

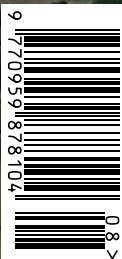
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UP FRONT

Porsche's Le Mans win proves that, to finish first, first you have to finish. The 911 R is the purist's Porsche we've been waiting for. It deserves to be driven, not stored

A busy month. First and foremost, big congratulations to Porsche for nailing an 18th win at Le Mans, but even we have to admit that it was a somewhat hollow victory on the back of Toyota's last lap, high tech breakdown. It certainly made for compelling viewing, in the way that Le Mans in the closing stages rarely is. Further congrats to all involved for handling victory and defeat both magnanimously and with dignity. Toyota will have something to prove next year, as will Audi, who barely figured at all, not thanks to tech issues, but plain old turbos.

Lots driven this month, but star car has to be the 911 R.

“ We have struck a chord with readers who prefer to drive their Porsches ”

Lucky Adam Towler got the dream drive on the west coast of Scotland. He even went to rendezvous with the R in his own 996 C2, a pre-requisite as Porsche GB were only inviting Porsche owning journo's to pedal the new wonder machine. We've given the 911 R inset status on the cover because it's been splashed everywhere else, and there is the nagging annoyance that it's very soon going to become the speculators' Porsche of choice as folk scramble to make a fast buck. Shame, because it's quite a machine and one that deserves to be driven, not hidden.

One day all this nonsense might stop. In the meantime we have struck something of a chord with readers who simply prefer to drive their Porsches, even the rare ones. See this month's letters page for encouraging signs of Porsche usage.

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Sat Nav, 48,000 miles..... **£32,000**



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ALL THE PORSCHE NEWS AND VIEWS

NEWS

Win No 18 for Porsche at Le Mans at the expense of Toyota; more record breaking profits; new Panamera testing; Porsche's digital future; *911&PW* Picnic, return of the Porsche autojumble, Boxster 986 body kit and more...

PORSCHE SNATCHES LAST-LAP LE MANS VICTORY

919 Hybrid victorious as leading Toyota fails five minutes from chequered flag

It wasn't the win Porsche planned. It wasn't the way they wanted to win it. But win Porsche most certainly has at the iconic 24 Hours of Le Mans by snatching a dramatic last-gasp victory as the leading Toyota LMP1 car ground to a halt on the start-finish line with just five minutes of race time remaining.

At the mid-point of the race, it didn't look good for Porsche and its pair of 919 Hybrids in the LMP1 category for high-

performance prototypes. The number one 919 driven by Timo Bernhard, Brendon Hartley and former F1 ace Mark Webber had suffered engine cooling problems. Lengthy repairs left it fully 39 laps behind the leaders and effectively out of the race.

For the number two car, helmed by Romain Dumas, Neel Jani and Marc Lieb, fortunes ebbed and flowed throughout the night section of the race. On single-lap pace, the 919 Hybrid probably had the edge on its main rival, the Toyota TS050

Hybrid. However, the Toyota was good for a crucial extra lap between pit stops for fuel. That was proving a critical advantage as the Porsche reeled the Toyota in only to give up its advantage in the pits. By race end, the 919 had pitted 30 times to the Toyota's 28 stops.

It certainly made for heightened tension as your erstwhile *911&PW* correspondent watched the gap with Toyota yo-yo through the night. Even after over 20 hours of relentless racing, there was a mere 30



WHAT THEY SAID

In the pitlane with Team Porsche

Andreas Seidl, Porsche Team Principal

"We certainly feel for our colleagues and friends from Cologne. To give away such a great race this way on the last lap is something you wouldn't wish on your worst enemy. But this is the sport with all its highs and lows and that's also what we love it for."

Romain Dumas, number two 919 Hybrid

"For sure we feel sorry for Toyota. It was a great race. But of course if you get the chance to win Le

Mans, you won't say no thank you. It's impossible to realise right now what just happened."

Neel Jani, number two 919 Hybrid

"I feel heartbroken for the Toyota drivers. I think every racing driver knows what this feels like. I still have no words to describe winning the 24 hours of Le Mans. This is really surreal."

Marc Lieb, number two 919 Hybrid

"It was not at all an easy race with regards to

traffic and slow zones. The last quadruple stint I did was really on the edge. Even the first three stints were quite difficult with overtaking in the traffic and taking risks."

Mark Webber, number one 919 Hybrid

"I am very proud of the team, proud of the mechanics who worked so hard. It's an honour to drive for Porsche in Le Mans again. It wasn't our day, but what has happened to Toyota is really hard to take and you have to feel for them."

seconds between the first and second place cars. The overall result was in the balance right up to lap 381 out of an eventual 384 laps, when the number two 919 Hybrid made an unscheduled stop for a slow puncture with Neel Jani at the wheel. Porsche's hope for outright victory, it seemed, was lost.

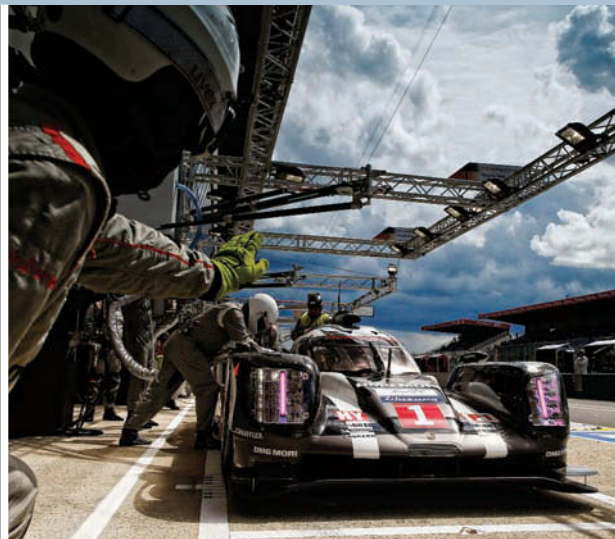
Until, that is, the lead Toyota TS050 Hybrid of Anthony Davidson, Sébastien Buemi and Kazuki Nakajima expired in heartbreaking fashion at the beginning of the final lap. Nakajima was at the helm and reported a loss of power as Neel Jani blasted past in the 919 Hybrid. The Toyota eventually crawled across the line in second place after an excruciating 11-minute final

lap. But to add insult to the injury of having victory snatched from their grasp, the Toyota's final lap was deemed too slow to be eligible for overall classification, thus handing second place to the sister Toyota and promoting the lead Audi R18 to a podium position.

It was a slightly less successful outing for Porsche's new 2016-model 911 RSR in the LM GTE class, with Dempsey-Proton Racing taking eighth in class and 31st position overall. Still, with the 919 Hybrid also winning the 2015 event outright, that means back-to-back victories and a perfect record for Porsche's latest Le Mans prototype. Bring on 2017. No doubt Toyota is thinking exactly the same thing.



A hollow win? Well, it was certainly heartbreaking for Toyota, but as the old adage goes... No, we won't say it! Right: The winning trio: Dumas, Lieb and Jani. Eighteen at last? You look a bit older than that, lads!



ALL-NEW PANAMERA PUT THROUGH FINAL PACES

Porsche's latest super saloon is a hybrid hottie



By the time you read the words, Porsche will have pulled the wraps off the all-new Panamera at a glitzy Berlin launch event. That follows final hot-weather testing in the furnace-like conditions of South Africa.

A team of engineers from the Porsche Development Centre in Weissach decamped to South Africa with a convoy of test vehicles. Starting in Cape Town, flowing past Franschhoek at the foot of the Drakenstein Mountains, then on to Hermanus in the Western Cape to the Little Karoo, it was two weeks of the most testing conditions imaginable. Gravel to asphalt. Extreme aridity to moist subtropical climate. You name it, South Africa can serve it up.

That's probably just as well given that engines, transmission, chassis and even the operating concept in the interior is new this time around. As we've previously reported, the mighty V8 engine option has been downsized slightly. Overall capacity shrinks from 4.8-litres to 4.0-litres on the nose.

Nevertheless, power is up by 29bhp to 542bhp at 5750rpm. Torque swells to 567lb ft, produced between 1960rpm and 4500rpm, too. The new V8 gets a novel cylinder deactivation system that closes down four cylinders between 950rpm and 3500rpm for a claimed 30 per cent improvement in fuel economy. Porsche also says the new engine has been engineered with petrol-electric hybrid powertrains in mind. Hybrid powertrains are likely to be a major feature of the new range.

Inside, highlights include a major de-cluttering exercise. Out go the baffling array of buttons and switches on the transmission console. In come flush, glassy panels with



capacitive touch controls, much like the screen of a tablet or smartphone.

As for styling, we'll have to wait for the final reveal for the fine details. But visible in these near-final development mules – and also in the Panamera Sport Turismo concept, which previews many details of the new design – are broader, more shapely hips. You can likewise expect to see Porsche's latest design signatures make an appearance in the new Panamera. So look out for four-point LED driving lights up front and 3D tail lights across the rear. Keep your scanners peeled for our full report on the new Panamera next month.



OUR TAKE

THE FUTURE IS ELECTRIC

Hybrid powertrains are likely to be a major feature for the new Panamera family. In fact, electrification in general is surely the single biggest challenge facing Porsche in the next decade or two.

That challenge was recently brought into sharp relief by Germany's Economic Minister, Rainer Baake. He reckons the only way Germany is going to meet its target of reducing overall CO2 emissions by 80% by 2050 is to ensure all new cars are zero-emission.

That could mean that Germany enforces a ban on new combustion cars as soon as 2030. With just 25,000 electric vehicles currently registered in Germany, that would be a tumultuous change, to say the least. However, thanks to both those CO2 targets and the ongoing emissions scandal at VW, which will have significantly weakened the German car industry's previously imperious bargaining position, momentum and support for a shift to zero emissions cars is building among policy makers.

Indeed, you could argue that a pro-active move to zero emissions could be just what's needed to keep the German car industry ahead of the curve. Clearly, it's something Porsche is well aware of. Not only will every model in Porsche's range likely be offered with hybrid power within the next five years or so. Porsche is also investing over a billion euros to bring the pure-electric Mission E concept to market in around the same time frame. In that context, the current turbo-versus-naturally-aspirated controversy afflicting Porsche's sports car models is little more than a fleeting irrelevance. The future is electric.





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PORSCHE POSTS RECORD PROFITS

Still the world's most profitable car maker

The emissions scandal blighting the broader Volkswagen Group rumbles on. But Porsche remains a beacon of light thanks to a record-breaking start to the year.

Porsche's first-quarter results for 2016 are in and the numbers are sobering and impressive in equal measure. Deliveries for the quarter are up 10 per cent to 55,974 units. The key financials for the period include a turnover of 5.4 billion euros and operating profit of 896 million euros. That makes for an operating return of 16.7 per cent and thus qualifies Porsche as the single most profitable major car manufacturer in the world.

What's more, multiply those figures by four and you get a glimpse of the kind of year Porsche is shaping up for in 2016. Well over 200,000

deliveries, in other words. According to Porsche's recently installed head honcho, Oliver Blume, much of this is down to a model range that's more diversified and attractive than at any point in the sports car maker's history. With models ranging from diesel Macans to GT4s and hybrid Panameras in production, we would hardly argue with that.

However, Blume also says that making Porsches isn't a simple numbers game. "Our aim is not to achieve record deliveries. We have our sights firmly placed on value-added growth based on respectable returns and safe jobs," he explains.

For context, in the same period VW Group sales as a whole crept up incrementally by a little under one per cent. Sales of Volkswagen-branded cars only slipped by 1.3 per cent compared to the same

quarter last year. But no doubt as a consequence of the emissions scandal, profits from VW cars crashed from £392 million for the first quarter of 2015 to just £56 million this year.

Overall, VW Group profits are down by 20 per cent compared to last year. If that sounds grim, that's 20 per cent down on a very successful year. What's more, the Group reportedly now has nearly £20 billion in cash reserves. So, with a fighting fund of those proportions, the Porsche brand itself going from strength to strength and Porsche committed to major investment programmes including a £1 billion investment to bring the Mission E electric model to market, the future for our favourite sports car brand looks very bright, regardless of VW's emissions misstep.



911&PW ANNUAL PICNIC

Meet the mag team

The summer solstice approaches as we pen these words. But the good old British summer has yet to turn up. It was ever thus, but perhaps the weather will turn in time for 25th September and arguably the most important date in the social season for Porschephiles.

That's right, it's the annual 911&PW Picnic, held once again at Mapledurham House just west of Reading, the watermill of which just so happens to be the backdrop to the cover of Black Sabbath's first album. Held jointly with *Classic Porsche* magazine, it's a great chance to meet like minded Porsche lovers and peruse their P&Js, not to mention either praise or persecute the 911&PW editorial team, depending on your preference.

Prizes will be given for the top six cars of the day, but it's chiefly a relaxed day in fine surroundings and even better company. The website for venue information is www.mapledurhamhouse.co.uk and the contact details for the event are wildside@adren-a-line.com. Look out for more info next issue.



The 911 & Porsche World Picnic takes place on Sept 25th in front of Mapledurham House, near Reading. It's a relaxed affair, just bring a picnic and enjoy, with other Porsche fans



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BOXSTER AND CAYMAN PRODUCTION COMES HOME

All two-door sports cars to be built at Zuffenhausen

For Boxster and Cayman owners of a certain era, decoding the chassis number has always been a fun little flutter. It's all about discovering whether yours is one of the relatively rare Stuttgart-built examples, as designated by an 'S' in position 11 of the VIN code.

Well, no longer. From now on, all of Porsche's two-door sports cars will be built at Porsche's Zuffenhausen plant on the outskirts of Stuttgart. In mid-August, the new 718 Cayman comes on line at Zuffenhausen and that will spell an end to mid-engine Porsche sports car production at Volkswagen's Osnabrück facility, where the Type-981 Boxster and Cayman were produced.

Of course, Boxsters and Caymans actually have a long history of being produced beyond Zuffenhausen. The bulk of the original Type-986 Boxster line was made under contract by Valmet in Finland. But as Porsche celebrates over 75 years of car production at Zuffenhausen – and given the sports cars remain, arguably, the heart and soul of Porsche, if perhaps not its biggest money spinners – it seems fitting to have production brought back to headquarters.

Once production is in full swing later this year, Porsche says 240 two-door sports car will roll off the line, daily. Our quick back-of-a-fag-packet calculation based on a five-day production week puts



total sports car production at around 60,000 units a year. Based on previous years, we would expect that number to break down to roughly 35,000 911s and 25,000 Boxsters and Caymans.

With Porsche now cranking out over 200,000 cars a year, even 60,000 sports cars remains a minority share of overall production. But by any historical standard, sales of Porsche's sporty little numbers are booming.

Production of the Boxster and Cayman models returns to Zuffenhausen after a spell at VW's Osnabrück facility

PORSCHE PLOTS DIGITAL FUTURE

Is Porsche's new "Digitisation Competence Centre" all about autonomous cars?

Porsche's digital future is more than just a digi-dash. It's about your digital lifestyle, apparently, and the ultimate aim of autonomous driving

Porsche has set up a new subsidiary with the goal of accelerating the "digitisation" of Porsche cars and products. To head up the new enterprise, Porsche has poached internet and technology guru, Thilo Koslowski, from consultancy firm Gartner.

According to Koslowski, "digitisation is

leading to the renaissance of the automobile and is making it the central element of our digital lifestyle. We will create digital customer experiences typical of Porsche which are fascinating and intelligent – both inside and outside the vehicle."

All very forward thinking, no doubt. But what, exactly, does all that mean? Digitisation is a broad concept that takes in everything from connectivity to smart mobility, in-car technology and human-machine interfaces. Think smartphone integration, car-to-x comms, head-up displays, even gesture controls, then. But arguably the most significant aspect of this quest for digitisation is likely to be autonomous driving.

Given the brand's emphasis on driving

dynamics and driver involvement, that's a tricky topic for Porsche. Would the introduction of autonomous driving pull the rug out from under Porsche's USP? Isn't the thrill of driving the number one reason why people choose Porsche over other brands?

Perhaps, but the car industry as a whole is investing heavily in autonomous cars under the assumption that both the technological and the cultural barriers will soon be surmounted. If that happens, any car company without autonomous technology will literally be left behind. So while finding a way to reconcile driving thrills with autonomous technology will be useful in the medium term, in the long run resistance to the coming robocar revolution could well prove futile.



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964

993

996

997

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924

944

968

928

Boxster

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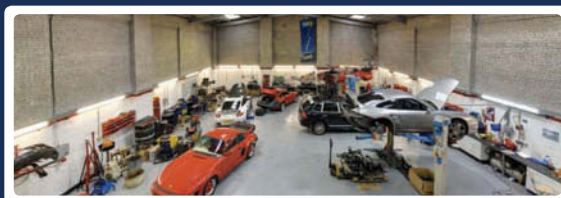
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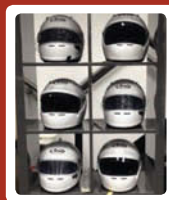
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BEAULIEU'S SIMPLY PORSCHE SHOW IS A SMASH HIT

Over 800 cars rolled up for the celebration of all things Stuttgart that was the Simply Porsche show at the Beaulieu estate in the New Forest on 5 June. Beaulieu, of course, is home to the National Motor Museum, the grounds of which hosted the huge turnout of Porsches ancient and modern. Held in association with The Independent Porsche Enthusiasts Club (TIPEC), this year's event enjoyed a 40 per cent increase in Porsches compared to last year's show.

Simply Porsche 2016 coincided with two significant anniversaries for Porsche. First, it's 40 years since the 924 gave birth to the so-called transaxle era. 2016 is also the 20-year anniversary of the launch of the Boxster. Both models were represented in force on the day thanks to a strong turnout from numerous owners' clubs.

But Simply Porsche is open to every model from the marque's history and, with over 800 examples in attendance, there was a little bit of something for everyone. Among the earliest Porsches were a number of 356s, including an ultra-rare Super 90 model. Almost every air-cooled 911 you could imagine from across the ages made an appearance, while modern specials including the new Cayman GT4, Type-981 Boxster Spyder and the mighty Type-991 911 GT3 RS ensured the show wasn't restricted to Porsche's classic back-catalogue.

The competitive element of Simply Porsche saw Nick Fitch's spectacular 1964 911 take the People's Choice Award. A period Porsche Fitch's 911 undoubtedly is, but it's no museum piece thanks to its lime green paint and the minor matter of 400hp from a highly tuned 3.8-litre flat six. "It's a bit of a hot-rod as I used lots of different Porsche parts to build it into my dream car," said Fitch.

As for TIPEC's own Show and Shine competition, Ian Coleman snagged top honours with his immaculate 1986 911 3.2 Carrera. To find out more about Beaulieu and the National Motor Museum, and for updates on next year's Simply Porsche show, head for beaulieu.co.uk.

TIPEC put on a top show at Beaulieu, with over 800 cars in attendance. Below: Gullwing 944? We'll have some of that!



A return to the old school methods of selling? WaffZuff is looking to reboot the Porsche parts auto jumble concept on 6 August

OLD SCHOOL AIR-COOLED PARTS JAMBOREE

Surrey-based Porsche specialist WaffZuff reboots Porsche parts jumble sale

What with everything air-cooled selling for telephone numbers at snazzy auction houses and the social season seemingly assimilating the humble car show, the current classic car scene can feel a little aloof.

So how about something a bit more informal with a hands-on element? Maybe a Porsche-themed reboot of the old-school parts autojumble? That's exactly what Raikku, workshop chief and all-round Porsche whisperer at Surrey-based Porsche specialists WaffZuff, has in mind.

WaffZuff is holding its Stumble – or Stuttgart car parts jumble – on 6 August. The sale of parts will focus on air-cooled classics from early 356s right up to the last-of-line Type 993 911. The location is Moores Open Storage, Reigate Road, Betchworth RH3 7HB. For more information for both potential vendors and attendees, the contact details are 07534 659055 and stumblebooking@gmail.com. WaffZuff's main website, meanwhile, can be found at waffzuff.co.uk.

Birmingham High Performance Centre



BOXSTER REBOOTED

Crazy body kit turns 986 Boxsters into 991 coupés

Stop. Wait. Do not adjust your tablet, phone or spectacles. Your eyes do not deceive you. This is a Type-991 911 Turbo-esque body with the cabin from a 986 Boxster. Except it isn't. Let's start again.

It's the brainchild of DNA Automotive co-founder Roland Smith, now operating as Anu Dimension and based in Birmingham. And it's a full-body conversion for a 986 Boxster. Originally, Smith fancied creating a pastiche of the classic 911 2.7 RS on the Boxster platform, but found the 986's 2418mm wheelbase was simply too big. Something more modern therefore made sense. That something is known as the GTB.

Smith and his business partner and 17-year-old son, Brandon, have aimed for simplicity with this conversion. There's no need for angle grinding or welding. Simply unbolt all the Boxster panels with the exception of the doors. They remain in situ and unaltered, which is much simpler than reskinning.

The lights all-round are straight from a Type-991 911, as are sill sections, rear quarter light windows rear screen, with the Cayman donating the main side windows. The roof panel is bespoke, single-skinned and adds a little extra strength by being interlocked to the top of the windscreen frame and the rear quarters. All told it's a

remarkably convincing and complete looking kit, not to mention an intriguing answer to the question, why the hell did Porsche never make a 986 coupé?

The main GTB kit costs £5300 and consists of 19 parts, including the bumpers, bonnet, front wings, roof panel, sills, mirror cases, rear tailgate, spoilers and window strips. To that you can add the cost of a donor car, from about £3000, 20-inch wheels for £900, tyres to the tune of £500, the £2000 lighting kit, some paint work for circa £3000 and a few pennies for the inevitable buggeration factor. A DIY build is achievable for as little as £15k.

Anu Dimension also offer a panel fitting service at £1400, which takes care of the core part of the process including hanging the panels and requires around two weeks to turn around. Alternatively, you can hand over a donor vehicle and £20,000 in return for a fully finished conversion.

Not exactly your usual package of tweaks for an ageing Boxster, then, but we dare say enough 986s were built to afford a few to sacrifice for this whimsy on wheels. To find out more about how best to go about butchering your Box', load up anudimension.com or call 0121 647 3751.

There's no doubt that this would fool 99% of folk. Easy to mock, we know, but the Boxster makes for the ultimate kit car donor. Sure beats a Beetle! We're just waiting for the first Boxster based Beach Buggy



Who wouldn't want proper Porsche oil in their classic Porsche? Seems Porsche is on to a winner, with its new range of lubes, plus the classic red oil filter

NEW OIL, OLD PORSCHES

Porsche reckons its new motor oil for classic models is a best seller. Over 120,000 litres of Porsche Classic Motoroil were sold in 2015, its first full year on the market. The oil is available in two multi-grade formats, 20W50 and 10W60.

In period and up to the 1970s, Porsche sports cars would have used single-grade oil that only worked optimally in a narrow temperature range. Low-viscosity oil was needed for the winter months, especially for the cold-start and warm-up phases. For summer, owners switched to a higher-viscosity oil to maintain lubrication at increased temperatures.

Modern multi-grade oil, of course, makes life simpler by offering both low viscosity at lower temperatures and the ability to maintain a lubricating film at higher temps. The problem for older

cars is that most modern multi-grade oils are too thin for the larger bearing play and manufacturing tolerances, as well as air cooling and the sealing materials, in classic Porsche engines.

Enter Porsche Classic Motoroil. It's multi-grade to cope with both ends of the temperature spectrum, including extreme shear resistance suitable for the high temperatures air-cooled motors attain. It's also formulated with additives specifically designed for



air-cooled engines. Conventional modern synthetic oil often has additives that damage the seals in older engines.

For the record and addressing a rather more cosmetic concern, Porsche has also revived its original red oil filters to go along with the new special motor oils. Thus the Porsche 911 (including the Type 964), Porsche 914/6 and Porsche 928 can once again be equipped ex-works with the filter in the lush Porsche red colour tone. Hurrah. The oils and filters can be ordered via your local Porsche Centre.



BOXSTER BONANZA AT SILVERSTONE CLASSIC

The 20th anniversary celebrations for the car that saved Porsche continue. This time, it's the Silverstone Classic motorsport shindig, taking place from 29th to 31st July at the home of the British Grand Prix, that's showing its appreciation for the Boxster.

On Saturday the 30th July, Porsche Club GB will be holding a parade on the main circuit of no fewer than 75 Boxsters from throughout the model's history. The parade is scheduled for the lunchtime break between races and the club is hoping to have 15 Type-986 Boxsters, 15 first-generation 987s, 15 second-generation 987s, 15 981 Boxsters, 10 special edition models, including 550s, Spyders and Black Edition and a quartet of the

new-fangled 718 Boxster.

That Boxster bonanza aside, the Silverstone Classic is surely a must-do for any car lover. The core of the event is the world's biggest festival for classic competition cars, with 16 races in multiple categories including everything from Formula One legends to 2-litre touring cars. Add live music, auctions, aerial displays, static displays from more car clubs that you can count and it's surely to be a weekend to remember. If you have a qualifying Boxster and would like to be part of the parade, drop a line to events@porscheclubgb.com, though please note membership of Porsche Club GB may be required.





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PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership

SAVILE ROW RIMS

Off the peg or made to measure? Sounds like the sort of sartorial concern that might strike you during a saunter down Savile Row. But it applies to alloy wheels, too. Like these gorgeous multi-piece items from 3SDM. Super-strong thanks to their forged construction, the wheels are both designed and manufactured in the UK. Each set is custom built and tailored for the car in question, in this case for none other than the 964 iteration of the 911. The flexibility extends to rim diameters from 15-inch right up to 22-inch, though we dare say the latter end of the scale is both a bit of a stretch for any 911 and the sort of size that might suit a bit of tyre stretch. Whatever, the custom service extends to pretty much any finish you fancy. Prices vary according to size and finish, so mosey on over to 3sdm.co.uk for contact details and more.

PERIOD PANELS

Ah, the joys of air-cooled ownership. The patter and chatter of the steering. The rasping howl of the flat six. Just don't mention the rust. With even the latest air-cooled cars approaching 20 years old and the earliest examples having notched up a half century, corrosion is a fact of life. Happily, classic Porsche parts specialists Dansk are here to help with some new additions to their range of replacement body parts and panels for period 911s. Among the new offerings are rear wings for early narrow-hipped F-model 911s. The trick this time is to exclude both the forward door striker panel and the rear light housing. The upshot surprisingly tolerable pricing of £850 for the left rear panel and £770 for the right rear. Peruse enjpgroup.dk for the technical details or head for either eurocarparts.com or classicporscherepairs.co.uk to order.

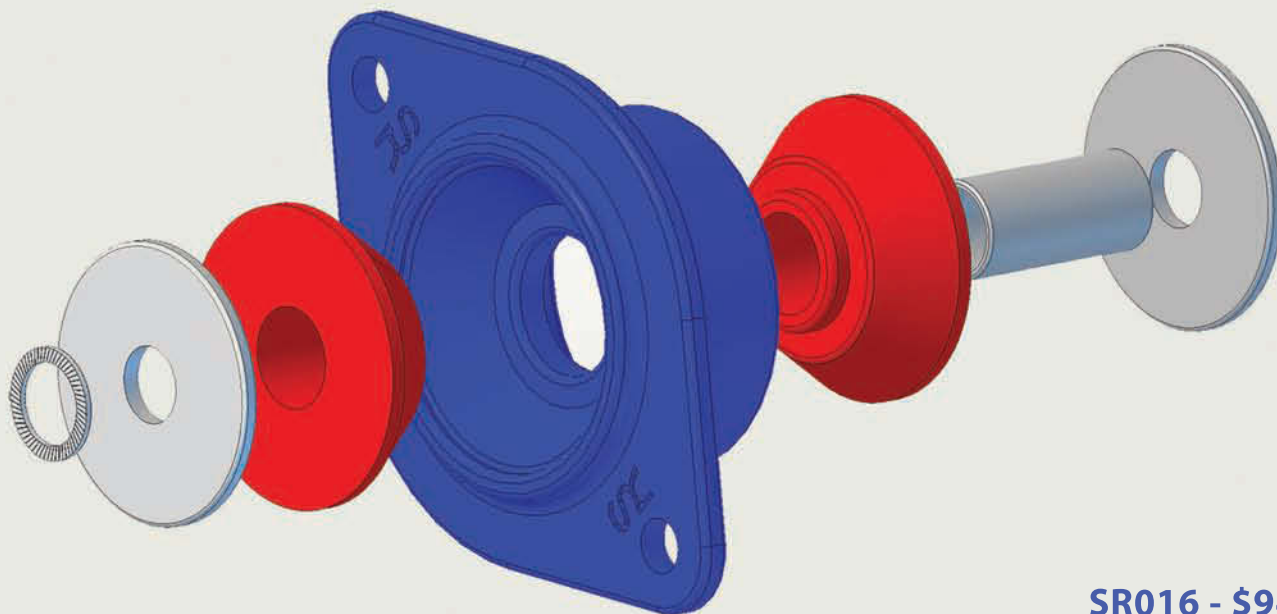
GO FOR IGNITION

While we're talking about the rejuvenation of Porsche's air-cooled back catalogue, here's something from the more technical end of the spectrum. It's a replacement Bosch CDI ignition unit from Porsche electronics specialists, Classic Retrofit. Created by engineers with aerospace experience, the basic idea is a 'plug & play' upgrade for the ageing Bosch CDI box. After two years of development and testing the CDI+ ignition unit was ready to roll and now the latest version offers some handy features including upgradeable software and adjustable hard and soft rev limiters. It also comes with a laptop cable for easy access to settings tweaks and software changes. With a burgeoning community of CDI+ users, there's scope for sharing and benefiting from the experience of others, too. Prices start at £795 plus VAT from classicroetrofit.com.



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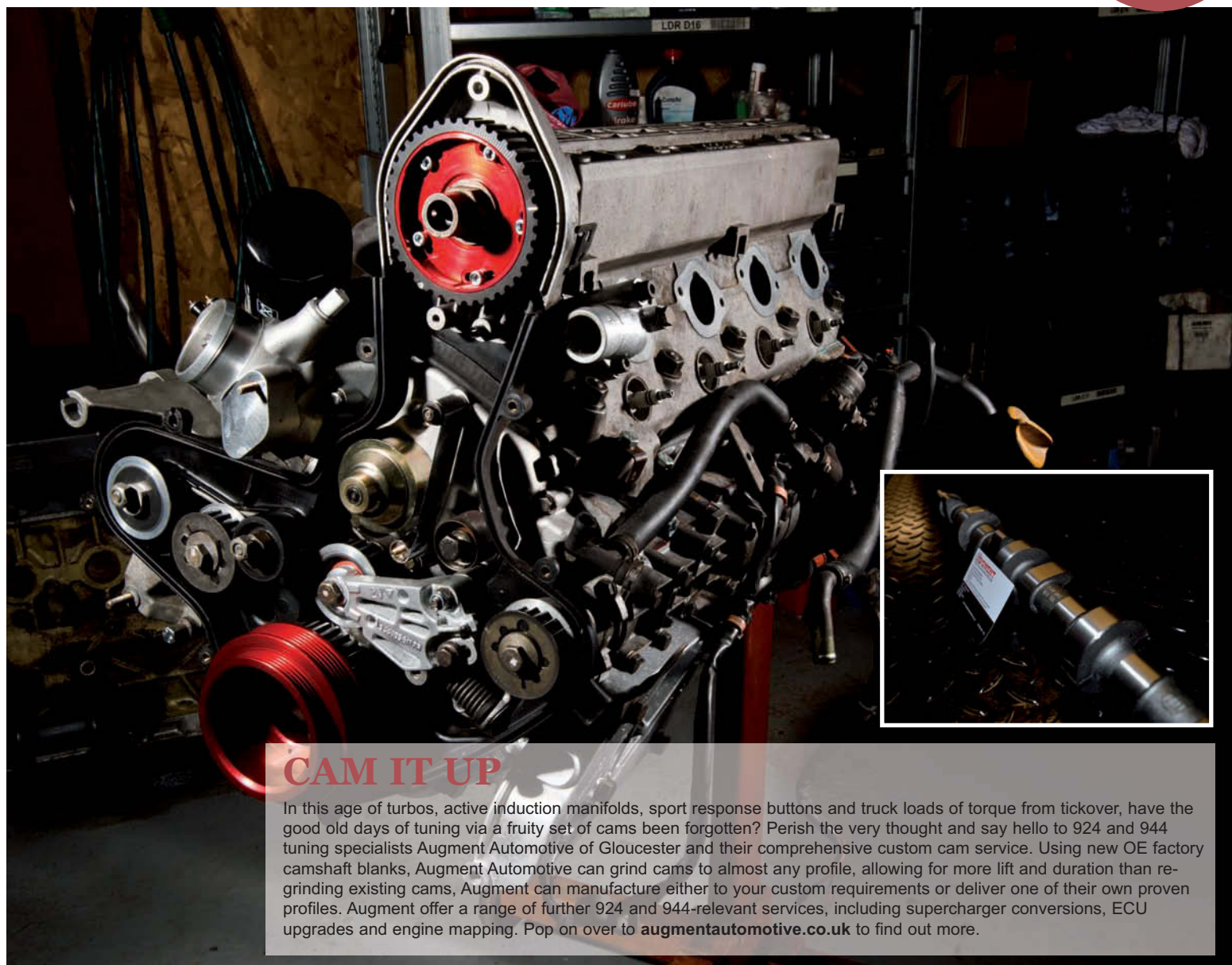


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CAM IT UP

In this age of turbos, active induction manifolds, sport response buttons and truck loads of torque from tickover, have the good old days of tuning via a fruity set of cams been forgotten? Perish the very thought and say hello to 924 and 944 tuning specialists Augment Automotive of Gloucester and their comprehensive custom cam service. Using new OE factory camshaft blanks, Augment Automotive can grind cams to almost any profile, allowing for more lift and duration than re-grinding existing cams, Augment can manufacture either to your custom requirements or deliver one of their own proven profiles. Augment offer a range of further 924 and 944-relevant services, including supercharger conversions, ECU upgrades and engine mapping. Pop on over to augmentautomotive.co.uk to find out more.

IS YOUR 928 BUSHED?

If you're an owner of a older Porsche model like a 928, suspension arms may well be a sensitive subject. More specifically, the exotic pricing of replacement arms may be the source of some significant pain. That's particularly true when you're forced to replace something like an entire 928 front lower arm for the sake of a worn bush or two. Luckily, Powerflex has a solution in the shape of some new bushes that actually improve on the original design. Powerflex reckons the bush mounting pins on the casting were unfinished, leaving a rough face. To create a smooth surface, Powerflex uses a two-part bush with an intermediary stainless steel sleeve allowing the outer bush to rotate on the sleeve. The part numbers you want are PFF57-701 and PFF57-702 and they're priced at £44.34 and £43.14 a pop. Order yours from powerflex.co.uk.



ELEPHANT BRACE

The mid- and rear-engine design of modern Porsche sports cars makes for plenty of space for front-end chassis strengthening mods. But that's also where much of the storage capacity is located. The ideal solution would therefore be something that slots in and out with ease. Enter Elephant Racing and its new QuickChange brace. Available for 996, 997, 986 and 987 Porsches, it's a crossbrace that attaches to all four corners of the front luggage compartment. Similar to the x-brace used by 935 race cars of old, it enhances chassis torsional stiffness through triangulation and thus improves chassis precision and handling. The clever bit is the quick-release pins for easy removal and refit. Constructed of aluminium tubing with CNC billet clevis ends, the brace is yours for \$490 or about £340 in old money, plus shipping and taxes, from elephantracing.com.

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Air-cooled 911s are ripe for all manner of personalisation. Indeed, you could view them as a kind of modular car kit. Choose the bits you like from each era of air-cooled to create a modern classic in your own image. A long hood here, a wide arch there, maybe a cylinder barrel or six. But if the big choices are fun, the little things can be a delight in their own right. You know, details like a period tax disc, an old dealer sticker or these natty little ignition switch covers from Car Bone. Compatible with air-cooled 911s from 1974 right through to 1998, Car Bone offers a huge array of designs and styles, from Martini stripes and psychedelic Pasha graphics to solid colours and customised text of your own choosing. It's a simple something to make your Porky P&J that little bit more personal. Prices start at \$15 or £10 from car-bone.pl.



BONE UP ON BLUETOOTH

Should in-car Bluetooth be a basic human right? If so, we'd like to refer Porsche's record to the United Nations. Because it hasn't always done a great job of integrating basic Bluetooth support. That's especially true if you think Bluetooth connectivity should include both handsfree telephony and A2DP music streaming. The latter is a feature Porsche was awfully late to support. But no matter, because PorscheX can bring your PCM2.0 and PCM2.1-equipped Porsche bang up to date with Bluetooth thanks to its P5 Multimedia Interface. It integrates fully with Porsche Communication Management, including console and steering wheel controls for the factory telephone module. Along with increased functionality, PorscheX claims the audio quality for calls is also improved. Yours for £750 from porsche.co.uk.



LIGHTEN UP

Adding a little lightness has been a core part of the proposition for many of Porsche's finest and most focussed sports cars. Whether it's the original featherweight that was the 1967 911 R, the 1973 911 2.7 RS, Clubsport models from the '80 and '90s or the very latest Type-991 911 GT3 RS, weight loss has been the way. So why not add a little lightness – and we really do mean a little – to your Type-997 911 or 987 Boxster or Cayman with this RS Door Pull Strap Conversion kit, which replaces the internal door pull with a fabric loop. Yours for a piffling \$599.98 or roughly £410, plus shipping, excise, duty, window tax and swamp insurance (possibly), we wouldn't fancy calculating the cost of each gramme you're going to save. But how do you put a price on the fractionally improved performance and handling, not to mention the added air of race-car cool inside the cabin? To bag yours, join the queue at suncoastparts.com.



CLASSIC COVER

[In an ideal world, we'd all use our Porsches daily and tuck them up in a nice, warm, dehumidified, hermetically sealed storage unit. Back in the real world, both regular use and covered storage may not always be an option. Enter this versatile car cover from Autopyjama. The new Auto-Storm AQUA UV is available in custom fit for any Porsche you can imagine, from ancient 356s to modern Caymans and Cayennes. The USP is that the AQUA UV is not only fully breathable, which means you can cover up even when wet. It also sports a silver UV coating which reflects solar radiation efficiently. The upshot is a reduction in internal temperatures of 30 per cent compared with conventional covers. Accessories include storm straps and a cable and lock for added security. Example pricing for an impact-bumper 911 is £324. Snag yours from autopyjama.de.

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997	£259.23	£1,750.00	£2,608.33	£1,459.65
991	£259.46	£1,812.50	£3,500.00	£1,785.05
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THE USUAL SUSPECTS

Porsche's new turbo era? It's we the consumer that's to blame, says Jeremy Laird. Plus the Cayman escapes mechanical catastrophe and why 2.7 is the magic number



JEREMY LAIRD
911&PW's News hound
and Porscheophile

TURBO POWER? DON'T BLAME THE LAW

Porsche has turned to turbocharging for its mainstream sports car models. Whether it's a plain Carrera or some kind of 718 Cayster, from now on you can have any engine you like so long as it's turbo. Inevitably, that's a controversial move when it comes to driving dynamics.

But the one thing everyone seems to agree on is that emissions regulations are the underlying cause. Except, they're not. The reason isn't the law or taxes or the EU. It's us, Porsche-buying punters.

There's nothing in the law in the EU, the US or any other major sales territory that prevents Porsche selling naturally aspirated sports cars. Just as a for instance, the new Audi R8 is being sold around the world with a naturally aspirated V10. The new Mazda MX-5 will sell in massive volumes across the globe. It's atmospheric, too. Ditto the Toyota GT-86.

Instead, the underlying and driving force that has led Porsche to adopt turbo power is that buyers demand each new model look more impressive on paper. As a sales proposition, it's unthinkable that a new 911 Carrera might have less power than the old 911 Carrera. We as car buyers aren't keen on paying significantly more than before for our Carreras and Caysters in terms of list prices or taxes, either. So upping the price to pay for things like EU fines on manufacturer fleet emissions averages and ignoring the benefit-in-kind tax implications doesn't work.

Meanwhile, Porsche has picked all the low-hanging fruit when it comes to making its naturally aspirated flat-six more efficient. Direct fuel injection? Check. Start-stop gubbins? Yep. Ridiculously long gearing? Sorted. Thus, the only way to increase power and maintain or improve emissions is to turn to turbos.

But here's the thing. Increasing power isn't obligatory. It's in response to customer demand for simply more power and without regard to the character of that power. Take the new 718. Porsche could have spent all that turbo development money on clever weight saving and then sleeved the flat-sixes down a bit. Call it 2.5-litre and 250hp and 3.0-litre and 300hp. Done right, performance up to about 120mph could have been maintained compared to the old models and, with the weight reduction, the handling and braking would have improved. And all that could very likely have been achieved with roughly the same emissions as the new turbo cars.

But it's a non starter because hardly anyone would buy new models with 250hp and 300hp since those numbers are smaller than before, the top speeds would be lower and all the benefits would be in the driving, not the sales pitch, brochure and pub bragging rights.

Worst of all, it's not as if the new turbo engines are actually more efficient in the real world. They deliver the goods in the government test cycles, no doubt. But I've just driven the new turbo-engined 991 C4S 2500 miles across Europe and I can categorically state that the real-world fuel consumption sucks. Without fail, I had to put in far more fuel at every stop than either the second generation 997 Carrera with its atmospheric DFI engine or even the first generation 987 with which I was in convoy. That isn't Porsche's fault, if you ask me. It's a consequence of what we, the buying public, demand – namely more power and engines that game unrealistic government emissions tests. But it's still a farce.

Of course, the exception to all this is that



some people will prefer the character of the new turbo engines. With that sentiment, I have no beef. I'm not a turbo guy myself, but I totally understand the appeal of all that effortless torque.

However, Porsche could have bolted on turbos across the range years ago. Instead it held out longer than most manufacturers with naturally aspirated engines and the reason why is that it saw value in the character of such engines. If the customer base agreed, we'd still have them. It really is that simple. So, Porsche had to go turbo and that means there's hardly any choice left in the market in general. I'm not anti turbo engines per se. It's more that I'm pro choice. And now there's almost none.

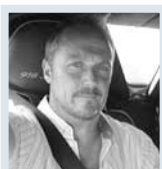
More is more when it comes to model progression. Porsche could have stuck with normally aspirated engines, but it would have meant less power. In a world dictated by market forces and constant power improvement, that would have been commercial suicide



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



KEITH SEUME



BRETT FRASER



STEVE BENNETT



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CHRIS HORTON



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PORSCHE PARANOIA

Somebody, somewhere, please tell me what to do. For I am paralysed by Porsche paranoia. The focus of this anxiety is, of course, the Croc. It's my 2006 3.4-litre 987 Cayman S with one of those ghastly M97 engines. I just don't know what to do with it.

As reported in *911&PW* issues past, the context is my very shaky start to ownership that saw the Croc dropped off for a new engine under warranty within a week of purchase back in 2014. Yes, it was classic bore scoring to cylinder six, since you ask. More recently, the Croc suddenly began to run rough and emit a truly hideous grinding-ball-bearing kind of noise that elevated in pace and volume with revs. Horror.

