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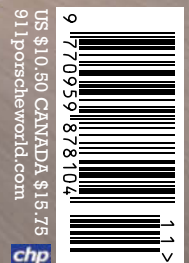
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UP FRONT

Ruf calling! Accepting the invitation to drive Ruf's latest machines is no great hardship. £1.85m for a 993 GT2 at auction, though, is hard to swallow

You've got to hand it to Alois Ruf and his team. He and they are still the daddies of the Porsche modifying scene, although that is to do them something of a disservice, given that Ruf is classified as a manufacturer in his own right, building proper, Type approved cars, rather than just tinkering with them. We were privileged to be invited to Ruf's Pfaffenhausen base to experience the cover stars of this issue, in all their technicolour glory. A quick glance and you'd be forgiven for thinking that they were a pair of Ruf 'Yellowbird' wannabes, perhaps called 'Bluebird' and 'Orangebird'! But the Yellowbird – iconic as it is –

“ These cars are not what they seem and one is a real head scrambler ”

was then and this is now. These machines are Ruf's take on the classic/retro Porsche scene, but with modernity thrown in. I'm not going to give the spec game away here, save to say that these cars are really not what they seem and one in particular is a real head scrambler.

Elsewhere and the ugly money thing raises its head again. Just as you thought the market for classic Porsches might have calmed down, then someone goes and blows £1.85m on a 993 GT2 at auction. Naturally this has made both our News and Market watch pages in this issue. Indeed, our market analysis man, David Sutherland, was at the RM Sotheby's auction in London as the hammer dropped. Next month we're going to take a full and frank look into what is driving all this.

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NEWS

Porsche refines the Panamera E-Hybrid, crazy prices achieved for modern classic Porsches in London, new Macan out-drags 911, Porsche iPhone emojis (seriously), further WEC success and SpeedArt Boxster 718

PANAMERA 4 E-HYBRID PREVIEWS FUTURE PORSCHE

Advanced petrol-electric Panamera is a sign of things to come

The future starts here. The new Panamera 4 E-Hybrid has been announced and it's arguably the first truly Porsche hybrid since the Lohner-Porsche Semper Vivus, created by none other than Prof. Ferdinand Porsche himself around 1900. The Panamera 4 E-Hybrid also previews a broader roll-out of electrification across the Porsche range that will likely include hybrid sports car variants and a production version of the pure-electric Mission E.

More recently, previous hybrid models in the Panamera and Cayenne ranges have

been piecemeal affairs built up using a mix of Porsche and off-the-shelf VW Group technology. Even when plug-in charging capability was added to the outgoing Panamera hybrid, for instance, it retained the Audi-sourced supercharged petrol V6 engine. However, this new hybrid is pure Porsche. It's also been engineered from the ground up for hybrid power.

The petrol-electric power mix comes from a re-tuned version of Porsche's new 2.9-litre turbo V6. In the Panamera 4 E-Hybrid, it cranks out 325bhp and 332lb ft.

That's significantly less than the 434bhp and 405lb ft produced by the same engine in the latest Panamera 4S. However, the E-Hybrid also has an electric motor good for 134bhp and 295lb/ft. Porsche says the total system power comes to 456bhp and 516/b/ft, more than both the new 4S and the first-generation E-Hybrid.

Officially, the new E-Hybrid is good for 62mph in just 4.6 seconds and 173mph flat out. Porsche says both the range in pure electric mode and fuel consumption have also improved dramatically. The former is

Porsche's new Panamera E-Hybrid is very much the complete package and builds on the previous model, plus the lessons learnt from the 918





IN THE BEGINNING...

Tracing Porsche's hybrid history

Hybrid cars sound so 21st century. Actually, hybrid and electric vehicles were among the very first cars created. But try this for a contemporary sounding specification. All-wheel drive, four-wheel brakes, electric motors in the front hubs and both batteries and a pair of petrol motors operating as range extenders.

In some ways, that's even more advanced than even the new Panamera 4 E-Hybrid, which is predominantly a petrol car with direct drive from its combustion engine. And yet the car we've just described is the Lohner-Porsche Semper Vivus, created by Prof. Ferdinand Porsche himself around 1900.

Admittedly, the Semper Vivus was probably too far ahead of the curve for its own good. Despite multiple revisions, only 65 units had sold by the time production ceased in 1905. Well, 66 if you count the painstakingly accurate recreation Porsche commissioned in 2011 to celebrate the reintroduction of hybrid power to series-production models. However, the thinking behind the car was sound. If anything, the core concept of future Porsches will look more like the Semper Vivus than the much more famous combustion models that succeeded it.



Range on electric power only is up to 31 miles. Fuel economy on the combined cycle is 113mpg, although that will differ greatly in the real world! Electric assistance to the petrol engine is constant

up to 31 miles from 22 miles and where the old E-Hybrid was rated at 91mpg on the combined cycle, the new model achieves 113mpg. For the record, carbon emissions on the official European cycle are 56g/km, down from 71g/km in the old model. Of course, real-world range and mpg is likely to vary significantly from the official figures, so those numbers are more indicative of the progress Porsche has made than metrics of what owners can expect.

In a car as complex as the E-Hybrid,

fine tuning of the powertrain is just as important as the raw figures and Porsche says it has taken lessons learned from the 918 Spyder hybrid supercar. In the outgoing Panamera hybrid, electric assistance only kicked in at 80 per cent of throttle engagement. For the new model, it's always there from the moment the throttle is pressed.

The greater integration of hybrid technology can also be seen in the eight-speed PDK transmission. As Porsche explained at the earlier launch of the new

Panamera range, the new gearbox has been designed to incorporate an electric motor. It's therefore compatible with every model in the range, where the old hybrid model made do with a conventional torque-converter gearbox borrowed from the VW Group.

Further advances can be seen in the lithium battery pack. Integrated under the luggage compartment floor, it's roughly the same size and weight as before. But thanks to improved energy density, its capacity has increased from 9.4 to 14.1 kWh. A full charge using the faster of two modes takes 3.6 hours and the charging process can be controlled remotely via a smartphone app.

Speaking of technology, the E-Hybrid also comes with all the refinements seen in the petrol and diesel models. That includes a radically revised multimedia system complete with a high-definition 12.3-inch LCD touchscreen, a pair of 7-inch displays in the driver's instrument panel and a new centre console control panel that eschews conventional buttons in favour of capacitive touch sensors. The new Panamera 4 E-Hybrid is on sale now starting at £79,715.



CLASSIC 993 GT2 FETCHES £1.85 MILLION AT AUCTION

Just one of several big money air-cooled classics in recent months

Classic Porsches selling for big numbers isn't news. It's now the norm. But the results from RM Sotheby's most recent auction in Battersea, London, are still staggering.

