J x 15-inch rims with an offset of 52.3mm. I discovered some years ago, however, and quite by chance, that the 7.0J x 15s from a later 944 (again with a 52.3mm offset, you will remember) not only give these models a better 'stance' on the road, and fill the wheelarches a little more convincingly, but also eliminate the previously rather bulbous look of the wheels' centres.

For anyone else wishing to follow this same route with a 924S, though, it is important to be aware that the 7.0J rims can place the inner sidewalls of even 205-section tyres very close to the front suspension struts' coil springs, such that they might even touch. On the red car I (eventually) avoided this by fitting after-market struts with slightly smaller-diameter springs, but on the grey one – only yesterday fitted with the late-model 944 wheels shown below right – this so far appears to be unnecessary. If it does turn out that there is a clearance problem I will most likely be adding the thinnest (3mm) spacers I can get hold of, both front and rear. I am not a huge fan of spacers, but I think those are modest enough to squeeze in under the radar, as it were.



The difference is subtle – as, in many ways, it needs to be – but later-type 944 wheels (above right) look better on 924S than original rims (left), which are not only slightly narrower, but also have a smaller offset. Photo top shows another of those late 944 wheels against a pre-1986 rim, plus, laying flat on floor, the rather prominent centre section of the equivalent 924S item

UNIDENTIFIED TYRE NOISES – 1

In your May 2015 edition John Heaton questioned the odd tyre noises he was experiencing from the front of his Panamera. I have noticed this, too, in both my 987-model Boxster on 17-inch wheels, and then its replacement 981 on 19-inch wheels. In the latter car it was even pointed out to me by the salesman before the test-drive.

Like you, I believe that this situation occurs only when the tyres are cold. My further belief is that it is primarily an effect of the so-called Ackerman (or Ackermann) steering geometry, which enables the front wheels to follow a tight circle on lock – and modern radial-ply tyres have famously little 'flex' in their sidewalls, which might otherwise reduce the effect. I think it is probably the more heavily loaded 'outer' tyre that makes the most noise.

Malcolm Bentley, Driffield, East Yorkshire

UNIDENTIFIED TYRE NOISES – 2

I read with interest the letter from John Heaton in the May 2015 edition of *911 & Porsche World* regarding the 'slipping' sensation of his Panamera wheels on full lock. You asked if any readers had a similar issue. I have owned a 986 Boxster, a 987 Cayman and a 997 Carrera 'S', and all of these cars had the same symptoms. I don't know the cause, but as a consistent issue in all my Porsches I am fairly certain it isn't anything to worry about.

Paul Owen

Chris Horton, 911 & Porsche World: I, too, believe that this is nothing to worry about. I was keen to dig just a little more deeply than that, however, and rang Sam Borgman at Torque Developments International in Thurrock, Essex (www.tdi-plc.com). Three years ago Sam set up the substantially modified suspension in Peter Simpson's 996 project car (see the *Our cars* story that I wrote for our June 2012 issue), quickly and confidently transforming it from a wayward mustang to a loyal gundog trotting obediently to heel, and proving beyond doubt that he has a truly encyclopedic knowledge of all aspects of chassis dynamics.

His view – and here I am paraphrasing a generous 15-minute conversation of

which, despite Sam's articulate and vivid explanation, I genuinely understood about 8.5 seconds – is that it's partly to do with the rather strange behaviour of all tyres at very low speed. Counter-intuitively, perhaps, even when the car is running in a perfectly straight line the lateral grip of the tyres inevitably decreases as their rotational speed increases, with a sort of threshold at anything between about 35–50mph. (And their maximum lateral grip, it must follow, comes only when they are completely stationary. Try to push the front end of your parked car sideways: it won't budge an inch. Now imagine doing the same thing with the vehicle 'travelling' at 70mph on a rolling-road: it will take little more than hand pressure.)

What this means in practice is that at very low speeds the tyres' inherent 'stickiness', combined with the rather sharp angle at which those at the front of the car are being required to turn, generates what is known as a grip/slip cycle, manifested as that characteristic juddering through the steering. (The Ackerman principle has relatively little effect upon it, argues Sam, although wildly incorrect 'toe' settings might possibly exacerbate the effect.)

The car's differential, too, has a significant bearing on the situation. Its purpose, as many of us know – even if we don't fully grasp how it actually works – is to allow the inside tyre on a driven axle to travel more slowly through a turn (as it must) than that on the outside. But most modern Porsches have at least one so-called limited-slip diff, and in four-wheel-drive models a pair of the things. The greater the centreline pre-load of each differential (or in simple terms the more vigorous its 'locking' action), so the greater its own tendency to generate a grip/slip cycle between the tyre and the road surface, and thus to contribute to the juddering sensation that you feel.

This is something that I would like to write a lot more about – once I have completed a three-year maths and physics degree, that is... – and I am hoping that Sam will be able to help in the former regard, but in the meantime, as I think we have all concluded, yes, it's just one of those things.

993 HEADLIGHTS: SACKCLOTH AND ASHES

Last month I explained the various headlight options open to 911 & Porsche World reader Tony Tillyer, who was proposing to import his left-hand-drive 993 from drive-on-the-right Switzerland to the UK. (Actually, I think I shall start calling it GB, too, just like Johnny Tipler in his *The usual suspects* column in last month's edition of the magazine. There doesn't appear to be a great deal of national unity these days.)

I suggested – incorrectly, I must now humbly admit – that in order to comply with this country's regulations Tony would need to buy two

complete replacement headlamps. I was wrong because – as I once did know, but had completely forgotten (and the rather chaotic layout of the owner's handbook makes it easy to miss the relevant section) – you can, in all 993s, convert the lamps' beam pattern for either left- or right-side traffic simply at the flick of two tiny switches – one per lamp.