A quick pull of the fault codes revealed misfires on all cylinders. Terror. As it turns out, the fault was not the cam, IMS, chain or timing catastrophe I feared, but an unusual problem with the active flap in the induction 'T' that feeds air into the engine. Fixed for £300. Relief.

Bullet dodged, you might think. Never before has paying someone £300 to get me back where I started – ie with a functional motor car – been such a pleasure, that's for sure. But once the relief subsided, the introspection began. When I thought it might be really bad, I'd been through the internal bargaining process that weighed taking my losses and moving on against stumping up for a full rebuild in the region of £10,000.

Anyway, the combination of the false alarm plus the earlier actual engine failure has rebooted my engine worries. Every time

I twist the key to check the oil level, I'm slightly on edge. Is the oil consumption on the up? Are the bores beginning to go again? It's a real pity, because in so many ways an early Cayman is a mega value proposition right now. It's a car I'd love to grow old with. To be honest, even with a £10k engine bill it looks cheap compared to your average air-cooled rot box for £40,000-

plus. But the uncertainty is such a drag.

At this stage, my options are to live with the worry, sell the thing or cough up for an official Porsche warranty, which also means, obviously, all servicing must be done at a Porsche main agent. Truly, I do not know what to do. So, it's over to the *911&PW* massive. Tell me what to do, because I haven't a clue.

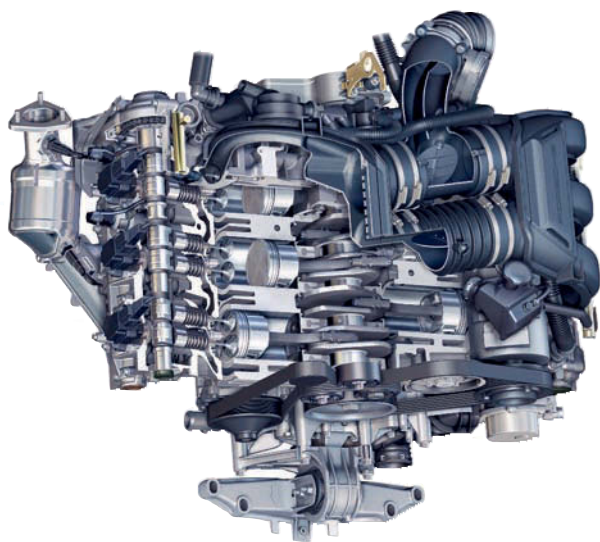
Jeremy's Cayman has dodged the bullet but our man is now almost too paranoid to turn the key



2.7 IS THE MAGIC NUMBER

Size isn't everything. Laird reckons that the 2.7-litre modern flat-six is Porsche's sweetest and most sonorous

What is it about Porsche's 2.7-litre engines that makes them so special? I'm not even talking about the legendary 2.7-litre RS of 1973. Sadly, I've never driven one and, now that they're worth telephone numbers, maybe I never will.



No, it's Porsche's modern 2.7-litre lumps to which I refer, as fitted to the 986, 987 and 981 Boxsters and Caymans. All three of them are absolute peaches. Take the 2.7-litre mill in the recently departed 981. In Cayman tune it cranks out 100bhp per litre and revs to nearly 8000rpm. What a delicious appetite for revs it has, what a spectacular road car engine it makes for, despite the 981's borderline-ridiculous gearing. I've driven so-called supercars with over twice the power that have less exciting engines.

The 2.7 in the 987 isn't shabby, either. At just over 240bhp, it can't compete with the 981 on paper. In practice, it has near-perfect power delivery for a sports car. The harder you work it, the better it gets. That it sounds like a Le Mans refugee at 6000rpm doesn't hurt, either.

But it's probably the 2.7-litre lump fitted to the 986 that's my favourite. On paper, it's tragically down on power with a mere 224bhp. But the power delivery still builds to a beautiful high-rev crescendo. Better still is the noise. If this isn't the sweetest,

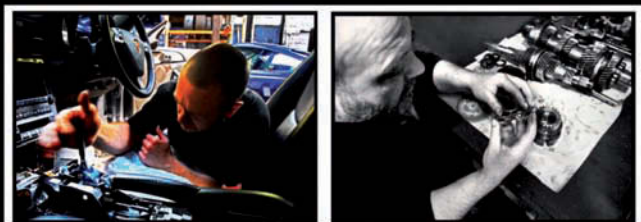
smoothest, most subtly soulful sports car engine I've experienced, then I don't know what is. The gentle howl above 5000rpm is a semi-spiritual experience.

Indeed, to drive a 2.7-litre 986 is to understand what people are going on about when they talk about the masses and forces in a flat-six being naturally balanced. It feels like it would happily spin to 10,000rpm. People rave about the 2.2-litre engine in the early 911S. Well, I've driven one. And it's really nice. But I'll take the 2.7 in a 986 Box, thanks.

That these engines are relatively unstressed just adds to the appeal, especially in the context of the M96 and M97 engines with their well-known bore issues. Take a look at a cut-away image and it's easy to understand why they are more robust. They're based on the same basic engine block as their larger siblings, but have thicker cylinder walls. So that's thicker walls but less torque. Maybe those thicker cylinder walls explain the sweeter sounds, too. Whatever the reason, 2.7 truly is the magic number.



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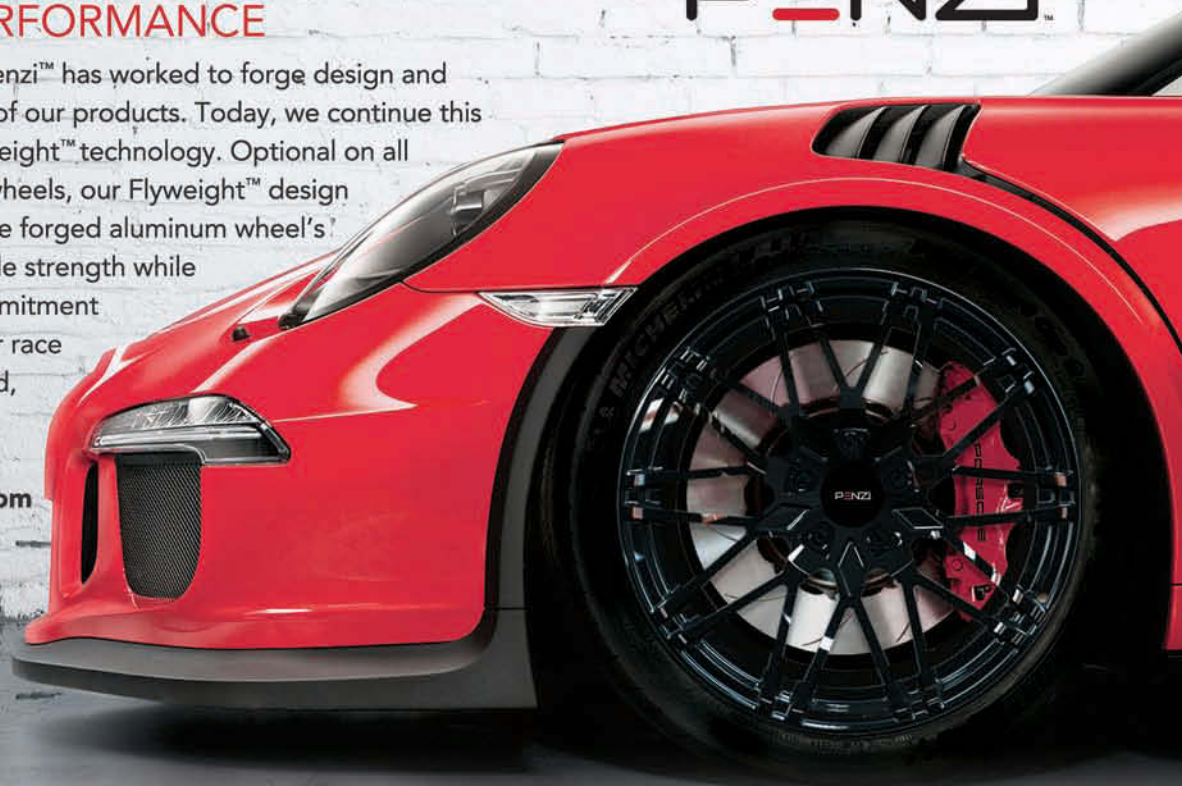
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LETTERS

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JUST DRIVE IT!

I read the *Usual suspects* piece in the June issue titled 'It's a Mad World' and wanted to share this short story.

On 7th May this year, after much searching, I found my dream car, a low-mileage 2006 997 C4S that had covered just 15,000 miles. It was bought after a long discussion with my wife as part for investment, part for enjoyment.

I figured I could use it for, say, 5000 miles a year and, if I kept it really clean and maintained well, it should retain its value, or maybe even go up over time. Just like the investors mentioned in the article. Well, the garage was cleaned out and a new floor fitted ready to cosset the car to the highest degree.

On 27th May, after a routine mammogram, my wife was diagnosed with type 3 aggressive breast cancer, and seven days later, on 3rd June, she had a mastectomy. Why am I telling you this?

Well, it's simple: suddenly our lives have changed. I took Mandy to the hospital in the Porsche to make her feel special, because in the week leading up to the operation I decided I don't want to be 'the guy in the graveyard with the lowest mileage, most valuable Porsche'. Do I heck!

No, when I arrive at the pearly gates and St Peter puts his arm around me and whispers in my ear, 'So Mark, how do they drive?', I want to be able to share lots of stories of road trips on which I intend to

take my wife, my brave, strong lady, without whose support I would not be able to afford the car in the first place.

'SER3N' is already part of our family – in just a few weeks we've shared happiness and tears. I now see that these cars were built by superb engineers as drivers' cars, and not using them would be a waste. They were built to be enjoyed by driving them: they have soul and a character you will not experience unless driven. The bi-product is that they look beautiful, too.

So, if you want to watch your Porsche sat in its heated storage facility via your laptop or phone, and count the Pounds as it rises in value, you just carry on. We are going to watch ours through its fly-splattered windscreen with the speedo having been in triple-figures whenever the road allows, and get out as much pleasure from the fantastic car as we can in what life we have left.

We have used our car nearly every day now since her diagnosis – a situation that's a full 180 degrees away from my original plan and I feel a hell of a lot better for it. My wife and I have already shared some great miles and are filling our memories with special moments.

The Porsche was just the 'Special Car' to help a 'Very Special Lady' to recover.

Mark and Amanda Edwards, via E-mail
PS – The picture was taken just one week after Amanda's operation with our son Jake at Tintern, after a Sunday's fly killing.

JUST DRIVE IT (2)...

I own a 997 GT3 and Boxster S in Dubai, and would like to add a reply to your recently published article titled 'It's a mad world' about mothballed GT3s, GT4s and GT3 RS Porsches simply not seeing the light of day due to the investment owner. I plead with you all: please drive your cars and enjoy them.

I thought you may be interested to learn in Dubai this phenomena of rocketing Porsche values does not really exist. In fact, I would go so far as to say values out here are somewhere around 40 per cent lower than those on the European/UK market – and that includes special edition GT3/4 vehicles.

Obviously you need to do your homework but with a little bit of an open mind there are plenty of well looked-after cars to choose from. I have a 2008 997 GT3 with a shade over 34,000 miles (55,000 km) on the clock and it is in great condition, with full Porsche and specialist service history just like what is available in the UK. I took the plunge and bought mine privately from a Swiss owner who had enjoyed and meticulously looked after the car. I thought, well, at these prices it's now or never as stratospheric prices back home simply put these fantastic cars out of reach. So, once it was given a clean bill of health with a pre-purchase inspection, the deal was done.

What can I say? It's by far the best car I have driven, and I'd like to express to other owners how much I enjoy driving it. It's a well designed car built to last, and I think the investment potential will always be there. But I do not see the point of buying an eight-year-old GT3 RS for £150,000 with delivery mileage, or £300,000 991 GT3 RS if you are going to just look at it. I don't expect them to rise that much in value – what do owners expect? Half a million someday? Personally I cannot see this happening anytime soon.



So there's still plenty of scope to enjoy the car, and create great memories which can be worth more than money. For those worried about running costs, it doesn't always have to cost an arm and a leg, especially with the vast amount of quality advice available from your excellent magazine. I recently paid £180 for a minor service and, also, thanks to LA Dismantlers, I have a clutch pack ready to be fitted when mine expires, at a fraction of the cost of a new one.

I look after my car, however, I don't mind scuffing the plastic front splitter on a mountainous speed bump as it can, and will be, replaced for a reasonable price. As long as the bodywork is not touched there is no problem. I also don't see need to worry about replacing the carbon brakes – if looked after they will last a long time. Options are now becoming available to replace PCCB brakes at more sensible prices, and I'm sure as time moves on costs will fall still further.

These cars will always be worth money as they are up there with the best machines. I think your recent 996 GT3 buyers' guide states the strength of the Mezger design, so treated correctly it should last a lifetime. So please, let's see more of these fabulous cars out on the road. When was the last time you saw a Viper Green GT3 RS driving around, or even a Cayman S Sport for that matter!?

Danial Cocks, via E-mail

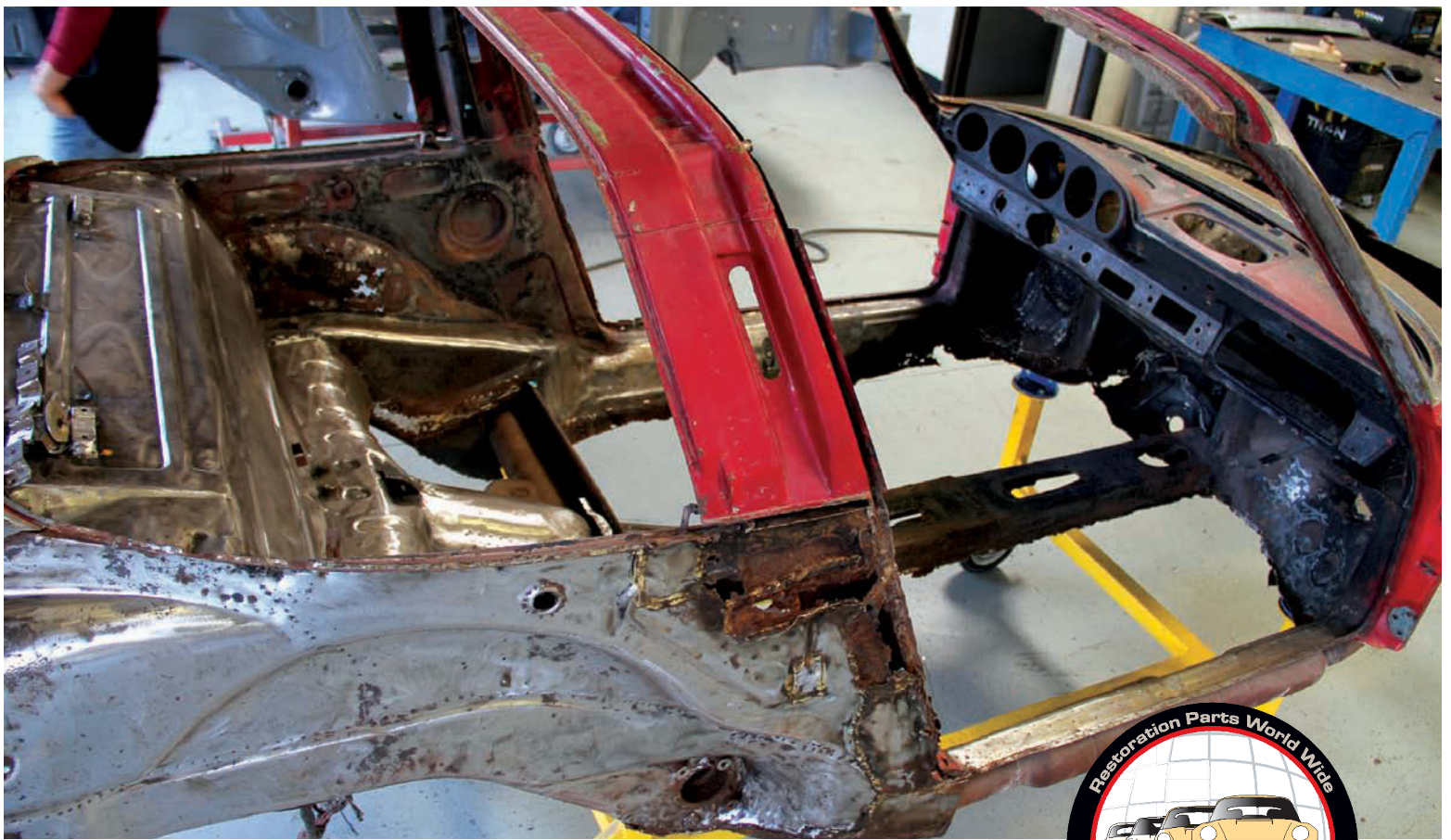
WHAT A FINISH!

Wow! Here I was, settling back to watch the end of the Le Mans 24 Hours, forcing myself to accept that Toyota was going to win, when the leading car 'spluttered' (or should that be glided silently) to a halt, leaving the way for Porsche to win.

I am still in a state of shock – how

often do you see a race end like this after 24 hours? Even without Toyota's problems, it was still a thrilling, close-fought contest. Well done Porsche on achieving your 18th victory in this historic event. May there be many more victories to come!

John Skirton, via E-mail



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944 TOUR BUS

Cambridge based gigging musician, Keith Day, uses his 944 as a daily driver and fills its comodious rear with guitars, amps, not to mention the garden waste from his allotment

Words and photography: Brett Fraser

We all know the story of young Jack being sent off to market with a cow, and instead of selling it coming home with a fistful of 'magic beans'. Keith Day's tale of Porsche acquisition is a bit like that, except that he didn't go off to sell a cow.

'I'm a guitar collector,' reveals Keith, a musician and retired teacher, 'and five years ago I had a 1994 Eggle Vienna guitar that I was trying to sell. I'd been out to meet some potential buyers but had had no joy, so I decided to stop in at a pub on the way home.

'By chance I met a guy I used to play with. He admired the guitar but admitted he didn't have the funds to pay for it; he then proposed a straight exchange, his Porsche 924 for my guitar. They were both worth about a grand, so the deal was struck. The 924 had been stuck in a barn for about 18 months and had only been driven

occasionally and not very seriously, so it was pretty knackered, but I loved it.'

Despite claiming to be 'the most non-car person you're ever likely to meet who owns a Porsche,' Keith was enamoured enough with his 924 to start an online blog (keithsporsche.blogspot.co.uk) detailing the highs and lows of classic car ownership. These included rust, especially around the nose but also along the sills, radio-related electrical gremlins, seized torsion bars, a water leak around the rear window, and a tired interior.

'I was helped enormously in my endeavours by the 924 Owners' Club,' says Keith, 'and also by local Cambridge mechanic, Big Sean, a magician. At the time of the 924's second MOT Big Sean told me that while he'd get the car through on this occasion he wouldn't want to do the same the following year as the amount of work required would be more than the car was worth. So I decided to sell it – I got

£1400 for it from a 17-year-old from Leicester.'

By this stage Keith had got the Porsche bug and foresaw a 944 in his life. 'In another happy coincidence, I was talking to Tom who had sold me the 924, explaining that I was on the hunt for a 944. He smiled and told me that his brother Dom happened to have one for sale that was in good condition and had had a lot of work done by a previous owner. Later on, after I'd bought it, Sandra my wife and I were visiting Sudbury and I picked up my first ever issue of *911 & Porsche World*. And inside it was a photograph of my car, up on a ramp – turns out that the previous owner had been one Steve Bennett, Editor of *911&PW*...

'Speaking to Dom, the signs for my ownership of the 944 seemed promising. The head had been rebuilt about 30,000 miles earlier (it has 146,000 on the clock now), and he'd had the clutch and the brakes replaced. As with the 924, though,

Keith Day and his ever so practical 944. "I never have the rear seats up," he says. This 944 was well known in *911&PW*, having belonged to Editor, Steve Bennett, for a few years



the bodywork was in need of some attention, particularly the driver's side front wing – speaking to Steve later on, it seemed that the wing had been an issue back when he owned it, so I guess it was about time it was fixed.

'Cotswold Porsche was very helpful in providing advice about sourcing a replacement. They told me that a decent secondhand item is usually £200 to £300, a new patent part £900, and even a glassfibre wing about £200. Fortunately I got lucky again. On the internet I found a bloke in St Albans who was reshaping the front end of his 944 and was looking to dispose of the wings; the one I bought off him wasn't in perfect condition but for 20 quid it was perfectly good enough!

'I also gave him a tenner for the bonnet. The one on my 944 has been very badly sprayed and is covered in ominous swirls as if it has been rubbed down poorly after being filled. When Big Sean finds the time to fit the wing we'll also have a proper look at the existing bonnet to see if it really is full of filler, and replace that too, if needs be.'

Crumbly panels haven't been the only problems Keith has had, but you can tell from the tone of his voice that he's sanguine about the fact that there will always be jobs to do on a 33-year-old car. 'There have been a few electrical issues,' he tells us, 'but fortunately Big Sean recommended John, a mobile electrical engineer. He's still got to sort out the electric windows not working, but he has resolved the habit of the headlights flipping up but then not going back down again.'

'I've also had to sort out the heater, which had become a bit fractious. The heater units in these cars are very well made, but the valves have plastic arms that become brittle with age – if you're changing the heater, take care not to bash them...

'After a while I became conscious of an awful noise from the suspension when going around corners and feared it could be a failing front wheel bearing. So I took Big Sean for a quick ride and it didn't take him long to pronounce that he thought the anti-roll bar bushes might have disintegrated. Sure enough, when we put the 944 on the ramp we discovered the bushes simply weren't there.

'Back home, and after a stiff drink in preparation, I rang the Porsche Centre at Harston [Cambridge] to enquire about the cost of bushes. Steeling myself for the answer, I was astonished to find they were £2.20. So I bought two sets so that we could change the rears as well. When I couldn't tell the very impressive parts people at Harston what size bushes I needed, they ordered them in both 20mm and 22mm and told me to simply return whichever set wasn't required.

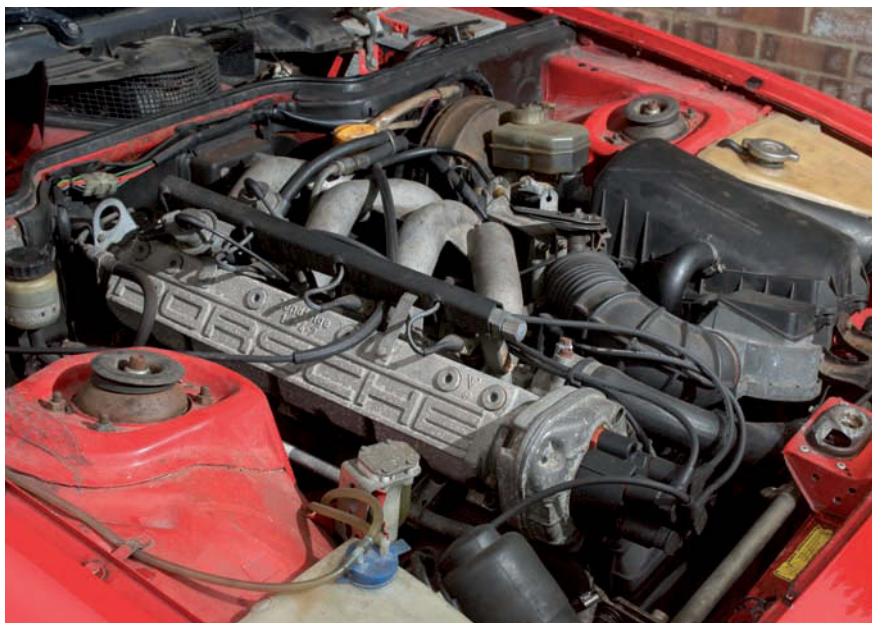
'It was strange sitting in a Porsche Centre, drinking their coffee and sitting next to a £3500 bicycle, while waiting to pick up 16 quid's worth of parts, but I was more embarrassed than they were. They really do treat classic Porsche owners with respect. Big Sean agreed to help me fit the bushes one Saturday afternoon and only charged me £20 for his services.

'The next bill might not be so modest, though. When Big Sean puts on the new wing he's also going to have a look at why the driver's door is sagging so badly: I'm

Keith's 944 on a Y plate is something of a rare beast. As a 1983 car, there can't be many older 944s on the road and certainly not many – or indeed if any – still in daily use



“ Back home, and after a stiff drink in preparation, I rang the Porsche Centre ”



Above: Gutsy 2.5-litre engine is in good health. Interior in good shape, too. Before Bennett owned the car, a previous owner had the seats retrimmed by Southbound. Bennett fitted the period Momo four-spoke wheel



HISTORY

Timely that we should be featuring a 944 in the Y&Y slot, while we're also celebrating 40-years of Porsche's transaxle cars in this issue.

The 944, of course, was born from the 924 project and was hailed as a 'proper Porsche' by the press, largely because of its all Porsche developed engine: The 2.5-litre, 163bhp, four-cylinder was loosely based on one half of the 928 engine.

Launched in 1982, it also featured rather more macho flared wheel arches, but otherwise the 924 connection was clear to see, and the interior was near identical.

Later the 944 was turbocharged to create a car that many rated over the 911. The aspired engine also grew to 3-litres and then it gave way to the 968 in the early 1990s.

guessing that there's a fair bit of welding on the horizon. Realistically, though, the 944 doesn't cost me a fortune to run and because I don't do a huge mileage in it – about 4000 miles a year – petrol isn't an issue and neither is insurance: I get a great deal through Adrian Flux on a classic car policy. And to date the car has never let me down.'

The 944's reliability is particularly important to Keith because he uses the car to transport him and his music gear to and from gigs; he plays as part of a covers band called The Melodybeats, and on his own playing folk, country and rock. 'I never have the rear seats up,' Keith grins, 'I use it as a sports van. It's fun and it's quirky and it causes a stir when I pull up at venues. One of the other guys now has a 968, and when we turn up together it makes quite a sight.'

'Although I do my best to keep the 944 fairly neat and tidy, I'm not afraid to use it on a daily basis and even take it with me

when I go gardening down on the allotments. Most of the allotment folk are used to seeing the car down there these days, but occasionally I get quizzical looks from people who've seen me digging but then getting into a Porsche to go home – somehow it doesn't compute.'

getting in and out.'

Meanwhile, having discovered some of the history of the car via that chance purchase of *911 & Porsche World*, Keith is keen to find a few back issues and read the full story. 'Dom who I bought the car from said he'd chuck some press cuttings into

“ I even take it with me when I do gardening down on the allotments ”

Keith is carer to his 95-year-old mother, so can't really stray too far from home, otherwise we suspect the 944's annual mileage would be much higher. 'At least my mother enjoys the Porsche, too, because I take her to the hairdresser's in it. She really likes going in it, but isn't such a fan of

the big pile of paperwork that he'd amassed, but I didn't find anything in the envelope.'

Well, Keith, if Dom doesn't eventually come up trumps, we may well know a man who can help... **PW**
melodybeats.info



Above: Keith's 944 still looking good after 33 years on the road. Left: Have guitar will play/travel in a 944 tour wagon

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911 R-RATED

No, you can't buy one, unless you want to pay some speculator three times the asking price, but it would be mean-spirited not to celebrate the most hardcore, driver focussed 911 ever built. We apologise now for the eulogy, because it really is amazing, but perhaps to have driven and experienced the 911 R is worse than not at all, because now we want another hit

Words: Adam Towler **Photography:** Jamie Lipman



First came the desire. It was there during the era of the 997 GT3 RS, and let's face it, no one ever accused that car of not being 'involving' for the driver. Still, there was a wish, amongst contributors to this magazine and many others I am sure, for an enthusiast-spec 911 that focused on the driving, rather than performance or lap times. A 911 'Club Sport', perhaps, that did for the modern 911 what the 968 Club Sport did to the transaxle range all those years ago. A simpler car; light.

Then came the waiting, and then the 991 GT3, and the decision to make it PDK-only.

That really got a good number of the 'purists' wound up, but not without fair reason: one of the beauties of the previous GT3s was the way in which they involved you with the driving experience, and whatever your stance on the subject, removing a pedal from the footwell simply has to have an impact on that aspect.

The story evolved again with the GT4, showing us what was possible, and perhaps in a funny way, what we had been missing. I drove it around the same time I drove the 991 GT3 RS, and whereas I'd have once expected a 911 RS to be unequivocally the apple of my eye, it was its baby brother

that really stole my heart.

Porsche's head of GT cars, Andreas Preuninger, didn't – as usual – mince his words in interviews. He admitted that Porsche had no choice to embrace technology such as twin clutch gearboxes to maintain competitiveness on the track against the stopwatch. In the process he and his department had created a ruthless machine in the new GT3 RS, with capability beyond anything yet experienced from a 911 wearing number plates. And yet had it gone too far? For me, as with a number of other reviewers, its performance was now so extreme, yet so curiously easy to access



in part, that road driving could be something of a non-event unless the car was being driven in a highly anti-social manner.

Now we have the R. Maybe like me you thought this was a 911 going back to basics, but as soon as we heard it would have the loopy 4-litre RS motor in the back it was clear this would be no 'Club Sport'. When the details fully emerged, the R turned out to be extreme in every sense: performance, price and desirability. At 500bhp and £131,901, and with just 991 to be produced worldwide, this was going to be a car even more hyped in the market than the GT3 RS, and we all know how

prices of those have gone – not to mention the sort of speculators they've attracted. The R now looked like a car to be parked in a de-humidified storage centre, not a car to get back to simple driving thrills, and given the vetting and qualification process before being allowed to buy one, the price is largely academic anyway. If your name's not down, you're not coming in. All of which means I'm not quite as excited to be driving the R as I thought I would be. Don't get me wrong, I'm still very, very excited, but I'm still one notch away from completely over-revving the brain as I walk out of the hotel on the Isle of Skye and contemplate the

white-with-green stripes R that sits in front of me. A mixture of cynicism and a faint but pungent whiff of 'the market' is slightly holding me back. And you know what? I'm about to be proved very wrong.

In white, the 911 R looks like a big car. Without the distraction of wings, but with huge wheels and subtle front splitter, it appears to grow out of the ground like a huge lump of white-hot metal. Open the door and there are just two seats; modern buckets, offering total support, but trimmed in a retro tartan fabric. There is no radio, and there is no air conditioning. Instead, pride of place, there is a gearlever, and the

911 R

Engine:	4.0-litre flat-six
Transmission:	6-speed manual
Top speed:	200mph
0-62mph	3.8 secs
Power:	493bhp at 8250rpm
Torque:	339lb ft at 6250rpm
Economy:	21.2mpg combined
Kerb weight:	1370kg
Price:	£136,901



pattern set into a gloss black cap atop the carbon fibre gear knob denotes six speeds, not seven. Hmm. Six speeds in a 911 once again, the first time in a 991.

The recipe for the R is relatively straightforward; it's the fine-tuning and execution of the theory that as ever has required the golden touch of Porsche's GT department. This is a narrow-body 991, with the engine from the GT3 RS, coupled to a manual gearbox, and with as much weight saving as possible. It takes its inspiration from the original 911 R of 1967, itself the pioneer of go-faster 911s – a 'Carrera RS' when the latter was still a

strong man effort required. It's the same casing as the current GT3, but with new internals – and only having one clutch saves 20kg. Talking of weight saving, around 5kg of sound insulation has been ripped out as well, and there's the narrower body, and the lack of that massive rear wing. Compared to an RS the R is 70kg lighter, and with far less drag. Suddenly, and despite relying on grey matter to change gear, not incredibly sophisticated and swift electronics, the R recipe starts to look very rapid indeed.

Like any 991, the R is easy to drive. As I let the engine warm through, I note how

and geo settings, but also the four-wheel steer system over the GT3's, and the results are obvious. Combined with the extraordinary purchase of the Cup 2 tyres on the road's surface, this makes for a 991 that is almost hyperactive in the way it wants to get into a corner. This isn't the near-nervous steering of a modern Ferrari; it's just that the R's initial reaction to an input has no slack in it whatsoever.

Point number two concerns the engine. What is it about introducing a manual gearbox to an engine that makes it seem so much quicker? There is no torque converter to sap performance in the RS, and yet somehow being able to hang onto gears, to play with different rev bands over varying ratios, makes the whole experience seem more vivid. You know how the RS is a really, really fast car? The R is like that, only more so: it is absolutely every inch the force of nature you might expect a 500hp 911 weighing 1370kg to be, and then a little bit faster again. The way it slips through the air with just a touch of throttle makes me giggle out loud, every time. It picks up heartily from low down, rips your eyebrows away from the skin through the mid-range, and then goes completely mental as you zap past 8000rpm – at which point your hand had better already have started its fevered lunge for the gear lever, otherwise it will be too late and the rev limiter beckons.

Time and again I let the engine sing forth, cherishing every one of those revolutions in an era when the modern down-sized turbo engine is choking our enthusiasm for fast cars.

Almost as memorable as the

“Introducing a manual gearbox makes it feel so much quicker”

twinkle in Doctor Fuhrmann's eye. Porsche didn't have the confidence to sell the exotic 2-litre 911 R, and perhaps it was indeed too much of a reach for the burgeoning company and its brand, so only a handful were ever made. Only in late 1972 did a motorsport 911 finally come of age.

This new gearbox isn't the old six-speeder. It's certainly not the rock ape job as fitted to the previous 997 RS: I can tell you that, because yesterday I was driving Porsche GB's 3.8 gen 2 and I was shocked at the sheer muscle power required to swap cogs. This new 'box is different: tactile, precise, but without the

that despite its exotic, angry specification, it doesn't have the rattles, odd harmonics, heft, and occasional fidget that a hardcore 997 or earlier 911 would have had. The R is smooth, but that's not to say it's dull, just that you could conceivably drive this car over very long distances and it wouldn't be overly taxing. Other than this ease of operation there are two things that strike me above all else.

Point one, is the sheer agility of the car. There's an immediacy and vitality to the way the R changes direction that actually takes a little getting used to. This shouldn't be surprising, because the engineers have reworked not only the suspension rates

Left: Porsche chose the west of Scotland to launch the 911 R. Amazing roads and an amazing car. Below: Sober interior with checked trim in contrast to white/green exterior. Six-speed manual is a victory for manualists everywhere





acceleration is the noise. The R doesn't have the ram air intake of the RS, and therefore doesn't have the same tone, but the actual engine and exhaust noise inside the cabin is louder. It never fades away. Go faster and it gets louder, so nearly to the point of being uncomfortable, but never beyond it.

between shifts (automatic in Sport, but hardly necessary here when to do it as a driver seems so paramount) little more than a shriek that's over before it's done. It's like being shut in a padded dyno cell with the engine – just you and it locked in a face off, and as the human in that partnership I can tell you that's an

engine goes about its savage work: it's like those promo films for F1 engines shot in the dyno room, all metronomic perfection and savage sound.

Trying to combine the R's performance with its agility, outright grip and incredible powers of braking is exhausting work. It may 'only' get its downforce – mainly for high-speed stability – from an underbody diffuser, but on the road you won't miss the wing. In fact, you'll probably be travelling far too quickly to think about anything other than that precise moment in time, which in a way is job done for a car that seeks to immerse you in the activity of driving.

Now, Andreas: if we could just have that 991 Club Sport to enjoy at saner speeds and a more attainable price that would be great. Or perhaps that should be Cayman Club Sport – which is yet another discussion for a rainy day... **PW**

The book of 'supercar superlatives' doesn't quite cover the full 911 R experience, but even now, after all these years, Porsche can still find more to extract from the 911

“ It's like being shut in a padded dyno cell with the engine ”

So smooth does the motor rev – especially with the optional lightweight flywheel that saves 20kg off the crank – that the noise rises and falls in pitch constantly, the sudden blip of throttle

intimidating thought. Not only is this the same outright power as the famed 4-litre Mezger engine, but there's something almost terrifying at the pitch-perfect, super-smooth way in which this MA1

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DEATH IN PARADISE

Its owner murdered, this 2.7 RS languished in a Trinidad shed – till Autofarm's Josh Sadler rescued it. Now the dilemma is whether to restore it, or merely recommission it

Words: Johnny Tipler Photography: Antony Fraser

Barricaded in its late owner's Caribbean shed by his daughters to hide it from modern-day pirates, this '73 2.7 RS was a prize waiting to be discovered by a connoisseur who recognised its true value. The car spent 38 of its 43 years in Trinidad, most southerly of the West Indies' archipelago. But, after 14 years not turning a wheel in the wake of its owner's untimely demise, 911 expert Josh Sadler got wind of the car in its tropical idyll, and its resuscitation began.

We're talking about the last right-hand drive 2.7 Carrera RS Touring ever made. Chassis number 1576 of the 1590 built is one of just 93 right-hookers, a sunroof car, and it's also one of a mere 16 that were painted Royal Purple – though that's not quite the hue that we see here. Purple haze...! Blame the customising fad popular back in the '70s, and with so many RSs ending up in racing and rallying, cars with a documented history that retain their core originality are pretty rare. This one has also retained the rare technical features of the very last of the 2.7 RS series, installed for homologation purposes. These include the

'short' trailing arms for what soon became the 930 Turbo's suspension geometry, and the stronger Silumin crankcase, the material used on the 1974 3.0 RS and RSRs; so there are a few interesting mechanical aspects, too, though not obvious to the casual observer. 'All that glitters is not gold,' quipped piratical Sir Walter Raleigh sailing off Trinidad in 1594, though, conversely, 'you can't judge a book...' might be more apt, because what looks like a shambolic old sea dog is actually a treasure chest, in the shape of an extremely rare and valuable Porsche.

Key player in the calypso saga is Norwegian car salesman and 964 owner Rikard Asbjørnsen, married to a Trinidadian woman and living in Fort Lauderdale, Florida. Having just acquired the car, it was he who tipped off Josh about its existence. There was much synchronicity about the deal. When Josh went over to the States to race his 911 ST prototype at RennSport Reunion at Laguna Seca last September he employed Florida's Riviera Beach-based Porsche transport specialist, Phil Bagley of Klub Sport Racing, to truck the ST to California and then back to Florida for the

subsequent Daytona 24-Hours. By coincidence, Riviera Beach is just 35 miles from Fort Lauderdale, which couldn't have been handier for a meeting with Rikard, who arranged for the car to be brought over from Trinidad so Josh could see it. The fact that Josh could contemplate the purchase was down to Phil Bagley having found a buyer for the ST. 'In early October, Phil told me he'd sold it, and I was a bit gob-smacked because I hadn't put a small price on it, but he'd sold it to a collector in Columbia. We could still do the Daytona classic, provided the buyer didn't mind, because he wasn't going to be paying for the car until January 1st for tax reasons or whatever. And then, literally the next day, an email came through from Rikard, offering me the 2.7 RS. I thought, it's almost as if this is a spoof, because Florida is a big place and it was a coincidence that Rikard was based close to Phil's place. But what was even more spooky was that he put a value on it that was identical to what Phil had sold





Interior is a hotch potch of original – the the dash and door cards – and bits that shouldn't be there. Seats are '80s Recaros. Centre console is from a Carrera 3.2. Rather oddly the electric window switches are from a 924 or 944 and the steering is a non-original Personal job of '80s vintage. Interior largely intact because rodents hadn't managed to get in

the 911 ST for.'

Then, delays in Trinidadian bureaucracy held up the shipping, so instead of seeing the car in Miami, there was a last minute switch to Fort Lauderdale. Even then it wasn't that straightforward: there were other sharks in the water. 'Rikard was applying psychological pressure over the biggest Porsche dealership in Florida, called Champion Porsche, and the owner is Dave Maurage who hails from Trinidad and, guess what car Dave Maurage owned for a year or two in his youth in Trinidad? This very car! And I thought, "I can't cope with financial competition like that." His two sons went to look at the car a couple of days ahead of me, and I thought, "Well, whatever happens, happens," but I think they didn't even begin to understand it. Which made me a bit sad. I guess that Dave Maurage is a modern man, a businessman and not too much into nostalgia. So I arrived on the Sunday and was able to give it a very thorough going over, and discovered a car that was remarkably solid.'

Externally, perhaps, but there were issues, unsurprisingly, under the skin of a car that hadn't turned a wheel for 14 years. 'The island's rodent population had been nibbling around the edges, but fortunately they hadn't got inside as far as I could see. I realised that the centre section of the rear bumper (which is an aftermarket bit that we used to make and sell, back in the day) was too narrow and in the bodyshop they'd obviously used some filler and corrugated cardboard (!) to make it fit nicely, and the rodents had eaten the filler – you can actually see their teeth marks in the

overrides! It had literally baked in the sun, too. The fuel tank was completely dry, and I've never seen that before.'

Having established that the car was, for the most part, sound, Josh had a hagggle with Rikard and agreed a deal. 'I thought it was a cheap RS, even with Rikard making a nice margin, and it was cheap, especially for the UK and in right-hand drive.' Coincidence alert! Rikard was now in a position to buy himself another car, and he revealed to Josh that what he was after was a 997 GT3 RS. Josh was able to help: 'the chap that I travelled in

at the right value was also difficult because I hadn't got a purchase invoice; in effect we'd just done a swap. But we finally managed to extract it, and Cars UK, based in Suffolk, told me to get it trucked up to New York and they would container it to England. And so it whistled through the various customs posts, though some silly bugger pointed a steam cleaner at it, which was a bit frustrating, but after all, it was carrying a few Trinidad rodents on board.'

Soon more of the background emerged. The car was delivered to its first owner in

“ The car was delivered to its first owner in Newcastle-upon-Tyne ”

the truck to Daytona with is Phil Bagley's mate, and on the way he told me he'd got a 997 GT3 RS! And I said, "I know somebody who wants one!" And that was another spooky thing; he literally sold it in five seconds flat on the phone.'

After Daytona, Josh went home; 'I asked Phil to disconnect the brake pedal in case somebody pushed the pedal in, in which case it would never move again, and disconnect the gear stick so nobody stuck it in gear.' Meanwhile Phil stored the car until Josh got the paperwork sorted. 'It hadn't really been imported properly into America, so exporting it again was fairly complicated, and exporting it

Newcastle-upon-Tyne in 1973, but for one reason or another he neglected to take the British paperwork with him when it was dispatched to Trinidad in 1978. We tend to think of 2.7 RSs as having ducktail engine lids as standard, but this particular one was originally fitted with a standard F-programme sloping lid, including a rear window wiper. As Josh confirms, 'it had a plain engine lid; if you wanted a rear wiper on an RS, Porsche wouldn't fit one to a glassfibre ducktail, you have to have one of these regular aluminium engine lids with a rear wiper on it.' However, this standard engine lid remained in Britain, implying that the 'tea-tray' wing was already

Interior has been re-trimmed. Slatted grille in front spoiler is surprisingly neat, says Josh Sadler, and is probably made from a cannibalised engine lid grille



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fitted when the car was exported. Or maybe it wasn't. Josh is sceptical: 'the original engine lid stayed in the UK, but it doesn't fit that the 3.3 Turbo pattern rear spoiler that's on it at the moment got hung on the car at that time, so it must have had something else happening to it back then.' Josh is in touch with the first owner and hopes to elicit some useful information concerning the absent documentation and engine lid. 'Its second owner in Trinidad was Dave Maurage, the Champion Porsche guy, and thence it went to someone called Albert Johnson who seems to have been responsible for the re-spray and transformation work, which fits with the period seats and radio. It looks like Albert threw his wallet at the car, personalising it, and I need to reach him to find out when these things happened.'