Most startling was the £1.85 million (including fees and commissions) commanded by the 1995 Type-993 GT2. Just 57 such cars were made, so it's a very rare Porsche. What's more, even fewer can claim to have one owner from new and under 13,000km on the clock. Fewer still are available in stunning Riviera Blue. Even so, the final figure was still hugely in excess of both the bullish £750,000–800,000 pre-sale estimate and any previously known sale of a GT2.

The GT2, however, was far from all. The next most valuable result involved a 1993 Type-964 Turbo S Lightweight. The pre-sale estimate predicted £210,000–£250,000. It eventually achieved £974,000. Other notable sales included a Type-993 Carrera RS Clubsport that fetched £403,000, a Type-964 Carrera RS 3.8 that went for £717,000, and a Type-993 Turbo S that sold for a piffling £320,000.

The results come during a time of mixed signals emanating from the classic car market. As

we reported last month, an example of Porsche's new instant-classic Type-991 911 R is said to have recently sold for around one million Euros. Meanwhile, an unrestored 550 Spyder achieved an incredible £4.6 million at Bonham's Goodwood Revival sale. That's a record for a 550 Spyder and reflects the fact that few, if any, still exist in such well preserved original condition. Most have been restored to better-than-new concours condition.

On the other hand, some industry insiders report a cooling in demand and prices at the more attainable end of the market after a period of what you might call opportunism that saw the classifieds flooded with fairly ordinary mass-produced models. The overall upshot of which is that the consensus is now that the very best, rarest and most important classics, both ancient and modern, will continue to fetch major money, but that mainstream classics are experiencing a gentle downwards adjustment.

For a first hand account of the extraordinary events that unfolded at RM Sotheby's Battersea event, turn to page 136 for David Sutherland's first hand auction report in our 'Market watch' page.



OUR TAKE A BUBBLE FIT TO BURST?

£1.85 million for a 993. Is this the new normal? Can it continue? Why is it happening in the first place? And what will be the next big risers in the classic Porsche market? In these, as in all things related to the vagaries of markets, there are no certainties.

However, there are some broad trends that help to explain some of what is going on in the classic Porsche market and indeed the classic car market in general. Some argue that much of it comes down to the recent realisation that modern sports cars may be faster and more capable, but they lack a certain involvement and connection. Which makes sense until you remember that punters are also paying well over list for Type-991 GT3s with paddle-shift gearboxes, rear-wheel steer and crazy-high limits. Modern Ferraris packed with gizmos command major money, too.

Instead, arguably the only significant trend that maps consistently to the uptick in what you might call luxury car values across all brands and market segments is the dramatic increase in the availability of cheap money. The influence of measures including near-zero central bank interest rates and money printing on a massive scale (euphemistically referred to a quantitative easing) has, by all accounts, led to large amounts of cash looking for a place to call home.

Conventional investment instruments like shares and bonds are tapped out. But the money has to go somewhere, so it has turned to alternatives. Like art, wine and indeed cars. Where it will all end is anyone's guess. The Bank of England has recently lowered interest rates again and UK inflation is barely ticking over. And Japan, which has been in a state of low-interest-rate stagflation for decades, makes for an interesting model for a possible future. So while some of the prices of late look unsustainable, it's also hard to see things changing any time soon.



More big money prices achieved for classic Porsches, but this time for what most would consider 'modern classics' rather than the usual early stuff. What's driving all this? Well, with traditional investments apparently stalling, and the availability of so-called cheap money (not that we've seen any), investors are looking for alternative places to put it – money that is!

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PORSCHE AIMS FOR DIGITAL DOMINATION

Porsche has taken another step towards future technological domination by opening a new Digital Lab in Berlin. The lab will be used to identify and test innovative information technology solutions via collaborations with technology companies, start-ups and the scientific community.

According to Porsche's board member responsible for technology, Lutz Meschke, "vehicles are becoming more and more networked and mobility concepts have changed, sparking a revolution in the automotive industry and bringing new competitors into play. In this environment, Porsche is aiming to become the most innovative brand in the field of exclusive and dynamic mobility."

What does that really mean? Research efforts will include turning topics like machine learning, cloud technologies and the Internet of Things into practical solutions. In short, future Porsches will probably be painfully clever.

PORSCHE EMOJIS COME TO IPHONE

What's an emoji, you ask? That'll be what started as little smiley and frowny-faced emoticons used in text messages and have now become big business. With Apple's latest iOS 10 update for iPhones, users can now download specialised emoji packs and among the new offerings is a pack called Automoji for Porsche.

The pack includes Porsches ancient and modern and everything from well known icons to obscure prototypes, racers and even tuner cars from Ruf. If you want to join in the fun, you'll need to update your iPhone to iOS 10 for starters, which is free, and then cough up the £0.99 fee via the App Store. You can view the full pack prior to purchase at automoji.xyz.



NEW MACAN IS FASTER THAN A 911

Once upon a time, Porsche guarded the 911's performance supremacy so jealously, no Boxster or Cayman was allowed to be faster than the basic 911. The Cayman GT4 blew that convention out of the water. Now there's a Macan that's quicker than the entry-level 911.

That's right, the new Macan Turbo with Performance Package out-sprints the latest turbocharged 911 Carrera to 62mph, clocking 4.4 seconds to the 911's 4.6 seconds. Of course, that's with the Macan benefiting from its standard seven-speed PDK gearbox and the 911 with one of those funny old three-pedal manual contraptions. Upgrade the 911 to PDK specification and it matches the new hyper-Macan to 62mph.

Still, however you slice it, this new Macan model is one fast SUV. Power comes from largely the same 3.6-litre twin-turbo petrol V6 as the standard Macan Turbo. Outputs rise from 395bhp and 406lb ft to 434bhp and 442lb ft. Top speed, meanwhile, is up 4mph to 169mph.

It's not just the engine that has been fettled by Porsche's go-faster wizards. A newly developed braking system, lowered body, controlled sports chassis, Sport Chrono Package and sports exhaust system are all fitted as standard. The front axle features grooved brake discs with a diameter of 390mm, 30mm larger than the brake discs fitted on the standard Macan Turbo. The discs are gripped by six-piston brake calipers with a red paint finish.

Porsche Active Suspension Management (PASM) is available at the push of a button to

further up this Macan's sporting ante while lowering the car 15mm compared to the standard Macan Turbo. Air suspension with a self-levelling function and height adjustment, lowered by 10mm, is available as an option.