Sadly it's not quite as straightforward a task as in the Panamera I drove to Italy last year – although even that option took some finding within the rather labyrinthine on-board computer menu.

But it is still relatively easy – when you know how, anyway – and obviously completely free of charge.

Carefully extract each headlamp from the front wing, by rotating the release lever first from the fully forward locked position to fully backward, and then back again to vertical (see the two photographs at the left of the topmost row below). Place the lamp face down on a soft surface that won't scratch the glass, and then unclip the plastic rear cover – just as you would if changing a bulb. Now simply move the slider to either the left or the right,

as shown below. (We believe our suggestions to be correct, based on a UK-specification headlamp, but it's difficult to reconcile the two positions with the single illustration in the owner's handbook.) Refit the back covers, replace the lamps in the wings, reposition the securing levers to 'locked', and that's that.

It is also worth noting – and for this information, too, I am greatly indebted to my colleague and friend Robin McKenzie at Auto Umbau in Bedfordshire – that the 993 is the last Porsche whose headlamp glasses alone can be replaced, which is

obviously useful if they are broken by a stone, or even become badly chipped. Current cost from Euro Car Parts is around £55 apiece including VAT, which is a lot more affordable than those complete replacement lights I was talking about last time. Again see the accompanying picture strip for details about how to do the job – and which will also provide the opportunity, if necessary, very carefully to give the reflectors a quick polish.

Many thanks, Robin. And apologies to all 993 owners – and not least to Tony Tillyer – for my, er, confusion.



It's easy to remove your 993's headlamps: release the locking lever, and complete unit slides forward, out of the wing. Beware the electrical connector, though: it's meant to remain mounted in a special metal bracket, but careless handling can allow it to break free, making refitting of the lamp rather more awkward. Unclip the cover on the back of the lamp unit (this row, far left) and move the small slider (middle two pictures) to the required position. 'A' is for left-side dipping (ie for drive-on-the-left Britain), 'B' is for those countries that drive on the right-hand side of the road. The 993 is also the last 911 to have replaceable headlamp lenses. Release the clips around its circumference, and snap the new one carefully into position in its place. Exposing the reflector allows you to give it a gentle polish if necessary – and they can become quite tarnished and dull, we are told – but make sure you don't scratch the surface, or they will later be useless

T-LIGHTS FANTASTIC

Further to my last e-mail, which you very kindly published in Q&A in the June issue of the magazine, I have now installed the Bergvill T-Light kit in my 1997 993 Carrera 'S'.

Like Simon Hardy, writing in your April 2015 edition, it took me about 90 minutes to do the job, and I could

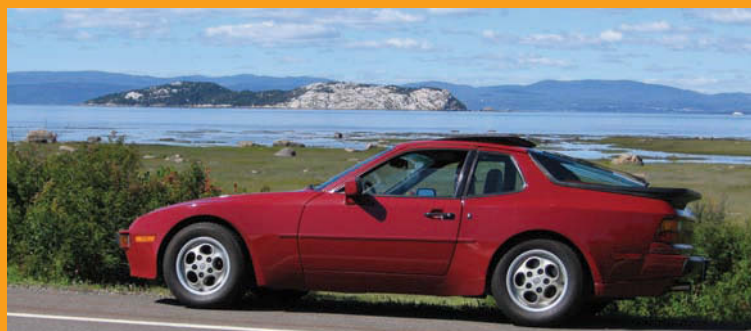
scarcely believe the difference it has made to the car's night-time driveability. Thank you for bringing to my and other readers' attention products of this quality and value! Now with my newly installed T-Light kit, and four brand-new Toyo Proxes T1 Sport tyres, all that is missing for

me here in Canada is some good spring and summer weather.

Just to let you know, by the way: my first Porsche was a fantastic 1987 944S. That was a great car, too – not unlike your 924S. Here in Canada the 924 and 944 are rare cars, which is sad, because they are

just as much a part of the Porsche story as the 911s. My second Porsche was another wonderful car, a 1988 911 Carrera 3.2. In reality, of course, they are all great cars! I have included a few more pictures, just for your interest.

André Lapointe, Quebec, Canada



THE NUMBERS GAME: PLAY TO WIN – OR NOT TO LOSE, ANYWAY

Q In just a few weeks' time I shall be taking delivery of a brand-new, 65-plate Macan Turbo. With a significant birthday on the horizon I have also decided to treat myself to a 'personal' registration number.

I have heard, however, that in the event of the car being stolen and not recovered, not only might I effectively lose the number, as well as the vehicle itself, but also have difficulties in either claiming for its original cost or its then current market value.

Is that correct, and if so are there any steps that I can take to safeguard what is going to be quite a sizeable investment on top of the vehicle itself?

David Ackroyd

A **Chris Horton, 911 & PW:** That is a very good question, and one that I think relatively few buyers of personalised numbers ever stop to consider. And by the time you have read what follows you might well be happy to make do with an ordinary, run-of-the-mill registration number – or index mark, as it is more correctly known.

If your insurance policy includes cover for a personalised index mark, and a claim is made for the cost of the car, including the mark, then not unreasonably the insurer owns the vehicle to

which that mark is assigned – and, therefore, the rights to the mark. (No one can ever actually 'own' a registration number, however. Just as your credit card is legally the property of the issuing bank, so a UK registration number technically belongs to the government of the day.)

Insurer gocompare.com recently analysed some 226 comprehensive vehicle insurance policies, and found that only a dozen of them would cover the loss of a personalised index mark if the car was lost or stolen and not recovered. And only 10 insurers covered a financial loss of £5000 or more.

You can buy back the registration number – for no more than the settlement price – but crucially only if the insurer is willing to sell it to you, and obviously has not already sold it on. If the vehicle has already been disposed of by the insurance company, then once again all rights to the index mark go with the vehicle.