Specifically, the modifications – or upgrades, perhaps, in the eyes of the perpetrator – range from the lattice-pattern BBS wheels, the aftermarket 3.3 Turbo pattern spoiler and high-level brake light, elephant-ear mirrors (which are for a left-

hand drive car and therefore canted awkwardly on this right-hooker), and the rear sill panel fitted to carry the later Porsche reflectors. Josh is upbeat: 'it's also endowed with a pair of very nice reclining Recaro seats, which are the '80s ones, still with separate headrests. It's got a later Personal steering wheel, and it's got an '80s Blaupunkt stereo-radio stereo with the remote control lever between the seats, which was a top of the range piece of kit at that point. Plus Monster sound-system speakers mounted on plywood on the rear shelf. Headlights are US spec, with US lights on the front as well. It had a front oil cooler fitted, but as a piece of engineering that leaves a lot to be desired – the plumbing is diabolical – although the grille they put in the front spoiler is very neat – probably a cannibalised engine lid grille. This is Trinidad workmanship, so the aesthetic is better than the technical.' He is far from delighted with the paint job, though. 'When the car was re-sprayed, unfortunately it was re-sprayed very thoroughly, in the boot and engine bay as well, but very badly. The fan blades and

airbox were painted jazzy red and the fan housing blue, and the windows were all blacked-out in a fairly obvious way. The window frames were all finished in black; whether they'll clean up or not is another matter, but I'm hoping they will. The Goodyear Eagle tyres are virtually brand new, but probably 30-years old. Although the back ones inflated, I had to put some tyre seal in the front ones, so now they're all staying up OK.' As for the Middlesbrough number plate, that's almost a '50s antique.

The enigmas stack up. 'It's interesting, because in many ways it's been very nicely looked after, and in other ways it's atrocious! My feeling is, just pottering around the car, is that in the '80s and early '90s, this Albert Johnson chap was moneyed and could afford to look after it, and he'd found somebody in Trinidad who was an engineer. Then in '93 it went to Leon Paria, the chap who was abducted and murdered in 2002, and I think that if he'd stayed alive, it would have been the death of the car.' Not so well looked-after, then. The press report states that Paria went out in his Jeep to do the



Purple is the colour, but not this purple! Original colour is Royal Purple, and this RS was one of only 16 RHD cars to be wearing such a coat, making it pretty rare. The respray is in a rather more shocking shade of purple, and it doesn't stop there. A Turbo wing, BBS wheels, flag-style mirrors, black trim and later sill covers all mask this RS's true identity. The dilemma now is what to do with it. Leave it as is, or restore to original

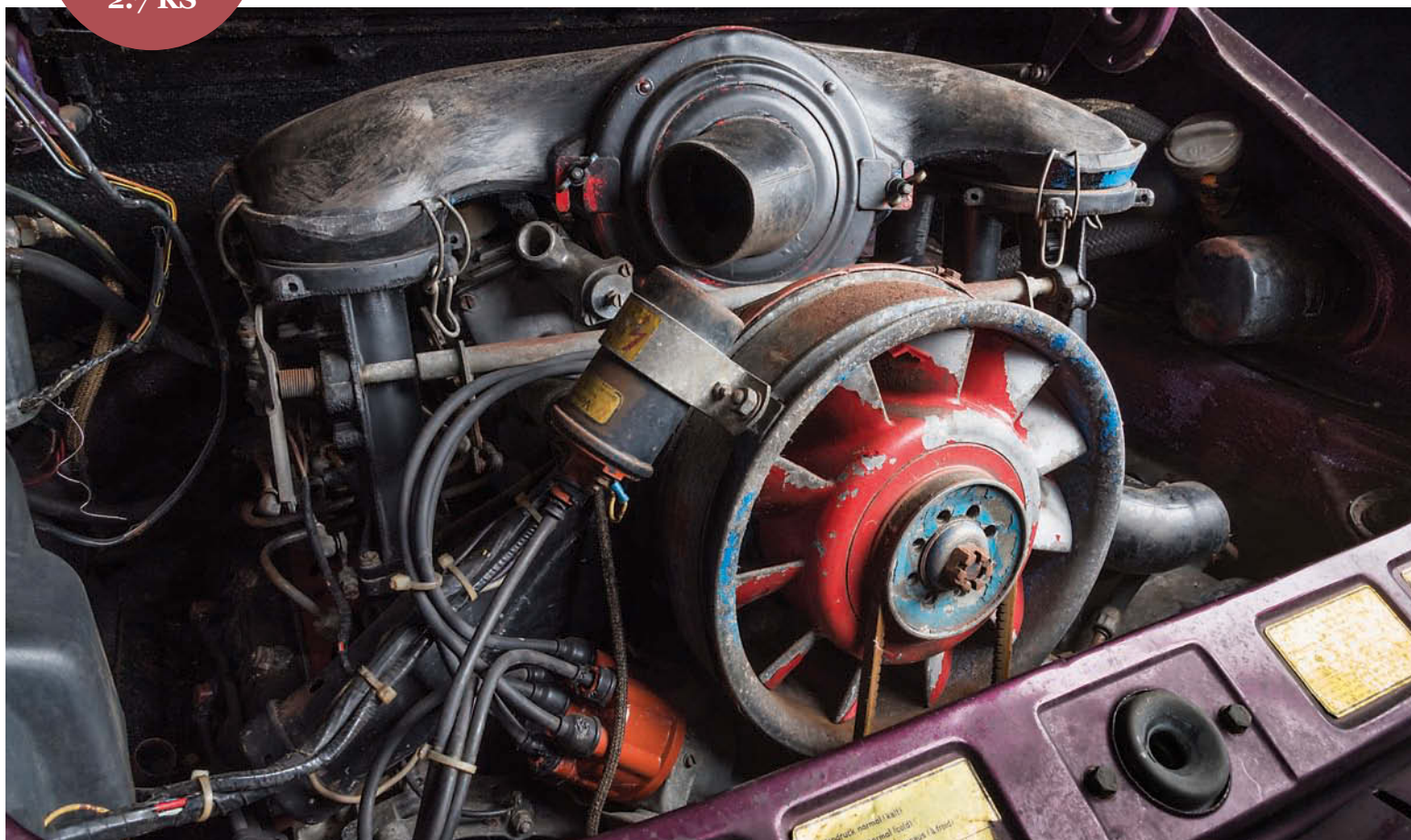
shopping at the local supermarket and never came back. The vehicle was found in a wood, his body was discovered a few weeks later, and the murder remains unsolved. There's no suggestion that he was up to no good. 'He wasn't a criminal,' said his wife in the local paper; 'he was an outstanding citizen.' The imagery is touching, prompting the thought that, were it not a serious matter of life and death, it would make a suitable plot for Sunday evening's fave 'Death in Paradise' soap, set on a Caribbean island, starring Kris Marshall and Joséphine Jobert, where the mayhem unravels in a shanty seaside village and the local policemen sip cocktails under the palm trees at beach-bar shacks, surrounded by orchids, parrots and a reggae soundtrack. Cue Desmond Dekker: 'dem a-lootin, dem a-shootin, dem a-wailin... Shanty Town.' The harder they come... Far from fiction, in this case there was no good outcome for the owner. The car was not a terminal case, though, and Mr Paria's surviving family members were pragmatic. Josh explains: 'His wife and two daughters knew the car was special, and they kept it in

a lean-to next to the house, and there it sat. Over the years a few people tried to steal it, and they piled old furniture against it to disguise it, while dogs patrolled the garden. Rikard said that the family agreed it was the eldest daughter's by inheritance, and Rikard, who I guess is the same age as the daughters, got to know them and said, "look, it's not doing a lot of good just sitting there, can we try and reach a sensible price?" And so they did.

For the moment, it's still a non-runner, which is why Antony shot it in Autofarm's barn. So here's the dilemma Josh faces: the car spent most of its life in Trinidad, and that's where its history lies, warts and all. Tempting as it is to undertake a comprehensive restoration that would return the car to original spec as a 'standard' 2.7 RS, the mods made to it in-period distinguish it as a car that's seen life – and death. Fashions change, and with them our view of what's right and what's wrong. Today, we value the purity of the original design, especially an icon like the 2.7 RS, and to defile it with aftermarket kit is heinous

desecration. Back then, the opposite was true: owners couldn't wait to fit a set of aftermarket wheels or apply the latest in groundbreaking aero tweaks. As Josh says, 'the modifications done in the late '70s and '80s, that we now regard as tasteless, tell the tale of the car. I'm sure it would be worth a lot more if it was restored, but cars are all about their owners, and I've fallen for the story of this one.' He's open to suggestions: 'I would be amused to start a discussion as to what to do with it. Trinidad is a fairly contained area, something like 40 or 50 miles across with mountains in the middle, so it's not a small island, but if you've got a Porsche, you're in a very small community, I'm sure. I've got enough leads to put together its story in Trinidad.' As for restoring it, the rare mechanical facets are irrelevant; they'd end up being reconditioned in any case. The key question, posits Josh, is, 'how do you restore it? Do you restore it back to a new car? In which case you'll lose all the Trinidad passion and history. If you restore it as an original RS, there'll be nothing left to link it to Trinidad. Or, do you, in some way,





Engine remains unopened, but a lot of sludge fell out with the oil, although there were no metal particles on the drain plug for engine or gearbox. Whatever, a rebuild is on the cards

restore it as it is? What is the honest thing to do? The car is "the Trinidad RS". I can't believe there were any others there. It'll certainly be a conversation piece. I would like to get it running, and it would be amusing to run it around as it is, just to see people's reactions. The paintwork is abominable! The painting technique and colour scheme was doubtless considered magnificent at the time in Trinidad, but certainly not state of the art today.' This one will run and run.

Life in the Tropic of Cancer has been relatively kind to the 911's metalwork over four decades, despite the all-pervading Caribbean humidity; there's plenty of bubbling and blistering on the front wings and doors, and the bottom of the left-hand rear wing is shot, but Josh is unperturbed: 'it's a little bit weak around the doorjamb, and that's about it in terms of the tub. The floorpan is fine and the turret tops are sound. And no sign of it ever having been damaged, as far as I can see.' Josh thinks he's got to re-build the engine, whatever. The mileometer states 17,473, but that's not necessarily credible, though the

gauges are clean. In the engine bay it's a different matter. 'The ancillaries have got into such a state because of the local rodents, and that's all got to come off. They've even gnawed at the distributor cap! At which point, we'll have what you call a long-block engine, just the core engine. The only thing that concerns me is that I've drained about four litres of sludge from the engine and oil tank. I think Paria was just completely out of his depth with it. I suspect it needs such a massive service that you might as well just pull the thing apart. You've got the Silumin crankcase so you haven't got all the problems of the earlier magnesium crankcase. I worry about the state of the Mahle pistons and the big-end bearing shells and stuff like that. And if you're going to get it running, you want to be able to drive it as well. You want to be able to floor it and take it round to the red line in comfort, and from what I've seen to date, that's a non starter, dropping the sump plate and seeing all the sludge that came out. But there was no metal deposit in the engine or gearbox. I suspect he just trundled it around,

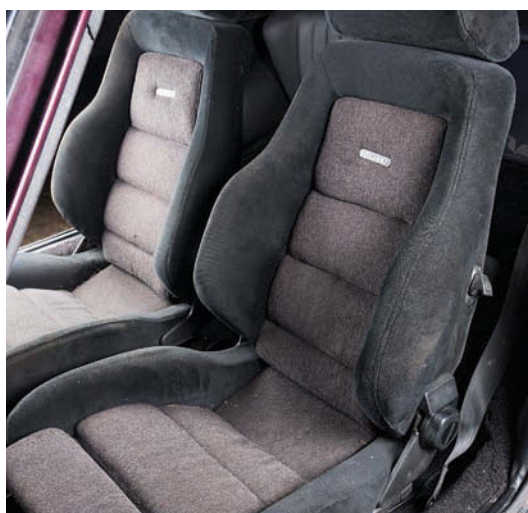
posing. Apparently there aren't many places where you could really thrash an RS in Trinidad.'

Bereft of its Trinidadian heritage, the RS seems destined for a career in Britain and the Continent, depending on which way Josh chooses to go with it. 'What I will probably do is simply get it running, because I won't be able to see the state of the paintwork when I'm driving it down the road. The seats are actually very comfortable; they're very supportive. The BBS wheels are in-period, one-piece that used to be quite sought-after and have a market value today, but I would fit European lights on it.'

One thing's certain: if Leon Paria were alive today, he would be the owner of a car worth \$1m. Or would he? Josh's appraisal of the car's deterioration during his tenure suggests a complete restoration would be necessary to achieve such a figure, though a mechanical rebuild would at least make it a runner. And for Josh, that is the most attractive prospect right now. That way its paradise island makeover remains intact. Purple reigns! **PW**

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HEY DAY AND THE HOT-RODS

Swaggering, carefree attitude grab you? These two 911 hot-rods mosh it up in spades. We pop in for a pogo at Paul Stephens

Words: Johnny Tipler

Photography: Antony Fraser





Let's get physical! No self-respecting punk thinks twice about a bit of argie-bargie in the moshpit sweatbox, up front at a punk gig, and that's how it is with these guys out in the street: a pair of punked-up Porsches of a certain age, hell-bent on hanging tight on the hairpins as well as playing urban trendies, doing the leery café racer thing. In short, they look the part in any scenario – and, just as importantly, they deliver the goods on the blacktop, too.

Let's peel back this orange dude's rind first. So it looks for all the world like a 1971 ST, low-down stance and bad-ass attitude. Dares to be different: forget the Fuchs, it's on genuine Minilite wheels, shod with Toyo tyres, 205/50 R15s on the front and 225/50 R15s on the back. And continuing with the post-industrial theme, it's got a roll-cage inside, no door bars – though there's provision to mount them – and it's the tube layout that used to be considered the

normal configuration, rather than the steel spider's web that's become the thing of late. Sparco four-point harnesses clad repro bucket seats. In fact, both cars' seats are period-look replicas by BF Torino, slightly different to each other, inspired by Recaros, and dispensing with the weight of heavy electrically adjustable seats. The steering wheel is a Momo Prototipo: but why is it they always look too delicate for the job, compared with a beefy RS job? The main heater control is the central lever by the handbrake, simplicity itself, on or off, you pull it up according to how much hot you want inside your rod, and, frankly, today I need as much as possible. There's a fire extinguisher in the rear footwell and a cut-off ignition switch on the dashboard alongside the radio. It's got Plexiglas sliding windows in each of the doors, plus the thong-pulls to open the doors and the little Cup racing mirrors on each of the doors. The tow eye is prominent on the front and it's got an RS style front valance and



Orange hot-rod is based on an SC and features all the lightweight stuff that you would expect. Looks the part, too

similar RS lightweight rear bumper, and the rear tow eye is prominent between the tail pipes. The engine lid is in glassfibre, and the 3.0-litre flat-six features PMO throttle bodies and carbs with flat-top air boxes. The engine lid has no ducktail, so there's an impression both of purity as well as austerity, given the general nature of the beast. There are a couple of blanked off circles just to the inside of the headlights, which must have been for mounting spotlights. Physical graffiti, too: it's got Porsche graphics in black along the bottom of the door and the bottom of the wings that help set off the period look.

The grey 3.2 Carrera – with respect to its origins – also has similar RS lightweight style bumpers front and rear with the over-riders the same colour as the matching bumper, and its front lid is in glassfibre. A single tail pipe emerges from the left-hand rear three-quarters and, while the orange

car has black window surrounds, the grey car has brightwork frames with chrome door handles. It has a sunroof, and a regular engine lid. There's something altogether romantic about a classic 911 with lowered suspension but no spoiler on the engine lid; no wing, no ducktail. Unusually, one of its most distinctive features is the set of gold Group 4 wheels – replica eight-spoke Campagnolo items from the early 1970s. These are also wearing Toyo tyres, which are 205/50 R15 on the front and 225/50 R15s on the back. It's fitted with a single Durant-style door mirror and Momo Prototipo wheel, ordinary seat belts and similar corduroy Recaro-style bucket seats. The badge inside the glovebox states RS-Teknik, which endorses its emergence as a previous Paul Stephens incarnation. The grey 3.2's engine is absolutely standard, mechanically. Paul Stephens explains the philosophy: 'We start with weight reduction

over mechanical substance to make them go and handle like they do, and then if you want to add mechanical substance as well then we can do that, but the cost-effective way of making one go quickly is light weight, like the grey one.'

These hotties are descended from Paul's RS Teknik line, rather than his suave and sophisticated PS Autoart oeuvre, which as he admits is 'fundamentally an obsessively detailed item. The hot-rods are an evolution of the RS Teknik concept which we've polished up and brought in line with our Paul Stephens branding, so they're known as PS Works – not 'werks', because we're English!' Indeed, the RS Teknik concept consisted of a kit of mostly retro glassfibre panels, valances, sills and wings that were a cost-effective way of backdating your 911 on more of a do-it-yourself basis. Our grey hot-rod has a glassfibre front lid, but it also sports genuine S series wings and a

3-litre engine has had a top-end rebuild and features PMO carbs and 964 cams, plus dual outlet exhausts. Right: Gold Minilites





Standard Carrera 3.2 engine gives the grey car a more relaxed feel. Gp4 wheels look the part in gold, and make a change from Fuchs

steel engine lid. As Paul says, 'they're just the fun element, really. We've got three core models: Hot-Rod, Club-Sport and SCR, but the generic thing is that we capitalise on weight reduction first and present them in a funky '70s style. They're a crossover between outlaw and the motorsport scene of the '70s, and that's the look that we give them. The two you've got here are Hot-Rods, the Club Sport is more like an RS because it's got a ducktail spoiler, and then the SCR is a lightweight impact bumper car with lightweight front and rear bumpers.'

It's customising under a different guise. 'If this concept appeals to you, you can pick and choose, you're not governed by what we do. For instance, we've done a 3.2 Carrera that's got a 993 engine; it's not for the purist but we're going to put that look on it. It's black, and it's going to have a leather interior. Your two hot-rods are quite different: the grey 3.2 is standard mechanically, and

that really is where it starts in terms of less-is-more: it's just got lightweight panels and stock mechanicals, and the orange 3.0 is based on an SC, and it has a better engine because it's had a top-end rebuild, it's fully balanced and it has 964 cams, PMO carburetors, dual outlet exhaust, limited slip

from low down, and it's quite torquey for a 3.0. The grey hot-rod really likes to rev in a way that's not characteristic of the 3.2, and that's mainly down to getting rid of weight.'

The hot-rod look is significant in the build-process, too. 'We can do big wings and wheelarches if you must, but that's not

“ It's amazing how lightening a car has such a dramatic effect ”

Cars can be built to your spec. Grey with chrome and gold wheels might not be everyone's choice, but it works for us

diff, bigger brakes, and an aluminium bonnet as well as Plexiglas windows all round, weighing in at about 980kg.' It is amazing how lightening up a car has such a dramatic effect on its performance. As Paul admits, 'You can put wilder cams in, but the Carrera 2 cams give you quite a spread of power

where it's at, really: it's all about getting as much rubber under the existing wheelarches as possible without putting big wings on it, and you can do that on either an SC or a 3.2 Carrera. We can do it on your existing car, or we can build you a car to your spec.'

Both these hot-rods are priced at £75k,





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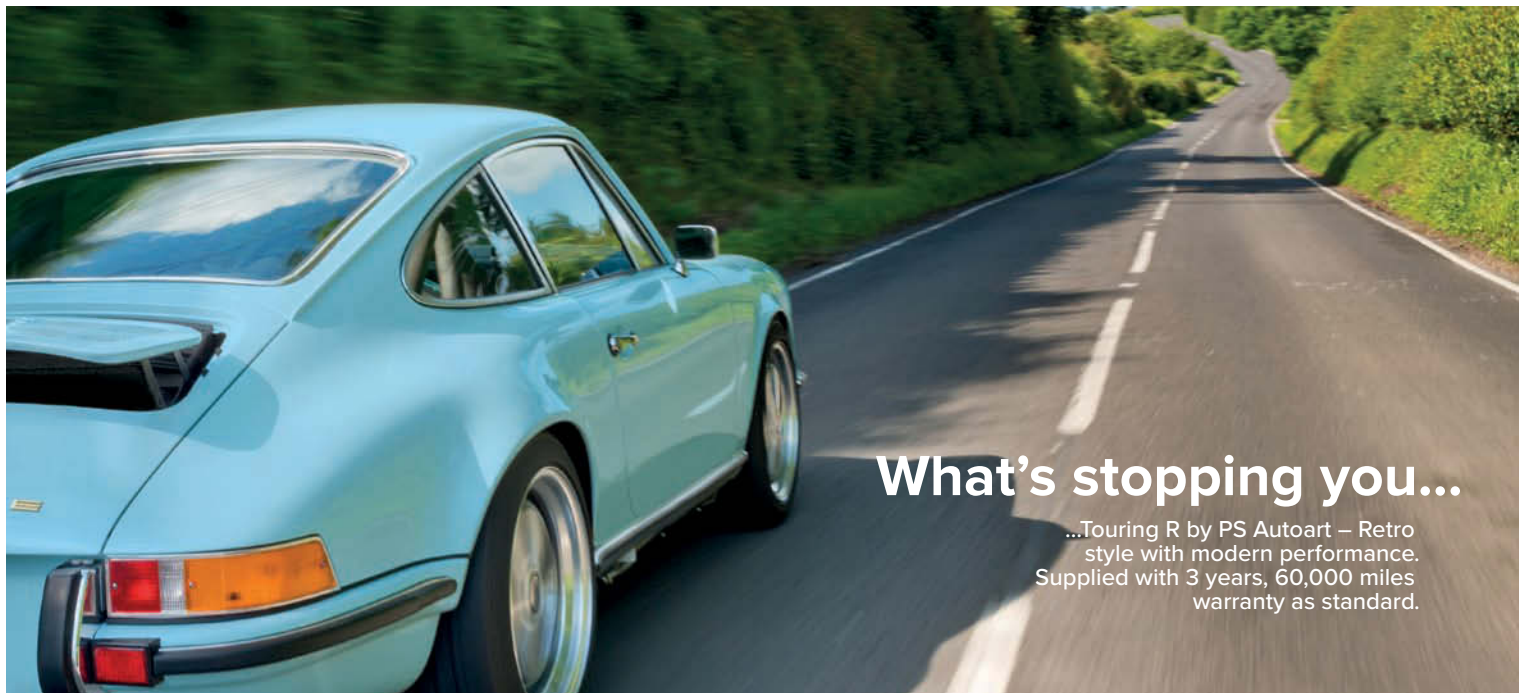
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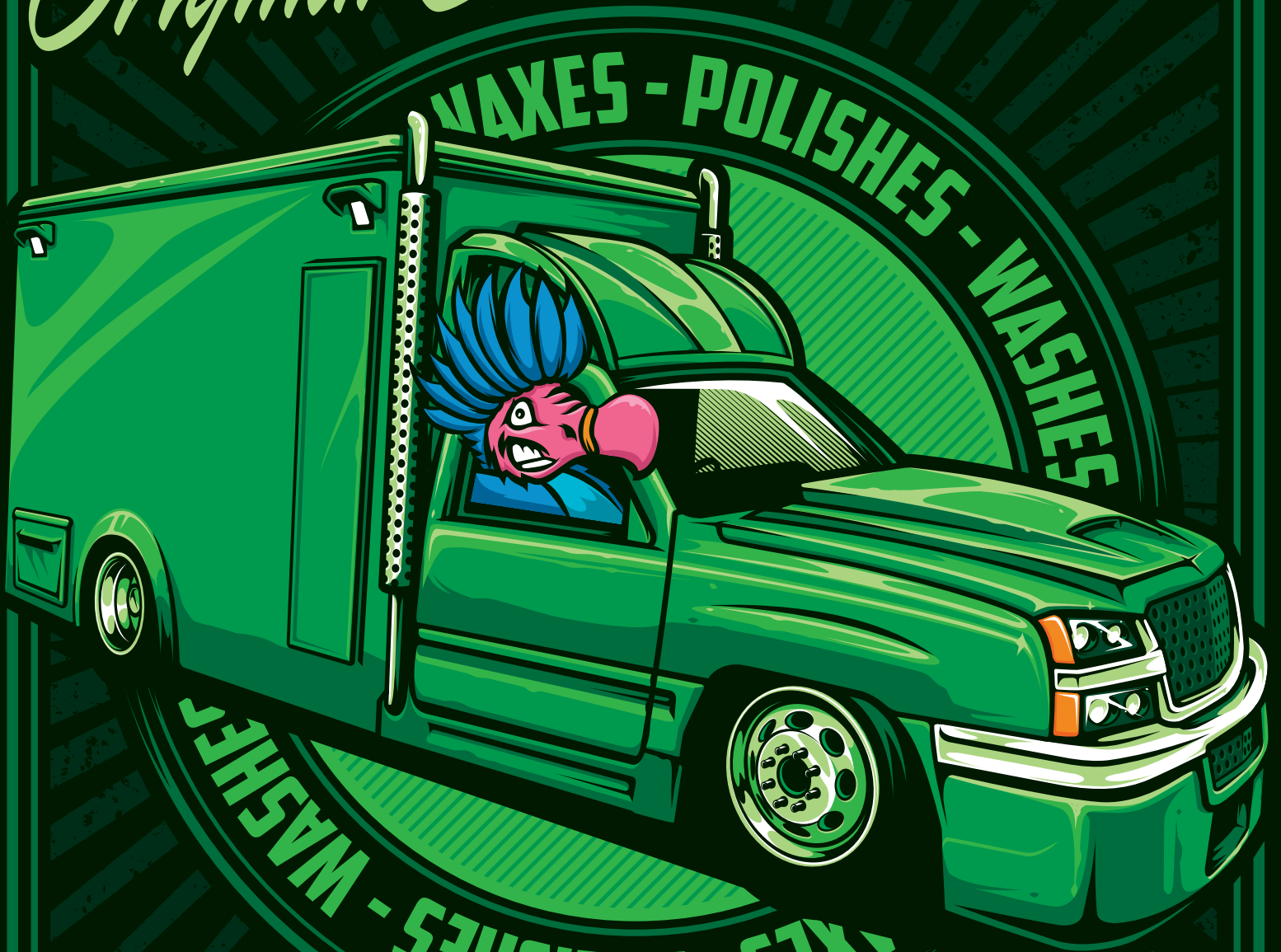
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which is reflected in the worth of the donor cars, because the raw conversion costs between £25k and £30k, and had there been a change of colour, that would certainly make the budget closer to the £30k. That tells me that the donor car was actually not in all that bad shape to start with, and that augurs well for the finished result. 'You're going to end up with a solid, reliable car that's fun, and at £75 grand it's not dear when you compare it to what we are doing with the Autoart cars; it's cheap, but you're not comparing like with like.' So, surely, you'd want to be doing something other than just using either of them as your road car; they deserve to be rallied or, at the very least, taken on track. 'Possibly, but they're more aimed at the fast road and trackday market,' qualifies Paul. 'They're not

intended as race cars or for rallying around England on Tour Britannia or whatever, they're more for people who don't need or want to conform with period-correct cars or vainly obsessive restorations; that's not what it's about; it's just fun. You can fit track-biased tyres like Yokohama Advans or Pilot Sports which grip like hell on the circuit, so you could turn up at a trackday, rag it round and not be too worried about it, because it's not going to get hot or do funny things.'

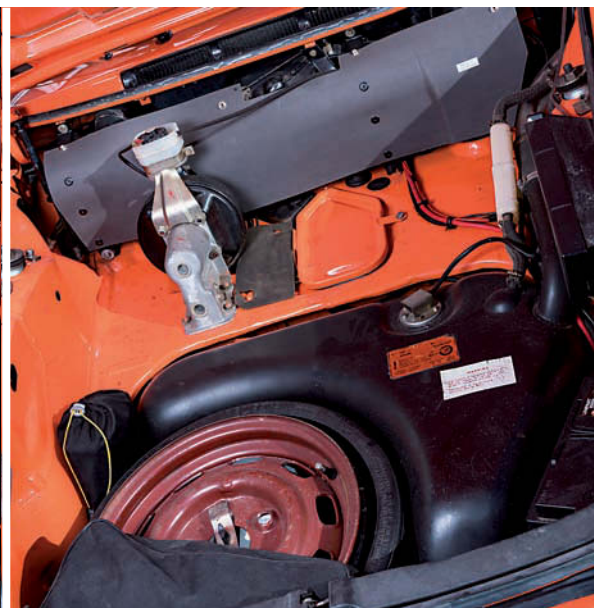
Apart from our two wild ones, there's at least one more going through the PS workshop. 'The black one we're building at the moment is an absolute classic, it's got a 3.2 Carrera body, lightweight panels, it's got a 993 engine and G50 'box, it's going to be on big Fuchs, it'll have a tan interior, lots of anodised stuff going on with window frames

and chrome trim. That's the ideal base car because it's not bound by the value of a genuine matching numbers 3.2 Carrera, it's got a 270bhp 993 engine in it, so it's ideal for messing about with. We certainly don't carve up really nice low-mileage collectable cars; we start with ones that are looking a bit sorry for themselves generally or need mechanical work. We can upgrade someone's existing car; for instance we can take a 3.0 or 3.2 out to 3.4. Narrow body is the key; keep them slim because, again, there's less weight, better aerodynamics, and if you push them really hard, the tyres get sticky and they've got loads of grip. We can do fat ones if that's what people want, but the ethos is to keep everything minimalist, light and nimble.'

The legendary influences are

Orange predictably looks rather more vibrant. Lack of ubiquitous ducktail makes a change. Plexiglas windows add to lightweight appeal

Under hood compartment loses the carpet. No great loss as it always looks like an afterthought anyway





Interior has been lightly lightweighted, with door cards and removal of rear seats, plus period style sports seats up front. Otherwise it's largely Carrera 3.2. Oh, and a Momo Prototipo steering wheel, of course, without which the retro 911 scene would be in big trouble!

Gold Porsche script complements the wheels. Unmistakeable head gear of J. Tipler at the wheel!

inescapable. 'The orange SC-based car is also reminiscent of a 2.7 RS Lightweight, which of course is in an entirely different league price-wise, but it's quicker, as well as dishing up more of the raw '70s 911 R gruppe hot-rod experience. Lightweight door cards and carpets clad the cabin interior, and though they're not precisely what Porsche would have fitted in period in an RS lightweight they are more durable and smarter. In an unassuming sort of way we try to make the inside look as plain as possible, the sort of thing Porsche might have done in their 911 competition cars in period, it's form following function, nothing more than you really need. The grey one has still got roof lights, but the orange one hasn't, because it hasn't got a sunroof, and we put the courtesy light under the dashboard so you've got a little bit of illumination when you get in and out.' There's another, unlooked for advantage, too. 'Because they're light, they're kind on brakes and tyres, and they're actually quite economical on the road because most of the time you'll probably be a gear up than

you would in a 3.2 Carrera, and then you just put your foot down and it's off.'

It's time to see what's hot and what's not, so it's off to our fave photoshoot location, the perimeter roads around a former WW2 air base, where we can hang tough (not that there'll be anyone around much to hang out with). So I am driving the grey '3.2 Carrera', which doesn't feel much like the

counter, which is surprising when you consider the 3.2 is normally quite a lazy engine. I'm so in touch with the driving experience, it's more acute, I'm not insulated from my surroundings like I'd be in a standard car or even a more modern Porsche; it feels more alive. And actually, Greystoke has a very nice 915 gearbox as well, which shifts beautifully from one slot

“ Because they're light, they're kind on brakes and tyres ”

one I owned 15 years ago. This one's lowered and lightened, and that accounts for a more zesty performance and why it exudes jollity and feels agile and nimble around the corners; not particularly like a normal 3.2, I'd say. It is ever so easy to drive, and very compliant, the flat-six revving freely, zinging right around the rev

into another. It's had the brakes overhauled, too. The odometer buried in the standard 3.2 Carrera dashboard says it's done 90,600 miles, and on a day like today I'm grateful for the efficient 3.2 heating that's controlled by the levers on the central tunnel above the handbrake lever.

We go through some of the moves



needed to fulfil the snapper's repertoire of shots, and I switch cars. The Orange Blossom Special is much more stripped out than Greystoke, and much more like a track car. I've got the four-point harness on, and even on the road it keeps me more appropriately secured. Is it a Willans harness or Sparco? The belts have both labels on them, so I think the lap belts are

strip, proclaiming its PS origins. The dash has seen a little more service than it has in the grey car. The 915 shift in the orange car is also a decent linkage, and I have no problem finding the ratios here. I suppose that, because this was an SC in its original guise, the steering is more of a work-out than the grey car, but it's nice to set it up for a corner, and I feel I'm balancing it

across the road! It also has a harder, more focussed engine, and that invites it to be taken firmly by the scruff of the neck, and then it really becomes enjoyable and great fun. Pussy-footing results in understeer, whereas power on and pushing a bit makes it step into line and even get it drifting on a bend where there's a clear view. I'm more like thinking it around the corners as if riding a motorbike than directing a car, musing that this would be fabulous on something like the Panamericana – though I don't know if it would be eligible. It responds instantly on the throttle, and I can put it very much where I want it to go, so it is the more purposeful car of the two. Although it looks kind of frivolous in its orange hue it's the sterner of our two hot-rods as a drive, whereas the hard-faced grey car is more light-hearted in attitude, with more of a road-going disposition than a trackable disposition. Either of them would be good company on a 'do-anything-you-wanna-do' basis, though as a daily driver the greyster would be less frantic. So, go ahead punk, make my day. **PW**

“ The orange machine is the sterner of our two hot-rods as a drive ”

Even with prices of air-cooled 911s on the up, folk are still happy to go down the hot-rod route. Probably because the machines that they are paying homage to are seriously out of reach for most

Willans and the shoulder ones are Sparcos. As for the little Cup mirrors on the side windows, you can't really see too much out of these, and the sliding plastic openings are just fine for communicating, though I guess a tad restrictive on a hot summer's day. They slide to-and-fro in a neat bearing race. The top third of the windscreen is swathed in the anti-glare sun

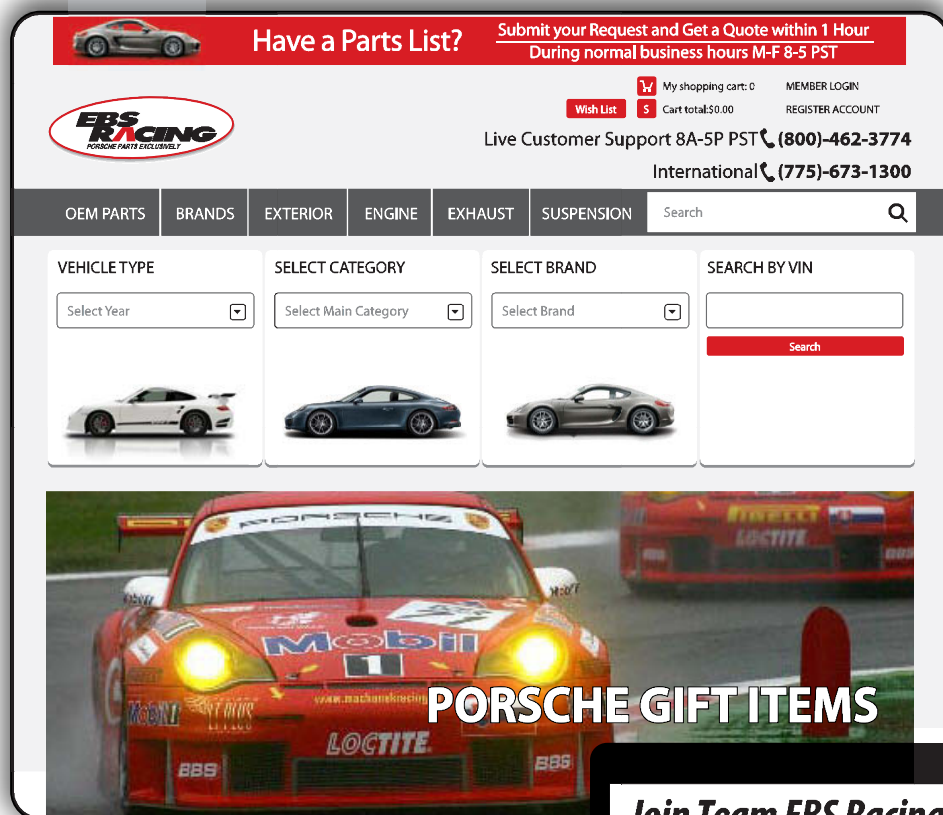
around the bends, having set it up, and then I juggle it on the steering wheel and the throttle as I home in on the apex of the turn, keeping the power judiciously on the whole time and, given an unrestricted stretch of winding road, it works very well in that context. In the handling department, it's a neat little car. The brakes are bloody sharp, too, as I find when a hare darts



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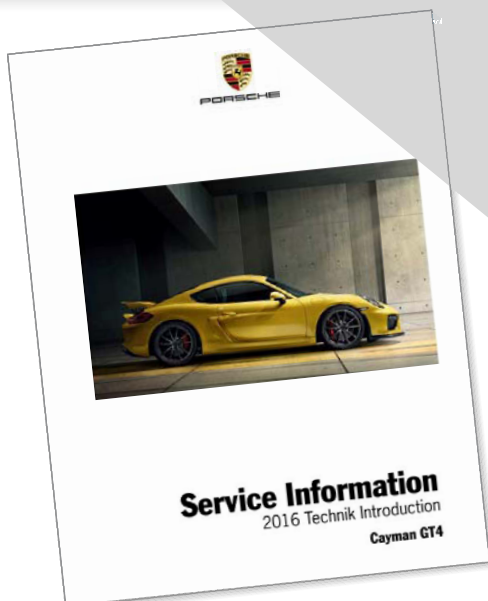
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GENERATION 997

Words: Adam Towler

Photography: Antony Fraser

The 997 sits bang in the middle of the modern Porsche generation. It's a development of the 996, but shares little with the 991. It is, in our humble opinion, the 'sweet spot' of the post air-cooled 911 world





Excuse the hairy legs! We bring you this picture purely to demonstrate the compact, shoulder-rubbing dimensions of the 997's interior, one of its many virtues

The PDK gearbox shuffles smartly down the cogs until it reaches second gear, and I turn into the side road that leads off through the forest. There is no other traffic about, so I wait at the top of the road for my accomplices in the other 997s, glancing back from whence I just came. After a pause of a few seconds a sudden twinkling of LED daytime running lights heralds the arrival of the convoy, led by the GTS. Visible above the offside swollen rear wheel arch is the front headlight of the blue gen 1 Carrera S, and a bit further back from that, the black, broad form of the gen 1 Carrera 4. And you know what crosses my mind? 'Damn, the 997 was a good looking car, it really, really was.'

I knew that already, but sometimes it takes an impromptu vignette like that to really make the point hit home. There is no way that the 997 looks consummate with the increasingly bargain purchase it currently is, just as there's equally no way this car is somehow inferior because it's not air-cooled, or was built to modern build techniques and with contemporary materials. In that glimpse it looks every inch the classic 911 in the making, and I simply can't wait to be reacquainted with the differing models once again.

The 997 has always been a Porsche favourite of mine. In fact, I think it has been my favourite car of any marque throughout my career doing this so-called 'job', period, and the 997 GT3 RS is my ultimate car of all time. I've been so lucky to drive them all on various occasions, from those early gen 1s through to the loony GT2 RS and the very blue Speedster, and bar the odd Tiptronic here and there I've never been disappointed with one. The 997's blend of

styling, interior, driving dynamics, performance and versatility is a genuine sweet spot, and I'm not afraid to say – although slightly sad that I think it – that the 991 simply can't compete. Sure, it's a better car, in a quantitative sense, but the 997 still feels like a 911 while combining all those varied qualities I've mentioned above. That's the beauty of this car.

So we've decided to celebrate these cars in this publication with a retrospective feature. Having the glorious but infamous gen 1 Carrera S present seemed like a must, as did a 3.6-litre car, hence the appearance of the gen 1 3.6 here. We needed to tick the four-wheel drive box as well, and the gen 1 car is a C4 so that's

996 Carrera models, but did gain an extra 5hp to take the maximum power to 325hp at 6800rpm. That's why it retains its 'M96' type number (M96/05 to be precise), instead of evolving to an M97 number like its bigger brother, the 3.8-litre 'S'.

The regular Carrera was often overlooked in period because the S with its extra power, prestige and standard equipment made such a convincing case for itself. But that's to overlook one of the sweetest 911s of recent times, with a broad, easy-going powerband and a soft but tuneful wail under hard acceleration. The standard Carrera never leaves you feeling short-changed by its acceleration, which still feels brisk by the standards of 2016

“ In that glimpse it looks every inch the classic 911 in the making ”

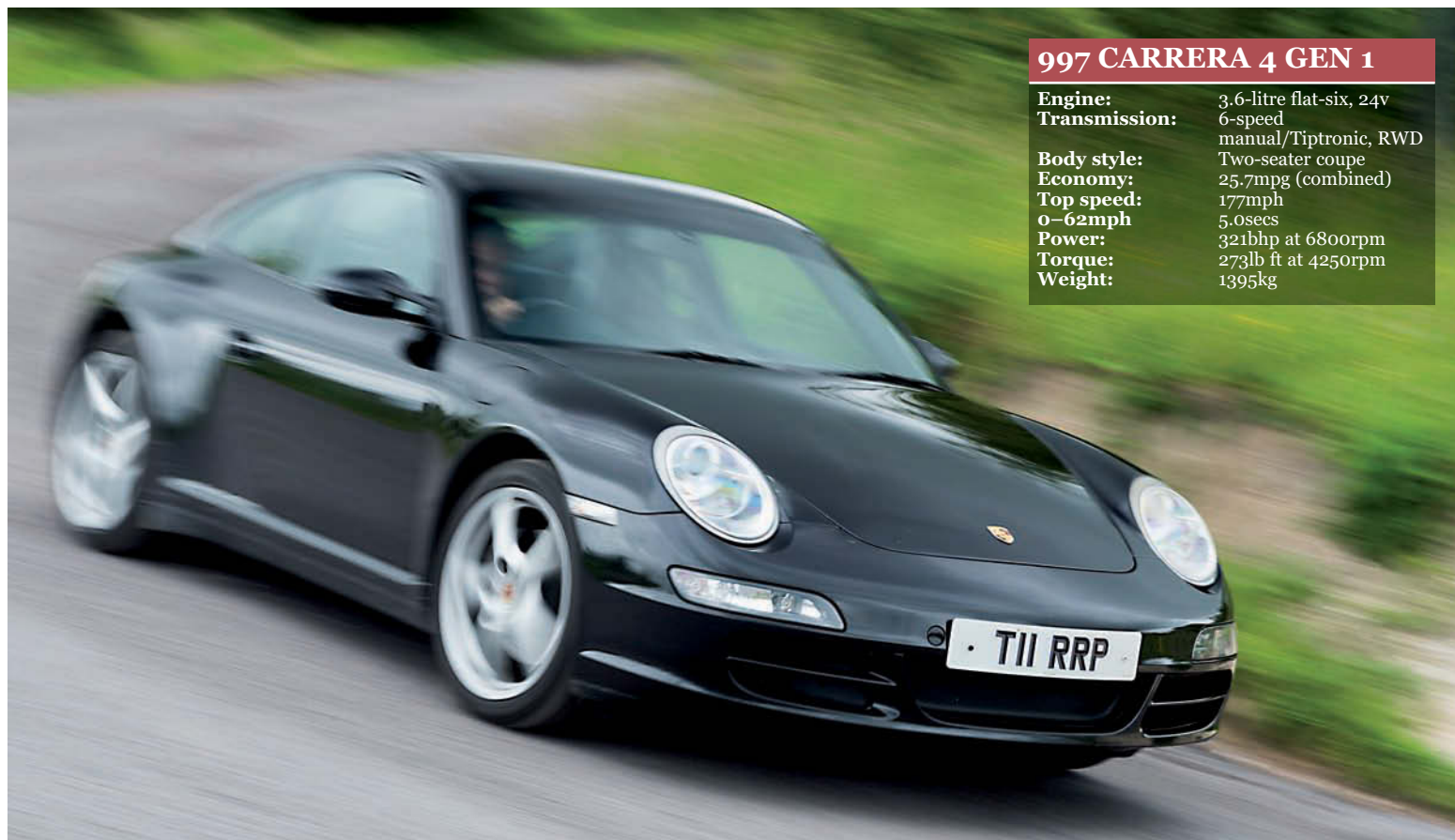
taken care of, then. Some kind of high spec C4S gen 2 car with PDK would be nice, and that role is taken by the dark red machine, while we couldn't look back at the 'standard' naturally aspirated range of 997s without having a GTS, and the white rear-wheel drive car is perfect for the job.