Still not enough? Then tick the option box on the Sport Chrono Package to further ramp up the performance of the Macan Turbo. In Sport Plus mode, this ensures the chassis, engine and transmission are tuned to more sporting effect and accompanied by even more volume from the sports exhaust. The seven-speed PDK double-clutch transmission then delivers extremely short response times, optimum gear-changes and increased torque when shifting for maximum acceleration.

Regards aesthetics, Porsche is offering a wide range of personalisation options including the Turbo Exterior Package. Options available start with 21-inch diameter 911 Turbo design alloy wheels (with lateral spokes painted in high-gloss black) and extend to LED main headlights equipped with the Porsche Dynamic Light System (PDLS) Plus, and numerous other black elements. Inside, the Turbo Interior Package offers a black leather interior with lavish Alcantara elements, colour appliqué highlights, and carbon elements such as the door entry guards with the model logo illuminated in white.

The Macan Turbo with Performance Package is available to order now from Porsche Centres in the UK and Ireland, priced from £68,073 RRP and €122,512 RRP respectively. First customer deliveries will arrive towards the end of the year.

New Macan beats 911 Carrera shock! Well, from 0-60mph at least and as long as your Macan Turbo has the new Performance Package, which takes power from 395bhp to a more fulsome 434bhp





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PORSCHE RACKS UP ANOTHER WORLD ENDURANCE WIN

Reigning champions Timo Bernhard, Brendon Hartley and Mark Webber have scored another thrilling win at the inaugural World Endurance Championship six-hour race in Mexico City courtesy of the 919 Hybrid. The win is the 11th overall for the 919 Hybrid since its 2014 debut and extends Porsche's lead in the manufacturer's standings.

Meanwhile, fourth place for the sister 919, piloted by Romain Dumas, Neel Jani and Marc Lieb furthered their lead in the driver's championship. The early part of the race saw the winning 919 take a commanding lead, only to be pegged by a stop-and-go penalty on lap 120, handing the advantage to rivals Audi in the number eight car. Brendon Hartley eventually found a way past on lap 134. From there, Audi and Porsche traded blows, before a final stint on slicks despite occasional rain showers with Timo Bernhard at the helm got the job done.

"What a race, I'm very happy about this race win," Hartley said after the race. "The stop-and-go penalty threw me back to third for a while, but the car was feeling mega and the boys did fantastic pit stops."

Four races remain in the nine-race World Endurance Championship series, with the Six Hours of Circuit of The Americas near Austin, Texas, kicking off as we type these very words. The final three legs take place in Japan, China and finally Bahrain on 19th November. Find out more about the World Endurance Championship at fiawec.com.



Mission E and range? It's about batteries and charging, or how quickly the batteries can be charged. Apparently current fast chargers are not nearly man enough, so Porsche is developing 800-volt chargers, with cooling systems for the apparatus



PORSCHE PREPS 800-VOLT CHARGING TECH

Porsche's pure-electric Mission E is coming. But electric cars are still in early adopter phase and two of the remaining imponderables are range and charging time. The catch is that solving one can make the other worse.

That's because big batteries take longer to charge. Porsche's aspiration with Mission E is a range of over 500km in the NEDC cycle. Plugged in to conventional power sockets, that would mean literally days of charging. Even with dedicated fast charging terminals like Tesla's network of so-called superchargers, filling up very large batteries can take hours.

Porsche wants to enable charging for roughly 400 kilometres range in 15 to 20 minutes. In other words, about the same time taken for a typical rest and refueling stop. Porsche reckons that currently requires around 80 minutes with existing 400-volt fast charging technology. The solution is a two-pronged assault courtesy of 800-volt charging and cooling systems for the charging apparatus.

The result, according to Porsche, will be battery-electric long distance journey times that are comparable to existing combustion cars. Porsche hasn't put a time frame on the development of the technology, but we would be surprised if the Mission E, due to go on sale by the end of this decade, didn't offer ultra-high voltage charging support in some form. The catch, of course, is that having a car with such technology is just half of the solution. You also need supporting charging stations. Whether they'll appear in significant numbers in time for Mission E is much more doubtful.



LAST OF ITS KIND

Final first-generation Panamera rolls off Porsche's Leipzig production line

All good things must come to an end and so it is with the original Porsche Panamera. Originally launched in 2009, the Panamera had a patchy beginning in more ways than one. Its exterior styling didn't exactly meet with universal acclaim. The arrangements for its manufacturing were initially sub-optimal, too.

The body shells were produced and painted at the VW plant in Hanover before ultimately being brought to Porsche's Leipzig facility for pre-assembly and final assembly. Following a recent plant expansion, the Panamera is now entirely produced in Leipzig.

According to Porsche, the Panamera proved particularly popular in China and the USA. More than half of all the Panamera models produced ultimately found their home in these countries. For the record, the last first-generation Panamera off the production line was a GTS model with electric blue coachwork.





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PORSCHE WINS CLASSIC CHINA RALLY

Porsche has taken top spot in China's only classic car rally. Now in its third year, the Top City Classic China Rally takes in over 1000km of unique Chinese scenery, including the megacities that are Beijing and Shanghai.

This year, it was the turn of the Porsche Museum's 1964 911 2.0 and 1998 Type-993 Carrera to take part. Both cars were a rare sight on Chinese roads thanks to import regulations that have thus far severely restricted the number of classic cars from overseas. "It was a fantastic journey in a very green and beautiful countryside scenery. I really hope that China's large number of oldtimer enthusiasts will be able to share with us the driving pleasure of a classic Porsche in the near future", said Lutz Meschke, the Porsche board member responsible for finance and IT.

The 911 and 993 both finished the rally without any breakdown or technical defect and racked up a total of three awards including The Most Popular Brand, The Most Wanted Classic Car and overall victory in the time trial for the 1964 911. All good news for Porsche, but potentially worrying for we poor Porsche fans in the old country. If the Chinese start snapping up old 911s in numbers, even today's crazy values might start looking cheap.

The Porsche Museum entered two cars in the Classic China Rally – a 1964 911 2.0 and a 1998 993 Carrera, with success for both including overall victory in classic time trial for the '64 911



EURO CAR PARTS IS BEST IN SHOW

Euro Car Parts has been racking up the awards this year. The UK's largest car parts distributor won Motor Factor of the Year at the Car Dealer Magazine awards earlier this year. Now it has notched up multiple wins at the Workshop Magazine Power Awards.

This time around it was victory in the Best Large Motor Factor of the Year and Suspension Product Supplier of the Year categories. Dave Brown, Production Editor of *Workshop* magazine, said: "We'd like to congratulate Euro Car Parts on their success in the inaugural Workshop Power awards. There was plenty of positive feedback for the company when we came to examine our readers' completed survey forms during the judging process – and the marks they received led to their success on our awards night."