But even that is not the end of the conundrum. If your vehicle with a personalised number is stolen, you will have to wait a full 12 months to get the index mark back. You will also have to show that at the time of the theft the car had both road tax (or SORN) and a valid MOT certificate. (Which latter item might be difficult if for some reason the car was off the road and perhaps, therefore, not MOT-tested.)

If your vehicle is written off,

you should contact both the DVLA and your insurer to let them know that you want to keep the mark. The insurer will (or should, anyway) then write a letter of non-interest and send it to the DVLA. As the registered keeper you will have to pay a retention fee to keep the number unless you have another vehicle to which to transfer it.

It's worth noting, too, that the registration-number transfer fees changed in March this year. The retention fee was reduced to £80, although the transfer fee remains the same as before, at £80. The period for which a registration number can be retained also changed from either one, two or three years to a maximum of 10, while the annual retention fee of £25 has been scrapped.

Even those drivers who have had a vehicle with a personalised number written off in an accident have to work quickly. If the car is scrapped the index mark effectively 'dies' with it. The registration number moves with the vehicle it is assigned to, not with the individual who may have bought the number in the first place.

'Personalising your car in this way is a great idea,' Gocompare's spokesman, Matt Oliver, told us, 'but if you have invested in a private number plate then you have to make sure that you have it adequately insured. When you register a private plate to a new vehicle you obviously have to tell your insurer, or



The closest thing our man Horton has to a 'personalised' registration number is this, by chance on an E28-model 5-series BMW from new. Whether it would have any value to the owner of a later E61-model car is debatable. Either way, were the vehicle ever to be stolen and not recovered, or written off in an accident, by default the index mark effectively 'dies' with it

your policy will be invalidated, but you also have to consider whether you have adequately covered the number itself.

'Don't forget that even though you may be buying a "private" number plate, it pertains to the vehicle, so whoever owns that also owns the number – whether that is you, the insurer following a claim, or if it is scrapped. The registration number remains with the vehicle.

'Tell your insurance company if you want to keep your cherished registration. Make sure you get a letter of non-interest from them as quickly as possible, and apply immediately to the DVLA to retain or to transfer the number. And if the car is stolen you must make the insurance company aware that you wish to keep the personalised registration number, should the vehicle be found after the claim has been settled.

'If the vehicle is not found you can apply to retain or transfer the registration number 12 months after the date of theft, providing that the insurance company has no interest in the registration number.'

Failure to display your number plate correctly can incur a £1000 fine, and you may even lose your right to display the relevant registration number. (Which, personally, I have always believed to be more than a little hypocritical on the part of the issuing authorities, who collectively make quite a song and dance about the often bizarre 'words' that may be formed by the characters within some of them.)

More advice on personalised plates is available at www.gov.uk. And, as I suggested at the start, you might just decide to stick to one that no one else is ever likely to want.

996 PAS LINES: A HAPPY ENDING AT LAST

John Barker, who you might remember from these pages in several previous editions of the magazine was having great difficulty obtaining from Porsche the correct power-steering lines for his 996-model 911 Carrera 4, has been back in touch again. This time to say that, following the helpful intervention of the guys in the parts department at Porsche Cars GB in Reading, his car is now repaired and back on the road where it belongs. The part numbers of

the pipes he eventually used are 996 347 450 08 for the return line, and 996 347 452 04 for the pressure or feed line. Prices, for the record – and also to remind you just how expensive it can be to fix a 996 with this now increasingly common fault – are £223.51 and £437.52, respectively. Plus VAT, of course. Best go and give all those corrosion-prone end-fittings a generous squirt of protective wax as soon as you can, then.



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DETAILING SCIENCE: PART TEN

TOP TIPS

This month we have asked some top detailers to give us their favourite trick of the trade when looking after a Porsche – some are specific to our preferred brand of Bavarian barn-stormer, some can also be applied to lesser vehicles too

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1. WHEEL WORK – BEN EVANS-STARR OF ASPECT VALETING (GOSPORT)

Failing to look after your wheels properly will lead to accelerated corrosion and damage that can only be rectified with an expensive refurbishment. Many people don't realise that you can protect the finish of your alloys, just like you can with paintwork. Having cleaned and dried your wheels with a combination of all purpose cleaners and iron removers such as BriteMAX Iron Max, you can use a wheel-specific wax such as Swissvax Autobahn on polished or painted wheels, alternatively Nanolex Spray Sealant can be applied quickly, or CarPro Dux offers durable ceramic protection when applied correctly. aspect.com



2. RUSTY RADIATORS – STUART PORTER OF THE CLEAN CAR COMPANY (BROMSGROVE)

The front-mounted radiators are susceptible to corrosion but this can be dramatically reduced if cleaning them becomes part of your regular washing regime. Leaves and dirt have a habit of retaining moisture which, when combined with the regular heating and cooling, can lead to problems. Once you have washed and dried the car, use a long, thin crevice tool on your vacuum to suck out all the muck that gathers in and around the radiators. Do ensure the area is dry before attempting this as a domestic vacuum can be damaged if it sucks in too much water. thecleancompany.com



3. CLEAN CREVICES – DENIS OTTO OF OTTOMOTIVE DETAILING (ANDOVER)

Dirt has a habit of gathering in bonnet shuts and panel gaps on Porsches. This can build up, leading to mould and staining, while it can also make washing frustrating as the leaf litter tends to dribble out as the car dries. An easy way of avoiding this is to use a conventional sash paint brush. To prevent scratching the paint, wrap the metal part of the brush in gaffer tape before use. Alternatively you can use detailing brushes with a rubber ferrule. Spray some All Purpose Cleaner into the various crevices, then use the brush to agitate and loosen the detritus. Finally, spray or gently wipe clean with a microfibre. ottomotive.co.uk