I start with the gen 1 C4 because I collect it from Auto Umbau in Bedfordshire, who provide not only the C4 but also the gen 1 C2S as well. Black with black is a classic 997 'colour' combination, and it's unusual to see a 3.6 on the standard 18in wheels as most were upgraded to the 19in option from new. The 3.6-litre flat-six was carried over with only detail modifications from the gen 2

and is more than potent enough for effective use on the public roads with the current level of traffic.

Working the engine freely with energetic use of the six-speed manual 'box, it's immediately obvious that there's more noise emanating from over my shoulder compared with my journey to Bedfordshire this morning in my gen 2 996. The '05' variant of this engine has a more efficient air filter/intake and exhaust system (with a two-stage catalytic converter), and as well as the power gain there's a real sporty edge to the soundtrack that you just don't get with the soft purr of a 996.

It's a more comfortable car than its older



997 CARRERA 4 GEN 1

Engine:	3.6-litre flat-six, 24v
Transmission:	6-speed manual/Tiptronic, RWD
Body style:	Two-seater coupe
Economy:	25.7mpg (combined)
Top speed:	177mph
0-62mph	5.0secs
Power:	321bhp at 6800rpm
Torque:	273lb ft at 4250rpm
Weight:	1395kg

Classic black 911 is hard to beat and the 997 will be a classic 911 in due course. It's more sculpted than the 'smoother' 996 and more muscular with it

brother, too, because not only is the seat a better shape – for me at least – but it drops lower in the car, and the combination of the pedals moving further away, and what feels like more steering wheel adjustment (there's the height as well as reach on a 997), means that the driving position is fantastic. In fact, the driving position in a 997 might just be the best of any car I've ever sat in: I thought that at the time when they were current, and I haven't changed my view since. You do need the manually adjustable sports seats option to maximise this point, though.

It's the styling that gets most people, and as I crawl through yet another high street of

gen 2 996. This car being a Carrera 4, it's another 44mm wider again, although a purist may well argue that the relatively slender form of the 996 is a boon on Britain's crowded and narrow road network.

The fact that this car is a four-wheeled example is only really obvious when I drive the two-wheel drive 'S' immediately afterwards, but without that comparison it's still possible to feel the way the car pulls itself through a tighter corner. There's less sensation to the way it goes through them, less obvious weight transfer under power, and less movement from the steering, which is heavier but not overly so.

the standard Carrera.

The M97/01 engine achieved its capacity increase over the standard Carrera engine by an increase in bore size, a 3mm expansion taking them to 99mm while the 82.8mm stroke of the 3.6-litre was retained. The total capacity stood at 3824cc, and there was a higher compression ratio as well, at 11.8:1 (over 11.3:1 for the Carrera). Many detail changes were incorporated into the engine, most being measures to cope with the added stress of the more powerful engine. The S features different, equal-length exhaust manifolds, and is usually clearly identifiable by its quad exhaust tips protruding out from under the rear valance. I say usually, because our Carrera 4 today has aftermarket rear exhaust tips instead of the usual pair of oval tips today.

There was always more fire and crackle to the S engine, and that's hardly surprising with 355hp and 295lb ft. It's an energetic engine that pulls hard from early on in the rev range, but the bore increase also sees that it's an engine that likes revs, and it's a more boisterous character than the standard Carrera with a determined howl as the revs climb over 5000rpm. The S model was heavier than the Carrera, perhaps not surprising given its more extensive equipment levels, but the 355hp sees to it that the 1420kg kerb weight is no obstacle to driving enjoyment. It is not a car that feels 'heavy', and the variable ratio steering is light and untiring at any speed. It lacks the natural, direct feel of the 996: it's one of the very few criticisms you could make over this generation of 911 compared to the one that came before. For many it's probably nicer, as it's appreciably less nervous at speed, and we're talking small degrees here. I've never seen the variable ratio rack as an issue, but I well remember my then-*Autocar* magazine colleague, the legendary Peter Robinson, writing less complementarily about the rack at the car's international press launch. It was points like

“ Much of the 997's more exaggerated form is an illusion ”

a congested small English town I take every chance to admire the car's form in the reflection offered by shop windows. It shares the roof panel with the 996, but that in reality is about it. It's actually a very different looking car to its forebear, clearly inspired by the 911s of old as a kind of reaction to the criticism that was found in some quarters by the super-smooth 996. Perhaps the key element is width, because the wider track and bigger standard-fit wheels gave the design department the ideal canvas from which to work from. Much of the 997's more exaggerated form is an illusion – in reality the car is only 38mm wider overall: but the increase appears greater because the panel behind the door doesn't fan out like the 996s into the arch, thereby creating more of a Coke-bottle appearance in plan view. The headlamps are spaced wider apart as well and, of course, their oval shape is far more traditional than the teardrop shape of the

Overall, this Carrera 4 is simply a great package. It's the kind of car that can thrill on a decent B-road, but in which you'd tackle any road and any journey, 365 days of the year. That's a very hard combination of qualities to pull off convincingly.

On then to the S model, an early example owned by Auto Umbau's new sales manager Kimberly Nolan. Kimberly had been thinking of purchasing a Cayman before being steered in the direction of a 997, and has subsequently spent a significant amount of money turning this into a very sorted car that should be good for many years to come.

The first thing you notice about this S – well, apart from the pale grey interior that is as ever an acquired taste – is the deep exhaust tone from the aftermarket system that has been fitted. It's an obvious reminder of the additional sting in the tail of this 911, but then again, even without it the S always did have a different personality to



The 19in wheels on this 997 C2S mark it out as an early car. Dark grey interior is a safe choice, although black will always be in the most demand

this that showed the 911 was moving ever further down the line to mass-market acceptability, and for a hardcore 911 fan of the early cars, the 997's helm, plus its general usability, lighter gearshift (over a 996) and more comfortable cabin probably arouse more than a few suspicions. That's not something I subscribe to, because I think the sum of the 997's parts are greater than these few more habitable pointers that some may put in the negative column. To any old-skool 911 drivers coming to the 997 for the first time, I always say this: 'give the car a chance'. And if that fails, 'you should try a 991 then – that'll give you something to moan about!'

Another great thing about the 997's interior is the inclusion once again of an oil temperature gauge, a frankly ludicrous omission from the 996. Sadly, it's also a neat segue – though I say so myself, ahem – to one of the unavoidable elements of the 997 story, and of the S in particular, that cannot be ignored: reliability.

So much has been written on this topic already that it can be bewildering knowing where to start. It is almost unavoidable to not take a stance when discussing these matters, and so I'm going to do just that –

I'm going to err on the side of positivity, because for no other reason than I'm a really big fan of these cars.

Most of us know these cars suffer from a bunch of key issues, mainly to do with the engine. Largely, they are also problems associated with all the water-cooled modern-era Porsches, right up until the appearance of the gen 2 cars. Like you, I read that article in last month's *911 & Porsche World* about the seized gen 2 engine and wondered if the goal posts might be moving, but for now the truism goes something like this: gen 1 997s are trouble, gen 2s are not. And if you really want trouble, then look to a gen 1 S. These are the cars that hearsay suggests are most likely to suffer with the bore scoring issues that afflict all members of this family. Why? No one can tell you definitively, but most have a theory. Robin's at Auto Umbau seems very logical to me. He believes it's got an awful lot to do with the coolant, or specifically, the age of the coolant in the car. He says he's lost count of the times he's checked the coolant on a 997 only to find the murky yellow-brown liquid that's the giveaway of a car still on its original coolant – and that's with cars that have full main

dealer/specialist service histories. It's not just the liquid's inability to sustain heat – more of an issue in a hard-charging S – but also its inability to prevent corrosion inside what is, remember, an all-aluminium engine. In his view this leads to the metal bores expanding at different rates, and hence the scoring. He's also finding that many 997s are suffering from coolant leaks, due to the nature of their pipe connectors (different to the 996, and hard to access on the car). But these are elements of an overall picture that's very much close to Robin's heart, and one I think I can identify readily with. He simply believes the cars aren't being looked after properly, and frequently enough.

This has happened before, of course: all those 3.2 Carreras that shunted around Yuppie-era London and then needed a top end rebuild surprisingly quickly; the perceived 'wisdom' that the 964 was trouble, because it leaked oil, and don't even mention those flywheels. And now the 996 and here, the 997: 'modern cars aren't they? Why can't I run it with just an oil change once a year?'

The fact is you can't run a sophisticated, 355hp sports car like the 997 Carrera S like

Carrera 2 and 4S was the first choice for most 997 buyers, as it is now for the 991. No issues with that, except the standard C2 also has a charm all of its own

996 CARRERA 2S GEN 1

Engine:	3.8-litre flat-six, 24v
Transmission:	6-speed manual/Tiptronic, RWD
Body style:	Two-seater coupe
Economy:	24.7mpg (combined)
Top speed:	177mph
0–62mph	5.0secs
Power:	350bhp at 6600rpm
Torque:	295lb ft at 4600rpm
Weight:	1420kg



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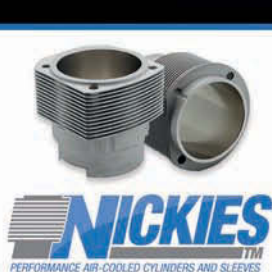
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997 CARRERA 4 S GEN 2	
Engine:	3.8-litre flat-six, 24v
Transmission:	6-speed manual/PDK, RWD
Body style:	Two-seater coupe
Economy:	25.7mpg (combined)
Top speed:	186mph
0-62mph:	4.3secs
Power:	380bhp at 6500rpm
Torque:	310lb ft at 4400rpm
Weight:	1585kg

you would do a base-model Ford Fiesta, but I've seen plenty try. I've seen many an unloved 997S, lobster claw wheels scabby, paintwork scratched, and used as 'a bit of flash' for daily transport, and I shudder to think at the bills involved to turn it back into something really nice and useable. Kimberly's car is a case in point – it was bought at a bargain sub-£20,000 price, but it has required thousands of pounds spent on it to make it truly fit again, and almost all of that is expenditure you can't actually see afterwards, even if you can certainly feel the difference in the way it drives.

That is to say, alert, rapid, engaging. Pushed through the same sequence of curves I'd driven earlier in the Carrera 4, the S is a much more urgent experience. It kicks harder between the corners, but then moves around more once you're into the apex, the steering response changing in weight and wriggling more in your palms than the old-wheel driven car. It's brilliant fun: quiet, refined, long-legged one moment, and then a wailing, aggressive sports car the next. A true 911 then, in

the traditional sense.

The gen 2 cars we have here are subtly different to look at, but quite different when you get under their skin. We have a 3.8-litre C4S, and a two-wheel drive GTS, the latter the fabled run-out special of the regular 997 range.

The obvious point is the 'A1' engine, which was drafted in ahead of its appearance in the 991 a few years later. This did away with the intermediate shaft and hence the bearing, and was supposedly tested on a rig to withstand numerous laps of the Nürburgring Nordschleife. The message from Porsche at the time was clear: this time we've really done our homework. The engine adopted direct fuel injection as well, something pioneered within the VW-Audi group family by Audi and its R8 Le Mans prototypes. The weight of the engine was down, as was the number of moving components, and the compression ratio went up. The new engines achieved their displacement through bore, giving them a shorter stroke than the old M96/M97 family. The result

was that the new motors – a 3614cc unit and the 3800cc featured here – produced 345hp and 385hp, respectively.

This metallic dark red 997 C4S has just been sold by RPM Technik, and is here by the kind consent of its new owner. It's also fitted with the PDK gearbox – itself the other major new introduction with the gen 2 cars. PDK: these days it is the default gearbox choice for a 911, and the manual model is struggling to even justify its inclusion in the range. How quickly times change from the Tiptronic era! At least in this period there was still the sublime six-speed manual option to select if you were so inclined, but there's no doubt around how impressive the twin clutch 'box is. Originally developed by Porsche in the Group C cars of the mid-1980s, the company had to park development of the system when it ran out of money at the start of the 1990s. It was eventually Audi who brought it to market first, in the Mk1 TT V6. By the time Porsche introduced it in the gen 2 it was very different from the cumbersome system it had struggled to develop in the

Later gen 2 997 C4S features direct injection engine and the arrival of PDK. As ever styling changes are subtle and extend to new front and rear aprons

Interior on any 997 is a step up from the 996. Most have full leather pack, which extends to dash-top and door cards. This PDK is a sign of the times, with demand far outstripping that of the manual option





Centre lock wheels mark out the 997 GTS. Interior features 'Sports' seats and lots of Alcantara trim

The GTS was the 'run-out' 997 and uses the wide bodysell, with either two- or four-wheel drive. The two-wheel drive version is set to become the enthusiasts' future 911 classic of choice. Its 408bhp is a factor, too

1980s – largely thanks to modern electronics.

A PDK-equipped 997 zips through the gears in a manner that's impossible to do with the manual car. The way in which you're in a high gear so soon after moving off, when taking it easy, is uncanny. While that's not particularly exciting for the enthusiastic driver, from an engineering perspective you can't help but smile. If there's a downside to PDK on these cars it's the way in which you control it. If you're content to let the system work the gears itself then there is no problem. But if you want to actually drive the car like a sports car, then I find the original steering wheel so frustrating. This was the era of company boss Wendelin Wiedeking, and 'Wendy' in his pomp wasn't going to be told how his cars should change gear (even if Walter Rohrl thought it was nonsense). So in a C4S such as this one there are the strange 'lozenge' type gearchange buttons, both of which do the same thing. Just as awkward is the central gearlever, because Wiedeking

insisted that the system follow the Tiptronic precedent of having the up and down actions the wrong way around: you push forwards to go up the gears, and back to go down (the opposite of weight transfer under acceleration and braking, not to mention how a competition car gearbox works).

It took a little while for Porsche to bow to

season 911, if not the most invigorating. That has something to do with the weight of the car – 1585kg in this form! – and also the amount of rubber it's putting onto the road. It is a very stable car, the steering heavier and with marginally less feedback through the – thicker – steering wheel than the gen 1 S. Don't doubt its pace across

“ The noise is unmistakably flat-six, but predictably different ”

pressure, but they eventually did, bringing out the Sports Design steering wheel with its proper left and right paddles, one for going up the 'box, one for going down. Therefore there's a slight frustration for me driving this car today as I feel it's not quite as good as it could be. Otherwise it's a very smooth piece of kit – the perfect all-

country, though, because it would probably show a clean set of quad pipes to most other 911s, its blend of speed and security, not to mention superb braking, making it a formidable sort of car.

That flat-six is different, too. It clicks away at idle in a rather tuneless fashion – blame the DFI – and its note on the move is

997 CARRERA GTS

Engine:	3.8-litre flat-six, 24v
Transmission:	6-speed manual/PDK, RWD
Body style:	Two-seater coupe
Economy:	26.6mpg (combined)
Top speed:	190mph
0-62mph	4.6secs
Power:	402bhp at 6500rpm
Torque:	310lb ft at 4200rpm
Weight:	1420kg



also different: a softer tone, more of a 'whoosh' at lower rpm, than builds into a harder, grittier roar at higher revs.

Now to the GTS. What a car this was: the 44mm wider body of the all-wheel drive models, but with the option of combining it with rear-wheel drive as this car has. The GTS appeared in 2010, and set the template for all the GTS models that have followed. The fact that you could get the wider track chassis with rear-wheel drive echoed the Sport Classic limited edition model, and made it in many people's eyes – Editor Bennett and mine included – the sweetest driving of all gen 2 997 Carrera models. It also gave you the Power Kit as standard, delivering 408hp. It doesn't disappoint. There's still plenty to be said for the gen 1 cars, but for the ultimate 997 Carrera experience this is it. That Power Kit engine isn't much quicker if at all lower down, but it has a terrific howling voice and really gives an appreciably greater shove over 5500rpm.

There's so much grip to the chassis that it makes a driver feel almost invincible, yet there's a delicacy of balance as well that constantly chats back to you in the way the C4S, and also the standard gen 2 Carrera, just don't quite seem to do so.

Both the gen 2 cars show how Porsche's interiors progressed through this period. They look very similar, save the updated infotainment systems, but whether it's an age thing or a factory build quality thing, the newer cars feel a lot tighter and free from rattles. The materials appear to be wearing better, too, although again, it would be interesting to revisit the cars in another five years' time to see how the gen 2 cars have progressed – or deteriorated – from here.

Sadly, I have to give the 997s back. I don't want to, because I honestly feel these are going to be one of the classic 911s in the future. They're undervalued and underappreciated at the moment, and in the case of the credit-crunch hit gen 2, quite

rare. With 996 prices on the up, for good ones at least, these 997s probably aren't going to get much cheaper. It's possible to get one for under £20,000, although obvious care must be taken at this price point, along with a willingness to spend money in improving and maintaining the car. That's perhaps the biggest thing I've got from this feature: these cars need looking after, with proper love and attention. They need expert eyes and hands, that know their weaknesses, and that can suggest things to stop them going wrong in the first place, not just sweeping away the debris when it's too late. If you do decide to buy a 997, don't expect it to be the cheap option compared to an old air-cooled Porsche. It may be cheaper to run in the long term, and corrosion is not so much of a worry, but it needs to be kept in an optimum state and that will cost plenty of cash. Accept that, and you've got a classic performance car. Full stop. **PW**

Big ends! There's a 997 for everyone and prices are still falling, although the older cars have now reached the bottom of their depreciation curve




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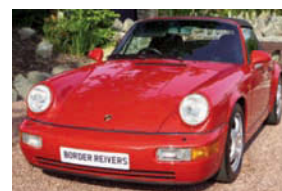
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Manual Gearbox • Satellite Navigation
Porsche Ceramic Composite Brakes
22,012 miles • 2008 (57)

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911 GT2 (996)

Arctic Silver • Black Leather Bucket
Seats • Manual Gearbox • Porsche
Ceramic Composite Brakes • Rear Roll
Cage • 48,992 miles • 2002 (02)

£119,995



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miles • 2015 (15)

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ULTRA 996

The 996 is the up-and-coming must-have Porsche; but which is the ultimate version? We brought this trio to the banquet – the gen 2 GT3, GT2 and an X51 Turbo – to rate the repast, MasterChef style

Words: Johnny Tipler Photography: Antony Fraser

We're out on the moors in spring-like weather, cooking up a supercar storm as we feast our senses on three fabulous range-topping 996s. Which one is

champion? This is the ideal environment to find out as we subject each one to our repertoire of on-road actions and, inevitably, our contest throws up a host of paradoxes and tantalising alternatives. It's like a MasterChef semi-final: 'one of you will not be coming home with us tonight.' By this stage the contestants have cooked their hearts out; but who's washed up?

The challenge is to evaluate the most desirable iterations of the 996, and Specialist Cars of Malton have presented us with the three most likely candidates: the GT2 and GT3 Club Sports, and a Turbo that's laden with ex-factory X51 accessories. We've borrowed a customer's Gen 2 GT3 – thanks, William Miers – though Malton just sold a gen 1, which would easily have done the trick for some folks. The GT2 is in stock, as is the X51 Turbo. Each one highly desirable in its own right. But what does the recipe book make of their individual specifications?

The GT2 is metallic Basalt Black with silver wheels, white faced dials and silver central tunnel cover, with Kevlar detailing on handbrake lever and gear knob, and Alcantara roof lining. Recaro race seats are encased in Schroth six-point harnesses, behind which is a comprehensive bolted-in half-cage, occupying the rear of the cabin in true Club Sport fashion. Doubtless the

cage adds significant structural rigidity to the bodyshell, too, though it also brings weight to the package. In a trackday context the Club Sport is a no-brainer, and in similar vein, a huge Werner fire extinguisher lives in the passenger leg-well.

The Arctic Silver 996 Turbo brings an entirely different set of cutlery to the feast. In the cabin – sorry, saloon, surely – there's a particularly soft leather upholstery of the seduction couch variety, and the steering wheel features a Kevlar-and-leather rim, while the carbon-effect translates through to the handbrake and gearshift levers as well as the central tunnel and centre console trim, door pulls and cubby lids. A bit OTT, but each to his or her own. There's a sunroof, satnav and a telephone handset – and what the legality of that is these days is doubtful, though maybe the passenger would be allowed to use it. Otherwise, the Turbo interior is not fundamentally different to the 996 C2 that I drove up to Yorkshire in, just a swankier version of it, perhaps. The X51 power kit lifts the Turbo's power from 420bhp to 450bhp at 5700rpm, a significant hike, since it brings it close to the GT2's 462bhp at the same revs.

What's not to like about a Guards Red 996 GT3? William's everyday car is a 993 C4, and six years ago he swapped his 993 Carrera RS for the GT3. 'It was becoming too valuable for me to use on the track, and I looked for a 996 GT3 and John (Hawkins) found me this Guards Red car, which wasn't then worth what it is now. I've enjoyed every minute of it. I've done a lot of Porsche Club trackdays, from Goodwood to Silverstone,



“ This one’s a keeper. It’s a better car than I am a driver, so there’s no reason to change it ”



996 GT3 GEN 2

Engine: 3.6-litre flat-six
Transmission: 6-speed manual, RWD
Body style: Two-seater sports
Economy: 21.8mpg (combined)
Top speed: 190mph
0–62mph: 4.5secs
Power: 380bhp at 7400rpm
Torque: 285lb ft at 5000rpm
Weight: 1380kg

996 GT2

Engine: 3.6-litre flat-six
Transmission: 6-speed manual, RWD
Body style: Two-seater sports
Economy: 21.8mpg (combined)
Top speed: 198mph
0–62mph: 4.0secs
Power: 483bhp at 5700rpm
Torque: 472lb ft at 3500–4500rpm
Weight: 1420kg

996 TURBO X51

Engine: 3.6-litre flat-six
Transmission: 6-speed manual, 4WD
Body style: Two-seater sports
Economy: 21.2mpg (combined)
Top speed: 190mph
0–62mph: 4.2secs
Power: 450bhp at 5700rpm
Torque: 457lb ft at 3500–4500rpm
Weight: 1550kg



Don't you just want to be behind the wheel? 996 GT3 is perfect blend of size and power for UK roads, with the wonderful Mezger engine thrashing and rattling away behind

and our local circuit at Croft, a couple at Spa and about eight at the Nordschleife. So I've done probably 100 laps of the Nordschleife! I've never kept any car more than six years and I'm more than happy with it, so this one's a keeper. It's a better car than I am a driver, so there's no reason to change it. I have driven a Mark 1 GT3, and that is not as planted as the Mark 2, less well controlled. These things are very subtle.'

Named for the FIA's GT3 endurance racing class, the 996 GT3 (Mark 1) came out in 1999 and was immediately pressed into service for the showcase Carrera Cup and Porsche Supercup race series, as well as being the weapon of choice for contenders in stand-out events like the Nürburgring 24-Hours, and the N-GT class of the FIA GT Championship from 2000, which it cleaned up in. In 2004 the Mk 2 appeared on the scene, along with the GT3 RS. The 2004 Mk 2 which we have here – also referred to as gen 1 and gen 2 – incorporates several stylistic changes including headlights, front and rear aprons, 18in ten-spoke wheels, side skirts, and rear wing configured as a platform on a pair of struts instead of the Mk 1's elegant swan-neck biplane. More significantly, power rose to 381bhp with torque up to 284lb ft, most of which was on tap from 2000rpm. This GT3 has done 33k miles, and it's had rear shock-absorbers this year, the only relatively major replacement in its 12 years. Both the Turbo and the GT3 have steel discs, while the GT2

has ceramic composite brake discs. The Turbo's tyres are Michelin Pilot Sport, 225/40 ZR18 front and 295/30 ZR18 back; the GT3's are similar sized P-Zeros. The GT2 is also on Michelins, but 235/40 ZR18 front and 315/30 ZR18 back.

Genial John Hawkins outlines the provenance of the three cars. 'A friend of mine bought the GT2, and we've serviced it every year so we know it well, and it's now back in stock. The X51 Turbo belongs to another friend of mine, and it's rare with that power kit. The GT3 is a raw beast, though slightly less raw than the Mark 1 version. And the Turbo 4 does anything you want it to. The Turbo was always the most expensive model in the line-up, at close to £100K with X51. And then they brought out the GT2, which was a nutter car, and there aren't that many about that are undamaged. We've sold three in the past that have subsequently been smashed up. But they're not the widow maker that people claim, they're just a car at the end of the day, and some people are in over their heads with them; they have to be treated with respect.'

Released in 2001, the 996 GT2 turned out not to be the anticipated hard-core cage-fighter. While the preceding 993 GT2 was a competition car, Porsche elected to concentrate on using the GT3 for motorsport. So although the GT2 uses a twin-turbo version of the GT3's 3.6-litre flat-six (rising from 462bhp to 483bhp against the GT3's 380bhp), it is more closely related to the 996

Turbo in terms of road-going set-up. Giveaways to the GT2's identity are the distinctive bisected air intakes in the front panel and the air ducts feeding its turbo intercoolers in the leading edges of the rear wheelarches. The rear wing is different, too, cantilevered from the engine lid with down-swept fins on either end. But despite a 10mm lower ride height than the 996 Turbo, which explains why the tyres touch the inner wheelarches on full lock, the GT2's drag coefficient is slightly higher — 0.34 Cd against the Turbo's 0.33 — due to the larger expanse of the fixed rear wing.

Clamber into the Recaro chair, and the GT2 feels raw from the get-go. The seats are not adjustable, but that's not an issue, such are the figure-hugging contours, and in any case they are part of the Club Sport experience. It's a way more sporty proposition than the X51 Turbo, combining the stark rawness of the GT3 with added poke. Talk about moorland magic: there's no shortage of great driving roads around Malton to put the trinity to the test, and we target the moors above Pickering and over to Whitby, taking in Rosedale, Blakey Ridge and Goathland: I'll be there in a Heartbeat. We have a great cross-section of asphalt to power down, including cattle-gridded moorland single-track and two-lane A- and B-roads, interspersed with myriad bends, convoluted cambers, rollercoaster dips and troughs; all in all, an exhilarating prospect in these super cars.

Below: Not even a token bit of carbon-fibre in the GT3's engine bay. No matter, it's what it does that counts. Interior is compact, seats supportive and steering is sublime



First up is the GT2. It leaps athletically into action. It's heftier than a 996 C2 in terms of the bulk of car I'm throwing down the road, though it has way more than enough power to do that. There's a madness about the delivery – floor it, and it gets cracking without hanging around, and though at first I think I detect a slight lag, that notion is soon dispensed with. Lift off abruptly and the violent forward dash is punctuated by a sideways twitch. The gearlever action is light and feels reasonably slick, and because it's rear drive it's not constrained by the front axle drivetrain. I'm meandering along the A64 towards Whitby, 1800rpm cruising at 50 in 6th, and there's enough torque to encourage it to get a move on if an opportunity arises – but I have to drop two cogs to inspire it, and at 3000rpm in 4th it

starts to go. Flooring it across the B-road all hell breaks loose and it reveals itself as the crazy monster that I knew it would be. So much power on tap! I'm following the rapidly accelerating X51 Turbo, and I'm holding him, but it's abundantly clear that the four-wheel drive chassis is the more secure and it's me that's in the perilous projectile. But oh, the thrill of it, switching from 3rd to 4th, maybe 5th on a long straight, with the power instantly there. It's a firm-ish ride, though softer than the GT3, and the ratios are closer than the GT3, and all but 2nd are the same as the Turbo's. I love the way the front wheels are following all the

undulations on the moorland road, feeling its way along. Wonderful, the delicacy of control going round some very tight corners on the wooded hill-roads near Stape, going more remote with gorse in full bloom and cattle and tractor mud happily dried on the roads. I can just see Whitby from the top of the moor. Interesting having the boost gauge in the bottom of the rev counter: I see 0.8 bar, accelerating in 2nd gear at 5000rpm, though I'm mainly concentrating on watching the

“ Which of the Club Sports would the GT3 owner take home? ”





Left: Despite varying specs, weight and normally aspirated v turbo, the on-paper figures for these three ultra 996s is surprisingly close. The actual driving experience, though, is anything but

road ahead – it's that kind of car.

Hydroplane racing? The 996 Turbo was not designed as such, but Specialist Cars' helmsman Mark Mullen creates one hell of a bow wave as he navigates a ford on the North York Moors. He's a water boatman so he's used to it, rescuing flood victims in the line of (off) duty, and luckily the level of water he's negotiating here is barely a couple of inches deep. It's all done for lensman Fraser's benefit, obviously, because in the general rule of things we take the ultimate care when traversing adverse surroundings.

We pause for some snappery, a smoothie and a sarnie, and then resume the action in different cars. The shift on the GT3 is slightly notchier than the GT2, and the steering is slightly more sensitive, which could be due to the camber settings. The performance is markedly less aggressive than the turbocharged car, but on the other hand it's a livelier chassis and maybe that's also to do with lower weight – 1380kg against 1420kg – and while we're talking about it, the Turbo is 1585kg. The GT3 is an all-black interior with

contrasting red seatbelts – conventional. So being Club Sports the GT3 and GT2 have identical Recaro racing seats, five-belt Schroth harnesses and half cages occupying the rear of the shell.

The full-on speed and agility of the GT3 makes me more amorous of it than the nuttiness of the power-crazed GT2, as seductive as the turbo power is. Its handling through the corners is sublime, steer it in and keep on the gas, and it just goes round, and of course the brakes are instantaneous to slow it down.

We have a culinary judge with us who'll provide a taste of objectivity. If push came to shove, which of the Club Sports would the GT3 owner William take home? 'I like the GT3, it is so alert, so responsive. On the other hand the GT2 is really powerful and so relaxed. It covers the ground so easily. I'm also surprised how comfortable it is, too, I expected it to be harsher like the GT3, but it's smoother. The suspension is firmer on the GT3; you've got more feel of the road, whereas the GT2 seems softer in the

damping. The X51 Turbo with its short shift goes amazingly well, of course, though anybody could order the short-shift linkage, but in fact it's not as slick as the GT2, which is more refined. If you don't want to slip the clutch it stalls very easily, and I think that's because of the Club Sport's lighter flywheel that spins up and slows down faster. Once it's hot, the GT3 shift eases up, but otherwise it's a bit notchy.' All of which serves to confirm why the GT3 is the more purposeful of the two Club Sports, given its race-focussed appellation. Despite their respective mileages (33k versus 10k miles), the GT2, which has seen least use, feels the more run-in of the two. So the GT3 is a tauter, more responsive vehicle in the first place. In view of its role in the 996 line-up it's perhaps not surprising that the GT2 feels less hard-core than the GT3, and it's more like a light, leery Turbo than a GT3. As William remarks, 'When the day comes that you tire of the roar of 7000rpm, maybe that's the time to get a GT2!'

So the X51 Turbo is lard-arse stolid by comparison with the other two, but evaluating

Below: Not surprisingly the 996 Turbo, with X51 power kit, is the most opulent car here. It's a real destroyer of time and distance. The stereotypical all-weather, everyday supercar





it on its attributes, it's quite as quick, it has four-wheel drive security, and the luxurious soft leather comfort factor – and sunshine roof, which I have open today. The carbon detailing in the cabin seems bogus, given the company it's keeping here, an unnecessary ostentation, and in fact I don't care for the feel of the carbon-fibre rim of the steering wheel at all. Although it matches the GT2 in power, the manner of delivery is far less dramatic – I don't sense the aliveness of the rear-drive GT2. Comments William, 'You can call the Turbo a lazy car because it's got so much torque and grip, whereas the GT3 is nearly as fast, but you have to use the gears much more.' A different animal, in other words. The Turbo X51 may have a close-ratio 'box, but it is on the notchy side, unfeasibly laborious, and less pleasant to use than the GT2 and GT3. However, by working the 'box, it can be as much of a hooligan as the other two, with a bit more security thrown into the mix. It steers very nicely, and I'm not feeling the front powertrain as dominant as it can feel in a C4 driveline. Steering is fluent into and out of corners, and the ride is the most relaxed of the three, as you'd expect. Put another way, the chassis is less playful, though it is hugely

competent, reassuring and confidence inspiring on some of these belters, while the other two – and the GT2 in particular – are most definitely a walk on the wild side, in which I can explore the outer limits of handling and performance. That's where the big thrills are.

Back in the black car again, and excitement doesn't come any more raw than it does in a GT2 – it literally takes my breath away on this undulating, twisting, moorland B-road, and I even get a bit of a sweat going (too much information?). It seems that the higher the gear the quicker it goes – pop it into the next one up and it goes even faster, while the intensity of engine note crescendos into a shrill baritone. Fuel consumption – as if it matters? We zero'd the computers to begin with, and the GT2 and GT3 record a frugal 21mpg, while the X51 Turbo is a thirstier 14mpg. It's also amusing to contemplate the different sounds they emit: you can make anything more fruity by fitting an aftermarket exhaust, but the GT2 is quite rorty/despite the turbo mute, though it's not as sharp as the GT3's bark. The X51 Turbo has more to say for itself than a 'regular' Turbo, which is relatively muffled, but it's still

flatter in tone than the GTs.

So the fundamental question is, can the Turbo live with the GT2 and GT3, and I think it can; in its way it is the most competent of the three, but it is the least exhilarating. And it's not often you can say that about a Porsche Turbo. Price comes into the equation too. The GT3 and X51 Turbo are worth pretty much the same money, £75,000, but you'd have to add another £100-grand to that to own the GT2, and that makes the big question harder to answer. In pure performance and usability terms, as well as thrills-per-mile, assuming we're picking a winner, it has to be the GT2, just on account of its extravagant wayward madness. The GT3 runs it a very close second in the drivability department, lacking nothing in the normally aspirated Mezger-engined track-oriented handling department; in a different contest it would come top – and certainly does in the value-for-money stakes. And if it were pouring with rain, why, the X51 Turbo would be favourite for its ability to dispense usable performance, and also for its continent-devouring ability. Though there are just three items on the menu, selecting the dish of the day is more complicated than expected, and I am spoilt for choice. **PW**

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GOING GREEN

Forget Jack Lemon and Walter Matthau, *911 & Porsche World's* very own odd couple, Mallett and Seume, clamber aboard a lurid Cayenne GTS and head off on their annual trip to Essen, this time returning to Blighty via a most impressive Dutch Porsche Centre

Words and Photography: Keith Seume

The Audi was clearly on a mission, catching and passing Autobahn traffic as if it was standing still. Mind you, we'd been doing the same, but at a lower speed – probably 'only' 110–120mph, or so. The Audi, on the other hand was catching us at a far higher velocity.

The silver-grey saloon swooshed effortlessly past, cruising at probably 20 or 30mph quicker than our lurid green SUV. My dozing (note I said dozing, not dozy...) passenger muttered something along the lines of 'he's in a hurry' and then asked what speed we were doing. By now, the digital read-out had crept up slightly. 'Oh, about one-thirty...' I replied.

'That's absurd,' muttered my co-pilot, one Delwyn Mallett, longterm Porsche fanatic and part-time curmudgeon. 'I mean, what's the point of a car like this that can do 130mph? Why not just buy a something like an Audi RS6?' I ignored him and decided to catch the Audi to see what speed it was cruising at.

It took no time at all to get the Audi squarely in the gunsights (not literally, I hasten to add) and sat a safe distance back as together we cruised at a steady 145mph



on one of the few remaining totally derestricted stretches of quiet Autobahn. After a few miles, the Audi signalled its intention to take the next exit, its driver waving as we headed past.

It was a gesture you don't see often these days, and reminded me of the 'dices' we all used to have back in the 1970s when roads were empty, cars were slower and you could have fun on twisty country roads in the company of another enthusiastically-driven car.

After several miles of playing tag, there'd be a flash of lights, a wave – or toot of the horn – and the 'opposition' would turn off to head home in another direction. Life was simpler then, and all the better for it.

But what to do now? The road ahead was gloriously free of traffic, the sky a wonderful azure blue, sun beating down from on high. Life was good, the company was entertaining (the German radio stations less so) and our means of transport proving to be something of a revelation. It was time to give the Cayenne GTS its head...

The annual Seume/Mallett trans-Europe escapade (well, trans-a-bit-of-Europe, at least) always starts with the same moans.

Mallett: *I think I'll give Essen a miss this*

year. Seume: I'm going to Essen and have booked the hotel. Mallett: OK. What car are we going in? Seume: Something interesting. Mallett: A Cayman would be nice. Seume: I agree, a Cay...something would be great! Mallett: Just don't get a Cayenne. Seume: Hello, Porsche? Can I borrow a Cayenne GTS please? Thank you.

I have to admit, I have always wondered about the thinking behind overly-powerful, overly-fast and overly-over the top SUVs. I mean, what are they all about? Surely a big estate car would do the job just as well, without incurring the occasional glares from other road users, or the wrath of the greenies. They rarely get their tyres dirty, even more rarely get used off-road and frequently see little other than urban use, dropping the kids off at school. It makes no sense when you look at it like that.

But then I can remember back around 1980, or so, borrowing a Schuler Presses-modified Range Rover, its quad-carbed V8 engine and stiffened suspension making it something of a Q-car before the days of modern high-performance SUVs.

And then there was the Chevy-engined Overfinch Range Rover. What a sound! What performance! What was it all about? I



never fully understood, but loved every mile I drove in one or other of these two RRs.

Over three decades later, I have to confess I still struggle with the whole concept of a Porsche SUV, but what I do know is that driving one can be a real blast. If you're a petrolhead, how can any vehicle which boasts 436bhp, twin-turbos and a stump-pulling 600Nm of torque not be a blast? Add a touch of Porsche magic to the

150+mph cruising was effortless on a relatively traffic-free Autobahn. Range of switchgear on centre console is rather overwhelming at first sight...





Ooh, look! It's a barn find Porsche! Get yourself an unrestored 911, throw in a couple of straw bales and add a few thousand Euros to the price tag. Hopefully Porsche's Classic Motoroil (right) is, in fact, new not, well, classic...



Louvres on 964 generated almost as much debate as EU referendum: should they stay or should they go? Club display as impressively varied as ever, while Berlin Porsche Classic Centre put on a varied display, from 356 to 993



equation and you just know any long-distance trip is going to be memorable.

From the confirmation e-mail from Porsche's Reading-based press office, I knew 'our' Cayenne GTS was going to provoke a reaction from Mallett – and most likely other road users, too. It was to be a fetching pearlescent shade known as 'Peridot Green', a colour so shocking that

plates. 'Hmmm... Blimey, they're a bit serious', he muttered.

Climbing into the driving seat, it's hard not to be overwhelmed by all the switchgear which you're presented with. I have to be perfectly honest, I find it all too over the top – there are so many tiny buttons and switches that unless your eyesight is 20/20 you'll be forced to pull over and don your

It's hooked up to an eight-speed Tiptronic S transmission – try explaining that to a frosty stick-in-the-mud like Mallett! – that is breathtaking in its seemingly seamless shifting. Under full banzai, foot to the floor acceleration, the only way you'll be aware of the multiple gear changes between exploding from rest and hitting warp factor five is a slight dip of the tachometer needle and a faint throb from the exhaust. Turn the radio up and you'd never know you'd just experienced no fewer than seven gear changes, one after the other in rapid fire succession.

The journey to Techno Classica Essen was to be a little different to our normal straight there, straight back blast as I'd arranged to return to the UK via Holland. The reason for the Dutch detour was to drop in on the new Porsche Classic Center Gelderland, the first PC dedicated to the maintenance, restoration and sales of what Porsche deems classics (which, basically, is any model which has been out of production for 10 or more years).

After collecting the GTS from Porsche GB headquarters at Reading, it was no more than a quick 40 minute drive to chez Mallett in Farnham to overnight ahead of a dawn start. Dover was the first stop, the southerly stretch of the M25 bringing about the usual debate as to whether those little grey boxes by the overhead gantries are new cameras or not. The solution was to click on the cruise control and let the

“ It's hardly a vehicle likely to be bought by shrinking violets... ”

Catholic priests make the sign of the cross and fondle their rosaries when they see you driving down the road. 'In your face' only begins to describe it. But it somehow suited the persona of the Cayenne GTS – after all, it's hardly a vehicle likely to be bought by shrinking violets.

As might be expected, Mallett's reaction was less than complimentary but a quick walk round of the Cayenne soon had him intrigued. 'What's it got under the bonnet?' Twin-turbo V6, I replied. 'V6? Is that all?' Yes, 463bhp-worth of V6. 'Four hundred and what!?' Now he really was intrigued. And then he spied the brakes – those reassuringly expensive and oh-so effective PCCB (ceramic) discs, the size of dinner

reading glasses in an effort to work out what each does. Thank God this wasn't a James Bond Edition, complete with ejector seat, or who knows where Mallett might have ended up as I tried to fathom out the air-con controls.

I have to admit that initially I did feel a twinge of disappointment when Porsche announced it had dropped the old V8 in favour of the V6, but with more power, more torque and those two turbos, it didn't take long to settle back and enjoy the experience. Gone, of course, is the luscious V8 'waffle' as you accelerate, but with the exhaust switched to 'sport' mode, it still sounds pretty damned good. And it's smooth, as only a six can be.



Glöckler-Porsche (above) won no beauty prizes – period mannequin on PS Autoart stand was prettier. Porsche Classic Partner stand was very minimalist



If only modern Porsches (apart from our Cayenne) were painted such colours! Early 911's display was the most colourful of all. Fraise 911 (above) was lovely to behold. Such a refreshing change from silver

Cayenne keep us out of trouble, for we would have been in trouble without a doubt.