Paul Baylis, Head of Communications & PR at Euro Car Parts, said: "The main advantage of the Workshop Power Awards is that motor industry professionals, our customers and partners, nominated us. Whilst being market leading, I'm delighted to hear we still deliver outstanding customer service."

Needless to say, Euro Car Parts does a wide range of parts for Porsches and it just so happens that your erstwhile news reporter managed to bag a full set of discs for a 3.4-litre 987 for just £230 delivered. Not bad. For the best ECP deals, sign up for their email alerts at eurocarparts.com.



SPEEDART'S BUFFED 718 BOXSTER

Let the mods begin and not a moment too soon. 718 Boxster deliveries have begun and tuning outfit SpeedART isn't wasting any time.

The SpeedART SP18-R is a full conversion kit which starts with the aggressive SpeedART CS-rear spoiler. 21-inch SP9-SPORT wheels, meanwhile, work in combination with lowered sport suspension and the innovative active-sound system which, according to SpeedART, endows the flat-four turbo engine with a more powerful and sonorous soundtrack.

However, the SpeedART SP18-R is not all show and no go. Far from it. Thanks to plug-and-play power-boost boxes, the 2.0-litre base Boxster is boosted to 345hp or near Boxster S power. The 2.5-litre Boxster S itself is ramped up to 395hp. More than a Cayman GT4, then.

Individual interior design options including carbon, special leather and Alcantara complete what looks like a comprehensive package and a very quick pair of 718 Boxsters. For pricing and to find out more, aim for speedART.de.



PORSCHE CONNECT PORTAL GOES LIVE Put your Porsche on your wrist...

Porsche is currently in the process of a major in-car technology overhaul across its entire range. The 718 and 911 sports cars recently received comprehensive Porsche Communication Management updates including a much higher definition screen and increased functionality thanks to Porsche Connect, including support for Apple CarPlay.

With the new Panamera, Porsche took another leap forward with a huge 12.3-inch display. However, with the launch of Porsche Connect in more than 40 countries, the full power of the new platform is being unleashed via the Porsche Connect Portal. It's basically a one-stop for all things multimedia involving the latest Porsches.

It runs on a variety of devices from PCs to smartphones and tablets and gives access to a huge variety of services and apps. Did you know, for instance, that there's an app for Apple's Watch that helps you keep track of your Porsche's location (in case you lose it)? Now you do.

To find out just what your Porsche is capable of, head for porsche.com/uk/connect.



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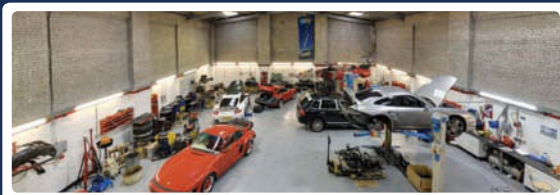
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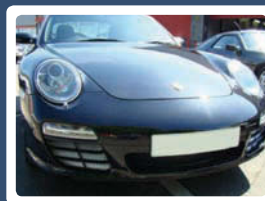


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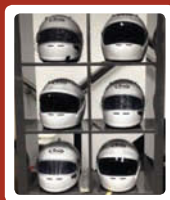
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PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership

BEST OF BRITISH

Precision German engineering is all part of the appeal with Porsches. But a spot of homespun

British ingenuity in the form of this new race-spec coilover kit for 944 and 968 models from GAZ is welcome, too. GAZ suspension is well

known in 944 and 968 race and track day circles, of course. But this latest kit has some new tricks up its piston seals. For starters,

GAZ has added remote canisters which increase the dampers' oil capacity and, in turn, ability to soak up punishment without fading.

The kit also offers independent bump and rebound adjustment. The usual GAZ refinements apply, too, including a coarse

acme thread for ease of adjustment of the spring perches, high viscosity index multi

grade oil and zinc plating for the damper bodies. Yours for £1696 plus VAT, the part

number is GGA038DA and the place to go is gazshocks.com



700HP SUV

As you pummel the asphalt into whimpering submission in your 400hp Macan Turbo, do you dream of yet more power? If so, TechArt has the solution in the form of its new TA B95/T1 Powerkit. For 3900 Euros plus VAT and installation, it ups the Macan's ante to to fully 480hp and squeezes the sprint to 62mph down to just 4.4s. Of course, that's positively piffling compared to TechArt's new showstopper, the TA 058/T2.1 Powerkit for the Cayenne Turbo S. Thanks to upgraded turbochargers, exhaust manifolds, oil and water lines and sport air filters it cranks out a staggering 720hp and enables a top speed of 193mph. It's not exactly cheap at 24,500 Euros plus VAT and installation. But then can you really put a price on the ability to obliterate anything this side of a 918 Spyder? Find out more from UK distributor tech9.ms/techart or techart.de



TOYO'S NEW TRACK TYRES

You can argue the toss over which big-brand high performance road tyre is the best performing. But one thing is for sure. They're not even in the same ballpark for outright grip as a trackday tyre like Toyo's Proxes R888R. The latest development of Toyo's stickiest rubber, Toyo says the R888R builds on the previous R888 model's jack-of-all-trades ability to work in both hot and cold temperatures and also dry and damp conditions with an increased talent for warming up quickly. What's more, with the R888R comes a long list of new sizes. The spread of 18, 19 and 20-inch options will be of particular interest to modern Porsche owners. It's also worth noting that many of the R888R's rivals were rendered illegal by new tyre labelling regulations in late 2014. For a full list of sizes and prices, head for toyo.co.uk






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BESPOKE BILSTEINS

Bilstein works closely with a wide range of manufacturers including Porsche to develop dampers for production cars. That much you already knew. But did you know that some of this work is carried out at Bilstein's UK facility in Leicestershire and that private customers can also avail themselves of the deep engineering knowledge therein? Damper tubes for almost any car can be engineered from scratch, using the precise architecture of the original part. After this, additional upgrades like steering arms and brake line guides can be added. If the new design needs to incorporate a top mount or threaded body to allow a greater range of adjustment, these too can be incorporated to allow for performance vastly beyond the abilities of the original suspension. If you're looking for something a little special, therefore, call Bilstein UK on 0116 2898345.