4. RESIDUE REMOVAL – MARK AMOND OF TOP MARQ'S DETAILING (REDDITCH)

When waxing or polishing your Porsche it's sometimes difficult to remove it from the panel gaps. This can be particularly annoying as the wax can go white over time and stands out, while polishes will dry hard and prove tricky to remove. With bonnets, boots and doors, removing the residue is straight forward, but for fixed panels it can be tiresome. The best tool for the job is an artist's sponge, which is the perfect shape and won't scratch the paint. Gently run the sponge along the gaps, removing it regularly to ensure no grit has gathered in it. topmarqsdetailing.co.uk



5. MAKE DRYING A DODDLE – TOM TAYLOR-GIBBS OF EXTREME GLEAM (DROITWICH)

Many owners create swirls in their paint during the drying process, which can be infuriating, especially when the two-bucket discipline has been used perfectly during the wash phase. A good drying towel is crucial, and while placing the towel on the paint and patting dry is good practice, it can take an age and leave streaks. A handy tip is to spray a light mist of quick detailer like Zaino Z6, then use a large drying microfibre and wipe in gentle sweeps without applying any pressure. This will leave a better end result and speed the process up. extremegleamvaleting.co.uk



6. TASTY TAILPIPES – LEE NEWELL OF VALET TEAM (FARNHAM)

The rear exhaust silencers on 911s are in the danger zone behind the rear wheels and so get into a bad state fairly quickly, particularly as there is rarely an arch liner. To get them back to their former glory, remove the rear wheels to gain access. Then wash them and use tar remover to get rid of the hydrocarbons. Use 000 followed by 0000 grade wire wool to get rid of any corrosion, then use a metal polish such as the BriteMax Twins, then finally a durable sealant such as Mothers Chrome Polish. valet-team.com



7. LONG LASTING LIGHTS – MIKE ASHBY OF CAR SMART VALETING (CRANBROOK)

Plastic headlights and taillights have a habit of going translucent as a consequence of UV damage. Porsche units are particularly susceptible at the top edge due to their slanted design, while the rears suffer as a consequence of the added heat from the engine bay. Thankfully it is easy to slow or even prevent the decay by looking after them correctly. Simply wax your light units as you would your paintwork, and just as regularly. Use a high quality wax that contains UV filters such as Zaino Z2 Pro. For ultimate protection use a paint sealant such as Gtechniq C1 before applying a wax. carsmartvaleting.co.uk



8. CLASSIC CHROME – BRYCE STEVENSON OF DEVILISH DETAILING (FALKIRK)

If your chrome is looking rusty and tarnished, there is a trick to getting it back using little more than aluminium foil and water. Aluminium foil is soft enough to not scratch the substrate whilst the friction and added water creates a chemical reaction that removes the rust. The fine debris being removed then forms a slightly abrasive solution that polishes the chrome to a high shine. Finish by wiping down the chrome and applying appropriate protection such as Swissvax Autobahn or Poorboys Wheel Sealant. Do make sure your chrome plating is in reasonable condition before using this system. devilishdetailing.co.uk



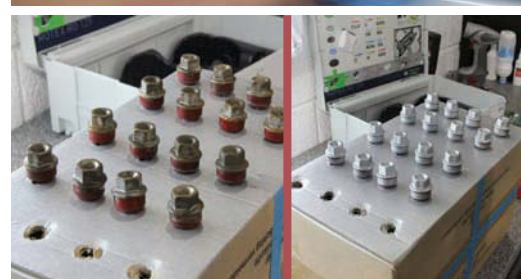
9. DETAILER'S DRYING TIP – RICH MARCH OF CLASSIC DETAILS (CHELTENHAM)

Having washed and dried your Porsche, you might find water seems to perpetually drip from various orifices around the car. Whilst you're waxing the car, these will continue to 'bleed' and can make wax residue removal infuriating, not to mention compromising the protection. To get around this, fold a soft microfibre towel and use the corners to gently push into the rear vents of the engine cover, front grilles, around door mirrors, etc to absorb any collected water. Once a corner of the microfibre is saturated, refold it so you have a dry area which will increase absorbency to the point it will 'suck' water. classic-details.co.uk



10. WHEEL BOLT WIZARD – DAVE WHITEHOUSE OF IDEAL VALETING (HORSHAM)

Porsche wheel bolts are notorious for going rusty and creating an eyesore for otherwise pristine alloys. While regular removal and cleaning can keep them looking good for a while, there will come a time when a respray is the only way to get them looking good enough. Dave has come up with an ingenious solution for holding the wheel bolts while they are sprayed requiring little more than a cardboard box and scissors. Use a sturdy double-walled cardboard box so it won't sag with the weight or become soft when saturated with paint. As with all painting jobs, remember it's all about the preparation. idealvaleting.co.uk



11. RS INTERIOR TRICKS – MILES MARR OF FX DETAILING (LEICESTER)

Should you be lucky enough to have a roll-cage equipped Porsche, or serious enough about track time to retrofit one, you might find it a little difficult to valet the inside rear part of your motorcar. Thankfully there are a couple of tools out there to help. Firstly, an extended crevice tool for your vacuum cleaner – there are a plethora of ridged and flexible universal versions available online which will make life much easier. Secondly, for the inside quarter and rear windows, you can use extendable floor mop sponges. Simply wrap the sponge in a large microfibre and secure with a heavy duty rubber band. Alternatively, custom tools are available as pictured. fxdetailing.co.uk



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997 TURBO CABRIO

It may not be the purist's choice, but fact is, in the world of the 911 Turbo, it's the Cabriolet version that shifts the most units worldwide, and in Tiptronic or PDK too. And why not? It's a sports car for goodness sake. Why wouldn't you want the wind in your hair at nearly 200mph?