It's a heck of a struggle to 'manually' hold the GTS at a steady 70mph – it wants to run fast, run free, and to hell with your licence. The bigger the vehicle, the slower any given speed seems, and the legal limit in a Cayenne feels like little more than walking pace. It pays to be prudent.

I have to admit that the 'presence' of a (very) green GTS, with loud exhaust, big black wheels and tinted glass did feel a little unsettling when boarding the ferry. All eyes were turned, some in admiration (usually teenage males), others in what appeared to be a mix of disdain and disbelief. Disbelief, presumably, that anyone as sartorially elegant as its two occupants should choose to buy a Cayenne of such a hue... By this time, I have to admit, I was rather enjoying the attention it was getting.

Out on the autoroute heading across northern France, before dipping into Belgium and Holland briefly along the way, the Cayenne settled into its natural element. Not, as one might expect of a sophisticated 4x4 with doubtless impressive off-road capabilities, a rough, rock-strewn farm track, but the almost billiard table smooth motorway. The Cayenne GTS proved to be a most worthy mileage muncher, almost more so than the equally divisive (in terms of opinion) Panamera GTS in which we sped to Essen a year ago.

It's the driving position, you see. Sitting

up high, enveloped in the acres of dead cow lining an impressively spec'd interior, held firmly in place by some of the most comfortable seats I've ever had the pleasure of spending several hours in, you get a wonderful view of the world.

It's hard not to feel smug as you waft effortlessly past lines of hatchbacks packed to the roof with luggage, or vans packed to the roof with, well, who knows what. After 100 miles, I was starting to wonder how I could justify sneaking one into my garage – and then woke up to the stark reality that, fully-spec'd at around the £100K mark, I had neither the wherewithal, nor even a garage. Being of modest means certainly makes decision making easier...

Essen. It's not a beautiful city by any means – we can thank a world war for that, as it came in for plenty of 'attention' from allied bombing raids, set as it is in Germany's industrial heartland. And it has traffic, lots of traffic. Here the driving position was a plus, but the Cayenne's bulk wasn't. And when it came to parking in the underground lot at Techno Classica, it was a relief to find the parking sensors and rear-view camera were reassuringly accurate!

The show remains the most impressive of all in Europe and, quite possibly the world. It is vast. For the Porscheophile, there is nowhere better to see such a wide range of cars, from 'barn find' (what a tedious expression that has become these days!) 911s in a sorry state to ultra-rare one-offs

and race cars. Having been a Techno Classica regular for 15 years, I've tended to get a little blasé about it all, so it was amusing to watch the reaction of a colleague who'd never previously been to the event.

Arranging to meet up at the show, he called on my mobile when he arrived and asked where I was. His comment was something along the lines of 'Can't see that many Porsches...'

By the time he'd walked the length of the exhibition centre, he arrived in Hall 3 grinning like a Cheshire cat, and with a crick in his neck from staring first left, then right, then left again, then right as he spotted Porsche after Porsche after, well, you guessed it, Porsche. 'Blimey...' was his muted response. Blimey, indeed.

We spent three days at the show (normally we are there for just two) and still there were cars and people we never got to see. It's only when you arrive home and look at on-line forums that you realise how many 'highlights' you've missed! Mallett succeeded in completely missing the amazing street-legal 935 Kremer K3 built for race team owner and entrepreneur Walter Wolf. The menacing be-winged, slope-nosed road-racer was one of the undoubted stars of the show, but I do agree it was rather tucked away among other eye-catching, but non-Porsche, displays. It got my vote, that's for sure.

I have to admit, after a while, I began to



Gelderland PC (top) is decorated with huge blow-ups of Porsche race posters, but it's the classic showroom we came to see – exhibits included a Carrera GT (above) and 1970s Viper Green 911T



Cayenne GTS proved to be a perfect all-rounder, equally at home on the Autobahn as it was pootling along Dutch byways. Overall fuel consumption for our near-1000 mile trip was just 20.9mpg, but we saw a high of around 26mpg

tire of the 'barn find' exhibits – or what were claimed to be barn finds, that is. Some were tongue in cheek, certainly, but it's time to adopt a new approach to tempting customers onto your stand, OK?

Another thing that needs to stop is applying the JW-Gulf blue and orange livery to anything that doesn't move. I lost count of the tables, chairs, light fittings, scarves, etc, that had been given the Gulf look. Oh,

theme being the new range of products aimed at the older front-engined, water-cooled models. All very worthy, but hardly attention-grabbing.

Having said that, the recently restored (by Porsche's own classic workshops) ex-Michael Keyser 'Toad Hall' 911ST was a welcome sight, as was in its own way the prototype 924 which many people passed by. The VW and Audi displays were, as

E34 route west towards Venlo, but north west on the A3 towards southern-central Holland. Traffic was light, road conditions were clear, my company was, well, snoozing... And then appeared that silver-grey Audi in the rear view mirror.

With an empty road ahead of us and a foot on the gas, the Cayenne GTS topped out at an indicated 161mph, a couple of clicks short of the claimed maximum of 163mph. Precisely how accurate the speedometer is I don't really know, but modern instruments are certainly far more accurate than the cable-driven gauges of old. All I know is that if I tried this in the UK I'd be on a bread and water diet at Her Majesty's pleasure right now – and deservedly so.

The ability to reach such speeds is, of course, pretty academic in this day and age, but there's no denying that the GTS is a most impressive beast. By now I had grown to respect it in many ways: the handling was pin-sharp, with only my nerves bottling out of throwing it into a corner like a sports saloon. The brakes were, of course, sublime. The PCCB option may be a budget-breaker but Jeez do they ever work – and they really earn their crust

“ If I tried this in the UK, I'd be on a bread and water diet right now... ”

and stop using the often tenuous Steve McQueen connection to sell your goods, too. It's getting a little stale...

Porsche Classic was there, as always these days sharing hall space with the rest of the Volkswagen family (Audi, Skoda *et al*). To be honest, considering what resources lie to hand, I'm always a little underwhelmed by the official Porsche Classic presence at Essen, this year's

always, fascinating and well presented in comparison – maybe I need to visit the Stuttgart Retro Classics show to see how Porsche presents itself there...

Leaving a busy – nay, frantic – Essen behind us, it was time to clamber aboard the big green bus and hit the highway to Holland. This is where we finally had the chance to stretch the Cayenne's long legs, as our route took us away from the usual



Mark Wegh (right) is the far-sighted owner of the Gelderland PC. He loves his Speedster and has amassed a huge collection of rarities, both ancient and modern. When did you last see two 356s in a PC workshop?



hauling something as bulky as a Cayenne down from warp speed.

Mark Wegh's new purpose-built Porsche Classic Center (yes, it is spelt the American way) Gelderland is a truly impressive operation. Mark already owned one of the biggest PCs in Europe, which is pretty breathtaking on its own, but his passion for classics led him to build the first dedicated Porsche Classic dealership in Europe. Or rather, the world.

From the outside, it looks very much like any other modern PC but step inside and you're greeted with a variety of vehicles for sale, ranging from a 356 Speedster to a bright red Carrera GT. A Viper Green 911T and a Signal Orange impact-bumper 911 complete with cool 1970s '911' bonnet logos added some colour to proceedings.

Alongside the show area – and visible through a glass wall – is a surgically-clean workshop area. Again, this is not your usual PC set-up as during our visit it was home to a couple of older 911s and 356s, with other 'earlies' waiting their turn out in the parking lot.

But it was what was hidden away upstairs that blew us away. Mark Wegh has been amassing an impressive collection of

Porsches, both early and late, along with a wide range of Volkswagens dating back to wartime military machinery. He's most proud of a pretty stunning low-mileage unrestored Speedster, but we were equally impressed with the ex-Le Mans 'Vaillant' Carrera RSR and the selection of ex-Dutch Police Porsches.

Other exhibits included the former Porsche Cars GB 914 press car, and a selection of latterday limited edition models, up to and including the current 991 GT3 RS. A couple of the cars tucked away upstairs belong to customers from far off lands who, for whatever reason, are unable or maybe unwilling to take their cars 'home', leaving them in the safe custody of Mark Wegh's emporium until the next occasion they visit Holland.

In all, it was a pretty mind-numbing experience visiting Porsche Centre Gelderland and its classic offshoot. Even though its layout and décor will be familiar to anyone who frequents modern PCs, it's the personal touches, the huge poster blow-ups, the memorabilia dotted around, that set it apart from the rest. Definitely worth a visit if you happen to be passing.

And so time to hit the road again. The

Cayenne had proved to be everything you could wish for on a busy 1000-mile round trip – even more relaxing in its own way than the Panamera GTS.

I put that down to the raised driving position – and no, I'm not saying that because I'm only 5ft 6in tall, but because you get to enjoy the world around you, even on boring motorways. You can see across fields, over hedges, and beyond. That, of course, is when you haven't got your eyes glued on the road ahead as it rushes towards you at 150+mph...

Was there a downside to the trip with a twin-turbo'd Porsche SUV? Apart from it being over too soon, only the fuel economy failed to make me smile. An average of just over 20mpg is a little hard to bear these days, especially for a born pair of skinflints like Mallett and Seume. But then I suspect that is of relatively little concern to someone who's in the market for such a machine.

I never thought I'd say it, but I actually rather liked the GTS in that Peridot Green and was rather reluctant to hand it back, despite what Mallett might have thought. But then he's only owned Porsches since the mid-1960s, so what does he know? **PW**

Ex-Dutch Police Porsches included this mid-1980s example and a later 964. Targas were the favoured model. Orange 914 (above) is the former Porsche Cars GB press car. Note the 944 estate wagon alongside it

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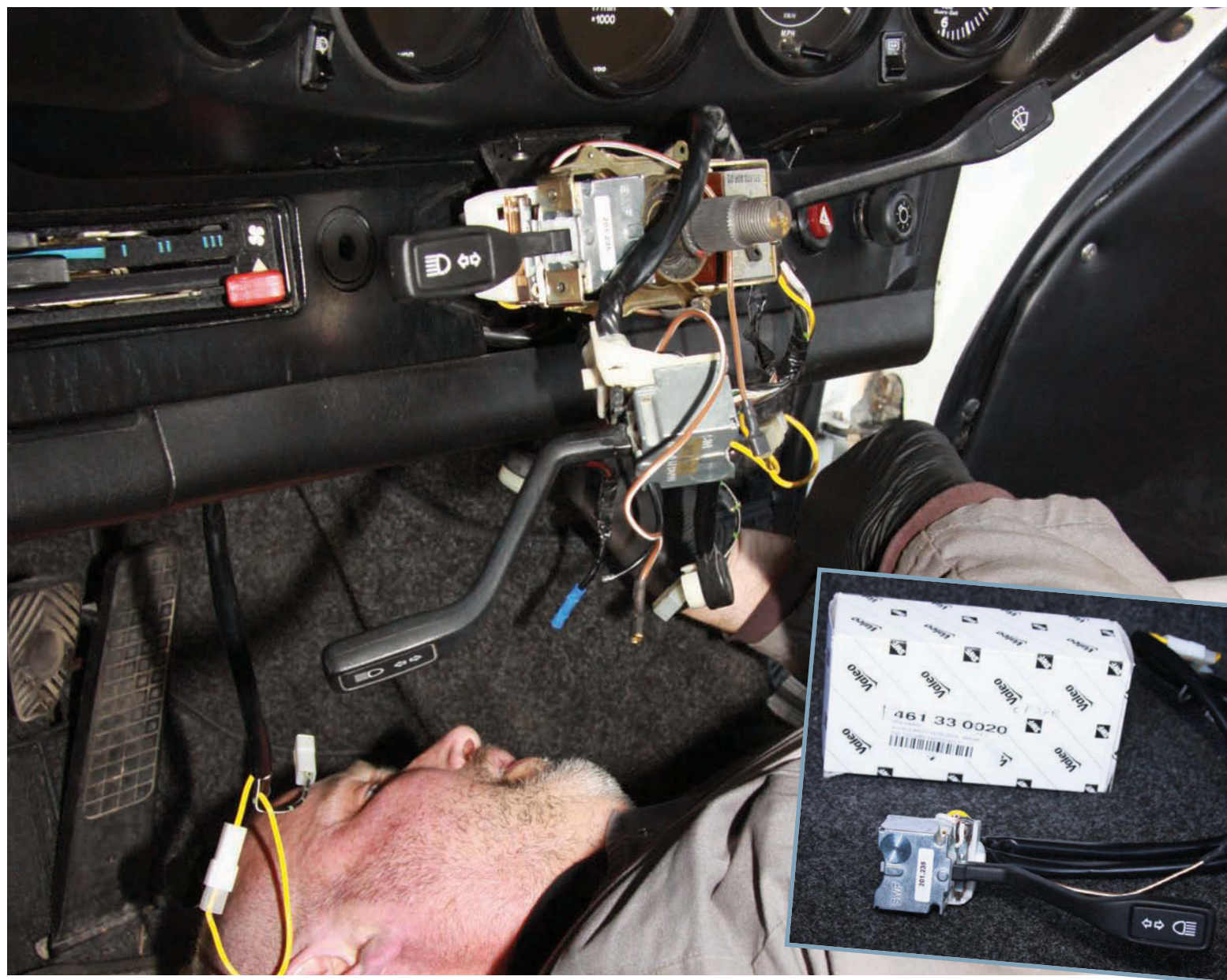
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TECH: HOW TO DOWN TO THE WIRE(S)

Replacing your Carrera 3.2's indicator and headlamp-flasher switch should be a straightforward enough assignment, but there are a few handy tricks of the trade – and quite often these days you might need to tackle some modest wiring repairs, too. Story and photographs by Chris Horton



We strive constantly to give these 911 & Porsche World how-to stories as broad an appeal as possible, at the same time offering an eclectic mix of subject matter and complexity. Certain more specialised or ambitious tasks, then, we would expect relatively few readers to tackle, but instead to take advantage of our sometimes hard-won experience and pass the work on to a professional who, despite the cost of his labour, will almost certainly provide the quickest and the most cost-effective solution. Others, like the one shown here, we would hope that anyone with an interest in and aptitude for DIY might feel able to do for themselves.

There are literally thousands of 911

Carrera 3.2s still on the road out of the roughly 70,000 built, with many more either undergoing restoration or, like the vehicle pictured here, used as the basis for a backdate project. (Which partly explains the non-standard steering wheel you will see in some of the photos.) They all have a combined direction indicator and headlamp dip/flash switch on the left-hand side of the steering column, and such is its design and construction that, almost as surely as night follows day, eventually it will cease working reliably. (Actually, it is generally not the indicator function that gives problems, but rather the flash and/or the dip facility. And particularly the former.)

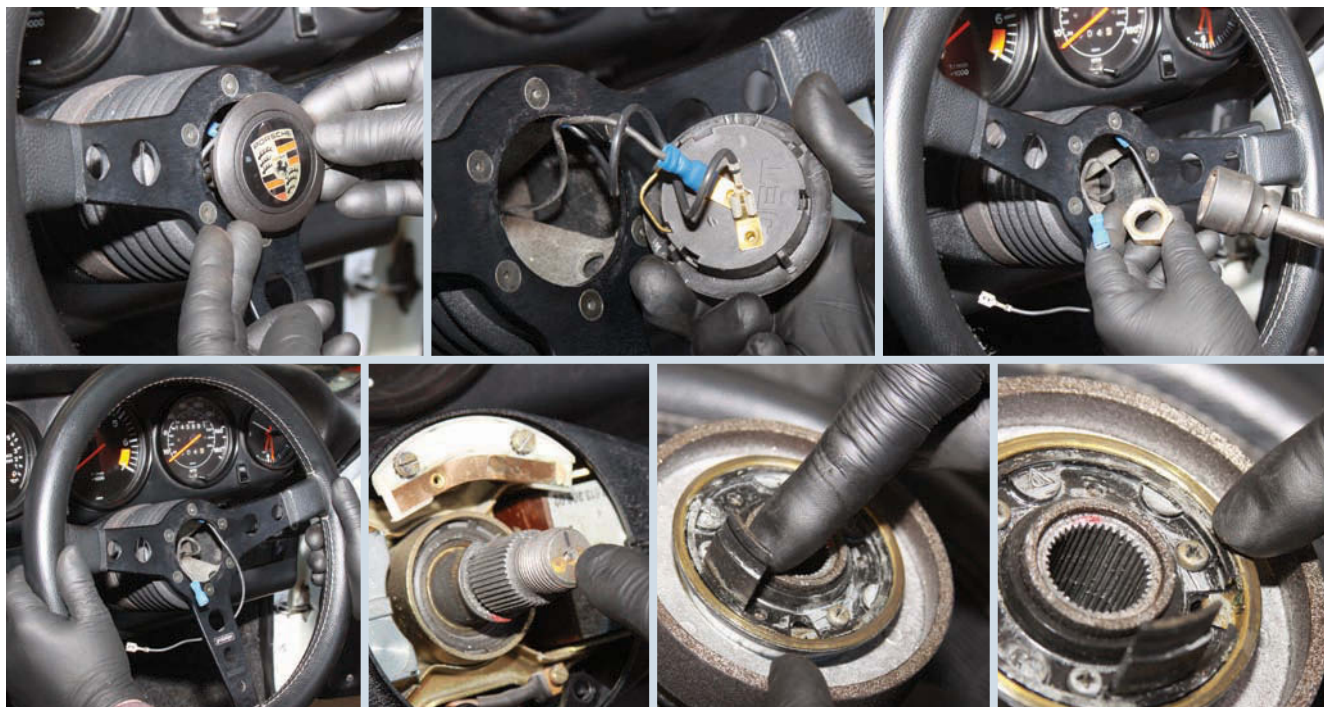
The cause is usually nothing more than a build-up of dirt on the internal contacts, as well as the erosion that comes from the tiny

sparks created between them each time they make or break the appropriate circuit (which, despite the built-in headlamp relays, can be carrying a significant electrical load). You will often see the same situation between the contact-breaker points of an old-fashioned ignition system, especially after the associated condenser has started to fail.

In an emergency – to get the car through an annual MOT test, perhaps – you might be able to effect a short-term work-around by spraying the contacts with switch cleaner (which will still involve taking off the steering wheel and the plastic cowling for access), but the only longer-term answer is a complete new switch. At around £120 including VAT from Euro Car Parts they are not overly expensive – and we are talking here about cars with a street value of typically

Our thanks to Robin McKenzie at Auto Umbau for his help with this feature. If you would like to buy a length of the crimps shown in this story – sold by the metre – or any of the other wiring products routinely stocked by the company, call 01525 861182. And the same applies if you would like Robin to replace your flasher switch – or repair any other aspect of your classic or modern Porsche, come to that

This backdated car has an after-market steering wheel, but principle is much the same for the standard Porsche job. Carefully detach horn push in the centre, disconnect the wires, and undo single large securing nut with appropriate socket spanner. To save time correctly realigning the wheel later, turn it such that the spokes are dead level *before* removing it from the splines – although this column was already helpfully marked with a line at 12 o'clock position. Be careful, too, not to pull the wheel off such that you smack yourself in the face with it... Take care not to damage the plastic tab for the indicators' self-cancelling function. Screws securing horn's slip ring to the back of the wheel are M3.5 specials. You will need new ones from Porsche if any are missing or badly damaged



£25,000–£30,000, remember; by the same logic it is not worth even thinking about a second-hand part – and you will struggle to take more than an hour or so to complete the job. The same part from Porsche, by the way, is priced at around £162 including VAT.

That encouragement must come with a couple of caveats, however. Removing the switch itself is straightforward enough (although there is a knack to first taking off the steering wheel), but you will probably discover that the plastic cowling around the two column switches is at least partly broken,

most likely where the fixing screws have been over-tightened against the increasingly brittle and fragile plastic. Even in the most recent of these cars that will today be over 25 years old. The other mistake people frequently make is to squeeze together the two halves of the moulding too tightly when reassembling them, with pretty much the same result on the perimeter lugs.

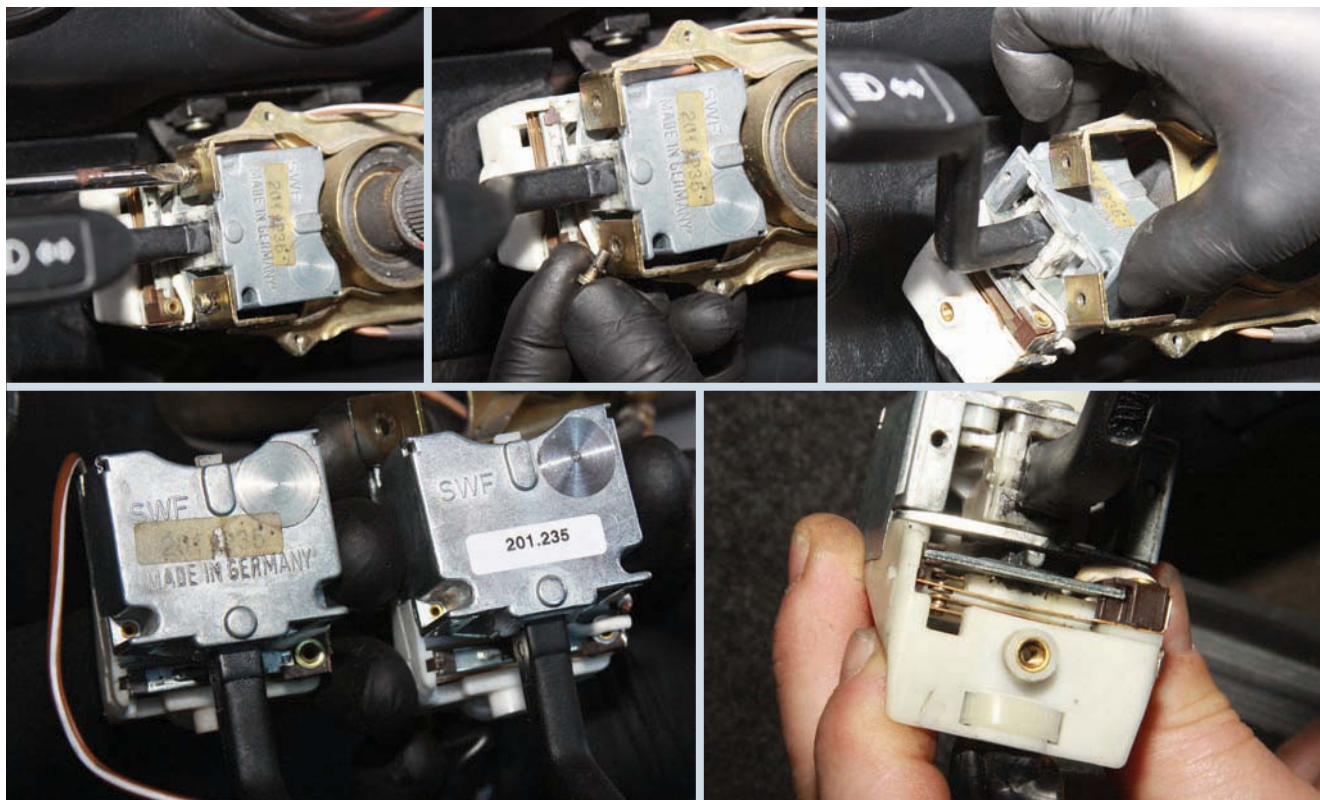
Unsurprisingly, given the extensive modifications this particular vehicle had undergone, its cowling was in pretty poor shape. There wasn't a great deal we could

immediately do about that in this Auto Umbau customer's car without the authorisation to buy the new parts – other than to refit the mouldings without causing further damage, of course – but again the necessary items are not prohibitively expensive. Around £115 including VAT from Porsche, in fact, plus a few pounds for the screws, some or all of which may have gone missing. (And the latter, like the three screws securing the horn's slip ring to the back of the steering wheel, are 'specials', please note, with an M3.5 thread. Thanks a bunch, Porsche...)

The two halves of the 3.2's switch cowling are secured to each other, and to the metal bracketry inside that also houses the switch, by a single screw each side – most likely M3.5 jobs again, although we didn't check. There should be two more screws, accessible from the front of the cowling, but here both were missing, in part because the moulding had been broken by a previous 'visitor'. The copper strip above the steering column is, of course, the contact for the horn: give it a very thin smear of light grease to prevent the wheel later 'groaning' as you turn it. No need, as many people imagine, to undo these two screws (bottom row, middle): simply detach the brown earth lead to allow the top half of the cowling to be pulled clear of the area. Photo bottom right shows precision and care needed correctly to align the two halves of the moulding when you reassemble them



TECH: HOW TO



To remove the indicator/flasher switch from its mounting bracket inside the cowl, simply undo these two screws – yet more M3.5 items – and gently push it backwards and down, toward the fascia. It is always worth making sure – before you go too far – that the new switch is, indeed, the same as the old. Side-by-side comparison is not very scientific, but it allows easy checking of physical characteristics and, as here, serial or part numbers. Most likely reason the switch has failed is a problem with these tiny contacts inside (left). You might be able to effect a short-term 'repair' by spraying them with electrical switch cleaner, but erosion from the sparking each time they make and break a circuit erodes them

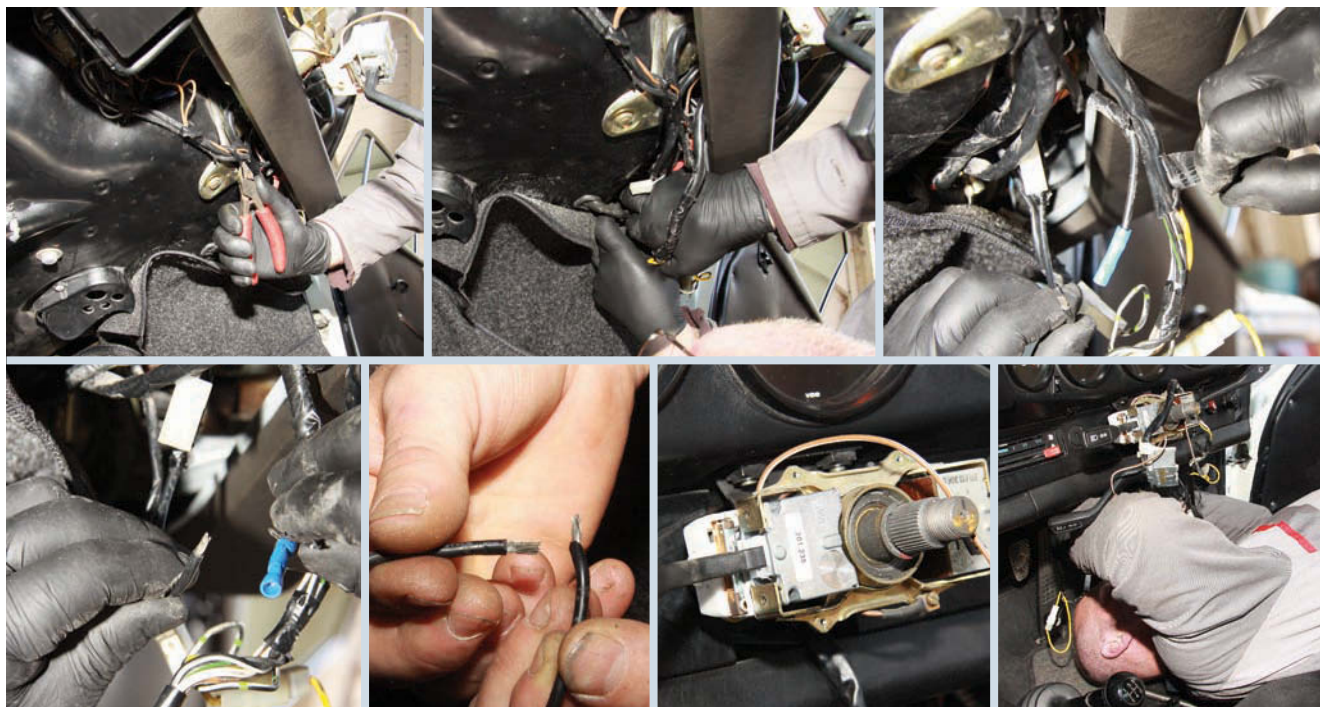
The other difficulty you might face is our old friend, the wiring. Modern Porsches are designed above all to be easy and thus quick to assemble. But the 3.2 and its ilk date from an era when labour was inexpensive, and it didn't really matter that it took six men and a dog eight days to put each car together. So the old indicator/dip switch's rather long and untidy 'flying' leads first have to be extracted from beneath the fascia, and the new ones routed in the same way. Get that even slightly wrong and the chances are they just won't fit properly – and might not even reach the necessary connection points. You also need to detach and then reconnect several essentially interchangeable leads

to the back of the light switch, so it is best to remove the whole thing for access.

However you approach the work, the fact is that you are going to be lying on your back, half in and half out of the footwell, peering up into stygian blackness against the daylight at small components that are too close to focus on, even when you are wearing strong glasses and assisted by an inspection lamp. (OK, so that's an age thing, but it comes to most of us in the end.) Arguably not a task for the larger enthusiast, then, or those with mobility issues. And this car brought the added delight of bodged-up ignition-switch wiring, presumably exacted upon it during the installation of some after-market alarm.

Mercifully there was just one short section of cable that needed to be repaired, but access to that was rather tight, too, and in some cases you could be looking at large-scale reconstruction to restore the car's electrics to optimum levels of reliability and safety.

If a job is worth doing, though, then it is worth doing properly. Certainly it is little short of an unmitigated pain in the backside to have to go this extra mile, when all your Porsche really needed was a £120 switch so that you can flash your headlights at will, but your increasingly valuable 911 can as a result become only more reliable and usable, and ever more desirable. And that, surely, has to be worth a little discomfort. **PW**

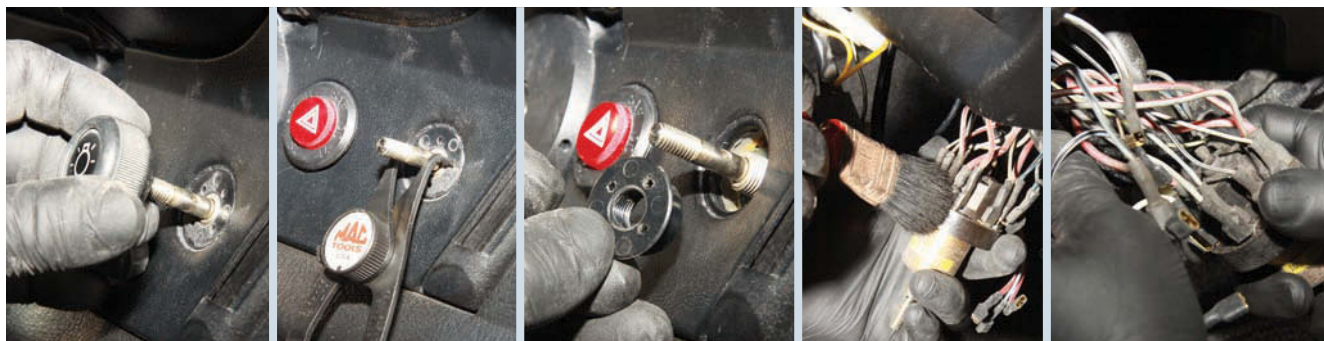


This car's under-dash wiring was, frankly, a bit of a mess, thanks to various additions and modifications over the years. Either way, you will need to make yourself as comfortable as possible down there while you first extract the old switch's cabling and then route the new wires in exactly the same way. (If necessary, or if it might help, take the seat out and lie on your back on the now more or less flat floor.) Make notes or better still shoot some quick photos to refer back to. Place the new switch into its bracket to hold it while you route the wires, but at this stage leave the screws out in case you later need to reposition anything

Unsurprisingly given its function as a headlamp flasher, some of the switch's wiring goes to the back of the main light switch at the end of the fascia. You might be able to remove and reconnect the relevant leads by reaching up inside, but it's impossible to see what you are doing. Simplest solution is to remove the switch by first unscrewing the knob and then the plastic escutcheon securing the body of the switch to the dashboard.

There is a special Porsche tool for the job, of course, but careful use of a pair of circlip pliers is just as effective. Don't over-tighten the plastic moulding when you refit it, though. Many years' worth of dust may be obscuring the wires' identifying colours, but a quick brush should help reveal all

Almost inevitably in a vehicle of this age, any post-factory wiring was marginal. One connection had previously literally fallen apart in Robin McKenzie's hands (opposite page, bottom), although at least that had been crimped rather than soldered (see panel above) or, worse still, just had the two ends of the wires twisted together. Crimp in this group of photos – in one of the wires to the back of the ignition switch, so naturally important – was opened up to see what sort of a job had been made of it, and then replaced by a series of these industry-standard crimps, normally sold in massive reels, but now available to enthusiasts from Auto Umbau in suitably smaller quantities. Principle is obvious, but it's crucial to use the correct tool for folding the tiny devices in on themselves, such that the strands of wire are firmly secured. Don't forget to add heat-shrink tubing at the appropriate stage. Final job in this car was to rewrap group of wires to this plug (far right). Job done!



IT'S NOT EXACTLY ROCKET SCIENCE...

There are a number of skills involved in auto-electrics – and we hope to demonstrate most of them, one way or another, in future how-to stories such as this – but chief among them has to be the ability, reliably and safely, to join two lengths of cable. Here that was necessary because one of the leads to the ignition switch had previously been cut – presumably for the installation of an after-market alarm and/or immobiliser system. That had been removed at some later date, and the two ends crudely joined again by a rather odd-looking 'crimp' connector.

In truth, that wasn't entirely bad. Crimps are electrically far better than solder – which despite the apparent security of the joint when freshly made has a nasty habit of later fracturing – and immeasurably better than simply twisting the ends of the wires together, and covering them with insulating tape. But there was no way of assessing the quality of the joint inside that crimp without opening it up. And once you've done that, well, you need to put the wires back together, don't you? There was precious little 'free' cable to play

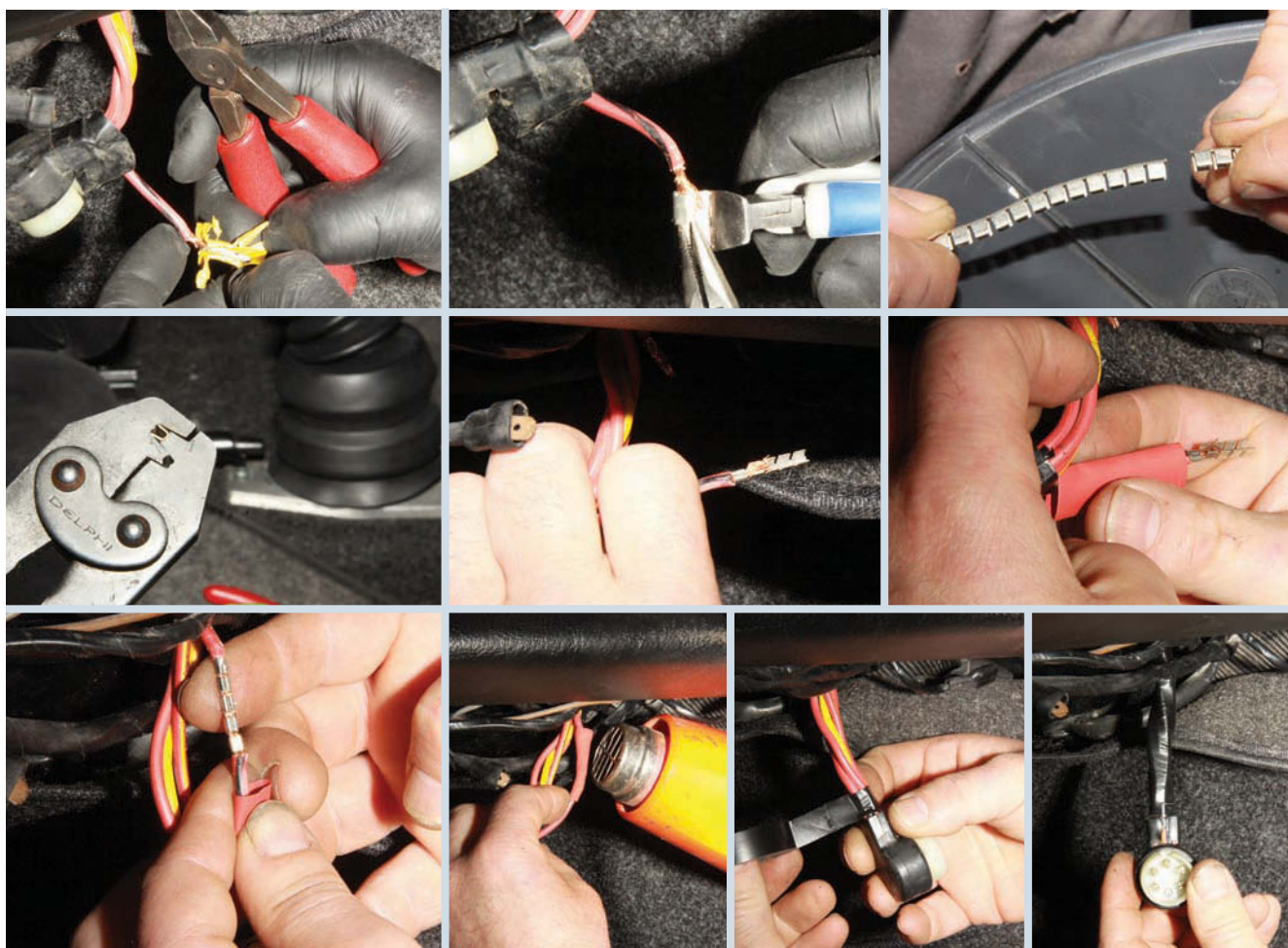
with, though, and both ends were effectively tight up against the underside of the fascia.

Most of us would reach for our box of standard after-market crimps and the pliers you can buy to squeeze them around the ends of the cables, and hope for the best, but Auto Umbau's Robin McKenzie has a more elegant solution. 'We make wiring harnesses for the additional equipment in the vehicles we convert for the emergency services,' he says, 'so we have to use industry-standard components. We buy most of our terminals on the big reels designed to be fed through automatic harness-making machines, and those are way beyond the scope of any individual enthusiast, but we will gladly sell shorter lengths by the metre.'

The irony is, of course, that armed with those tools and materials, plus some heat-shrink tubing and a hot-air gun (both readily available, the former from electronics supplier Maplin, for instance), it is actually far easier to use the aforementioned crimps to join wires than to solder them, or even to twist them together. The trick is to use sufficient

individual crimps – here five, but it could have been four or even six – to grip the bared ends of the two wires such that they meet in the middle, perhaps with as much overlap as you can achieve by pushing them together so that the strands start to merge. Tighten one end of the crimps around one of the wires with your special pliers, do the same with the bared end of the other wire (that way, you neatly avoid the need for three hands to hold everything together), and then fold over the remaining crimps in the middle. Sorted.

Well, almost. Don't forget to fit your pre-cut length of suitable heat-shrink tubing *before* you join the wires, and no less crucially, says Robin McKenzie, don't be tempted to twist the bared ends of the cables before crimping them. 'It's a habit many of us have,' he admits, 'and it might look neater, but if you do that the crimps can't grip the individual strands as effectively as when they are teased out straight. Make sure, too, that you don't miss any strands, and leave them outside the crimps. If you do, it's best carefully to snip them off with a pair of side-cutters.'





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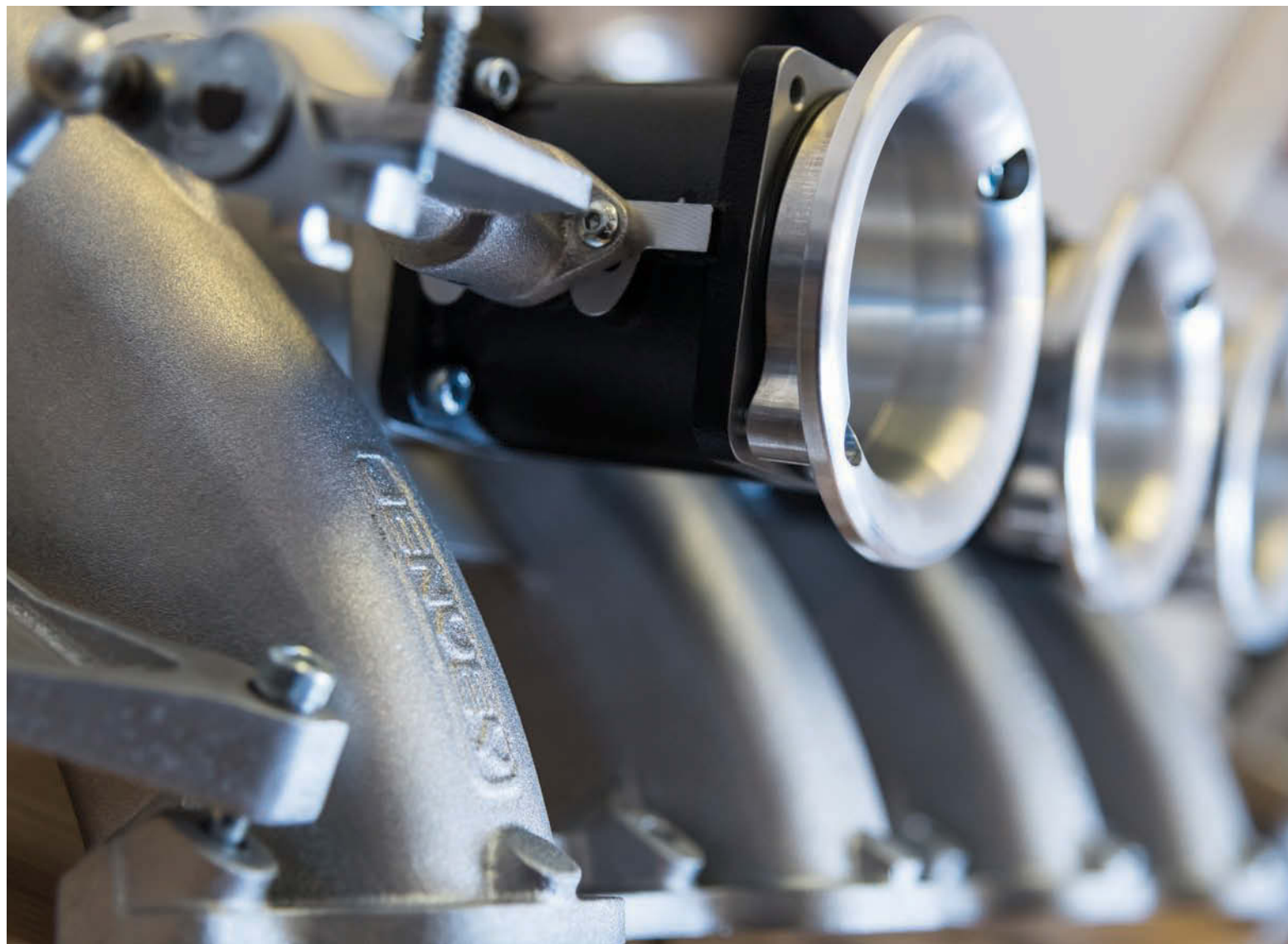
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THROTTLED BODIES

When it comes to providing your engine with optimum air and fuel, Jenvey's throttle bodies provide a neat, efficient and readily tuneable alternative to standard issue, especially in a racing context. We visited their Shropshire foundry for a throttling lesson

Words: Johnny Tipler Photography: Antony Fraser



No, I haven't gone off on tour with *The Strangers*, nor embarked on another macabre Nordic Noir boxed set à la *Killing* (or, if you prefer your 2.7 Carreras olive green, *The Bridge*). It's just that 'throttle bodies' does have an unfortunate homicidal ring to it; and yet they're the most charming of components, with their trumpets sprouting enticingly upwards in the engine bay. They perform a vital function in a competition-oriented fuel-injected engine, while aesthetically they are perfect sculptures in their own right, and their creation is an art form closely akin to silversmithing.