MOUNT YOUR DEFENCE

Going racing? You need a fire extinguisher. Fact. If you're doing track days, it's also a good practice. It's not a bad idea to have one in a road car, too. After all, a minor fire can needlessly turn into a major catastrophe without a fire extinguisher on hand. Enter the EZ-Adjust Fire Extinguisher Mount from Rennline. Unlike other mounts, the two-piece design allows you to remove all visible components in seconds and revert to a factory look. What's more, while other rail-mount systems are fixed and limit your seat travel, the EZ-Adjust Slider allows you to make a wide range of seat adjustments on the fly. The whole shebang installs in minutes and is designed to fit all types of seats, from lightweight manual race seats to the most complex electric seats in Porsche models including the 981 and 991. As we go to press the price is TBC, but for updates and to place an order head for design911.com



GT4 TRACK TWEAKS

Fair to say the GT4 isn't exactly a slouch when it comes to track performance. But Bbi Autosport reckons it can improve on near perfection with its Street Cup Suspension Package. The comprehensive kit begins with a front steering rod kit that helps to eliminate bump steer. Next up are front and rear thrust arms that serve up caster adjustment and include spacers for adjusting anti-squat and anti-dive settings. Front and rear adjustable thrust arm bushings add wheelbase adjustment to the mix, as well as further extending caster adjustment. Then – deep breath for this one – the Porsche Motorsport lower control arm inner mono-ball flanges eliminate rubber bushes in the lower control arms for added precision. Finally, two pairs of Tarett Engineering adjustable sway bar end links increase the GT4's roll bar adjustability. The whole ensemble clocks in at \$4355 plus shipping, taxes and any duties. Find out more from bbiautosport.com



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PORSCHE POSTER ART

Paying homage to air-cooled 911s in art is nothing new. Doing the same with those water-cooled upstarts, the 996 and 997? That's ahead of the curve. But now you can thanks to our friends at Porschaholic, a New Zealand-based importer of Porsche parts and online emporium for custom-created T-shirts and posters. The muse for their latest poster involves the dials from various water-cooled favourites, including the 997.1 Carrera, GT2 and GT3 along with the 997.2 GT3 RS 4.0. 996 models feature, too, complete with both generations of Carrera, the GT3, the Turbo, the GT2 and the X50-pack Turbo. They're all limited to 50 copies, signed by the artist and yours for \$39 plus shipping, tax and any duties. We'll take the 996.1 GT3 dials, complete with the elegantly interconnecting triple-LCD display design that was lost in the 996.2 dials. Order yours from theporschaholic.co.nz



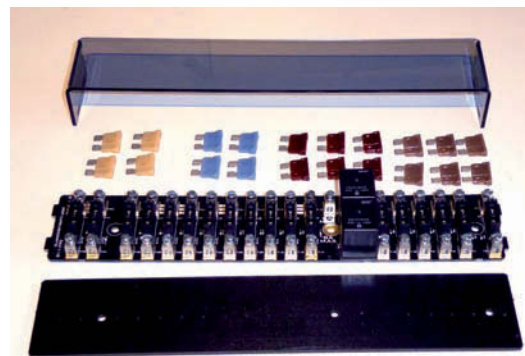
DIE-CAST DAYTONA LEGEND

Pity other car manufacturers. Surely few can compete with Porsche's preposterous back catalogue of racing legends? For proof, take this 1/18th scale model from SelectionRS. It depicts a 1997 Team Brumos 934. It started life as a street-spec 930 Turbo and was then modified by Porsche to meet the FIA Group 4 regs in 1976. The result was a 485hp beast weighing in at just 1100kg. Bung in big brakes, an aluminium roll cage, some sexy arch extensions and rear boots that look to be about three feet wide and you have the makings of a legend by most manufacturers' standards. For Porsche, it's bordering on esoteric. This particular model captures the 934 in Brumos livery as driven to 10th place in the 1977 24 Hours of Daytona by Jim Busby and "Peter Perfect" Gregg. One of a limited 1000-edition run, it's available from selectionrs.com for 189.95 Euros.



ELECTRIC LIGHT ORCHESTRATION

Electronics are in many ways the bane of modern motoring. Quite how we'll all keep our multi-ECU and CAN bus cars going in decades to come is quite a question. On the other hand, the incoherent rat's nest of cables and lumpen components that passes for electronics in some classic cars presents its own problems. Enter Porsche electronics specialist Classic Retrofit and its blade fuse panel. The latest model is suitable for pre-1973 911s and highlights include LED blown fuse indicators, upgraded headlamp relays for brighter lights and simple plug-and-play fitting, while also adding a Plexiglas lid for reinforced protection. Pricing varies according to implementation but you can find out more about the fuse panel and Classic Retrofit's other new developments including a new electronic air conditioning system at classicretrofit.com



PRECISION REPAIR PANELS

Supporting old Porsches is big business. Did you know Danish Porsche parts specialist Dansk has a 15,000 square metre production facility, 25,000 square metres of warehousing, extensive test facilities and even a 1000 square metre showroom that houses examples of most of Porsche's back catalogue of road cars which are kept for testing and development purposes? Well, now you do. We can also inform you that Dansk has a new range of repair panels for air-cooled 911s on offer, including headlamp bucket and front turn signal housing for SWB models and front cross and rear centre panel with upgraded tooling that provides the correct OE specifications lip profile enabling the seal to be slid rather than bent over the lip. Prices start at 234.50 Euros and you can view the full Dansk range of parts at jpgroup.dk



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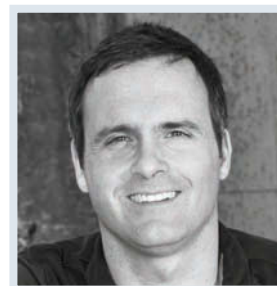
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<p>Cayman 2.9 "Gen 2" pdk (12-2012) Basalt black with black leather 39,000 miles £30,000</p>	<p>Cayman 2.9 "Gen 2" pdk (61-2011) Platinum silver with black leather 41,000 miles £29,000</p>	<p>Cayman "S" 3.4 pdk (09-2009) Basalt black with black leather 42,000 miles £28,000</p>	<p>Cayman "S" 3.4 "Gen 2" (10-2010) White with ocean blue leather 43,000 miles £27,000</p>	<p>Boxster "S" 3.4 pdk (12-2012) Basalt black with black leather 18,000 miles £37,000</p>
<p>Cayenne 4.8 Turbo (12-2012) White with black leather 22,000 miles £50,000</p>	<p>Cayenne "GTS" 4.8 tip (09-2009) Basalt black with black leather 45,000 miles £26,000</p>	<p>Cayenne "GTS" 4.8 tip (09-2009) Silver with black leather 55,000 miles £26,000</p>	<p>Cayenne "GTS" 4.8 tip (09-2009) Basalt black with black leather 53,000 miles £26,000</p>	<p>Cayenne "GTS" 4.8 tip (58-2008) Basalt black with black leather 50,000 miles £25,000</p>

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THE USUAL SUSPECTS

Adam Towler has a lot to say for himself this month, what with getting it on with a 918, reflections from the Silverstone Classic, creating a rally spec Cayman GT4 Clubsport, pondering 944 prices and more seat time in the 991 gen 2



ADAM TOWLER
The porscheophile

DRIVING THE 918 SPYDER

I have a new 'ultimate' car. There's a new de facto answer to the question I get asked the most, especially at social gatherings: the 'What's the best car you've ever driven' question. Answer? The Porsche 918 Spyder. Only the lucky few got to drive the car when it was launched, and sadly I wasn't among them, but the opportunity arose recently on a press event in Scotland. In fact, the object of the exercise was to drive the 911 R, with the 918 as the icing on the cake.