WHAT TO PAY:

The very earliest 997 Turbo Cabriolets are now around eight years old. Very few have racked up big mileages. The Cab is typical of a second car in that respect. What to pay? The very least is mid £40,000 territory, rising progressively from there. For security we'd be looking at £50k onwards for a Gen 1 car, but that will easily buy something with under 20k miles on the clock. Gen 2 cars start at £60,000 and prices peak at close to £80,000 for very well specced late model cars.

This really is something of an odd-ball in the Porsche family history. The 997 Turbo coupé is one of the ultimate supercars, without doubt: excessive horsepower (too much is never quite enough...), four-wheel drive and brakes which can suck out your eyeballs. That greatly-overused word 'awesome' is the only way to describe it.

So, then, what is the point of taking this, to shamelessly steal BMW's sales line, 'ultimate driving machine' and turning it into the 'ultimate posing machine'?

Well, we'll tell you: it opens up the marque to a far wider audience. Porsches have always been seen by some as a bit too Germanic; too sensible by half – and a bit too quirky. Oh, and not flash enough.

The Turbo Cab blows those arguments into the weeds. It's still Germanic in terms of its engineering, but sensible? Hah! Who really needs almost 500bhp in a convertible? You don't buy a soft-top for its trackday abilities, and you'll find few being thrown around mountain passes, chasing down the local Ferrari boys. Surely Cabrios are for whimps... Er, are you sure about that? 193mph (and that's the conservative factory claim – reality is nearer the magic double-ton), and 0–62mph in under four seconds is sledgehammer

performance. Sensible it's not...

Quirky? If by that you mean difficult to drive, then think again. With four-wheel drive, optional Tiptronic gearbox (a six-speed manual was standard fare, but a less popular choice), a roof that cycles up and down in under 20 seconds, and a massively torquey engine, this is an easy car to drive to the gym, or golf club.

It remains something of a paradox: what looks like the ultimate poser's car is, in fact, a very accomplished supercar...

PRODUCTION & MODELS

Porsche's original 3.6-litre 997 Carrera and 3.8-litre Carrera S were launched for the 2005 model year, with the four-wheel drive Carrera 4 and 4S following in November that same year. The range-topping Turbo was eventually debuted at the Geneva motor show a few months later, in Feb '06.

There were rumours that a soft-top version would be offered, but marketing men kept tight-lipped for over a year before making the announcement in early May 2007 that a Cabrio version of the Turbo would indeed join the line-up. It would be a further four months, though, before it finally went on sale.

These first-generation 997 Turbos remained in production until 2009, at which point Porsche revised the whole 997 series, with a number of relatively small styling

upgrades, a new 500bhp 3.8-litre engine and a new transmission option. Gone was the well-received Tiptronic, replaced by Porsche's race-bred PDK (Porsche Doppelkupplung) dual-clutch seven-speed transmission. A six-speed manual remained the norm. The 997 range was replaced in 2012 by the all-new 991 series.

STYLING/BODYWORK

Compared to the relatively understated Carreras, the 997 Turbo was an aggressive animal, with wide intake grilles either side of the nose, small fog lamps set into the very corners of the front valance/spoiler moulding, and intakes in the front edge of each rear wing. Don't forget those LCD running lights set in horizontal bars either side of the front licence plate, either.

The aerodynamics are such that at its launch the Turbo Cabrio was claimed to be the only convertible in the world which generated negative lift at the rear, thanks to that extending rear wing (which, incidentally, rises some 30mm higher than that of the coupé). Retractable, the wing comes into play at speeds over 75mph.

The Turbo Cabriolet weighed only 60kg more than the coupé – not enough to harm performance, it seems, yet clearly with enough extra strength to allow every one of those 480 horses to be used to the full.



Most 997 Turbo interiors were specced to the hilt. A good thing given that it is broadly similar to any other 997 model and even to that of the Boxster. Materials are generally hard wearing, but can still be prone to abuse

SPECIFICATION

Porsche 997 Turbo Gen 1

Engine: 3600cc flat-six
Transmission: 6-speed manual, 5-speed auto
Max power: 480bhp at 6000rpm
Max torque: 457lb ft at 1950–5000rpm
Brakes: Vented discs. 350mm front and rear, six-pot front/four pot rear calipers
Wheels & Tyres: 8.5x19in (f), 11x19in (r). 235/35xZR19 (f), 305/30xZR19 (r)
Weight: 1585kg
0-60mph: 3.9secs
Top speed: 193mph

WHAT THE PRESS SAID

"It's fast with a capital F, yes, but what really distinguishes the Turbo's performance is its flexibility, which is something else again. Hard though it may be to imagine considering the outputs, there's no turbo lag to speak of. Put your foot down at, say, 1800rpm in fifth gear and it goes."

Autocar, 1975

"So, once again, the Turbo is the all-round supercar package. That is its niche. It sounds almost dull to say it but, believe us, there is nothing dull about the way the 997 Turbo gets on with the business of ruthlessly and efficiently destroying the opposition."

911&PW, July 2006

INTERIOR

The interior is trimmed in leather to a very high standard, with the seats among the most comfortable we've ever experienced. The dashboard layout is fairly typical of what we have come to expect from Porsche since the launch of the Boxster and 996 ranges, with five 'over-lapping' instruments – still featuring a centrally-located tachometer, naturally – ahead of the driver behind a chunky three-spoke steering wheel.

A centre console houses the sat-nav and sound systems, along with controls for the air-con, etc. It's strictly a two-seater, of course, but there's more than enough luggage space behind the seats and in the front luggage compartment for a decent trip to the south of France – even though part of that boot space is taken up by the front differential unit...