Antony and I are visiting Jenvey Dynamics in Bridgnorth, Shropshire, chatting with Mike Jenvey and Nigel Ricks. They are the gurus of throttling, whose metallic sculptures refine and

smarten the efficiency and appearance of induction systems. Founded in 1988 by Mike's father Richard, their premises is on a rural industrial estate in glorious rolling countryside. We chat in Mike's office, with a selection of their products before us. I pose the fundamental question, 'what does the throttle body do?' and Mike responds, 'basically, in fuel injected engines the throttle body controls the amount of air flowing into the engine in response to pressure on the accelerator pedal. It's normally located between the air filter box and the intake manifold, adjacent to the mass airflow sensor. The main component inside the throttle body is the butterfly valve that regulates the airflow.' And the advantage? 'The response you get with throttle bodies is like the difference between day and night – it really is that; it's the ultimate part of the engine, because you've got to get the fuel and air in first, otherwise nothing is

going to happen.'

Here's the nitty-gritty: normally you'd have one single body feeding the whole inlet manifold, and one of the problems with that is that when you open the throttle you've got a big volume of air to replace with pressurised air, so there's a big vacuum that's now got to be filled with air, and there's a time response associated with that. So, generally with an individual throttle body-per-cylinder where there's a much smaller volume to fill – about a fifteenth of the volume – there's a much better response. These systems are much easier to tune, too. The pick-up, or response, is the progression from zero upwards, so when you hit the throttle and the revs rise, you'll notice that a car with individual throttle bodies will sound much more like a racing car, where the revs soar up and down really quickly, whereas with one single body there is always a delay when you open the throttle, and there's a

It's a throttle body! One per cylinder and electronically controlled to provide an exact air and fuel mixture. A significant improvement over the usual single throttle body arrangement as found on most cars, including Porsches

Mike Jenvey now runs the family business. The big interest at the moment, he says, is in electronic throttle body applications or 'fly-by-wire' systems. Throttle opening times are much quicker with such a set-up



more gradual rise in revs. And now the process is becoming more sophisticated. 'We're starting to do more and more electronic throttle body applications,' Mike tells us, 'very much motor sport oriented. We do a lot of V8 engines, electronically actuated, and I run a 280bhp Gunn TS6 Duratec racecar in Sports 2000 that's fully electronically actuated now, plus our prototype profile butterfly system that's currently in development. It all links in with the paddle shift, and now it's all automatic.' Tellingly, he's recently won the 2015 Excool OSS Championship against all-comers.

And Porsche applications? 'We've been doing Porsche kits for a while, and we work with some well-known Porsche engine builders developing the right kit for that particular application, so they've got input in terms of what works best. We have a lot of Porsche customers interested in these, because they don't want to run the cables all the way through the car, and it takes all those issues away because you don't have the link bar through the middle anymore. Porsche obviously spend a lot of time tuning intake manifolds, but we've developed this kit for 3.2 Carreras so we know it works very well, but it goes beyond that to an individual engine; so if someone wants low down torque they could then tune our inlet system very easily to

achieve that, so we also help engine builders to develop their own kit to suit their engine specification, whether it's linked to camshafts, internals or compression ratio according to what they particularly want to use that car for. It also removes any restriction from the original system, and on most of the

linkage, no cables, and it will neaten everything up. It all works straight from the ECU, and it will run properly because it will have the correct fuelling for that engine. The fastest we've seen in testing is 0.5s from zero to full throttle, but that's in a fairly uncontrolled scenario, so generally we see about 0.1s from

“ We have a lot of Porsche owners interested because they don't want cables ”

four-cylinder engines we see a huge performance gain straight away, maybe 25 per cent, a jump of maybe 30bhp just by fitting a set of throttle bodies on an absolutely stock engine such as a 1.6 MX-5, just bolting the kit into place. We can tailor them to suit whichever engine our customers are running, and they can run them every day without the worry of anything going wrong, with an older '70s or '80s Porsche for example. We do a standard cross linkage, which is obviously tricky with the Porsche because you have to allow for the distance across the engine. We're really looking forward to doing the electronically actuated ones with a separate actuator on either side, so there's no cross

zero to full throttle.'

The trumpets atop the throttle bodies are the most obvious components in the system. 'Some people literally use the aesthetics of them to clean up the engine bay, because they look fantastic with the filters on.' A taller stack can increase the torque, and it can move the torque band around as well. Just by inserting spacers at the bottom can produce a jump of 15bhp, at the expense of a little torque.

And where do the biggest gains come – in air-cooled 911s or newer models? 'Air-cooled are the best by far, though from race car to rally car there's not a great deal of difference because it's a pre-production kit. A lot are



Typical classic 911 set up. Six downdraught throttle bodies with cross-linkage. Mike Jenvey reckons that biggest gains are to be had from the older engines



We have experience of Jenvey throttle bodies here at 911&PW, as fitted to Keith Seume's project 912 hot-rod. With throttle bodies, cams and an exacting engine build, 'El Chuchó' produces 205bhp from 2.2-litres

used for racing and some are used just for the big events at the weekend, and some for everyday motoring. Everything that goes out of the factory is for motor sport. If people choose to use it on the road, great, but the performance, the durability, the lightness will

all be motor sport quality.' races as a boy,' says Mike, 'and then my father went into the World Sportscar Championship in a works-backed Lotus Esprit.' Jenvey senior did Le Mans in 1979 in the Dorset Racing Association's 2.0-litre Lola T290 Cosworth, finishing 18th overall (Nick

throttle bodies, so we took on the product ourselves and from '92 onwards we've been focussed on making throttle bodies.'

Jenvey's biggest clients are engine builders, typically firms who are building a number of engines a year for their customers. 'People can buy direct from us if they've got good mechanical experience, and a lot of our engine builders have their own specifications. We supply niche vehicle manufacturers like Caterham, Norton and Radical sports cars who are one of our bigger customers, and then we've got a lot of privateer Porsche guys, and it's part of an ongoing project for them on their journey to their perfect car.'

Their Chevrolet crossover throttle body has also proved popular: 'it fits under the bonnet of a standard Corvette LS4 downdraft, and in the States everybody wants to run stats on their hot-rods, so we've produced something to suit and we're now in Australia as well

“ Performance, durability, lightness will all be motor sport quality ”

all be motor sport quality.'

Motor racing is in the Jenvey genes. The company was founded by Richard Jenvey in 1987. An engineer, he competed in ModSports in the early '70s in a supercharged Midget, winning the ModSports championship in a Lotus Elan in 1975. 'I attended all the

Mason was a co-driver). 'But all the time he was involved in the Lotus project, and he did everything on that, including designing the engines, and that's when he started the business up. So that's why we're a kind of motor sport consultancy. One of our early projects was supplying an ECU supplier with



Nigel Ricks with some expertly machined filter bodies. Work at the Shropshire factory is all about precision machining and engineering

Finished items are almost jewel like. Process begins, though, with moulds, molten alloy and 40 degree heat, before machining, polishing and assembly. These are very much handmade components



where it's really started to go crazy. The response we've had is amazing on the Chevrolet and Honda parts, but I love doing the Porsche stuff because we deal with some really nice historic companies that have been building and restoring Porsches for a lot of years, and they demand our product because they know they can bolt it on and it works perfectly, and they like the look of it because the stacks look fantastic under the bonnet, and they sound amazing, too. Probably 90 per cent of what you see here is made in-house in the foundry and machine shop where we do all the fabrications of levers and fuel rails, air-boxes, and flanges for the horns, and we join the two together here.'

Time for the guided tour. Nigel is our guide, and he takes us to the start of the process, demonstrating how the moulds are prepared and pointing out the blender where sand meets resin. This is a world of antediluvian war-of-the-worlds monsters, strange gurgling, splattering, burned furnace aromas, sharp hissing and grinding. The throttle body starts life as a 1-ton bag of very fine sand, churned in a mixer with Pepset resin, then poured into cartons whose internal proportions are created by wooden formers that mirror the dimensions of the throttle body they'll create.

Alongside the lofty blender is the devilish melting pot, and into this negredo is fed the "aircraft quality" billet aluminium alloy; the molten alloy is poured into the sandcast moulds, and the throttle body's life has begun. 'It's blisteringly hot in here,' says Nigel; 'it's up over 40 degrees, and the lads come in at 4 o'clock in the morning when the air's cooler.'

away raw edges and small bits of flanges and the little tears on the edges to create the perfect featherweight throttle bodies and associated components that comprise Jenvey's product range. 'The software in these machines is linked to CAD software,' says Nigel, 'so they're programmable from the office. We check tolerances as soon as the components come off to make sure that

“ Probably 90 per cent of what you see here is made in-house ”

Once cast, the metal items cool down overnight. All the way through the manufacturing process they are closely scrutinised for quality, and rejects and discarded swarf are unceremoniously melted down again. The arduous job of profiling certain parts is carried out by massive CNC machine tools that work non stop through the night – one has 18 different drill bits – while artisan members of Jenvey's 20-strong workforce operate fettling booths, burring and bead-blasting

everything is still in place.'

We emerge from the foundry into the dispatch bay, where products are shelved prior to packaging. The range of makes on box labels is impressive: I note Chevrolet, Alfa Romeo, VW (flat-four), Ford, Honda, Cosworth, Mitsubishi and Porsche, among others. Jenvey produce up to 200 sets a week, and that means there's a whole lot of throttling going on out there. Sounds like a scheme for my 996, and I'll be well choked if it doesn't improve performance. **PW**



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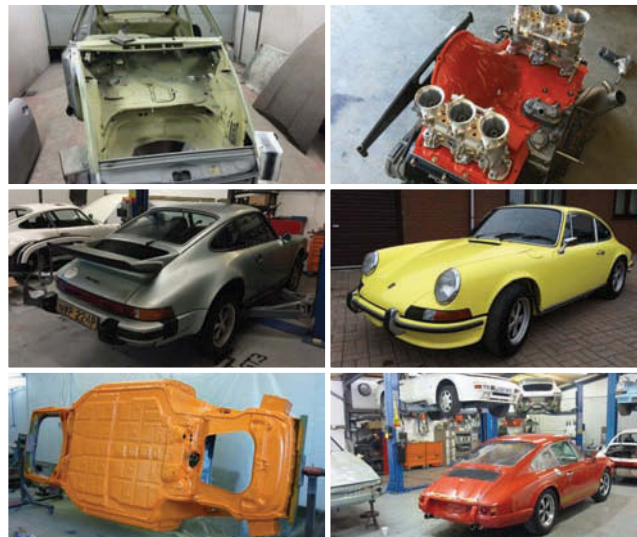
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STEVE BENNETT

996 C2/944 LUX



I think last month I boldly claimed that I was going to drive my 944 to Porsche's 40-years of Transaxle cars celebration in Stuttgart. Needless to say, that didn't happen. I took a 928 GTS instead!



KEITH SEUME

912/6 'EL CHUCHO'



I can't believe it! I've finally tracked down the mystery misfire and now have a car that fires on all six cylinders. That and new chain tensioners means we're good to go. Le Mans Classic here we come!



CHRIS HORTON

924S, 944



The 924S is back at Auto Umbau – where it 'lives' when I need space at home – and during a visit there last week I saw that one of the tyres had suddenly gone flat. Another little job for the ever-growing list, then...



PETER SIMPSON

911 2.7 TARGA



Not much to add this month although I'm getting to the stage that I need to get a load of parts powder coated so they'll look good and last longer in our beautiful weather here in England!



BRETT FRASER

BOXSTER 3.2S



Still besotted by the prospect of Group 4 Wheels' Fuchs lookalikes; they'd look fabulous on the Boxster. I've been sent pics of the first prototypes and can't wait to see them painted and gleaming.



JOHNNY TIPLER

BOXSTER 986/996 C2



PIG Energy just sailed through its MOT courtesy of STR Norwich, though recalcitrant so-called short-shift gear change still an issue. A standard lever from Porscheshop will hopefully sort it.



ANTONY FRASER

996 GT3, SC, TRACTOR



More electrical shenanigans. Following last month's SC fuel pump investigation, this month I've got it sorted. All redundant wiring has been stripped out and I've even made the electric sunroof work.



THE LONGEST DRIVE

New to these 'Projects' pages, Adam Towler celebrates Porsche 996 ownership with a drive to the west coast of Scotland to rendezvous with friends and the new 991 R. It's not all plain sailing, though



It seemed like such a good idea at the time. After all, what could possibly go wrong? Surely it wasn't necessary to drive my 'new' gen 2 996 Carrera 2 over the weekend before departing on a 1500-mile road trip come Monday lunchtime? After all, I'd driven it back from the vendor's and it had felt fine; I felt sure, with an innocence that on reflection seems childishly naïve, that all would be well.

I'll say this, and it's advice borne from experience: don't set off on a road trip with a car that's an unknown quantity. I know I never will again.

The problem was time, or as usual, a lack of it. Given I'd be taking the best part of a week off work, I had to cram everything into the week before, which made things a little bit hectic.

As I mentioned in the 'Our Cars' cover feature last month, it was having a car for this trip that finally pushed me over the edge into buying a Porsche. These things are never easy, and the stretch to get the car was too much of a hindrance until the fear of not having a suitable car for our annual 'Spring Drive' became more powerful. Sounds grand, 'Spring Drive', but it's nothing more fancy than a few days away with some good friends and their own sporting machinery, something we do once a year. For 2016 it was to be the north coast of Scotland, specifically, the North Coast 500. You may recall Editor Bennett driving the route last year in a Cayman GTS for a story in this magazine. Ironically, during the same week I was also on the NC500 with another

magazine for their 'Car of the Year' competition, and when I returned I started plotting our most ambitious Spring Drive yet – we simply had to go, so I told anyone who would listen. So I plotted the route, left out the parts that weren't so peachy in my experience; hotels were booked; other halves were told the bad news, cars were prepped, even acquired, and the banter began.

The Monday lunchtime on departure day has come and gone. And now so has dinnertime, and still the car is sat in the drive, and I'm stuck in front of the keyboard. Finally, with the clock showing gone 7pm, I practically throw my luggage into the 996 and point the nose north for Loch Lomond. The rain is hammering down. This is a real snag, as my eta at the hotel by the loch where we were all due to meet now stands at around 3am, and I'm in a grim mood. Suddenly, Scotland seems a very long way away.

I don't have to drive far before I sense all might not be well with the 996. When the car comes to a halt there's a groaning sound coming from the rear. Worse, there's this constant droning noise, quite soft in tone, a bit like the noise you hear when you hold your ear to a seashell. Why wasn't it there last week? I can't answer that. I'm wracking my brains, and with the tiredness and stress of it all, the answers coming back at me aren't good: is it the engine? Is the droning a wheel bearing, or something in the gearbox? I stop and check the tyre pressures, then get on the phone, calling friendly Porsche specialists on their mobiles,

ADAM TOWLER

996 C2

Occupation:

Freelance journalist

Previous

Porsches: 944 S2

Current

Porsches:

996 C2

Mods/options:

Standard – so far

Contact:

adam@adamtowler.co.uk

This month:

Nothing like a long drive to get to know your new Porsche, and the west coast of Scotland is plenty far enough



Opposite: Stunning Scottish scenery, roads and a new Porsche. What could be better? Left: Joining other Porsche owning scribes in Scotland

probably while they're eating their dinners. More time is wasted. I drive a bit more, but it won't go away, and there's a vibration, too, coming from the rear. I can't drive all this way with a car that may be sick.

And so I splash home, tail between my legs, eat a slice of toast and go straight to bed, distraught. The last thing I do before going to sleep is text Mikey at Autofarm: 'I need you to look at my car in the morning – please help'.

That's why I'm standing anxiously at Autofarm on a Tuesday morning with Helga the 996 on the ramp. The Autofarm guys are brilliant, Mikey taking the time out to road test the car with me, and then giving it a good look over. Their conclusion, which with a clear head this morning I am increasingly believing myself, is that there's nothing wrong with the car. It's the tyres. Helga has been doing limited mileages per year, and they've gone hard and ovoid. Again, why

this wasn't obvious on the drive home I simply can't say, it will forever remain a mystery. While they're still legal, there's not a massive amount of tread on them, and being Pirellis, well, I'm about to learn this, and not for the last time over the next week, that worn Pirellis on a 996, or 997 for that matter, sound like having a picnic next to the M25 in rush hour.

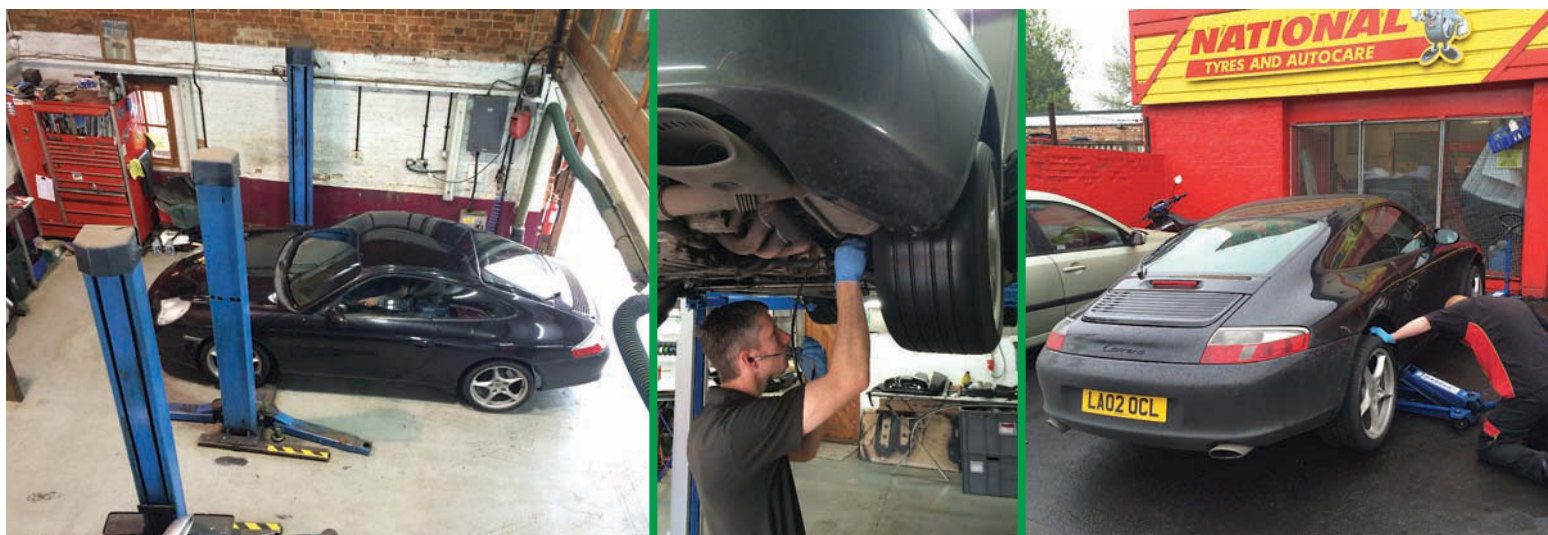
"Go for it", says Mikey with a smile, "and sort the issues when you get back. It'll be fine. Let me know how you get on." It's Tuesday, mid-morning, and I've an awful lot of time to make up. The lads all met last night, and have already started day one of the proper driving, a scenic route up past Fort William to our second overnigher in Ullapool right up on the north west coast. If I want to really get to know the 996, this is surely the way to do it, and the sense of adventure is palpable – which is exactly why we do this in the first place every year. The

fact that I must appear completely mad to most sane people doesn't even enter my head: destination set for Ullapool.

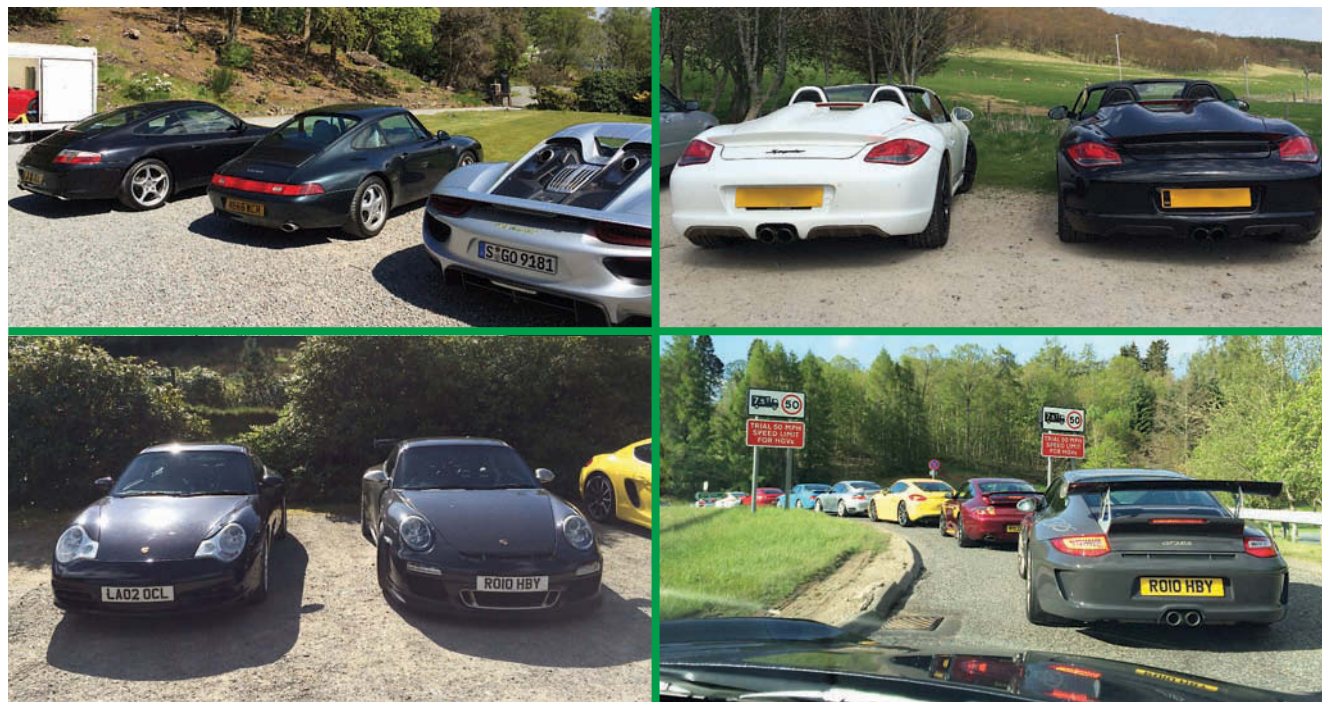
Birmingham. The vibration won't go away, and now I know it's there it's driving me to distraction. If there's one thing I really hate with a car it's an unknown vibration! I peel off the M42, and dive into the city, dimly recalling some tyre fitters along the A45 from when I lived here many moons ago. Kwik Fit are busy, so I get on Google, and call National Tyres. Jamie is helpful, a cheery voice at the end of the line when I'm beginning to sink into despair again. The machine doesn't lie – the wheels are out of balance, and the left rear isn't completely round. Re-balanced, and pleasantly and very surprised at the faultless customer service, I'm back on the road; it's lunchtime, and even Glasgow seems a long way away.

It's nearing dinnertime as I approach Glasgow, and I've learnt to live with the

Cause of bad vibes down to old and rock hard tyres, one of which wasn't even round! Diagnosis courtesy of Autofarm, while National Tyres balanced the tyres enroute to Scotland. New ones will be fitted soon



TECH: PROJECTS



Keeping good company. Towler's 996 with 993 and 918 that Porsche shipped over from Germany. 987 Boxster Spyders belong to pals of Adam, while GT3 RS 3.8 is an old friend of 911&PW and just about every other serious UK motoring mag, it being Porsche GB's press fleet car

slight vibration on the way up. It lashed it down with rain most of the way, but as we crossed over the border the sun came out. Perhaps due to that, I suddenly get a positive rush of adrenalin, and make what transpires to be an error: I don't want to miss out, oh no, so I'm going to shun the misery of the average speed A9, and follow the route the guys have taken earlier today.

This plan shows a staggering lack of geographical awareness, because Scotland is quite a big country.

It's fine to start with. Well fine, apart from the 'blues and twos' VW that suddenly latches onto my tail in a big hurry and then sits there for 20 minutes before turning off. Ok, so I've been making some good progress...

The tyres are much less of an issue once off the motorway. In fact, I'm hardly noticing them now, but I'm revelling in the sheer speed of the 996. It's so elastic in its flexibility, and fast. The gearing is just spot on for those twisting roads, and with only 1345kg to lug around it feels so light compared to a modern 911. But even the wonderful process of falling in love with my very own 911 pales against the backdrop of Glencoe, shimmering more like Death Valley

in the unnatural heat, the rocks and dust almost Martian-like.

I can't go on. Dramatic, I know, but as I roll into Fort William, and see how far I still have to go, I'm kicking myself I didn't just cruise up the A9. Helga is liberally covered in dirt, brake dust and dead flies and I feel completely drained. A burger and fries perks me up a bit, but I make the decision to abandon the best part of the route and take the most direct run into Ullapool.

It's 10pm as I arrive at the hotel, and the odometer reads approximately 800-miles since I set off this morning. The boys have a beer waiting, and the sense of camaraderie and joy means even 1600 miles would have been worth it. Outside the bar, two 987 Boxster Spyders and a 964 Carrera 4 signify the Porsche contingent of our group is present and correct, and I can relax.

I drive the 996 so much over the following week that the seat seems to form to the shape of my posterior. The tyres annoy me every day. The weird noise is just the air con compressor but it still works. The engine puffs a bit of smoke at times, but I discover it has been slightly over-filled with oil. The roads are sensational, the weather and scenery even better. I love the 996 so much

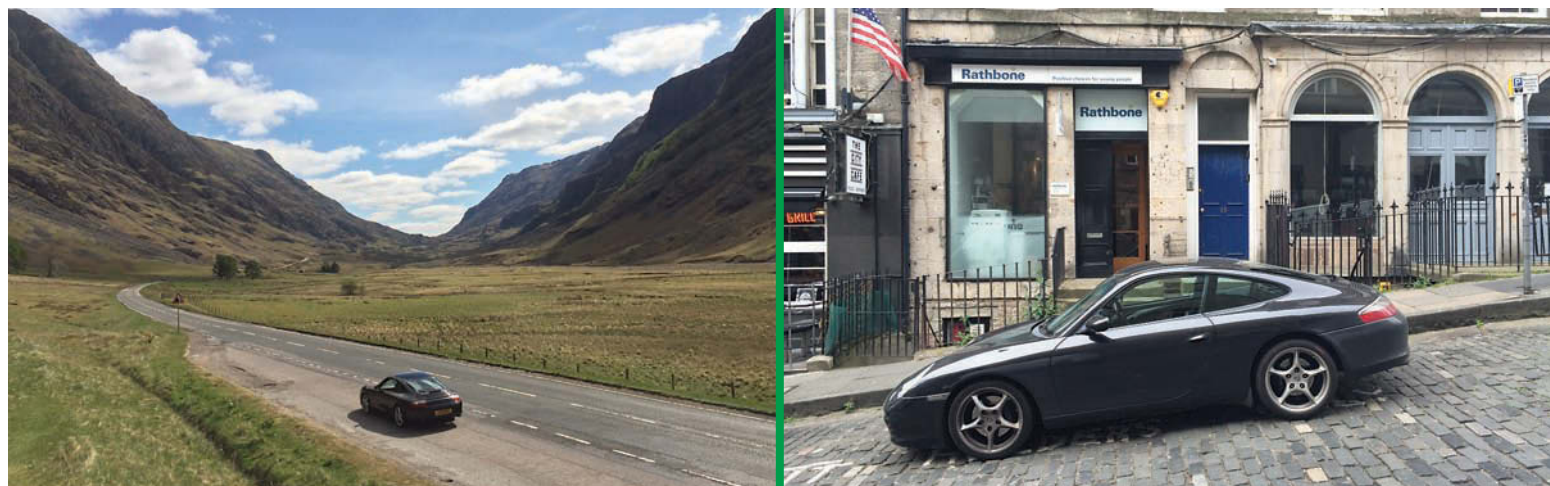
it hurts, and the beer in the evenings tastes good: this is what it's all about, why cars should be driven and never parked up as 'investments'. There are no memories created by parked cars.

By Thursday I'm knackered, having driven around most of the Scottish Highlands, but I don't go home on Friday morning. No. In a crazy co-incidence, Porsche GB are holding a press event in the Scottish Highlands, where journo's that own Porsches get to have a bit of a jolly, and also to get their first drive in the 911 R. So Helga heads northwards, and then convoys with a 918 Spyder, R, GT3RS, GT4, and other Porsches such as EVO Editor Nick Trott's sublime 996 GT2. And still she feels fast, and – hesitatingly – I let a few others drive her, like Richie the press fleet technician, and the reports back are very positive.

By Sunday lunchtime I really have had enough, and watch the 996 being loaded onto the transport truck that Porsche has laid on for all the cars at Cameron House. Me? I get a lift home in the back of a Panamera, which is where I'm writing this right now. It's been a crazy week, there's a job list ahead, but I know it's proved one thing: I really, really love my car. **PW**

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DOWN TO THE WIRE

Part two of Fraser and Horton's battle with the SC's wiring loom and recalcitrant fuel pump, in which our electro pioneers overcome miles of spurious cabling and get to the root of the problem. It was that thick red one all along. Doh!



ANTONY FRASER

**996 GT3,
911SC,
JUNIOR
TRACTOR**

Occupation:

Freelance
photographer

Previous

Porsches: 911SC

Current

Porsche:

996 GT3, 911SC,

Junior tractor

Mods/options:

GT3 modified with

Cargraphic exhaust

and DMS remap.

SC is bog standard,

as is the, er, tractor

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com

This month:

Further electrical

shenanigans, plus a

bit of fiddling with

the gear-linkage

and replacement of

the bonnet struts

and pins

Keen enthusiasts of amateur electrical heroism may recall last month's cliffhanger, wherein we left Chris Horton perilously positioned under Mrs Fraser's SC, holding crocodile clips onto the fuel pump, breathing life into the car via a mains battery charger. I think I can reveal, now, that he wasn't reduced to vapour in a gruesome inferno, thank goodness. In fact, this act of selfless bravery was a flash (sorry) of pure genius, in that it proved beyond doubt that the pump itself was tickety-boo, so the problem was definitely the wiring. However, with the great man obliged to make his exit (presumably to juggle chainsaws, or get fired out of a cannon), it fell to me to establish exactly where the wiring issue lay.

With the vast majority of the car's electrical items working as they should, this really ought to have been a relatively simple matter of elimination. This grand theory, however, falls on its face when you consider the vast number of spurious wires trailing all over the place, getting in the way and confusing the issue. Tempting though it was to simply pull

out every wire that wasn't visibly connected to anything, even I could see that I might be throwing the baby out with the bath water, so (staggeringly) common sense prevailed and I set about the task in a more logical, methodical way.

I really didn't want to risk a calamity by getting it wrong so, rather than fiddling about aimlessly, I headed straight for my Weapon of Mess Destruction, the wonderful 911SC Service Manual, from Bentley Publishers. Such is the quality of the wiring diagrams in this weighty tome that it's possible to see which wire goes where from every fuse and, crucially, what colour it should be. This was a good start, to be followed by my secondary warhead, a bargain basement tenner's worth of multimeter from Screwfix. I confess that, even after fully twenty-eight decades of reading the instructions, I still had no real idea what I was doing with it, but I was at least able to test for continuity, most notably between the appropriate terminal of the fuel pump relay holder and the ends of various vagrant cables.

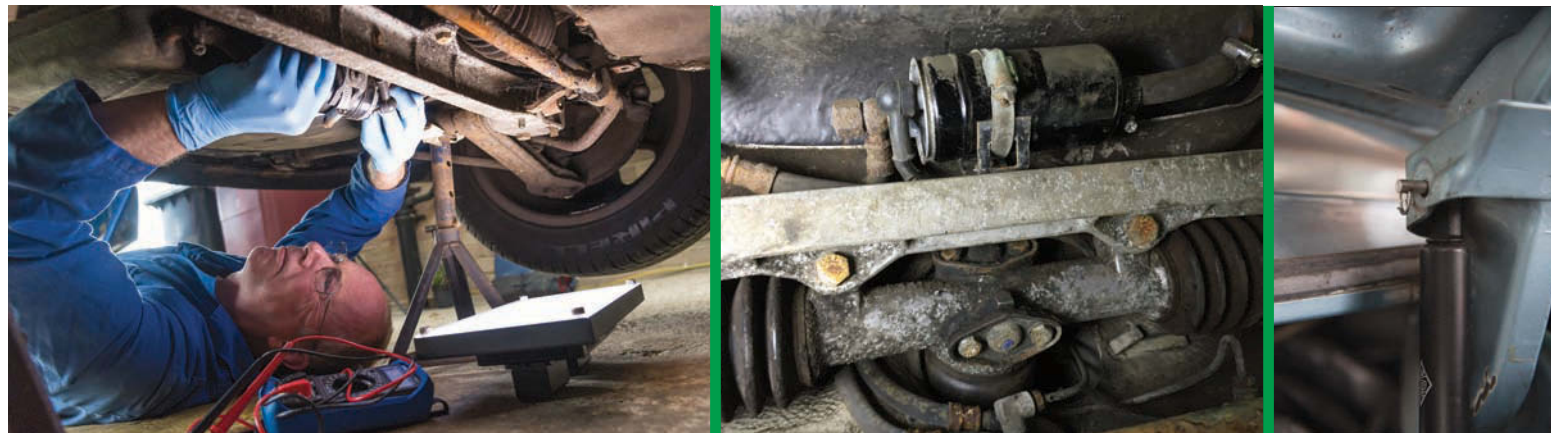
Like so much in life, it's obvious, afterwards, but the mystery thick red wire

mentioned in last month's update turned out to be the fuel pump supply. Well, of course it was. It had, for reasons lost in the mists of time, been taken from the wrong end of the wrong fuse, with an in-line fuse shoved in for good measure. The actual fuse holder for the fuel pump had been completely empty.

(Why?) Once correctly connected to the new Classic Retrofit fuse board, however – instant success! The old girl literally can't wait to burst into life as soon as you approach it with a key in your hand and a glint in your eye.

Of course, once you've achieved a modicum of progress, it buoys up your enthusiasm for more. Faced with a car that started and stopped on command, I knew the time had arrived to tackle the spaghetti issue. Like so many cars of a certain age, this SC had been subjected to the not-so-tender mercies of all manner of experts, who had clearly loaded alarms, immobilisers, telephones, radios and the like into a gun, and fired them at the inside of the car. Cable a bit long? No worries – just roll it up and hide it behind a carpet. Run out of connectors? That's what sticky tape's for, surely? Previous attempt left cable in the

Above: On Bennett's drive while loading up 928 for Stuttgart trip. For the full adventure, see next months issue: Left to right: Horton battles valiantly with the fuel pump. Close-up of offending item. Bonnet struts held in place with new clevis pins





way? Go round it. Going through a bulkhead and can't find a grommet? Splodge a bit of Sikaflex in there! Hurumph...

Thus began a quest to rid the car of every inch of wire that had no place or purpose. I had carpets out, footrest boards off, trim panels out of the rear, even engine mounts loosened off, to expunge all the junk. I mean I really went to town, left no stone unturned, no nook uncrannied, and a big pile of wire and gubbins on the garage floor. Net result? Car wouldn't start. Bigger.

So, after a bit of head-scratching, I located and reconnected the section of ignition loom which had been broken to install the immobiliser. Net result, number two? Car would start again. Phew! Mrs Fraser's openly sceptical view of my (obvious) expertise was now undeniably proven to be nonsense, and life was sweet. There were one or two little bits of frippery that still didn't work, but we were basically in business, so it was off up the road for me, at every possible opportunity, under the guise of testing. This new-found reliable mobility turned out to be very handy indeed, as my slightly creaky old Passat failed its MOT test. (Turns out all the doors are supposed to open. Who knew...?) I was very pleased to be able to avail myself of the joys of air-cooled motoring for a few days, and jolly good fun it was, too.

With the improving weather, though, a couple of issues loomed. One was a non-functioning sunroof, and the other was a rather over-enthusiastic heater. On a warm day, that's not a welcome combination of faults. So, faced with a tedious drive home around the M25, I decided to tackle the sunroof challenge in editor Bennett's driveway before setting off. Once again, the workshop manual was my friend and, with the number of spare wires now very much depleted, it was pretty easy to guess my way onto the correct one for the sunroof (it was

the thickest, predictably) and connect it to its fuse. Hey presto, open-air motoring! Now the editor clearly sees me as an electrical guru too (*I do! Ed.*). Torchy The Battery Boy – that's me. As an interesting aside, one of the boasts of the Classic Retrofit fuse board is that it will perk up your headlamps, windows and sunroof. And they're not wrong! The headlamps still aren't great, but they're better than they were, and the windows and roof whizz about with great gusto.

The heater has been more of a challenge. The controls between the seats are a mess on SCs. There's a thermostatic control unit, which operates the lever for the heat exchangers, but that lever is still accessible. So, without fail, somebody will always give it a good yank at some point, breaking the rather weak ball & socket joint that connects it to the motor. It's an easy enough fix, and a cheap part, and you would normally expect all to be well after that. Not the case here, though, as you can be driving along minding your own business and suddenly be hit by a blast of very warm air, even though the thermostat is working and the lever is in the cold position. My view is that there's a problem at the heat exchanger end of things – either a cable problem, or a broken spring, which would normally return the heater flap to its closed position. That's the next job on the list. Let's hope it's as simple as I think...

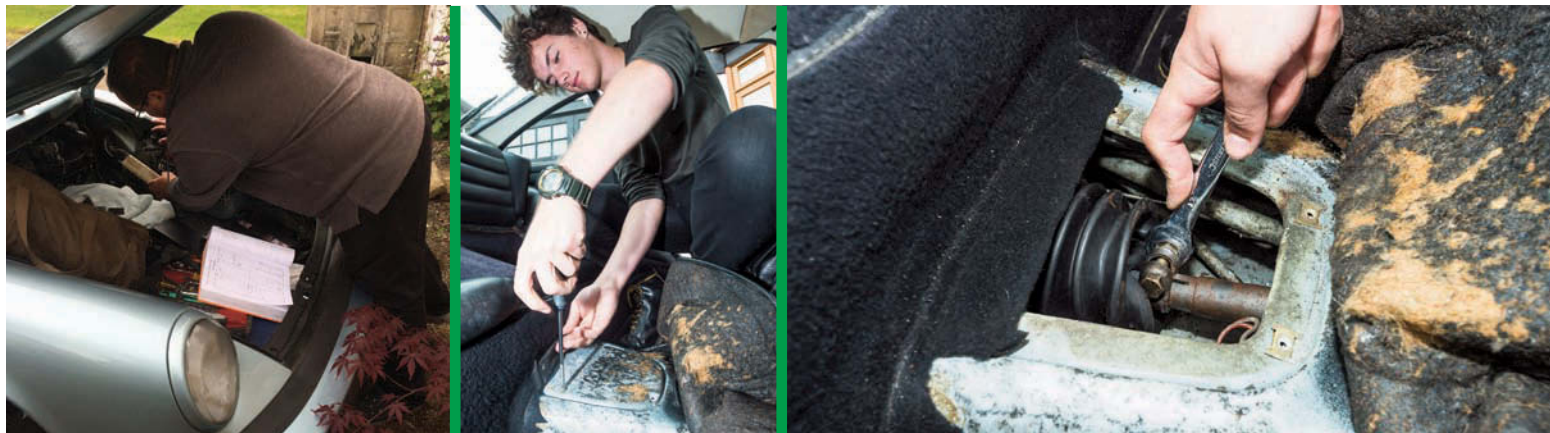
It's just possible that I may have moaned on and on about the gearbox on this car in the past. This is because it's horrible. With that in mind, I found myself browsing through the service manual, idly wondering if there was anything simple that might improve things, even just a little. I stumbled across a brief set of instructions for adjusting the linkage. Anything's worth a try, so I enlisted the assistance of my nephew Ferdie. Being youthful and compact, he was already two steps ahead of me when it came to fitting into

the cabin behind the seats. There's an access plate into the tunnel, revealing a splined shaft from the gearbox, clamped to the linkage tube leading to the gear lever. The manual was explicit about how these two should be adjusted and, after a couple of attempts, we had it spot on. A trip up the road suggested that we had indeed made a small improvement, with second and third gears a little easier to select, especially on the downshift. However, as the oil warmed up, the shift deteriorated back to its old abysmal self. Disappointing, certainly, but also intriguing. I was reminded of a letter a couple of months back, from Mike Bird, extolling the virtues of modern gearbox oil in 915 'boxes. I roundly pooh-poohed it at the time, but I do wonder if he might have a point. With the price of a good rebuild running into several thousand pounds, I'm willing to try pretty much anything, if only to improve the thing enough to make it usable for those of a less-than-herculean disposition. Perhaps, while I'm battling with the heater, I'll have a go at the gearbox oil. It won't break the bank, and you never know, eh..?

Just a couple of minor bits and bobs round off this report. I replaced the bonnet gas struts while we were fiddling with the wiring. What a regal pain they were to remove. The clevis pins were seized in with age and corrosion. So, rather than replace like for like, I went down to my local yachting chandlery for a set of stainless ones, slightly smaller in diameter. Despite the loose fit, they don't rattle, and they'll never get stuck. Plus, I can now dispense with the old roof rail I had been using as a prop to keep the bonnet off my barnet. As a nod to the past suffering endured by the fuel pump, I treated it to some new fixing bobbins. It was held in place with cable ties when Mr Horton and I found it. A bodge, I suppose, but not the worst on this car – not by a long chalk! **PW**

Left to right: 911SC service manual from Bentley publishing is an invaluable tome for any SC owner. Pile of fetid and redundant wiring a legacy of years of alarms, immobilisers and general bodgery. Sunroof now opens. Hurrah!

Below left to right: Fraser gets the sunroof opening and shutting with electricity. Nephew, Ferdie, more adept at getting into the 911 cockpit's nooks and crannies to access gear-linkage cover. Adjustments made, but no real improvement





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CARRERA 3.2 DOWN UNDER

Michael Stahl, *911&PW*'s new Australian correspondent, introduces his Carrera 3.2, the culmination of a Porsche love affair that started young and was fuelled by the high-octane world of motoring journalism



MICHAEL STAHL

911 CARRERA 3.2

Occupation: Motoring journalist
Previous Porsches: This is the first
Current Porsche: 911 Carrera 3.2
Mods/options: Standard, as Porsche intended
Contact: stahlmeister@bigpond.com
This month: An introduction. Next instalment will be more of the trials and tribulations of Porsche ownership. Like you don't all already know!