I'm not really a 'hypercar' sort of person, I don't like the bling, and I don't like the way most tend to cruise around London below 30mph. So while the idea of the 918 fascinated me, and the performance sounded mind-blowing, it wasn't something that really took up a lot of 'car space' in my brain. I kept that attitude right up until I got to have a really good look around the car on our trip, and as soon as I began to drink in

the details, the design, the materials, I was hooked. It's something that's hard to put down into words, but the 918 Hybrid is so exquisitely put together that it seems to have this aura that hangs motionless around the car. It is truly state-of-the-art, and lets you know that instantly.

By the time it came to drive the car I'd already had quite a few experienced colleagues – who'd just stepped out of the car – gushing on about how amazing it was. These are people who've been doing this so-called 'job' for years, and really know what they're talking about. If they were reduced to a wide-eyed state of sheer excitement, something really special had to be going on.

The car came complete with its own minder, 918 Hybrid chief instructor Matthias Hoffsuemmer. What a dude. His life seems to consist of demonstrating the 918 around

the world in exotic locations, often flat out, and his general demeanour, smile and sun tan reflect that. It's unusual not to be just thrown the keys to a car when you test it, but everyone wanted a shot in the 918 so the time was rationed, and anyway, there's so much tech you need someone experienced alongside at least the first time to tell you what to do.

I start off in purely electric mode, and soon realise that the 918 has more performance in this mode than a new Golf GTi. In silence – well, almost, apart from the futuristic jet-like whir. With that screaming V8 hooked up as well the performance and noise is generally incredible – frankly a bit intimidating, and truly wonderful. Once experienced all you want to do is plant the throttle over and over again, but the moment that sticks in my mind the most is a little 918 party trick as recommended by Matthias. Force the 918 into manual gearbox mode for the PDK transmission, and select seventh gear. Drop the road speed down to 40mph and then squeeze the throttle fully open. With the electric motor giving its maximum torque from zero revs, the 918 picks up at just above engine idle speed like a 991 GT3 does at the sweet spot of its power curve. I thought a Bugatti Veyron was witchcraft, but the 918 is something even more otherworldly. Cocooned in its perfect driving environment, I suddenly saw the appeal of a Porsche Hypercar. The only problem is I now need a 918 Hybrid so badly!

Seat time in a Porsche 918 and some amazing Scottish roads. Hard not to be impressed with that combo really



PORSCHE AT THE SILVERSTONE CLASSIC

Porsche GB thoroughly embraced the recent Silverstone Classic race weekend. There was the front-engined restoration competition, which really warmed the heart with its line up of 924s, 944s, 968s and 928s; I'm so pleased Porsche has continued with this competition for another year, and it was lovely to see the front-engined cars getting the love they so deserve. There was just about every modern Porsche you'd want to see on the marque's stand, and not least as well as a Can Am 917/30.

The Club, too, had a huge stand, it being their National Event, and that reflected in just how many Porsches there were in attendance. Put simply, they were everywhere – fields of them. It made me realise just what a big thing Porsche is, in the UK certainly. At every turn there was a

996, or a Boxster, or an old 911, or a 944 Turbo, and it made me appreciate the sheer collective love there is for Porsche's sports cars. Sure, there were all sorts of other cars and owners' clubs present, but nothing at all

on the scale of the Porsche contingent. We all probably have our own theories on what makes Porsche so appealing and popular, but whatever they may be, there's no doubt as to the strength of feeling out there.



Porsche was by far the most represented marque at the Silverstone Classic meeting, thanks to Porsche Cars GB and Porsche Club GB, plus the enthusiasm of its members

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



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PAUL DAVIES



CHRIS HORTON



JOHNNY TIPLER

THE CAYMAN GT4 CLUBSPORT MR AND THE WORLD OF RALLYING

My constant frustration with the world of modern rallying continues unabated, and came to the fore recently when I read about Manthey's (manthey-motors.de) 'official' upgrade package for the Cayman GT4 Clubsport to make it competitive in GT4 class racing.

That's confusing, I know, given the Clubsport is already called 'GT4', but there's more to just a name, obviously, and while the track-only Club Sport can – and is – being used in various forms of competition (such as the Porsche Sports Cup), this package aims to maximise its potential in races run to strict FIA GT4 rules. It basically consists of a bigger rear wing, carbon body panels and racing accessories – I recommend taking a look at the brochure, if only to salivate over what's possible if you have the cash...

The bit that gets me wound up though is the wasted potential in the sport of rallying. When you look at something like the GT4 Clubsport, it really doesn't seem too far from what could be a fantastic and cost-effective little rally car. It's mid-engined, with MacPherson struts at each corner, and if

the FIA wanted to make it more 'applicable' to manufacturers I'm sure it could be built up around the new flat-four 718 engine. The Alfa 4C and the new Renault Alpine, bung them in, too, with a displacement/weight sliding scale. Imagine the starting ramp of

the 2017 Monte Carlo rally with these cars present, and then the way they would turn every stage into one massive drift-a-thon. I know it won't happen, but we can still dream...of a rallying world that's more than just Polos and Fiestas.



Towler reckons the Cayman GT4 Clubsport would make a very effective rally car. Think Lancia Stratos and Ford RS200, Renault Alpine etc and he's jolly well right. Over to the FIA

944 MILEAGES AND PRICES AT TRADERS

With prices of 944s on the up, it's noticeable how the classic dealers are jumping on the bandwagon and starting to present the cars as the 'ones to have'. Cue all those overwrought adverts, banging on about how the 944 was developed, and how amazing it was, before talking about 'only' 150,000 miles on the clock. It wasn't long ago that the same people wouldn't have looked twice at such cars, and I suspect many were in a shabby state before a quick tart up and a posh advert. Of course, there are great 944s out there of all types, and there's nothing wrong with a high mileage on a 944 as long as it's been well maintained and cared for over the years, but I do think there's a strong case to be made

for buyer beware at the moment. We've all probably seen some shocking air-cooled 911s being passed off as valuable classics by those hoping to make a quick buck on the back of the boom years. Given many 944s have been run on the cheap for years, it's easy to imagine there will be those less scrupulous vendors now trying to disguise that fact.