ENGINE

By the time the 997 arrived, the engine problems associated with the outgoing 996 (M96) had been solved. Not that they would have been of any concern to the buyer of a Turbo, the engine of which was based around the 964/GT1 race motor – a bulletproof unit immune to the RMS and cylinder woes that beset the basic M96.

The Turbo produced its 480bhp at 6000rpm, with a staggering 502lb ft of

torque generated between 2100 and 4000rpm. The 24-valve dual overhead camshaft engine (one per bank of cylinders) had a bore and stroke of 100mm x 76.4mm, to give a capacity of 3600cc.

Variable Turbine Geometry (VTG to your friends...) and VarioCam Plus variable valve timing/geometry mean that the Turbo is incredibly tractable – and silky smooth – across the entire rev range.

The optional Sport Chrono package allows an overboost situation which brings even more 'oomph' to the table, changing the throttle response and making the car feel more alive. As if a Turbo ever felt flaccid...

TRANSMISSION

The 997 Turbo (coupé and Cabriolet) was offered from the very beginning with a choice of six-speed manual or five-speed Tiptronic transmissions. Most Turbo Cabrios you'll find will feature the latter.

The full-time four-wheel-drive driveline relies on a electronically controlled, multi-plate viscous coupling located in the front differential unit, with between five and 40 per cent of the torque being available to the front wheels.

A limited-slip differential was offered as an option, but you won't find many cars so equipped.

The Cabrio roof robs the 997 Turbo of some of the Coupé's purity, but only marginally. For most the trade off is worth it for the open top experience. Hood is of excellent quality and is remarkably quiet when up

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Front discs: £183.20 (each)
Ignition coils: £28.40 (each)
Dampers: PASM £402.00 (f) £393.00 (r)
Clutch kit: £630.00

SERVICING

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



TECH: BUYERS' GUIDE

SUSPENSION

Along with the rest of the 997 series, the Turbo Cabrio relies on MacPherson front struts with track-control and longitudinal locating arms at the front. At the rear, there is a multi-link set-up and coil-over dampers.

Early road tests reckoned the Cabrio's PSM (Porsche Stability Management) system was the best so far, with a slightly softer ride matched with the higher (by 60kg) overall weight leading to a somewhat more predictable feel. It may not be as much of a driver's car as a GT3, for example, but it won't disappoint!

WHEELS AND BRAKES

Shared with the Carrera GT, the 350mm six-pot front, four-pot rear caliper brakes are among the best in the world. You could up the spec to the PCCB set-up, too. In our opinion, they're not really necessary and came at a substantial premium – our advice is not to pay any extra for a car with them installed. They crack and require regular replacement at huge cost. Wheels are 8.5J x19 at the front, with fatter 11Js at the back, shod with 235/35ZR19 and 305/30ZR19 rubber, respectively. The 'five triple-spoke' design has aged well.

WHAT TO LOOK FOR

Let's get one thing straight. You will NOT have to worry yourself unnecessarily about all the old engine problems which beset the older water-cooled 911s. The GT1-based motor is about as bulletproof as any

modern high-performance engine can be. Just look for proof of sticking to the service schedule and you won't go far wrong.

To be frank, many Turbo Cabriolets you'll find on offer won't have covered a particularly high mileage, so there's less chance of any major problems anywhere across the board. The drivetrain certainly shouldn't have suffered, nor the suspension. The transmission, manual or Tiptronic, gives little cause for concern.

The only problem you might want to watch out for, even on low mileage examples, is a worn clutch – a car that's spent most of its life in the city (and many Cabrios lead such an existence) will be more likely to need a new clutch at a relatively low mileage than a car that's seen far higher motorway miles.

The obvious thing to check for is evidence of accident damage. Cars of this value will rarely be repaired badly so take a look underneath for anything that suggests an 'off-road' excursion – damaged undertrays, for example. It's also imperative that you carry out an HPI check – if you're buying from a dealer, that will almost certainly have been carried out anyway, but don't take it for granted.

Buying a car of this value and pedigree privately will always be a risk, so we'd recommend going through a reputable dealer – or arranging your own pre-purchase inspection. Many independent dealers will be happy to help out here. Better safe than sorry. **PW**

Below: As you would expect, the hood is fully automated and opens and closes at the touch of a button. Engine based on the GT1 'Mezger' unit and is famously strong and reliable

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P0715/044

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P0715/019

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

911 CARRERA 3.2 1987/'E' 94,088 MILES £30,000

Willing suspension of disbelief. It's a term coined 200 years ago by the English poet, critic and philosopher, Samuel Taylor Coleridge. It is also quite a good way of summarising the market for air-cooled 911s. Are they all *really* worth that much? Well, yes, apparently they are.

That's a polite way of suggesting – and this might surprise you, given how good the car looks in these pictures – that, on first acquaintance at least, I was less than thrilled by this 1987-model 911 Carrera 3.2. A Guards Red coupé it may be, with the later and famously better G50 gearbox, and there is no denying that it drives well. But £30,000? With wonky sunroof seals, some obvious rust in both the right-hand 'B'-post and at least one front wing (which, like its opposite number, is actually an earlier 911SC panel), and tell-tale signs of a previous rather casual respray?

Robin McKenzie of Auto Umbau, now not just expertly restoring pre-993 911s, but also selling them in association with a new business partner, Cornwall-based Darren Robinson, naturally sees it very differently. To him – and he neither glosses over the car's 'as bought' flaws, nor makes the slightest attempt to excuse any of them – this 3.2 is raw material. A fundamentally sound basis for an intelligently planned process of renovation and restoration that will add to it both usability and value, as surely as would a new roof, floor and windows to a classic stone barn in the heart of the Cotswolds. And let's face it: do absolutely nothing, to either 911 or barn, and such is the insatiable demand and limited supply that both will still be worth many thousands of pounds more this time next year – if not next month.