The very first Porsches in Australia were delivered in October, 1951. The story of Melbourne industrial pump manufacturer Norman Hamilton and his tailing of an unfamiliar sports car on the Grossglockner Pass a few months earlier, is worthy of telling in full at another time.

Suffice to say that these two Stuttgart-built 356s were Porsche's first right-hand drive cars. Hamilton reportedly contributed to the tooling costs as part of his Australian distribution deal.

The 911 was unveiled one year and a day after I was born, but it was a 356 that infected me. I was about six years old, and my father, a touring car racer and motorsport journalist, had the use of one for a few days at our home in Sydney.

In the late-1960s the 356 was already a quaint car. But I found something in its solidity,

styling and the giant-killing stories related by my dad, that wasn't moved by my first encounter, not long after, with a Dino 206.

It's probably significant that our own family car was a tweaked Volvo 122S. Viewed from that hulk of Swedish steel, no flimsy Ferrari was likely to impress me. Dad kept that Volvo for 47 years, only selling it when he could no longer steer it.

Porsches became a love-hate relationship. At 20, I lost a high-school sweetheart to an older man (like, 30), who'd inherited his family's business and drove a 911SC. (Thirty years later, I got my 911. But this guy's girlfriends never got any older.)

Inevitably, I fetched up in motoring journalism. This demanded a flint-hearted impartiality when reviewing new cars for Australian newspapers and magazines – most notably *Wheels*, to which I've contributed for 30 years.

Through the yuppie-fuelled 1980s,

Porsches in Australia were imposingly expensive and never all that thick on the ground. Buying one still amounted to a handshake with Alan Hamilton, former F5000 star and the son of Norman. (Factory distribution only took over in 1992.)

My Porsche lust grew more painful when I started actually driving them.

The first, circa 1983, was a Ruf-modified 930 flachbau. It had what amounted to a 934 engine, said to be making 450 horsepower. Off-boost it ran like a Suzuki Mighty Boy with one plug lead off. Then, with a sound like a gravel truck re-entering the atmosphere, something unholy would grab its butt-cheeks and attempt to turn it inside-out.

That amphetamine-addled 930 merely underlined all the mystique of the 911 and the supermen who drove them.

For one reason or another (actually, just one: I wasn't an editor), I didn't get to drive another 911 for almost five years.

Below left: First 911 for Stahl. Below: New Michelin tyres were an early fit to replace ageing, rock-hard rubber





In late-1987, Hamilton introduced the G50-equipped 911, the 944 Turbo and the 928 S4 with a two-day "drive the range" event.

I came away much less spooked by the 911, but rather more impressed by the 944 Turbo. Two years later, my mother fulfilled her ambition to own a Porsche by her 50th birthday, by buying the very same, Maraschino Red 944 Turbo that I'd driven.

I'm not from a wealthy family. But we're a car family, so stuff like holidays and fashionable furniture has always held a low priority.

For the past 25 years I've had an orgy of Porsches – professionally, at least. In 1992 I drove a 928 GTS auto, fresh off the boat, to 13th outright in the inaugural Targa Tasmania.

Later that decade I track-tested a 996 GT3 Cup, drove a 996 C2 across Australia south-to-north, off-roaded a 996 C4 (standard, but for raised suspension) across the Simpson Desert and, at Phillip Island in 1999, drove the Le Mans-winning 911 GT1-98.

There have been many 911 GT3s, GT2s, RSs (from 2.7 to GT2), Masters driving courses, the Carrera GT... Living in Paris from 2000–'04, there were Continental blasts in Porsches of many stripes.

Meanwhile, in the real world, the closest I came to owning a 911 was the 1963 Fiat 500 Giardiniera that I'd restored and kept since 1987. It's rear-engined and air-cooled, you see.

In 2008, I was privileged to be invited to Zell am See for a celebration of Porsche's 60th anniversary. We drove a variety of

Porsche Museum cars over both the Grossglockner Pass and the Gaisberg hillclimb and enjoyed dinner with Dr Porsche, Peter Falk and Herbert Linge.

One of the Museum cars was a 911 Speedster, a model I hadn't much appreciated when I'd driven it new in 1989. I wasn't sold on it in 2008, either – but that Speedster cemented the certainty of the 911 that I wanted.

To me, a whale-tailed, impact-bumper Carrera on Fuchs is a 911. A final-year 3.2 is quick and comfortable enough as a daily driver, quirky and classic enough to keep forever. I put the word out and began trawling the Porsche Club classifieds. The deadline was September, 2012 – my 50th birthday.

The '89-build was slightly negotiable, but it had to be a G50 coupe and Australian-delivered. These tend to be fully-equipped and better maintained than private imports.

The first car I looked at was a time capsule Indian Red '88 with 49,000km. It was well out of my league. The prices here in Australia would generally stun you Brits: five years ago, that car sold for \$88,000 (£45,000).

I met the buyer recently; he had just turned down \$200,000.

Eventually, I was led to this '89 Diamond Blue coupe. It belonged to a friend-of-a-friend, who had no particular thought of selling it. It had covered 158,000km, the last four digits in his eight years of owning it.

We went for a drive (he complimented my quick mastering of the clutch and gearbox) and I fell in love.

"This car just has...a good soul," I said. He and his wife looked at each other and grinned. "We looked at several of these eight years ago," he said. "That's exactly what my wife said about this one."

I waited four or five months for him to call. Eventually, in May 2012, he did. I took the car to well-known Porsche body and mechanical guys, whose diagnoses simply confirmed what I already felt: this was my car.

I bought it for \$55,000 (£28,000) – about what the owner had paid for it eight years earlier. I still consider it a gift.

It's not perfect. I didn't want it to be. That Indian Red '88 was only worth that much until its first stone-chip or car park door-dent. Mine came with a few of each. I thought I'd wanted Grand Prix White, but I was very soon wedded to my Diamond Blue, the only coupe thus delivered to Australia in 1989.

I accepted that it had concrete tyres, knackered shocks and ageing car stuff like dead interior lights, dried-out rubber bits and an aftermarket CD head unit that looked like a dashboard monument to Boyz II Men. Having just forked out a meaningful amount of money, I figured rectifying all these things could be a slow and occasional work-in-progress ...

The Michelin Pilot Sport 3s, new Bilstein gasdruck stoss dämpfers (I love being able to say that!), new window seals and new door check-straps were all on it within a month.

One thing I knew immediately: I would savour my 911 until I can no longer steer it, and hopefully even beyond. **PW**

In the great scheme of '80s 911s, Diamond Blue metallic is something of a rare colour, albeit a very contemporary one now

Below: Who says a 911 isn't practical? Stahl's Carrera on garden centre/composting mission





Porsche 911 3.0L Carrera 1977
5 Gear Manual, LHD, Continental
Orange with Black interior.



Porsche 911T 1971 Coupe 2.2L
5 Gear Manual, LHD, Signal Orange
with Black Leather interior.



Porsche 911 Carrera 3.2L 1986
Targa, 5 Speed Manual Gearbox,
LHD, Red with Black interior.



Porsche 911S Coupe 2.7L 1977
Manual Gearbox, LHD, Red with Beige
leatherette interior.



Porsche 912 1965 Coupe
Manual Gearbox, LHD, Champagne
Yellow with Black Leatherette interior.

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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 do their best 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 and our cars. 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.

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MATTERS ARISING

Not so much Q&A, this month, but rather what you might call 'matters arising'. Suddenly, it would appear, every single *911 & Porsche World* reader has not one problem when it comes to living with and looking after their car(s), and just for once our e-mail inbox is resolutely empty.

I thought, then, that I would use this brief lull in the proceedings to pass on some of the knowledge that I pick up on my travels around the UK independents – which

has to be one of the best parts of what is already a fascinating and absorbing job. I hope you approve – but do please get in touch if there is something that you think we can help you with in the future.

We have unrivalled access to a vast bank of specialised information and expertise and, unlike on any internet forum, you don't have to wade through half-truths, rumour and nonsense before getting to the real-world solution.

997 CROSSMEMBER RUST: THE TIP OF AN EXPENSIVE ICEBERG?

Back in the May edition I highlighted the problem of rust in the rearmost crossmember in a 997 Carrera, discovered by Robin McKenzie at Auto Umbau in Bedfordshire – first in his own 2006 3.8-litre 'S', and soon afterwards in a customer's almost identical model. The most likely explanation for this state of affairs is the heat from the catalytic converter burning off the paint, and eventually the zinc coating on the metal itself, allowing our perennial adversary, ferrous oxide, to gain a foothold.

It turned out that neither car was going to be covered by the terms of Porsche's 10-year warranty against perforation due to corrosion, so Robin set to in search of a practicable but high-quality repair solution. The simple answer would have been to cut out the relatively small section that was holed, and weld in a new one – and many lesser garages would probably have simply patched the area.

But that was never going to look 'factory' (even though it would be hidden by the exhaust system), and would certainly never be very satisfying, and so, after careful consideration and some work on his PC, Robin came up with a design for a

replacement closing panel for the lower part of the box-section. This would be made for him in a special stainless steel that can be welded to mild steel and, such is his attention to detail, with drain holes in exactly the same places as the original.

Fitting it would entail fairly major surgery to the crossmember – not least a precise lateral incision from one side of the car to the other, and then drilling out all of the spot-welds along the lower edge of the affected section. But the photo below, showing the now repaired area, together with another of the several panels that Robin has had made, proves beyond doubt that, with the right tools and expertise, almost anything is possible.

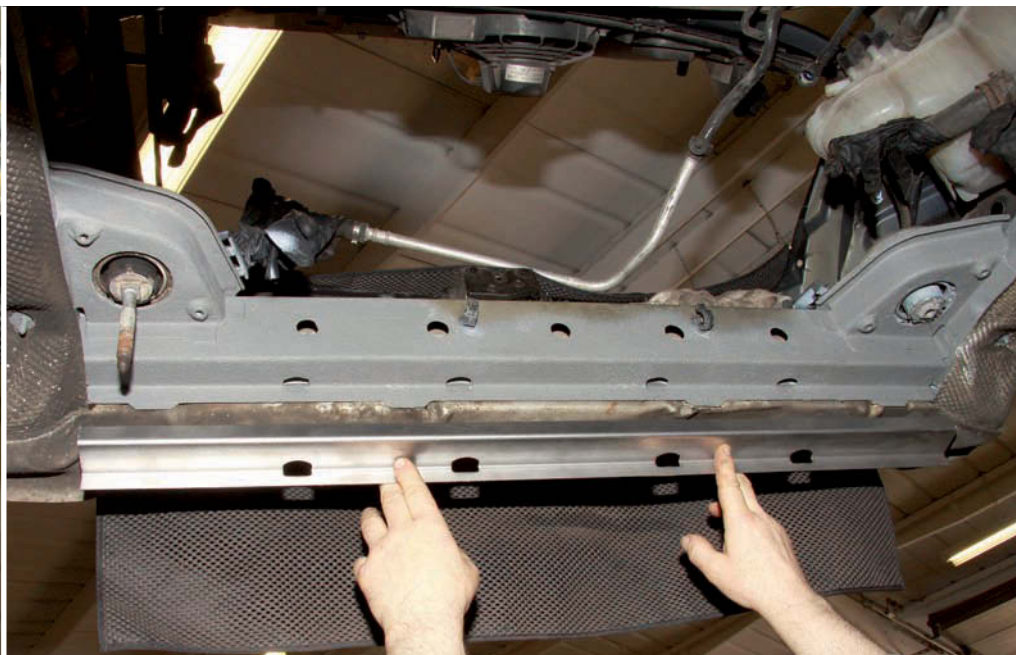
It is never going to be a quick repair – the engine has to come out for access – and your bill will be perhaps £2000 plus VAT; higher still if it is found that other problems need to be addressed, as well. But surely a vehicle of this nature and value, never mind its potential classic status, deserves something far better than the usual quick bodge.

The message, then, is clear. If you own a 997 – and on the evidence of these two cars an 'S' model

in particular – go outside, right this minute, and check whether your crossmember is beginning to shed its paint, or perhaps even beginning to corrode. (You might have to do it as much by feel as by eye; make sure the exhaust is stone-cold.)

If it is, and if there is the vaguest possibility that the car is covered by that anti-corrosion warranty, get it to a Porsche Centre for an inspection and assessment, pronto. Assuming that you are politely but firmly shown the door, take it to a reputable bodyshop for repair – and ideally, of course, to Auto Umbau for a job to the standard shown here. And if you are in the market for one of these cars, be as certain as you can not only that the cylinder bores are not scored, but also that its rear crossmember is not about to give you an equally nasty surprise.

Could this soon become the 997's version of the famous 'kidney bowl' issue found in so many pre-964 Carreras? Sadly, yes, I think so. But forewarned is forearmed. Oh, and look out for full start-to-finish story on how Robin repaired his own car in a future issue of the magazine – just as soon as he has found time to do the job, that is!



If you own a 997 – and particularly, it would seem, a 3.8-litre 'S' – then you need to check that the rear crossmember, behind the engine, isn't corroding away like this one (above, left). If it is, then Robin McKenzie at Auto Umbau has the solution, in the shape of this stainless-steel panel (right), designed to allow an effectively invisible repair

PRAGMATISM, OR JUST PLAIN PENNY-PINCHING?

Talking, as we were (left), of hidden corrosion, feast your eyes upon this photograph (right). It shows the bolt-in crossmember located deep inside the dashboard/fascia area of a Cayenne, and graphically demonstrates that Porsche never wastes money on surface finishes if it can avoid it.

Does that matter? It's not a part of any vehicle that you ever normally see (and the equivalent in my own 2004 VW Passat is pretty much the same, if not quite as rusty). Neither is it ever likely to become a structural issue; it will most likely be something

far more fundamental that eventually kills off sick and ageing Cayennes.

But it looks pretty horrible if – or when – you ever need to access the fuses, and does make you question just how dry it routinely is inside these cars (and it was water in the electrics that was the reason for taking this car apart). And, dare we say it, what else Porsche might not have bothered to paint on the same premise.

I would certainly be interested to know if there is some crucial technical reason why these items appear to have been left unpainted, anyway.



The rust on this Cayenne's dashboard crossmember is so far just a light bloom, but it does look rather alarming if ever you need to replace one of the adjacent fuses – and these SUVs do have a habit of allowing rainwater into the cabin (see also the story below). But why no paint on it? We would love to hear your theories

MUD, MUD, NOT SO GLORIOUS MUD

And while we are on the subject of Cayennes, take a look at this gallery (below). The middle two photos show the huge quantity of mud and sand packed into the lower rear part of one car's left-hand front wheelarch, behind the plastic liner that you probably thought made this sort of thing (and the corrosion that follows it) a thing of the past.

When I first saw it, albeit without the benefit of either an inspection lamp or my camera's flash, I thought it must be some kind of foam insulation, so neat were the edges, and so consistent the surface. But the technician with whom I was working, Ian Florence at Precision Porsche in Sussex, quickly put me right on that one – although even he had never encountered a Cayenne in which the mud was quite as tightly packed as this.

Fortunately there wasn't (yet) any sign of corrosion in the surrounding metalwork in this otherwise pretty tidy GTS, but the long-term effects of an almost permanently damp 'poultice' such as this are well known, and it is easy to imagine yet another disappointed Porsche owner being told, in a few years' time, that his cherished SUV needs major structural repairs – which by that time, even

in a car like this, might put the vehicle's economic viability in serious doubt. Needless to say, Ian brushed and then washed out every last trace of the dirt, even though that was not the job he had originally set out to do. (Replacing the 'tandem' pump driving both the power steering and PDCC. Watch out for a how-to in the next month or so.)

It's not as if the wheelarch liners are difficult to remove, either. You will need the car up on stands with the wheels off, but then it's just a question of a couple of hex-head plastic 'nuts', and a dozen or so button-headed Torx screws. (Make absolutely sure that you have removed them all before attempting to manhandle the big plastic moulding out from under the wing. Some are very cunningly hidden.)

Much else of what you will see behind the wheelarch liners (and there are another two at the rear of the car, of course) will hopefully be merely interesting rather than of pressing concern, but the one other task you might like to do while you are here is to check and if necessary clean out the two drains – one per side – from the plenum chamber beneath the trailing edge of the bonnet.

Made from rubber, and shaped not unlike tiny

'duckbills', these are designed to act as a simple one-way valve, allowing water through from above, but preventing anything entering from below. Famously, however – and as in any other VAG vehicle that uses them – they fill up with leaves and even just silt, and eventually become completely blocked, such that first the plenum chamber fills with water and then probably the footwells, inside which are located much of the car's most sensitive electronics. And that really is game over.

In fact, someone had already removed and presumably discarded this particular car's duckbills, presumably on the perfectly reasonable premise that it would be better to have as large a drain hole as possible, but rightly or wrongly the car's designers put them there for a purpose, and we would be inclined to refit them, if possible – even if that would mean, as here, buying new ones.

Whether they would prevent mice climbing into the chamber and then the cabin is debatable (and I presume that is one of their intended purposes), but working on the basis that these creatures, like rainwater, have a fondness for destroying electric cables, then it's better not to take a chance.



This was a classic case of 'while you are in there': Cayenne was having left-hand front wheelarch liner (above, far left; note tell-tale damp patch) removed for access to the so-called tandem pump driving the power steering and PDCC system, but there was no way that any technician worth his salt would have left all of that mud and sand packed tightly behind it. Absence of rubber 'duckbill' at the base of the plenum chamber (far right) aids all-important drainage, but what might it allow to climb in from beneath...?



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THE 911 EVOLUTION

The 964 was the first major 911 update and introduced the concept of four-wheel drive. Its model life was short and it was hampered by the early '90s recession and some issues of its own. Now, though, it as a sought after model and prices have risen accordingly

In May 1988 Porsche released a brief statement and a few photos of a new model, code-named the "964". The brief details, put out to 'dispel press conjecture surrounding its future 911 model line-up,' Porsche said, posed more questions than they answered. Named "Carrera 4", it was four-wheel drive, so given the appearance of the exotic, all-wheel drive 959 model two years earlier, and the general trend of the time for 4wd, one wondered if this was Porsche's attempt to finally tame the rear-engined car's wayward handling. But it was to be an 'additional' model, the release stating that 'the existing Carrera in all its forms will continue to be produced.'

By the time the British public got to see the new Porsche, at the Birmingham International Motor Show in October of 1988, the year that marked 25 years of the 911, further information was available, for example that it had a 3.6-litre air-cooled flat

six engine, along with the first anti-lock braking system on a 911. But the emphasis was still very much on the car as a four-wheel drive machine, the Guards Red example sharing space with a 959.

It was not until the summer of the following year that the wider scheme of things became apparent, which was that the 911 would carry on into the new generation much as before, except that four-wheel drive would effectively be offered as a factory option, with the "Carrera" the model for those who relished the Porsche's traditional chassis characteristics. Four model generations of 911 on, customers still have that choice.

But as the 964 aged and become more affordable, it gained itself a bad reputation, first for its looks, which many thought were ugly compared to both the previous 911 and the succeeding 993, and second for engine problems including oil leaks and electrical problems. By the early 2000s it

had become the "unwanted 911", values reflecting that status. But with any air-cooled 911 now hot property, that has all been forgotten as prices head skyward.

So where does that leave it as a purchase, and what are the problems you need to look for? The 964 spawned a wide range of models including a Targa, Cabriolet, Turbos and RS versions, but here we concentrate on the two basic models, the Carrera and Carrera 4.

DESIGN, EVOLUTION

With its large new bumpers and automatically adjusting rear wing, the 964 looked like it might have been the first full scale re-bodying of the 911 since it was launched, but the basic structure was unchanged (and would not alter until the 996-series arrived in 1997). However, a great deal was new under the skin. The enlarged engine, based on the previous

The 964 in Guards Red, what else? Some thought the new big bumpers were rather ugly, but opinions have mellowed over the years





Engine capacity enlarged to 3.6-litres and 250bhp over preceding Carrera 3.2, with 230bhp. It's a supremely flexible engine

Interior got something of a makeover, but it's still the same in terms of space as all 911s that went before: compact. Raised transmission tunnel to accommodate propshaft

3.2-litre, two-valves-per-cylinder horizontally opposed unit, featured new cylinder-heads with twin spark plugs and a dual ignition system, revised camshafts and the latest Bosch Motronics, and produced 247bhp (250PS) at 6100rpm and 229lb ft torque at 4800rpm, eight and nine per cent up on the outgoing Carrera 3.2.

The 964 was the first road Porsche with a six-speed manual gearbox, on the Carrera 4 mated to an electronically regulated, permanent four-wheel drive transmission delivering a 31/69 front/rear torque split and with a manually lockable centre and rear differential. Power-assisted steering was another first for the 964, while the front suspension switched from struts to coil springs and a new, semi-trailing arm set-up graced the rear, and the brakes were redesigned.

At the time, Porsche said the 964 was 85 per cent new, but one thing that did not change significantly was the dashboard, which retained the lovable but scattered combination of dials and switches – although the heater controls were improved. All the new tech meant added mass, the Carrera 4 weighing at 1460kg, an additional 220kg over the Carrera 3.2.

Deliveries of the Carrera 4 began proper in early 1989, with UK sales commencing in June. At about that time the Carrera was added, the first UK customers getting cars around September time. They carried the same equipment spec, the Carrera priced at £41,500 in the UK, the 4's extra transmission hardware adding £6200.

The launch of the Carrera 2 was accompanied by a small but important change. Following complaints from owners in Germany whose 964s had overheated in traffic with their spoilers in the flush position, a switch to manually raise the rear wing and increase ventilation was added to the centre console.

The 964 was in production for just four years before being replaced by the 993-series 911 in September 1993, so mechanically both departed as they had arrived. However, there were a few

equipment tweaks. In September 1990 a delayed interior light was fitted, and the rear seat was now released by means of a button on top of the seat back. At the same time, the sports suspension option on Tiptronic cars was withdrawn.

In August 1991 five-spoke Cup Design wheels replaced the original seven-spoke rims, and more streamlined door mirrors were fitted. The sound equipment was upgraded, with an RDS radio fitted and provision for a CD changer installed. In June 1993 a driver's airbag was made standard. The Carrera 3.2 had been offered with the Turbo's wider body and its brakes, and a similar package was offered on the Carrera 4 six months before the end of production, the Celebration Limited Edition. This featured 7Jx17-inch front and 9Jx17 rear wheels, full leather, and a numbered plaque on the rear parcel shelf.

The 964's production spanned lean years for Porsche and also for many car markets, leaving it a quite rare car. Under 3000 were officially imported to the UK, half of those in 1990, the year before the recession.

DRIVING THE 964

The 964 feels like a more refined, slightly less tactile Carrera 3.2. The handling is less nervous but lacks the same seat of the pants feel, and, similarly, the power-steering makes life easier but doesn't have the same feedback. However, the engine is the same, super revvy, magnificent sounding boxer, only with added low down zest, and the gearchange is better. Otherwise, it's the same recipe as before, with great seats and driving position, and half obscured instruments.

Prospective buyers may be curious about how different the rear- and four-wheel drive 964s are to drive. The answer is not much – but enough to make a difference. Straight line performance is the same, although the 2wd car will move off more cleanly under a standing start, a touch of wheel spin balancing revs and grip whereas the C4 is likely to get bogged down under its own traction, causing the engine to go off the boil. The Carrera has sharper steering, and overall is the more nimble and enjoyable of the two.

964 TIMELINE

May 1988

Teaser photo of "Carrera 4" released to the press

September 1988

Carrera 4, the sole 964 model, unveiled

September 1989

Carrera is announced

August 1991

Five-spoke Cup Design wheels fitted as standard, as are more streamlined door mirrors

Summer 1993

Celebration Limited Edition on sale, a C4 with the wider Turbo body and brakes

SPECIFICATIONS

Porsche 911 Carrera/ Carrera 4 (964-model)

Engine	3600cc air-cooled flat-six
Power	247bhp@6100rpm
Torque	229lb ft@4800rpm
Brakes	Vented front discs, solid rear discs
Wheels	6Jx16-inch front, 8Jx16-inch rear
Tyres	205/55 ZR16 front, 225/50 ZR16 rear
0-62mph	5.7sec
Top speed	162mph
Fuel consumption	24.6mpg (EEC average)
Weight	1380/1460kg
Built	1989-1993
All figures from Porsche, for a manual car	

Maintenance costs, 911 Carrera/Carrera 4 (guide price, all genuine Porsche parts, including labour and VAT)

Oil/major service £180

Major service £550

Replace clutch £935/£1010

Replace leaking engine oil drain tubes £550

Replace front brake discs and pads £600

Replace front suspension lower wishbones (both sides) £1110

Price supplied by AutoWerke, Norwiche

WHAT YOU'LL PAY

£20,000–£25,000 Scruffy rolling project – if you can find one
£25,000–£35,000 The baseline for 964s, offered privately and possibly needing work
£35,000–£45,000 Sound in engine and body, probably over 100,000 miles
£45,000–£55,000 Low mileage, full history and near pristine condition, usually offered by classic specialists.

WHAT YOU'LL PAY

'1990 C2, manual, red, 76,000 miles, sports seats, stunning condition, £17,750'. Don't all rush at once, this was a classified advertisement from *911&PW* in August 2003, when you'd be paying £45,000 for an early 996. We include it to show just how much the perception of this once much maligned Porsche has changed.

'Six months ago the best ones were about £40,000, but now to buy these same cars back we'd have to pay £50,000,' says Tom Fitzsimmons of Border Reivers, a classic car specialist in Scotland with a particular interest in Porsches. 'You'll now pay £20,000 just for a restoration project.'

Away from the classic dealer market, 964s are seen for £25,000 to £35,000, with left-hand drive cars, which are quite common, going for less. In the past Carreras were probably more in demand than Carrera 4s and this was reflected in values, but that's changed now, Fitzsimmons tells us. 'If there was a 2 and a 4 side by side, I would always have wanted the 2, but the cars are so rare now there's no difference in value. It's now all down to mileage and condition.'

WHAT TO LOOK FOR ENGINE, TRANSMISSION

The 964 engine is known for its oil leaks, and although many were probably rectified under warranty, the problem seems to

recur, according to Matt Baxter of Porsche specialist AutoWerke in Norwich. 'The crankcase has over a dozen through bolts, and their oil seals, two per bolt, can leak,' he explains, 'The oil will then get on to the heat exchangers or the exhaust and will burn and smoke. Or the oil may gather on the undertray.'

Deciding on what course of action to take can be tricky, because a total cure involves an engine rebuild. 'That alone will cost thousands, and we might find all sorts of things – maybe the camshafts or main bearing will be worn. A lot of people just live with the oil leak.' A further oil leak issue is the possibility of the oil drainage tubes corroding and leaking, although collapsible replacements can be fitted for around £550, Matt estimates, avoiding the need for a rebuild. Distributor belts are known to break, and the first you'll know of this is a very rough running, or non running, engine.

While the exhaust system and the heat exchangers for the air-cooled engines are by no means a weak link, replacement is expensive. 'We're now starting to see heat exchangers that are very corroded,' Matt tells us. 'They get very thin at the flanges where they meet the catalyst. New ones, which I believe are only available from Porsche, cost about £2500 each and can be very difficult to remove, due to the old fixings being badly rusted.'

The transmission is usually trouble-free. 'It's pretty bullet proof, and we don't see many problems with the Tiptronic automatic

WHAT THE PRESS SAID

If you can tell the difference between the two cars, it's in the handling. The C2's steering feels sharper although no lighter, and gives you more feedback when you pounce on a corner. The C4's steering, by comparison, feels just that little bit more leaden, particularly around the straight ahead position. 2WD or 4WD, they're both utterly brilliant.

911 & Porsche World, September 2002, 911 Carrera/Carrera 4 comparison

It seems that, 26 years on, the most famous sports car still in production continues to split opinion. Faster and fitter than ever, it simply has to be the best 911 to date by any objective reckoning. Yet it seems to be the perpetual Porsche's lot to be a flawed machine. Loyal Porsche customers will accommodate the shortcomings for the thrill of owning a car that, perhaps more than any other, continues to represent driving in its purest form.

Autocar, 911 Carrera road test, 6th December 1989

gearbox, although its oil cooler pipes can corrode,' Matt reveals.

SUSPENSION AND STEERING

All 964s are at an age at which it would be unsurprising to see leaking suspension dampers (unless they've been replaced fairly recently), and also rusty suspension springs, according to Matt. You should also check the state of the lower front suspension wishbones: 'The bushes can come away from the wishbone, and you have to buy a whole wishbone,' he says. 'But you really have to have the car up on a ramp to properly inspect them.' The 964 was the first 911 with power-steering, and it is a reliable system, though check for fluid leaks from the rack, the oil likely having gathered under the front undertray.

The 964's rear end makeover perhaps more successful than front. First appearance of the retractable wing





USEFUL CONTACTS

AutoWerke
01603 408044
Norwich-based
Porsche specialist
(supplying technical
information for this
Buyers' Guide) has
particular expertise
in this era of air-
cooled 911s

Car Parts 911
carparts911.co.uk
Now owned by Euro
Car Parts, this
specialist has a wide
range of OE and also
original quality parts,
plus tuning
equipment

Porscheshop
www.porscheshop.co.uk
A Midlands-based
supplier of
mechanical and
styling parts for
classic and modern
Porsches

BRAKES

The braking system is durable, and Matt rarely comes across any trouble with the anti-locking, the 964's componentry the first ABS seen on a 911. But if the ABS light is on, it's likely that one or more of the wheel sensors has failed. More common than this are brake caliper problems. 'These have metal plates intended to retain the brake pads in place, but corrosion behind them on the caliper lifts them up, which causes the brakes to bind on,' Matt explains.

The cure can be either fairly inexpensive or costly: 'You have to get the plates off, which are held in by two Allen bolts, and if they come out easily you can clean the calipers and it's a quite straightforward job,' Matt says. 'But if they're corroded and don't come off easily you are looking at a new caliper which is £640.'

ELECTRICS

A common thing across most Porsches of the 964's era is the failure of the "DME" relay in the fuse box, which facilitates power delivery to the fuel pump and the ECU. Replacement is simple (the Porsche part is around £60, with independently made equivalents half that), and some owners carry a spare in the car.

A far more serious electrical problem is if, inside the cabin, the heater fan can be heard squeaking. This means it's on the way out, and a replacement is around £500, and a 'nightmare to fit'.

BODYWORK

The 964 rusts in pretty much the same places as does its Carrera 3.2 predecessor, Matt advises. 'Open the door and look at the B-pillar, look at the bottom of the headlamps, and look at the bottom of the front and rear screens.' Bodywork rectification is fearsomely expensive, but Matt looks at it from a positive point of view: '964s seem to be going up in value, so people are more willing to spend on them.'

VERDICT

In the general frenzy over air-cooled Porsches, the 964 is no longer the "unwanted" 911. The perspective of four subsequent generations of the rear-engined sports car has seen it become loved, and collected, while unflattering comments about its large bumpers are now rarely heard. Which is only right, as the 964 delivers the full classic 911 experience.

But rehabilitated thought it may be, buyers need to be aware of how much these cars can cost to run, their maintenance now a perfect storm of sheer age, which causes even the sturdiest car to weaken, and often very expensive parts. So no matter how well looked after a 964 for sale seems, have a proper inspection carried out – and build a healthy war chest so it gets the care it deserves and needs. **PW**

SPOTTED FOR SALE

Private seller
1991 Porsche 911 Carrera 4 manual, blue, tan leather, 116,681 miles, £37,500, Petersfield, Hampshire

Sports car specialist
1990 Porsche 911 Carrera manual, white, black leather, 78,000 miles, £48,999, Loch Lomond, Scotland
borderreivers.co

Porsche specialist
1991 911 Carrera Tiptronic, grey leather, 98,500 miles, £39,964, Coventry
www.pctcars.co.uk



BUYERS' CHECKLIST

Engines suffer crankcase oil leaks – check for oil burning on exhaust or in undertray
Engine's oil drainage tubes can also leak oil
Engine heat exchangers can be tricky to replace if rusted in place
If the exhaust is blowing, budget for a replacement, which is very expensive
Front suspension lower wishbone bushes likely to be worn out by now
If heater fan is squeaking, a replacement will be needed soon
Blown "DME" relay in fusebox will take out power to the ECU, but is easy to fix
Look for rust around the headlamps, inside the doors at the B-posts, and at the bottom of the front and rear screens

DEALER TALK:

911 SPORT

Lincolnshire-based 911 Sport is known for its supply of top end GT Porsches, but proprietor Phillip Woolley points out that his showroom stock covers everything you'll see at a Porsche Centre



How long have you been in the Porsche business?

Being mad on cars from an early age led me into motorsport as soon as I was able to race karts. I progressed through different formulas while trying to attend college at Loughborough. On leaving college I had two very good jobs, but being employed by another Ferrari/Porsche dealer was not the route I wanted to take, so I set up on my own. That was nearly 30 years ago and I've never looked back.

What Porsches do you specialise in?

We cover all the models an official dealer would, which includes the Cayenne and the hybrid cars. We are able to cover cars from 1972 up to the present day very confidently, having the latest equipment and trained staff who know the cars inside out.

What's your cheapest and most expensive Porsche presently in stock?

We have a stunning 04-plate, three-owner 996 Carrera 4S with an amazing history and only 75,000 miles for £23,500. This is stood at the side of a 65-plate 911 GT3 RS that's covered 75 miles and priced at £245,000.

What would you recommend as the best first Porsche to buy?

This depends on your budget, but the rule is the same for anyone when buying their first used Porsche: it can be costly if you get it wrong. Make sure the car is the best possible one you can find for your money, with a sound history and genuine background, and bear in mind

that a book full of service stamps doesn't guarantee it has been properly maintained.

Where do you get your stock from?

We usually only buy cars we know or from our customers and through part-exchange deals – we never buy from auctions or sales. All potential cars are thoroughly inspected before purchase, and we turn many away. Lately we have had to join others and go down the commission sale route to be able to sell the high price tag GT cars.

What warranty do you give or sell?

Our warranty caters for customers' individual requirements, but if anything goes wrong or breaks, providing the car comes back to us we will fix it or replace it, be it a headlight bulb or worn out brakes or clutch. We can do all this as our pre sales preparation is so extreme, hence we rarely have warranty issues, including on classic Porsches.

What's "hot" currently?

Lately there has been an increase in demand for early 997s, as they are fantastic value for money against some of the other 911s, however this has started to push prices up to where they were three years ago. Currently we are finding a good market for high-spec petrol Cayennes, which out-sell the diesels all day long.

What's the best value at the moment?

Two cars spring to mind. First, the 996 Carrera 4S, a stunning car with great looks, affordable running costs, and appreciating



in value. Second, the last of the 997 gen 1 911 Turbos. With the last of the best engines fitted, a joy to drive and own. Soon to rocket in value.

Name a car that you recently sold that you would have been happy to keep yourself

A Cayenne Diesel S. Fantastic car, does everything.

What car do you drive everyday?

I'm lucky and spoilt in that I get a very varied range of cars to drive. As one of my workshop guys said the other day, 'people pay £100s if not £1000s to drive the cars he does every day'. But I have a one-off 320bhp Golf diesel 4x4.

What are your plans for the future?

Everything seems to change monthly, sometimes weekly, so you have to be aware of what's going on around you, be it with car sales and prices or workshop technology and requirements. Now the product range is so much larger and appeals to a wider audience, I would like to move the car showroom on, with a larger spread of vehicles for sale, not forgetting the 1980s Carreras and other classics.

Contact
911 Sport
Achurch Close
Boston Road Industrial Estate
Horncastle LN9 6JS
+ 44 (0) 1507 527911
911sport.co.uk

HELPING YOU BUY YOUR PORSCHE:

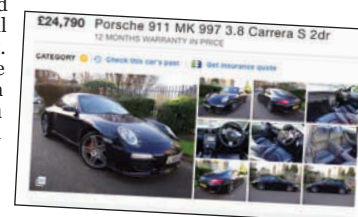
INSURANCE WRITES OFF

When browsing used Porsche advertisements you come across a few with "Cat C" or "Cat D" included in the particulars. These cars will probably be noticeably cheaper than others – because they've been written off by an insurance company. So aren't these dodgy motors, and what are they doing for sale?

The situation is slightly more complicated than it might seem, as there are four types of insurance write offs. Cars written off under "Category A" were severely damaged, and by law must be crushed, while "Category B" cars must also be destroyed, although salvageable parts can be reclaimed from them. "Category C" write-offs can be rebuilt for the road but must pass a Vehicle Identity Check before a V5C registration document can be re-issued by the DVLA, but "Category C" do not require this. Some Cat Cs have not been crashed, just damaged in a significant way.

You'll pay less for a Cat C or Cat D, because understandably they are blighted regardless of how well they have been rebuilt.

But a lot of Porsche traders won't touch them, so when you decide to sell on you might have trouble part-exchanging. The choice is yours.

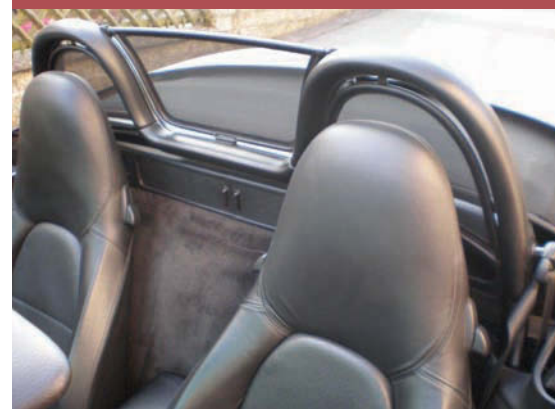


USEFUL ACCESSORY OF THE MONTH: BOXSTER WIND DEFLECTOR

Besides being one of the best sports cars, the Boxster also excels as an open roadster, not least due to its safety and refinement. But one thing improves open driving significantly – an air deflector, which slots into place behind the seats, eliminating the last of the hair-ruffling wind turbulence.

This was always a factory option, and is also available as an accessory – but at £407 (including the necessary mounting brackets), is not cheap. That's where Shropshire-based Classic Additions, which specialises in high quality car covers, comes in useful, offering its own three-part, simple to fit wind deflectors for the original pre-2004 986 and 987 (2004–2011) Boxsters for £168.

It consists of a tubular frame covered with hard wearing leatherette, and special woven mesh, and having supplied it for many years now, the firm has tweaked the design. It comes with a two-year guarantee, more information at classicadditions.com



CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

911

**911 996 3.4 Carrera 4**

2001 6 speed manual in Midnight Blue with grey ruffled leather interior with private registration, sunroof, Porsche CD stacker, a/c, side airbags, full service history, MOT May 2017, low mileage 68,735 miles, excellent condition, 18" split rim wheels with 4 new Pirelli tyres, recent service work including new metal brake pipes, two rear brake flexi hoses, rear brake discs and pads. Tel: 01208 73200. Email: glenn.wood77@btinternet.com (Cornwall).

£18,750

P0816/025

**911 Carrera Convertible (996)**

2000-reg, factory fitted Aero bodykit and spoiler, new clutch Nov 2015, 4 new Pirelli P-Zero tyres Nov 2015, hard top and stand included, MOT till January 2017, Parrot Bluetooth phone kit, FOCAL speaker upgrade, all receipts for everything from new, lovely car, please call for more details, NC. Tel: 07775 964855. Email: paulemery27@hotmail.co.uk (Norfolk).

£9250

P0816/051

The Ultimate Driving Shoes
Prices from £115 to £335
Free delivery in the U.K.
piloti Complete range available at:
www.carnoisieur.com
or call 01582 787377

911

996 Turbo Tip S

54, black/black, top spec car, 57K, FPSH, your joy or money back, p/x? Tel: 07963 548599 (Notts).

£39,000

P0816/040

**911 TechArt GT Street RS**

Converted from a 1999 Carrera 2, full bodywork changed over, resprayed, new top mounts, brakes, pipes, hoses, LED Gen 2 rear lights, 997 headlights, complete head turner, looks like the £300,000 GT2 TechArt GT Street, red leather (treated) and heated seats, manual transmission, 77,000 miles, 3400cc (300bhp) engine, MOT: 31/03/2016 (no advisories). Tel: 07845 596925. Email: greig1983@yahoo.co.uk (Glasgow).

£20,000

P0816/053

911

**911 (997) Carrera 2S, huge spec**

2006, factory fitted Aero kit Cup (GT3), 6 spd manual, Midnight Blue metallic with matching sea blue leather interior, every optional extra inc hardback Sport seats, PSM2 with sat nav, 6CD, Bose, Sport chrono package plus with PSE sports exhaust system, PASM, PSM, m/f steering wheel, short shifter, seatbelts in silver, 19" Sport Design alloys, 3 owners, 121K mileage with full Porsche SH. Tel: 07580 454645. Email: petersinghs@hotmail.com (West Yorkshire).

£19,995

P0816/022

**2005 (54) 997 Carrera S. 3.8**

Tiptronic, Grey metallic/grey leather interior, 4 owners, I have owned the car myself for the past 6 years. The mileage is 47,000 miles and has had an engine rebuild at Hartech along with the upgraded IMS bearing and tandem oil pump 2 years ago. The car has a full service history at both Porsche and specialists, it is booked in for its next service on 22/06/2016, MOT until March 2017. The car is in excellent condition and is very clean internal/external with a very high specification and the 3 original keys. Anyone wanting any photos of anything specific or would like to chat about the car and its specification please feel free to contact me, any inspection is welcome on this car. Tel: 07974 025761. Email: lesmcnaught@hotmail.com (Guisborough, Cleveland).

£23,995

P0816/028

911



2006 997 Carrera with chrono + sports ex PSE exhaust, Sports chrono, 19-inch wheels, Bi-Xenon, disc CD autochanger, Porsche active suspension management (PASM), Bose surround sound system, navigation module for PCM, sunroof, reversing sensors, the car has recently had all new suspension and shocks and new tyres in Dec 2015, 3 owners, next MOT due 31/12/2016, full Porsche service history. Tel: 07909 995811. Email: matthew.williams@hgp-architects.co.uk (Hampshire).

£24,900

P0816/052

911 Targa 1981

For sale my 911 Targa, lots of work done, too much to put down, for more info call, I can email photos. Tel: 07986 420055. Email: jrc.911@ntlworld.com.

£21,500

P0816/041

911 (996) C2 3.6 Tiptronic

2002, 48,700 miles, Seal Grey, P-Zeros, 1 yr MOT, as new, dry stored, maintained regardless, all keys + PSH, finance and px arranged, excellent opportunity. Tel: 07775 955325. Email: info@getitdealt.com (T)

£18,750

P0816/042

944

944S2

Guards Red, mileage 157,000, MOT and service due May 2017, '91 model year, full Linen leather, Sport seats, RS steering wheel, electric sunroof with removable panel, original cover for panel, electric windows, Janspeed rear silencer box, FSH, has won and been placed in the PCGB SW regional concours. Tel: 07754 450822. Email: jenksryd@btinternet.com (Devon).

£8000

P0816/031

911virgin.com

Porsche wanted
Payment
Call
Speak to

urgently
immediate
today
Terry or Tom

Porsches bought & sold**01895 255222****info@911virgin.com****A MAN OF THE HOUR
DIES EVERY HOUR**

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prostatecanceruk.org/menunited**PROSTATE
CANCER UK**

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Registered company number 02653887.