MORE MILES IN GEN 2 991S

I've managed to spend more time in gen 2 911s recently, first a C4S coupe PDK, and latterly a C4S Targa PDK. I enjoyed them a fair amount – perhaps more than the Carreras we featured on test in this magazine a little while ago. It's funny how sometimes the wide chassis on a more recent 911 can add something to the dynamics, and in a way you might not expect. It happened on the gen 2 997 in the form of the rear-drive GTS, and for a reason I'm not sure about yet, I'm feeling the same about the gen 2 991. The coupe in particular was a lot of fun, and very quick point-to-point, even if you did have to push it fairly hard to get that amusement from it. The gen 2 doesn't reveal all it has easily, but there's spirit in there somewhere, if you look hard enough.



AND FINALLY...

If you have a spare moment type 'Reunion 962' into YouTube and click on Racer's vid of the IMSA 962 at the 2016 Rolex Monterey Motorsports Reunion event, held at Laguna Seca. The 962 is being driven by Skylar Robinson, the son of 1987 IMSA champion Chip Robinson, with a terrific helmet cam POV. IMSA 962s featured the single turbo air-cooled flat six derived from the 935, as IMSA wouldn't allow Porsche to use the partially water-cooled twin turbo unit in use for the Group C series. Pushing out around 800bhp, the sheer acceleration will probably make you giggle, and if it doesn't the turbo sound effects surely will. The 962 has always been my favourite racing car, the one from my youth that I best identify with even though I love 917s and the like: this video really cements that belief for all time.

			
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LETTERS

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TRANSAXLE TALES

The feature in your October 2016 issue entitled 'Transaxle cars at 40: the Pioneers' was good reading, and reminded me of my first experiences with a front-engined, water-cooled Porsche back in the late '80s.

I had long been an MG enthusiast (my dad used to race them back in the 1960s) and drove nothing but MGBs for years. A chance passenger ride in a Porsche 912 made me realise how old the MGB felt in comparison to this wonderful piece of German engineering. The MG always rattled and creaked, but the Porsche felt solid and well-built. It was something of a turning point in my life...

Shortly after, the MG failed its MOT (again) and I began to wonder if there wasn't more to life than rusty sills and leaking differentials. I called by my friend to take another look at his 912, only to discover he had swapped it for a 924. This was a model about which I knew precisely nothing, so asked to go for a drive.

The first thing that struck me was the driving position – low, with arms and legs straight out, just like in a racing car. The engine wasn't particularly powerful, but the

slick gearbox and the superb handling made me realise this was where my future lay. In short, I was hooked.

I put the MGB up for sale and found some mug, I mean, happy enthusiast who was prepared to take it off my hands. He seemed happy – and so was I. I then began scouring the pages of *Exchange & Mart* to find a suitable replacement and eventually discovered an advert for a low mileage 924S not far away. I called the number and arranged to take a look.

First impressions were not great as it was finished in what can only be described as 'hearing aid beige', and this with brown interior did the car no favours. But the service history was incredible, with regular oil changes every six months and every tiny fault dealt with at the main dealer. I can't remember the price I paid but I know it was 'below book' thanks to the colour!

I kept that car for 20 years, enjoying over 60,000 miles of trouble-free driving. I was sorry to see it go – but I love the 944 Turbo I replaced it with even more. Transaxle cars? They're the best!

Kevin Williams, via E-mail

CLASSIC DELIGHT

I read with interest your report on the Porsche Classic Center Gelderland in your recent issue and while on a visit to Holland I took the opportunity to call by on the off-chance.

Now, I was just a 'nobody' as far as the staff were concerned, a man turning up unannounced and driving a rather tatty 911SC at that. Did that matter? Not one bit! I was made to feel welcome in a way that I haven't experienced at any other PC, at home or abroad. The staff were attentive, offering me coffee and biscuits while I stood in the showroom

drooling at the cars on show. 'Would I like to see the classics?' I was asked. Would I? Of course I would!

Although I was unable to see Mark Wegh's personal museum, I was shown round the new classic showroom and workshops and made to feel like I was somebody special. I was told that if I had given them a bit of notice I'd have been able to see more, but time was a little tight for me due to a ferry booking.

Hats off to Gelderland – this is how PCs should all be. What an experience!
Peter Carr, via E-mail

START 'EM YOUNG

Johnny Tipler's reference to the 924 Turbo on page 89 of your October issue stirred a few memories for me, as I used to own one of the first right-hand drive examples sold in the UK.

The reason behind my purchase was that I needed a 'sensible' car to transport my wife and young baby, with luggage, on our frequent long-distance trips to visit family in the south of France. Previously I had owned a 911T but it was beginning to show its age and didn't really have enough space for our needs.

I drove a regular 924 for a short while, but wasn't impressed by its lack of 'oomph', even in 'S' form. The Turbo, though, was something else altogether. In a straight line, there were few cars short of supercars costing three or four times as much that could touch it. Round the bends, once you got used to the inevitable 'lag', it was possible to press on hard. Only well-driven Golf GTIs used to give me trouble on our local backroads!

I kept the Turbo for a number of years before selling when the family started to grow – it was replaced by a Passat – but I soon began to hanker for another as a second 'fun' car. About eight years ago, I finally gave in to temptation and bought myself a project 924 Turbo.

It turns out this car used to be owned by a former 'racing driver', but sadly the vendor had no idea who he was. I've written to the DVLA for details of past owners but as yet have had no response. Wonder if it was anybody famous?

The bodywork is quite rusty, which surprised me, but I think this is down to poorly executed repairs following an accident



some years ago. The engine smokes badly – there's oil in the exhaust side of the turbocharger, so I suspect the seals have gone – but I had planned to carry out a complete rebuild anyway. The drivetrain is not bad, but there's a fair amount of noise from the rear-mounted transmission. Fingers crossed it's nothing too expensive to fix.

What has surprised me, though, is the response I get from other Porsche owners when I tell them that I am rebuilding a 924 Turbo. Many have no idea what the car is, while others simply ask why I'm even bothering to rebuild a 924 of any kind. However, I did bump into Derek Bell some years ago and asked him what he thought of the 924 Turbo, knowing he owned a 924 Carrera GTS, and was pleasantly surprised to hear he thought they were great cars. Perhaps he was being polite, but I like to think he (and I) know a good car when we see one.

As I write, the bodywork is all but finished and the car is ready to head for the paintbooth. Although originally white, I plan on repainting it in two-tone silver with red, like the early car seen in some factory publicity photos (see above – KS). If nothing else, it should stand out from the crowd. Am I mad to undertake such a restoration? Who cares – I love it!