I believe Robin is right, too. Much of the 3.2's trim – both interior and exterior – will have to be replaced or at the very least renovated to capitalise on and so justify the most likely considerable investment in bodywork and paint that will be required. The car will need new headlamp glasses (if not complete new headlamps), two new engine-lid struts and not least a new exhaust silencer, and the windscreen will have to be resealed properly. (All of which Robin is eminently qualified to tackle to a very high standard, and he naturally hopes that, having sold the car so openly, he will 'get the gig'.) But basically it is very sound. I am willing to bet that opening up the 'B'-posts will lead to a degree of mission



creep, perhaps with new kidney bowls and sill ends needed – but then you can buy just about any air-cooled 911 these days, even at the very top end of the price range, and discover that work to be necessary.

Besides, the 3.2 does have much else going for it. It has seemingly suffered no impacts, major or minor, so the front and rear ends of the body shell are both straight and true. Its lower front airdam, heavily bolstered seats and not least 7.0J x 16-inch and 8.0J x 16-inch wheels show it to be the relatively rare and thus even more sought-after Sport model. And it has had only four owners – even if the more recent of them might not have looked after it quite as diligently as they could.

And mechanically, as I have suggested, it feels hale and hearty – which, given the cost of a full power unit rebuild, is no small consideration. The engine starts easily and pull strongly, and the gear shift is as good as any G50's. Steering is light, accurate and full of feel, the brakes powerful and positive – all four discs are reassuringly smooth – and the ride that beguiling, pre-Nürburgring mixture of sports-car precision and saloon-car refinement.

It all boils down to how much you crave a classic 911. And whether you wish to buy what appears to be – but might not be – the best from the outset, or else get there in instalments, safe in the knowledge that you will recoup any expenditure in spades. Personally, I shall stick with my £600 924S, but were I in the running for a classic, air-cooled 911 then I could well be persuaded by the logic of this approach. **PW**

911 Carrera 3.2 coupé looks wonderful, in desirable Guards Red paint with Linen leather upholstery and matching interior trim, but get up close and personal and you will soon see that much of the former is either the rather tired original surface, or else a not entirely convincing respray (and both front wings are 911SC panels).

There are a number of structural issues, too, but nothing that isn't worth spending money on to fix – or that you won't sooner or later unearth in many other 911s of the same period. Equipment includes headlamp wash and rear-windscreen wiper, recoil bumpers, central-locking, three-point inertia-reel rear seat-belts,

a useful so-called extended-height steering wheel (an eccentric hub, basically), electric sunroof, Sport seats with electric height adjustment, a Blaupunkt Toronto radio/tape player (itself surely another minor classic), and not least a period alarm/immobiliser system that, although it might tick all the requisite boxes with your insurance

company, for the sake of your sanity would need to be removed forthwith and placed in a skip. Fuchs five-spoke wheels have Falken tyres with plenty of tread. Price will include both a new silencer box and clutch

CHECKLIST

BACKGROUND

On paper – and in due course once again in practice – one of the most desirable 911s of the 1980s, as evidenced by its frankly astonishing value now, even with the issues described here. Guards Red paint, so-called Linen leather, that robust if not totally bulletproof 3.2-litre engine, the later G50 gearbox: a car like this, fully restored, is going to win hearts and minds (and wallets) any day of the week

WHERE IS IT?

Auto Umbau Ltd is at Wrest Park, Silsoe, Bedfordshire MK45 4HS; tel: 01525 861182; www.classicporsche.repairs.co.uk. Proprietor Robin McKenzie, previously one of the top engineers at Vauxhall's nearby Millbrook proving ground, established the company a little over two years ago to specialise in the servicing, repair and full restoration of primarily air-cooled 911s, and his now year-long waiting-list for 'B'-post, kidney bowl, sill and wing replacement is eloquent testimony to the fact that in truth the car shown here is now very much par for the course

FOR

It's a classic air-cooled 911 in one of the most iconic and always highly desirable combinations of model, specification and colour: the automotive equivalent of a cold beer in the desert, and an almost 100 per cent guaranteed investment

AGAINST

Needs a fair amount of structural work to capitalise on that obvious potential, but the car is none the less mechanically plenty good enough to enjoy until such time as Auto Umbau – or another genuinely competent specialist – can tackle that restoration process for you

VERDICT

Plainly an imperfect example of its genre, and as such basically the raw material for a top-class restoration, but quite openly offered on that basis. Worth a look

VALUE AT A GLANCE

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



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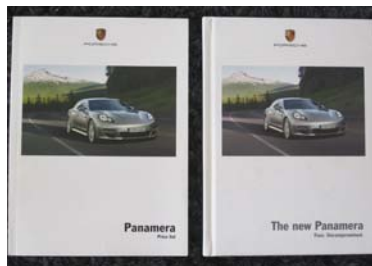
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TIME MACHINE

A nostalgic look back at *911 & Porsche World* from days gone by

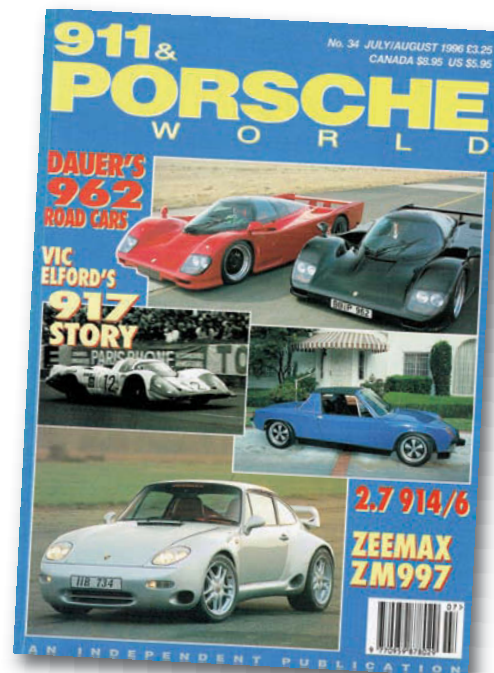
NUMBER 34; JUL/AUG 1996

It's all too easy to let time slip by while rummaging through the *911&PW* archives. In some respects the magazine feels very familiar, but in many others it reveals a very different pre-digital world.