3872

AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

Some believe that after several years of sharply rising classic Porsche values, the market is set to cool off. But predicting what prices will actually do can never be more than intelligent guesswork, says David Sutherland

RS sold for €1m in 2015



To the best of our knowledge, no education system in the world is turning out trained psychics, therefore predicting the way investments will go is still basically guesswork. Sure, Harvard, the London School of Economics and other respected institutions turn out some highly numerate and very clever people, but none can ever pinpoint financial trends when it really matters. How many "experts" do you recall predicting the 2008 crash, a time when the warning signs of economic overheating were there for all to see? None, probably.

And yet like migrating birds reacting to the seasons, some classic car investors are sensing change. They can't know anything for sure, yet they feel the market will go in a new direction – downwards. It might simply be that classic prices have accelerated for so long that they surely can't continue. Or maybe it's the number of "did not sell" results at auction, or perhaps just one deal that didn't happen.

If something is in the air, one of two things will

happen: the "soft landing" as prices realign to a slightly lower level, leaving recent purchasers with a less valuable car than they had anticipated but still with a significant asset, or the full-on crash as, when a tipping point is reached, investors take flight and try to get out of the automotive sector.

Bear in mind that the best Porsche classics – and the racing models with a competition provenance even more so – have become so valuable that they have come to be treated by many as purely financial investments, their owners' entry to the rarefied classic market prompted by the almost zero interest rates on capital. Therefore dumping their investment once it has run its course is probably an unemotional process for most of these people, or indeed companies.

Let's just remind ourselves of what the very top of the market for Porsche road cars looks like – or did look like. At its auction at the Villa Erba car show on Lake Como in Italy in May last year, RM Sotheby's sold the 1973 911 Carrera RS 2.7 Sport shown in the lead

photo (better known as "Lightweight"), for €1,008,000, about £728,200 at the time. A few months later, at Monterey in California, RM Sotheby's achieved \$1,210,000 (£836,850) for a 1988 959 Komfort, while rival Gooding & Company also sold one from the same year for \$1,732,500 (£1,200,450).

'There has to be an alignment of prices,' is the view of Steve McHale, director at Porsche specialist JZM, which has been trading in above-list 991 GT3 RSs, 'and if investors have decided to get out then I think they've left it six months too late.' JZM produces periodic reports on the market, and notes that 'prices at the very top of the classic Porsche market have softened in the last 12 months.'

Peter Haynes of auction house Sotheby's does not believe that there will be any kind of decline at the top of the market, pointing out that the best cars with the best provenances can usually be depended on to find buyers. But he does feel further price growth is unlikely. '24 months ago we had rampant

price inflation, which we aren't seeing now,' he says. 'There are fewer people sitting in auction rooms willing to stick their hands up, and while prices are not falling, they are not appreciating either. Buyers looking to flip a car within a few months aren't going to make any cash.'

So a few millionaires are going to lose a few quid on sports cars they probably never fully appreciated anyway, you might be thinking. Who cares? Trouble is, many once affordable 911s, such as Carrera 3.2s and 964s have hitched a ride on the coat tails of 2.7RSs and the like, and have at least doubled in value in a short time, so if prices at the top fall, won't they be dragged down, too? According to JZM, no. 'Continued demand for the low supply of affordable (sub-£50,000) air-cooled classics is helping to protect prices for those cars from sudden drops. It is unlikely that prices for good condition classic 911s will ever return to 2011/2012 levels, as they were undervalued around that time. The days of £10,000 SCs won't return.'

However, this confident prediction comes with a warning: if you have one of these cars, don't expect to sell it at any price. 'Overly optimistic asking prices for long-standing stock keeps buyers on the fence, awaiting huge price drops that are never going to come,' JZM points out. 'Those who genuinely wish to sell their cars must encourage buyers to engage.'

It is true that Porsche is not making any more 968 Club Sports, 3.2 Carreras, 997 Turbos or any of the other great cars that have

come out of Stuttgart. But, away from the very rarest models, sellers keen to cash out of their Porsches must be aware of current market conditions. Overly ambitious prices for average cars will not make the phone ring.' JZM admits that in order to shift stock it has had to "re-price" cars.

Prior to 2016, "early" 911s, a description that probably now includes cars made up until the last Carrera 3.2 of 1989, had been on fire, too, especially of the 930 911 Turbo. However, a look at selling prices in relation to sellers' pre-sale estimates suggests that the blown "whale-tail" cars have since cooled slightly. For example, at its Arizona sale in January, RM Sotheby's sold two, a 1976 911 Turbo at \$187,000 (£131,900) and a "Slantnose" 911 Turbo SE for \$112,750 (£78,600), these prices £26,500 and £44,000 below estimate. The experience of Gooding & Company at the same auction was similar, with no less than five 930 Turbos, from \$118,250 (£82,400) to £198,000 (£137,950), all going for below estimate.

The irony is that although the pure speculators have provided a handsome payday for "normal" owners, few would be sorry to see them switch to other money making commodities. 'Anything that gets the speculators out is probably a good thing for the market,' opines Peter Haynes.

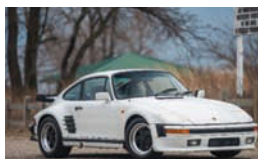
We'll have to wait and see what happens over the next 12 months. And crystal ball gazers, looking back to the previous classic car crash, in 1990, should remember that history rarely repeats itself, but, in the making, usually surprises us. **PW**



Auction prices no longer runaway



959 unsold in January 2016



"Slant Nose" made \$113k in January 2016



911 Turbo sold for \$308k in January 2016



Early 911s should retain value

CLASSIFIEDS

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944

9 - Apart

Parts specialists for 944
01706 824 053

Classic Car Insurance
0800 093 2953


1986 2.5 8V 944 - only 95K - FPSH
Genuine 95K 1986 944 Lux, 5 speed manual, 15" teledial alloys, full Porsche main dealer service history, rare big bolster electric seats in excellent condition, comes with private plate, needs welding to sills, needs a respray, not started recently but engine turns freely by hand, excellent project car which will be valuable once finished, will swap for interesting car or £2000. Tel: 0121 533 1965. Email: bsj79@hotmail.com (Birmingham).
£2000 P0816/054



944 Lux 2.7 1990 registered
Very late registered via AFN in London must be last Lux in UK registered on H-plate, 60,000 miles only with full history and previous MOTs, belts and rollers changed last year, runs like new, logo black interior is excellent condition with original radio/cassette, bodywork in good order but not concours, all electrics work and roof opens etc, digital clock works also! 2 previous owners. Tel: 07788 555954. Email: stewartgreen61@hotmail.co.uk (Herts).
£8950 P0816/026

968

9 - Apart

Parts specialists for 968
01706 824 053

Classic Car Insurance
0800 093 2953


968 Convertible 6 spd, 17", full history, RHD, new starter and tyres, leather, airbag, etc.

6 speed manual, April 1993, black colour and roof/ leather, odometer 95,600 mls. Maintenance at mileage 1697, 7700, 14,909, 16,800, 23,041, 24,579, 28,050, 56,000, 62,667, 68,908, 69,554, 73,917, 83,134 (including new belt and rollers) and 89,462. Full history and invoices (appr £8000) and documents, original spare tools, soft top boot etc. Not much used during past years, new starter motor and Continental tyres, previously UK registered, but with UK export documents, no other registration. Pictures available, located less than one hour to Frankfurt airport, trade with TVR, Aston Martin or other sports car possible, please feel free to ask for any other questions. Tel: 0049 16098 985969. Email: richard.haering@gmx.net (Frankfurt, Germany).
£15,900 P0816/056

BOXSTER

9 - Apart

Parts specialists for Boxster
01706 824 053

Classic Car Insurance
0800 093 2953
**986 Boxster 3.2S**

Unique 986 Boxster 3.2S, Jan 2004, 69,000 miles, Speed Yellow, full Aerokit, full leather interior, crested bucket seats GT3 type, M030 suspension, 18-in Carrera wheels, Bose + CD changer, full service history inc fluid changes, 2 owners from new, 2 keys + transponders, original paperwork. Recent work, 6 coil packs, air con rads, water pump, rear track control arms, bore inspection OK. Tel: 07887 545187. Email: andrew.colledge@esbi.ie (Derbyshire).
£10,000 ono P0816/055

**2005 Boxster**

5 spoke 19" Porsche wheels, reg 2005, service history, March 2007 14,831 Porsche Bolton, May 2009 20,898 Porsche Newcastle, brake fluid, June 2011 25,939 Porsche Newcastle, April 2013 30,518 Tom Ferguson Porsche, brake fluid, March 2015 39,817 Tom Ferguson Porsche, next service 2017, new rear tyres, Tracker fitted, MOT March 2016, air bag, air conditioning. Tel: 07966 879288. Email: nikrape@fsmail.net (Tyne & Wear).
£10,500 P0816/057

REGISTRATIONS

**Porsche number plate 'CA66ERA'**

Be the first to own this very distinctive Porsche number plate 'CA66ERA', this is a brand new plate that's held on retention certificate from the DVLA, all transfer fees are already paid and this is the ultimate Carrera number plate, it's been hinted that this plate could go for real silly money if I held out for a while, but I get married in a few months and it's time to sell it now and I've priced it at a sensible price for a quick sale, but I am open to sensible offers over 5 digits!! Please email me for all enquiries and offers. Tel: 07864 444444. Email: williambarratt2000@yahoo.co.uk.
£13,000 P0816/032

**RS CAR****Suitable registration for RS models**

'RS CAR' (R5 CAR) is suitable for enhancing the appearance of any RS model registered after 1st August 1997, number currently held on retention certificate that includes the £80 transfer fee, oiro £5750 invited. Tel: 07773 078074. Email: pcuthbert250@btinternet.com.
£5750 P0816/013

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PARTS

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CLASSIFIEDS

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REGISTRATIONS



Andrew, Andrea, Andre, Andy??
This number plate is A1 for anyone named Andrew, Andre, Andrea or Andy, absolute bargain buy and will continue to rise in value. Imagine this on your motor, get in touch if you want it, it is on a retention certificate so a very simple operation, send me a message now. Tel: 07779 767605. Email: rugbytickets@rocketmail.com.
£1950

P0816/007

GT03 DKT

'GT03 DKT'
On retention. Tel: 07711 713479. Email: bschalmers@hotmail.com.
£350

P0816/009

KBO 911

'KBO 911' cherished number on retention
This number plate currently on retention, perfect for a Porsche 911, was on a Turbo 997, any questions please ask. Tel: 07432 188698. Email: njabloomfield@gmail.com.
£2200 ono

P0816/061

W22 RED

'W22 RED'
On certificate, ready for immediate transfer, 'W22 RED', ideal for anyone with RED initials or football fans! Tel: 07713 469911. Email: msdriscoll@gmx.de.
£1000

P0816/016

MAI2CAN

Registration to suit Porsche Macan
Registration number to suit Porsche Macan 'MAI2CAN', interesting and classically tasteful! Currently on retention cert. Tel: 07970 827131. Email: ninodelrio@hotmail.co.uk.
£2000

P0616/015



Porsche registration 'A13 POR'
Held on retention certificate. Tel: 07803 122312. Email: andrewsmith911@gmail.com.
£700

P0816/011

REGISTRATIONS



'CLA 551K' cherished plate for sale
Ideal plate for a 911 Sport Classic, or any other older classic, can be assigned to any vehicle manufactured after 1971, currently on a car, transfer fee included in price, no VAT to add. Tel: 07990 593204. Email: stuartkirkpatrick@yahoo.co.uk.
£4950

P0816/012

KEL IB

Cherished number plate 'KEL 1B'
Superb name plate on retention that easily reads KELI B, great present for Kelli, Kelly or Kellie, or your initials KEL. Tel: 01560 480862. Email: porschehb@aol.com.
£3795

P0816/030

968 S

Cherished number '968 S' for sale
The ultimate '968' cherished number is available for immediate transfer on a DVLA issued retention certificate valid until April 2025, '968 S'. Tel: 01332 865818 or 07565 614337. Email: jrobinson@irolli.com.
£15,000

P0516/023

P911 SAB

Cherished registration
'P911 SAB'. Tel: +44 1628 633745. Email: mocflyer@hotmail.co.uk.
£9950

P0816/033



Porsche 911 Arsenal plate
Great plate for any Porsche 911, lovely plate for any Arsenal fan, the ultimate plate for any Gooner, player or fan with a Porsche 911, 'P 911 AFC', it doesn't get any better. It is on a retention certificate, so very easy process to become yours, imagine this rolling up at the Emirates! If you want it, get in touch now. Tel: 07779 767605. Email: ticktock88@yahoo.com.
£3500

P0816/027

REGISTRATIONS



SWANN or SWAN
Super number plate for anyone named Swann or Swan, it isn't often that you can get a perfect name plate, so grab this whilst you can, on retention certificate, at just £1999 it is a real bargain. Excellent investment for the future, pass it on to your children, can be used on any vehicle manufactured after 1994. Tel: 07020 923542. Email: saltydog1@yahoo.com.
£1999

P0816/008

B9XST

'B9XST' Porsche Boxster plate
'B9XST', superb number plate for Porsche Boxster, on retention and available for immediate transfer. Tel: 07779 125828. Email: adam.tallamy@gmail.com.
£1000

P0816/029

g11 TBO

Porsche 911 '911 TBO'
The best number for your 911 at realistic money!! On retention and ready to transfer, make me an offer, it has to go!! Tel: 07881 952338. Email: axleculas@gmail.com.
£3000

P0816/060



C'mon you SPURS!!
Fantastic vehicle number plate for any Tottenham Hotspur FC supporter or player, 'YES THFC', held on a retention certificate right now, so a very simple process to become yours. Keep it on retention for future use or put it on to your car now, get in touch by email for full details. Tel (not text): 07040 209029. Email: saltydog1@yahoo.com.
£2500 or very near offer

P0816/059



JACKSON, JACK, JACKO, JAXXO
Excellent personal number plate for anyone named Jackson, Jack, Jacko, etc, etc, 'JAXXO'. Overseas move forces the sale of this cracking plate, I have now put it on to a retention certificate to make the transfer of ownership simple, you can put it on your vehicle now or keep it until you want to, absolute bargain and sure to appreciate in value, £1500 or very near offer. Tel: 07020 923542. Email: saltydog1@yahoo.com.
£1500

P0816/023

REGISTRATIONS

XXX 911 X

'XXX 911 X'
On certificate, ready for immediate transfer, Porsche number plate 'XXX 911 X'. Tel: 07713 469911. Email: msdriscoll@gmx.de.
£6000

P0816/015

LES I90

'LES 190' registration for sale
Until recently on my 964 but have now decided to sell the registration, on retention certificate until 3/2/2017, no VAT or other charges to pay, telephone with offers. Tel: 07425 153194. Email: lezdawes@gmail.com.
£3500

P0816/062

968 RPG

'968 RPG' registration number
Registration perfect for any Porsche which goes like a rocket, the plate is on retention and ready for immediate transfer. Buyer will pay the £80 DVLA fee in addition and the transfer will commence upon receipt of payment, the physical plates are in excellent condition and can be made available. Tel: 07785 301759. Email: steve.charnock1@btinternet.com.
£1070

P0816/063

V333 AML

Registration plate
On retention, DVLA transfer paid. Tel: 01945 429600.
£400 ono

P0816/058

BOSTOCK NUMBERS

A BOSTOK A BOSTOC

D BOSTOK D BOSTOC

J BOSTOK J BOSTOC

M BOSTOK M BOSTOC

R BOSTOK R BOSTOC

BOSTOCK, ultimate plates
Selling a set of perfect plates for anyone named Bostock, the family set is on the market, due to a move overseas, we have plates for A, D, J, M and R Bostock, take a look at the list. You can buy one or all of them if you wish, as we will of course split them up, this is the best opportunity that you will ever get to own your perfect plate, they're all held on retention certificates. Tel: 07849 398598. Email: onward@rocketmail.com.
P0816/037

TRIED & TESTED

Words and photos: Johnny Tipler

997 C2S 2005 40,704 MILES £29,495

Pie Performance? It was a new one on me, though judging by the amount of work on the go, plenty of Porsche people know about them. It's a family business based in rural Suffolk, as Chris Lansbury explained when I called to check out the 997 C2S they're selling. 'My father, who's my business partner, has always had 911s – not necessarily new ones – so the first car I ever drove was a 1971 911 2.2 S – ok, only down my parents' drive, but I've grown up with them, and I restored my own 911 about 20 years ago to concours condition. I'm a qualified engineer and machine tool setter and I was in the trade, and then I started playing with Porsches in more depth, and someone asked me to fit a part, and then all of a sudden there was this cottage industry growing, so I left my job and this is where we are today. So, full servicing, sales, parts, tuning, we do everything in-house, and I'm saving for a rolling road so we can do that in-house, too, because we do re-mapping, and increased throttle body sizes, exhausts, cams, and we bore engines out if they want a 997 taken out to 3.8, so everything really.' He's nothing if not ambitious: 'I want to do paintwork and trimming in-house, and although our prep work is done here the trim and painting goes out. They're very good, the people who we use, but I would like it all in-house so it's all under one roof. The workshop is plenty big enough for what we do, but I want to buy somewhere and either build what I want or develop what's there to what I want. We could do with more ramps and we need to increase the engine room so we can do four at a time. I want to keep that personal family business standing and maintain a relationship with customers on first name terms. 90 per cent of our work and car sales is by recommendation.'

Indeed, their business comes from all over the UK, not just East Anglia. 'We have a big customer base in London and around the M25,' Chris Pie tells me. 'We use a delivery company that's really reasonable on pricing, so people will book in with us, we have their car collected, it comes here for the work to be done, and they'll get a train down and we collect them from the station and they'll drive it home or get it delivered back.' There's a cross-section of cars, both in the showroom as well as the garage workshop; classic 911s and water-cooled models are for sale, and 924 Turbo, 928, Boxster and 964s sit in various states of disassembly in the garage. 'We've got a name for dealing with front-engined cars, so we handle 944s, 928s and 968s. Anything from a basic service right up to a complete restoration and engine rebuild, like the 924 Turbo and the blue 911SC in the workshop. We're probably the only engine builder in East Anglia who'll do a water-cooled Porsche engine, and we've got a year's work in



our engine shop at the moment.' Pie also has an online shop and is the distributor for a number of Porsche specialists including Sharkwerks, whose products Pie will fit. They recently entertained TIPEC, and PCGB Region 12 are regular visitors as well. 'We support the Porsche club, and we were approached last year to host it for Porsche Club GB so we had their 356 down here for the Bank Holiday weekend, and we also do five coffee mornings a year, so the Saturday was our coffee morning with the normal customers and we had various things going on, and on the Sunday we had two speakers – a guy from Quantum remaps who does all our re-mapping – and a detailer who gave a demonstration.'

So what of the 997 C2S? 'It's a lovely example of a 2S,' says Chris. 'We've looked after it for the previous owner for two-and-a-half years.' The 3.8-litre flat-six develops 355bhp, and this one's manual 'box is adorable after my 996's recalcitrant so-called short-shifter. Nothing not to like about the cabin interior: the car's done 40,704 miles, and it's immaculate. The 997 S is optioned with niceties such as heated leather sports seats and 19-inch alloys – a great five-spoke pattern that suits the model well. It has the Sport Chrono Plus performance package, it's fitted with a Tracker vehicle recovery system, and a sports exhaust system constructed by Hayward & Scott. It has a sunroof, a sports steering wheel, built-in satnav, and red seat belts front and back. It's also had a new clutch and a new alternator, while the bores were recently checked and given the all-clear by JZM. It has an ace driving position – low slung – and comfortable. I take it

for a spin around the local B-roads. The steering is beautifully weighted, there's the very slick gearbox, and the S's 3.8 is a gutsy and gorgeously revvy engine with great power delivery and rorty soundtrack from its Hayward & Scott exhaust. It's a firm but compliant ride, and an extremely confidence inspiring drive. I've never handled a car shod with Vredestein tyres before, but they do grip very well on these Suffolk back lanes. They are extravagantly labelled as Giugiaro Ultrac Sessanta, 235/35 x ZR19 front and 295/30 x ZR19 on the back. What a lovely car! It's one of those Porsches where you think, maybe I could persuade them to do a driveline swap with my car... **PW**



CHECKLIST

BACKGROUND

Low mileage 997 with desirable 3.8-litre S spec. Known history, private plate, looked after by Pie Performance for the past 2.5-years.

WHERE IS IT?

My TomTom overshot the turning to Pie Performance by about a mile; they're located in expansive farm buildings up a rustic track in rolling bucolic countryside which also includes a spiritual retreat and other car workshops. So the address is 9 Hill Farm, Lavenham Road, Brent Eleigh, Suffolk CO10 9PB. If driving, just watch out for the farm track turning. Tel: 01787 249924. Email: info@pieperformance.co.uk More photos: pieperformance.co.uk

FOR

Top condition, exalted S spec and 3.8-litre engine, sunshine roof, Hayward & Scott exhaust makes fine burble.

AGAINST

What's not to like?

VERDICT

A fine looking car that's a treat to drive and reasonably priced.

VALUE AT A GLANCE

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

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REGISTRATIONS



'JAZ 4911' private number plate

Private number plate, dateless number plate currently on a car, can be moved onto retention or onto your car, (JAS, JAS 911). Tel: 44 7944 494840. Email: pssall@hotmail.com.

£1000

P0816/017

JJI 9115

Registration for sale

'JJJ 9115', number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com.

£2000

P0816/021

GRE 16Y

'GRE 16Y'

Cherished plate valued at £5695 by numberplates website, currently on car but easily transferred. Tel: 07845 596925. Email: greig1983@yahoo.co.uk.

£4500

P0816/064

PARTS

Porsche Cayenne 958 18" wheels/tyres

New condition 18" 958 Sport wheels, and virtually new tyres. Tel: 07881 335483. Email: jclewisping@yahoo.co.uk (Glamorgan).

£390

P0816/002

996 exhaust boxes

Used, seams splitting but do not leak, ideal for hack and price for the pair. Tel: 07831 391306. Email: gary911sussex@btinternet.com (West Sussex).

£65

P0816/043

PARTS

Parts for sale

911 teardrop mirrors, colour red, new glasses, will replace flag type mirrors, £80 +p/p; also new Classic Additions luxury indoor car cover with Porsche crest and carry bag, trial fitted only, colour red, will fit classic 911 incl Turbo, cost £250 will accept £95 +p/p. Tel: Graham, 0116 2311205. Email: graham8850@tiscali.co.uk (Leics).

P0816/004

Porsche Cayman exhaust

Cayman 981 exhaust system, complete and recently removed by franchise garage following upgrade, in good condition as car has only done 4K miles. Tel: 01793 530933. Email: ngentilcore@hotmail.com (Wiltshire).

£100

P0816/035

Porsche Cayman 2.9 GenII O.E. exhaust system

With round sport tips, system in excellent condition, car having covered only 19K miles when replaced with new Remus sports system, buyer to collect. Tel: 07815 187533. Email: terrygeorge458@btinternet.com (Powys).

£300 ono

P0816/044

Private collection clearance of parts

Original and used Porsche parts for cars 1965 to 1989, whole stock for sale, please feel free to ask for any further information or questions. LHD cars, most require restoration, available: '71 2.2 T Coupe, '74 2.7 Coupe, '88 944 Turbo S Silver Rose, '98 996 Coupe with exclusive optionals. Tel: 0049 15151 829774 (Munich, Germany).

P0816/045

911 991 Carrera S exhaust tail pipes

Stainless steel twin tail exhaust pipes removed from a 2012 Carrera S, will fit other models, these were removed with only 22,000 miles on it as I upgraded the exhaust system. Tel: 07768 855878. Email: chris@blenheimsecurity.co.uk (West Midlands).

£95

P0816/046

PARTS



Boxster hard top for sale

To fit a 987 model in Seal Grey, collection only from Brackley, perfect condition. Tel: 07711 182888. Email: pr@trade-events.co.uk.

£995

P0816/034



Great stereo for 911

Stereo taken from my 911 Carrera, 6 disc radio cassette with remote control, special speakers for parcel tray which are £300 to buy, brilliant sound. Tel: 07872 490760. Email: jimmydawson20032001@yahoo.com.

£200

P0816/038

Early 911 parts

911 SWB dash top: original padding and vinyl, good condition, two small splits, some non-original screw holes, would recover perfectly, complete with plastic air vents £250; clock, original VDO/Kienzle, dated 4/69, good original condition and working order, with bulb holder, bulb and mounting clamps, £100. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire).

P0816/047

1974 Carrera parts

Two Fuchs wheels 7x15 OEM, £700; two Fuchs wheels 7x15 reps, £150; short bonnet, white, £100; SSI exhaust system, small patch in heat shield required, £100; washer bottle, £30; RSR L/weight engine mount cross member, £75; starter motor, used, £25; torsion bar end caps, new, £30; steering wheel, original, £300. Tel: 07900 780250. Email: rob.packham@live.com (Oxon).

P0816/048

Boxster 986 performance exhaust

New, 986 stainless steel performance exhaust system, cat back, twin silencer, and twin pipes, add 10-15 bhp, sounds awesome. Email: jclewisping@yahoo.co.uk (Glamorgan).

£175

P0816/001

MISCELLANEOUS



Corbeau seat

Good condition centre panel, could be easily recovered. Email: mike@zorinenergy.com.

£65 ono

P0816/020



Luke 6 point harness

Excellent condition. Email: mike@zorinenergy.com.

£45 ono

P0816/019



Clearout by former Porsche 356A racer

See Keith Seume Oct 2002 'The Money Pit' article in 911 & Porsche World, clears barn of Porsche auto jumble and memorabilia. Email: wayne.hardman@btconnect.com for extensive list of items available.

P0616/029



Porsche 924/944/968 sunroof cover bag

J.H. Benecke sunroof cover/storage case bag, very rare in black colour, very clean and in excellent condition with full working zip and all straps, for more information or any questions please call or email me.

Tel: 07424 734139. Email: petersinghs@hotmail.com (Leeds).

£110

P0816/036

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TRIED & TESTED

Words and photos: Johnny Tipler

996 TARGA 2004 139,780 MILES £17,995

Cabriolets are all very well – most have electric canopies these days, but they do lack the solidity of a hardtop roof, one that you tap and it doesn't give against your finger. That'll be the Targa, then. We've had hard-lidded 911 Targas since 1968 when the debutant soft-window version gave way to the heated greenhouse-glassed Targa, a design that held sway till the advent of the 993 Targa in 1995. The original Targa concept endured for almost three decades, but even that was relatively cumbersome. You may not have had to struggle with taut canvas, recalcitrant hood frames and press studs that bedevilled trad roadsters, but lifting off a Targa top was almost a two-person job – and once removed you then had to stash it in the luggage compartment. So the glazed roof panel of the 996 Targa may not have been quite the macho fresh air aperture of the classic models, but who needs macho when ease of operation means accessing the elements is just the touch of a button away?

Available from 2001 to 2005, the 996 Targa inherited the sophisticated sliding glass roof panel premiered in the 993, and it was a technological tour-de-force as well: the 996's pane is an expansive canopy occupying the car's entire roof space – twice the area of the normal sunroof. This means there's a constant awareness of celestial surroundings and a feeling of increased luminosity, visibility and perception, and a casual upward glance is a more convivial, un-buffeted event. There's a sunshade tint to the glass, so occupants aren't quite so exposed to ultraviolet rays and the gaze of the hoi-polloi, and a full-length roller-blind extends the length of the roof at the press of a button. A button on the centre console erects the wind deflector, and a second touch activates the retraction mechanism that operates the glass panel. It can also be triggered via the key-fob. The glazed roof eases its way rearwards and is stowed discretely inside the rear window, forming two layers of glass in the process, while leaving the aperture over the cabin wide open. The 996 Targa roof also offers a hatchback rear window for ease of stowage.

Targas have always been something of a law unto themselves, attracting a particular fan base, and the 996 version doesn't break that particular mould. There are visual clues in the body lines as to the 996 Targa's origins. Take a look at the sharp point where the long, elegant sweep of the roof edge meets the delicate up-sweep of the rear wing, turning the rear-three quarter window into a pointed shield shape rather than having a rounded trailing end like the coupé does. It's what a 996 Cabriolet looks like when it's fitted with a hardtop, and that's where the Targa hails from. But while the Cab could be specified as a C2 and all-wheel drive C4, the Targas were all fashioned on the narrow-bodied C2 driveline. Historically, Targas have always been roughly 50kg (110lb) heavier than their coupé counterparts due to the structural enhancements, and the same is true of the 996 coupé and 996 Targa – at 1470kg the latter weighs 50kg more, but more surprisingly



the 996 Cabriolet is 10kg heavier than the Targa.

So is this Targa worth the money? As we've noted, all 996s are on the rise, and what makes the Targa a tad more special is both its ingenious fresh air format and the fact they only built 2693 of them. Pie proprietor Chris Lansbury waxes lyrical: 'if you want a 911 with the open roof the Targa does the trick. The Porsche purist will always want a coupe because that's the 911 heritage. However, the Targa is very popular at the moment because of the brand new 991 Targa coming out, and that's had a big impact on prices of all Targas, from 3.2s and SCs to 964s and 993s. They're all in vogue again.'

This 996 Targa has logged just under 140,000 miles. Upholstery is in very good condition, and the doors shut properly. It has integral dash-mounted satnav and telephone. Transmission is via Tiptronic shift, and despite its relatively high miles it's in very good shape. Tyres are Continental Sport Contacts, 285/30 x 18 on the back and 225/40 18 on the front, cladding attractive Porsche Design split-rim wheels enhanced with contrasting dark grey spokes. The dark grey theme is carried through to the door mirrors and sculpted aero sill skirts, as is the engine lid grille and, by implication, the rear wing, which are also painted dark grey to match. Body colour is Arctic Silver, which is slightly darker than the rarer Polar. Chris Lansbury is upbeat: 'It's a cracking car; absolutely faultless, and it's had money lavished on it, and it's got those nice wheels. A Targa as well, hence the really high spec car, you can't fault it, drives like 60,000 miles though it's actually done 140,000. It's got a full history – it wouldn't be in here if it hadn't. The last service was Colchester OPC before it came here.'

Time to put it to the test. Familiar 996 cabin, pure and simple, though I fiddle for a while with the seat and steering wheel adjusters to come up with a driving position that suits me – which is half the battle in evaluating any car. It's diverting to play with the button shifts on the steering wheel, and it accelerates smartly enough, though doesn't seem as swift as a manual. It ducks and dives into the bends nicely, though I feel it lacks a spring in its step. However, it's a sunny day and it is nice to have the Targa top open to enjoy the direct contact with the glorious Suffolk countryside. The growl from the exhaust is more audible with the top open, too. I'd label it as a cruiser, a touring car rather than a sports car. I have a good feeling about the Pie set up, and you can be sure they'll have the car thoroughly checked and lubed before delivery. **PW**



CHECKLIST

BACKGROUND

A gen 2 3.6-litre 996 Targa with Tiptronic transmission, comprehensive service record throughout its 140K miles. Neat contrasting paint detailing and the best looking wheels.

WHERE IS IT?

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Price	●●●●●●●●
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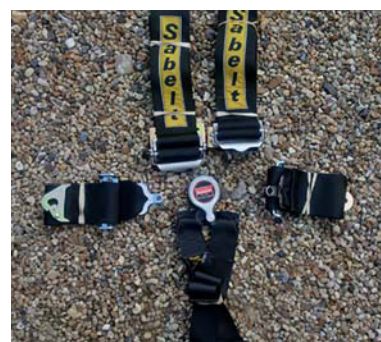
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AUGUST 2002 (ISSUE 101)

As coverlines go '2003 Boxsters to get glass rear window,' isn't a 'Screamer' in the tabloid sense, but it does rather highlight the degree to which most Boxster owners past, present and future felt about Porsche's inability to give the Boxster something that even an MX-5 came as standard with.

Inside, Editor Horton gave a typically in-depth assessment of the 2003 model year Boxster's enhancements, but there was no getting away from the fact that, subtle styling alterations aside, that glass rear window was the big story. However, scratch the surface and there are some interesting numbers. At that stage in the Boxster's six-year lifespan, Porsche had shifted a very healthy 120,000 cars. List price for a basic Boxster in 2002 was £31,450. Fourteen years on, that has risen by £10,000, which doesn't seem unreasonable in the great scheme of things.

In his column, Keith Seume bravely tackled the air-cooled v water-cooled debate, something that was still rumbling on in the letters pages (and occasionally still does, although one of the most vociferous water-cooled objectors cancelled his subscription a couple of years ago). "The French, he said, have the perfect expression for this: *chacun a son gout*. Our equivalent is 'each to his own' – but somehow the gallic version sounds better! But remember: if it's built by Porsche, it is a Porsche. OK." Wise words indeed.

Elsewhere Peter Morgan took a 996 on a bit of Euro tour. In this, part two of his adventure, he arrived in Gmünd, Austria, home of Porsche during WW2 and the immediate aftermath. It's a trip well worth making for any Porsche fan, with a fascinating museum and, of



course, many of the original buildings that Porsche used, including the drawing office and Professor Porsche's office, too.

Peter points out in his 'Travel notes' that, confusingly, there are several Austrian towns and villages that share the Gmünd name, something that present Editor, Bennett, and snapper Fraser discovered a few years later, although you would think that Porsche's satnav would have it stored as a destination of historic significance. In other words, they cocked-up!

AUGUST 2012 (ISSUE 221)

Timely that in this issue we celebrate Porsche's 18th Le Mans victory and second in a row since returning to Le Mans as a factory LMP1 team in 2014. In the Aug 2012 issue, the news was of that return and we looked forward, with some anticipation, while congratulating the powers that be within the mighty VW empire for allowing two of its brands – Porsche and Audi – to go head-to-head, plus giving us a three-way battle between Audi, Porsche and Toyota.

Fast forwarding a few pages and Dep Ed, Brett Fraser, gets his bum into the seat of the all-new 981 Boxster, for a UK first drive on some demanding Welsh roads. Praise aplenty was given and deserved as the Boxster cemented its position as the 'real' sportscar within the Porsche range. We mention this as the first mutterings of the 991's realignment as more GT than sportscar began to emerge, notably in this issue from correspondent Adam Towler in his 'Usual suspects' column.

It's only four years ago, but it's a lifetime in terms of Porsche values. In the classifieds 911SCs, Carrera 3.2s, 964s and 993s vie for under £20k honours.



AUGUST 2006 (ISSUE 149)

Back to Le Mans again. Not surprising as the August issue always comes out in early July, not long after Le Mans in mid-June. Back in

2006, Le Mans was very much off the Porsche factory racing radar, with just a bunch of privateer 911s contesting the GT2 class. The event, though, was still a huge draw for Porsche fans, with 1000s making the trip, us included. There was a snag, though: The Nürburgring 24hr race was taking place on the same weekend and we wanted to see both. You can see where this one was going.

So here was the plan: Leave Blighty in time to see the start at Le Mans, then hot foot it over to the 'Ring for a bit of night time action, before getting home to see the end of the race at Le Mans on TV, all in a 24hr window. Now that's endurance for you. And we did it, too, in a 997 Carrera 2S, although our pace was ultimately curtailed by an early speeding ticket in France.

This was the first year of Audi's diesel domination and, on this basis, Keith Seume argued in his Carte Blanche column that it was only a matter of time before Porsche developed such an engine, despite Porsche's protestations that this would never, ever happen. Keith 1, Porsche 0, then. He didn't to our knowledge, however, predict the arrival of the turbo flat-four.

At the grubby end of the magazine there was a tale of disaster for Tipler's 'Peppermint Pig'. Pictured in all its glory was the crank broken clean in half after a high-speed blow up, possibly caused by the twin dizzy drive throwing its belt. We will remember Matt Baxter at Autowerke shaking his head in bemused disbelief as he stripped the engine down.



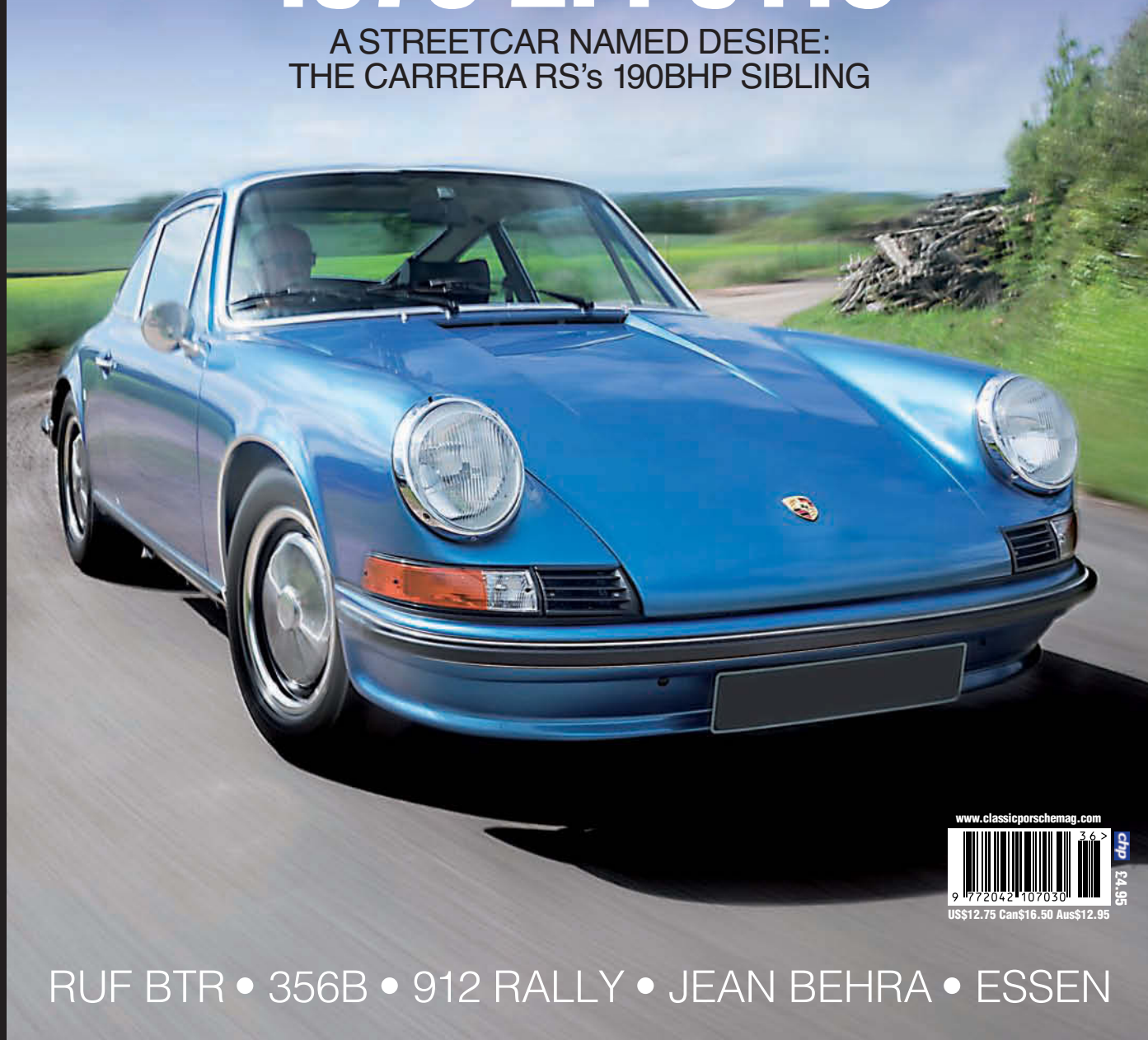
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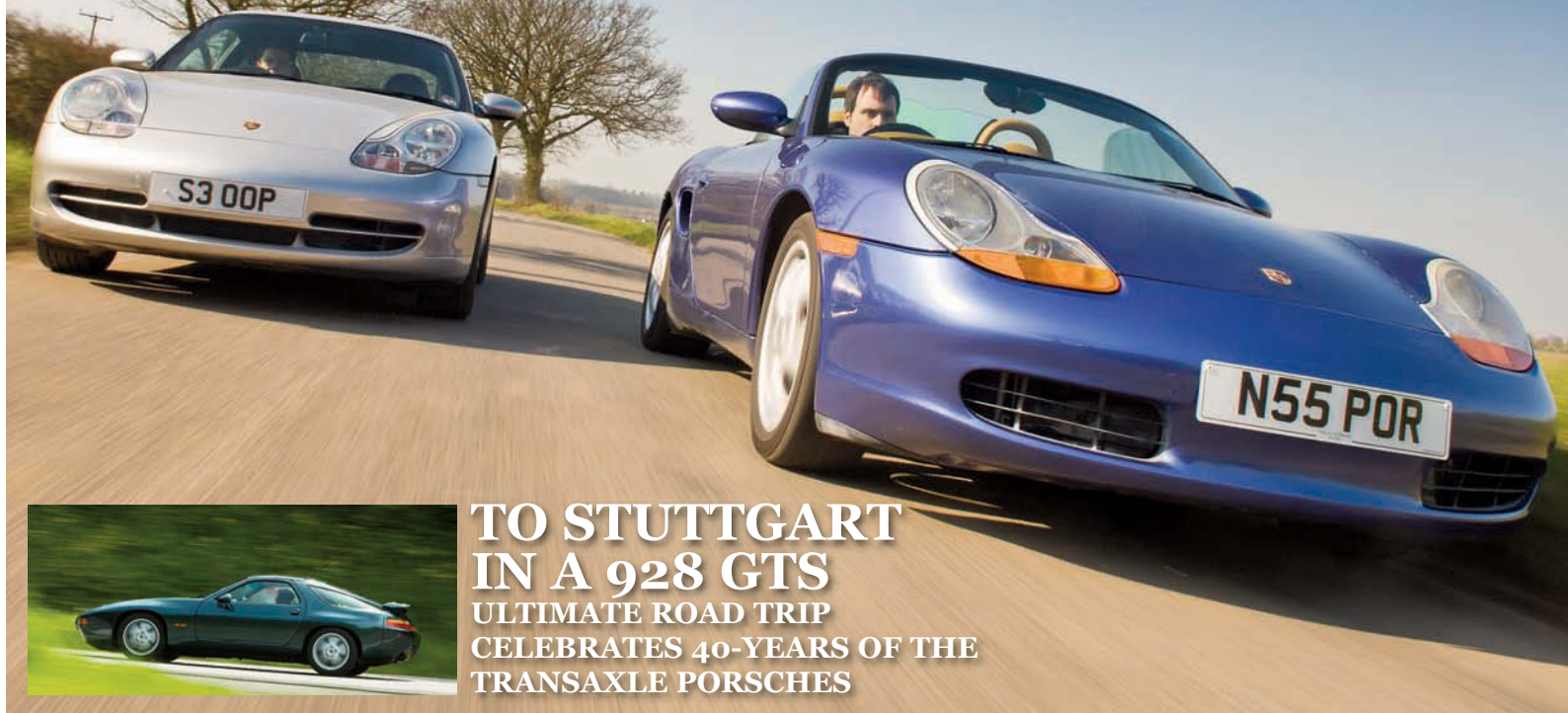
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