Here we are some six years on from the launch of *911&PW* having arrived at issue No.34. The mag is now being published six times a year, but as of the following issue, its frequency will increase to nine times a year. At the helm is founder, publisher and editor (he wore a lot of hats back then), Clive Househam, helped by an army of contributors including future editor, Chris Horton, and features ed, Keith Seume.

It's hard not to conclude that these were simpler times in the world that is Porsche. Despite this being 1996, there is still no reference to the forthcoming water-cooled revolution in this particular issue, which would have been put together in the spring. The Boxster was just around the corner though. The cover features a typically eclectic *911&PW* mix: Dauer's road-going 962, a bit of history with Vic Elford recalling his days with the Porsche 917. A ghastly body kitted Zeemax 993 and a modified 914/6.

So a bit of context. The Dauer 962s were properly exotic creations. Wildly impractical, yes, but properly built and finished and using a semi-auto version of the 962's race gearbox, which must have taken the sting out of town driving. Getting Vic Elford to pen a piece on the 917 was a quite a coup, but back in them days, Vic was far from being the superstar that he is now. Indeed, we would hazard that he is probably more famous now than when he was racing. The body-kitted 993 is the perfect example of how tastes change, and that really we should just leave well alone. The 914/6 featured a 2.7 RS motor



and was written and snapped by Keith Seume in California. Keith later had a 914/6 of his own and, as this is being scribbled, is on a plane back from California.

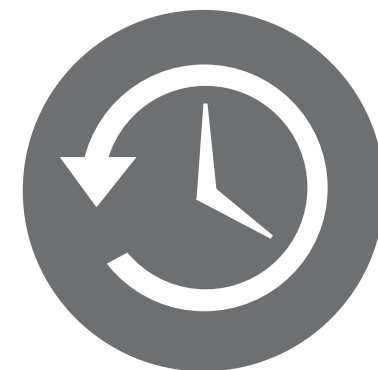
Going back to the aforementioned 'pre digital world' in these very early days of the world wide web, just a handful of advertisers had websites and email addresses. In the classifieds? How about a fully restored '73 2.4E at £17,995, or a set of Turbo Fuchs for £300?

JULY 2003 (ISSUE 112)

How could a magazine that's name is derived from the Porsche 911 not celebrate 40 years of the 911? Quite. A no-brainer then that we included the first of three supplements in honour of the strange German sports car, with its engine in the rear, where the sun don't shine.

You couldn't ignore the front cover: 'Buy a '99 GT3 now – or forever regret it!' we said. Well, fab car that the 996 GT3 is, at just four years old, and with secondhand prices hovering around the £60,000 mark, we should possibly have recommended hanging on a bit. Our own project GT3 cost a more reasonable £35,000 in 2010, and now prices are climbing back towards the £60k mark. Crystal balls and all that.

Elsewhere in this issue, formerly of this parish, Peter Morgan, took a Cayenne (also known as the Antichrist) to Switzerland and rather liked it. He also dropped in on mad Swiss modifiers, Rinspeed, and drove a weird 996 off road pick-up creation. Strasse were profiled, Keith Seume advocated building a hot rod 911 (he's still building his) and in the classifieds you could have picked from any number of Carrera 3.2s at £15,000.

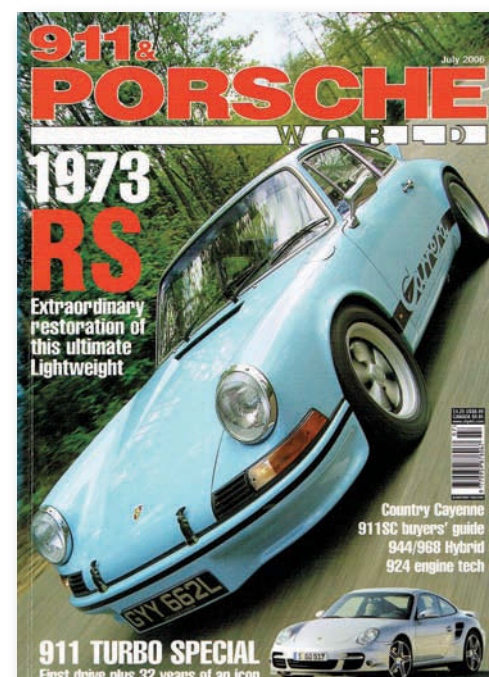


JULY 2006 (ISSUE 148)

By 2006 we were only two models off the current Porsche range, with the Panamera on the horizon and the Macan at the rumour stage. On the front cover we featured a freshly restored 1973 RS Lightweight. We didn't speculate as to its value, but safe to say it would have been a fraction of what it is now.

A fresh face was at the helm – Steve Bennett – and he presumably used his editor's privileges to get himself onto the launch of the then new 997 Turbo, an adventure that included winding the Turbo up to 180mph and taking a wild ride with Walter Röhrl.

Elsewhere we reached Pt 5 of a series on how to get the best from your Porsche from a driving point of view, we gave a Cayenne to a proper country person for a week of farming, hunting and other country pursuits (a feature that opened, memorably, with a pic of said Cayenne towing a trailer full of manure, with a pitch fork sticking out of it). The buyers' guide featured the 911SC. Benchmark price £9500, we said, although Autofarm had sold an exceptional SC for £13,500. Meanwhile, in the classifieds, 964s were being given away for £15,000!



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