Graham Smith, via E-mail



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YOU AND YOURS: KAM GILL

MEET MR 993

Inspired by his father's Porsche interest, Kam Gill embraced the 993 series, and currently owns five. There could be more to come as we discover when we visit him in Leeds

Words and photography: Johnny Tipler

Owning one 993 suggests a profound knowledge and appreciation of Porsches; owning five 993s indicates a level of serious connoisseurship, not to mention business acumen. That depth of knowledge is based on having driven every incarnation of the 993 – apart from the GT2. And that's the one that tops Kam Gill's most wanted list.

With a business based in central Leeds, the cars are dispersed, though he brings his three faves out for our chat. We meet at the family shop close to the city centre where his parents live, and Kam tells the story. 'It all started off when I was about five or six, and my dad bought a new Porsche 944 in 1985, in Guards Red. And later on, he promised that when I got married he would buy me a 968 Club Sport, and that was when I was 19, and then he promised me a 911 because I worked in the shop and doing business, and so I was lucky to get my first 911 when I was just 21.' That's

called being ahead of the game by any standards.

'The 996 came out at the same time, but I got the 993 Carrera 2 as that was the model I'd always liked, even though I wanted the new model as well. But it always came down to the 993. Later on I sold my 993 to get a 996 Turbo, but I soon sold that and got a 993 Turbo. I kept on getting drawn back to the 993; I just love driving the 993 models.'

Ah, so now we're getting to the nitty-gritty. So it's the way that the air-cooled car drives; it's that dynamic chassis, rather than the sanitised water-cooled models'. 'Yeah, with the 993 models, it's how they were made, like, when you close the door you can hear the clunk (and they do clunk, don't they, like no other 911 before or since), and when you're driving you can hear the air-cooled engine, you can hear the air flow, the pumps, the glorious exhaust note, so I love all that. You get the engine sound, and it really speaks to you, doesn't it? And the

way it drives, it's so communicative, the chassis.' To make the point, he's also got a 964 Targa, too. But Kam can't resist the newest models either, and his daily drive is a 991 Turbo S. Added to that, his wife drives a 997 C4S Cabriolet. This is commitment on a grand scale!

Five 993s, though. He's just about cornered the market. The white one is a 993 Carrera 4S, the blue one is a C2S, and the silver car is a 993 Turbo. 'They're quite rare cars, because the 993 C2S left the factory with a Turbo S body with the air ducts in the rear wheelarches – which the actual 993 Turbo doesn't have. I think there were two ordered at that time in the same colour, Iris Blue. When I bought the 993 Turbo my father said I'm going crazy because I bought the older car. I used to drive the 993 Turbo every day, but nowadays you can't because they are one of the more collectable items. And I do collect them now, especially the good ones with less mileage and all the service history.

Kam Gill and sons with three of his 993 collection, which currently stands at five



That 993 C4S, which I sold back in 2007, I just bought it back last Christmas for double the money. The reason I sold it was because I'd bought the Turbo S and we just didn't have space to park the cars that time, and I made him promise to give me first refusal if he ever thought of selling it, because it's quite a rare colour. All my cousins were saying, "you shouldn't have sold that, because you don't see white 993s very often." I bought the silver 993 Turbo (JET 911) from the chap who owns the airport – it was one of his collection – and I was lucky to get that because he changed his mind a few times about selling it because he'd had it from new. I try to buy cars with hard-back sports seats, so that's why it has a matching interior. I've also owned a 993 Targa and a Convertible, and the Targa's a really nice car to drive, having the glass roof go back and the sunblind as well. We drove all over the place in that, and I'm still in contact with that guy so if he wants to sell it back to me again, I wouldn't mind paying the extra price; I know the owner has kept it in good condition. That Targa had the RS body kit, like an RS but with a Targa roof, from the factory. I always prefer the cars to have had bodywork modifications done at the factory. I don't particularly like aftermarket stuff, like GT2, GT3 body kits, stuff like that.' He doesn't have a favourite in his collection, though: 'I like them all the same, to be honest.'

And he has owned almost every 993 model: 'Targa, Carrera 2, Carrera 4, the wide bodies, the narrow bodies, and I've driven every version...apart from a GT2. I don't think you see a lot of people that really get the 993s or collect them.' Indeed, I can't think of anybody who's owned as many 993s as Kam, and has managed to hang onto them. 'I like the wide-bodied ones best, there's something about the back view, the way the rear arches swell and curve around, that's really beautiful. Do I have a preference for C2 or C4? They're a completely different drive, aren't they? The C2S has a bit lighter feel, the lighter drive, and the C4S is just like a Turbo with the bigger brakes, Turbo suspension, Turbo wheels, everything Turbo without the actual turbos. So that makes it a bit heavier, but they're all amazing to drive. But the one I want to drive most is the Turbo, and I prefer to drive that because of its gutsy performance.'

So is there another 993 that he hankers after? 'Yes, a 993 RS. I even had a chance to buy a GT2; the guy who I bought the 993 Turbo from, he also had a 993 GT2, and at the time he was asking for £250K, and I wish I'd bought it then. You can see them advertised for about £800–£900,000 now. I've had lots of opportunities to buy from Japan and from foreign countries but I want to get a UK spec one, right-hand drive with hard-back sports seats.'

He has a rival in the car stakes: brother Paul is a dedicated Ferrari man with an F430 Spyder, and there's good-natured joshing on the merits of both makes. 'We always argue about which one drives better.' Kam currently owns 10 Porsches, including a 944 and the 968 CS. 'My dad bought a 928 GTS, a blue one, and that was really nice. Our uncle's got a 968 Cabriolet; he's a Porsche man as well. All my cousins have 968s, and I'm still on the

White 993 C4S is certainly a rarity. Kam has owned this car twice – selling it in 2007 and then buying it back again in 2015 at double the money



“ I like the wide-bodied ones best. There is something about the back view ”



Amazingly Kam currently owns 10 Porsches, from a 944 to a 991 Turbo S, with, of course, five 993s in between. His dad has a 928 GTS, his uncle a 968, but his brother is letting the side down with a penchant for Ferraris



HISTORY

Last of the air-cooled 911s. For that reason alone, the 993's status in the world of Porsche is assured. Launched at the Frankfurt show in 1994, the 993 was visually and mechanically much modified compared to the 964, which came before, even though the basic bodysheet structure could be traced back to 1963.

Initially the 993 came with a 272bhp 3.6-litre engine, but by 1996 that had risen to 285bhp, thanks to Varioram induction. The 993 featured multi-link rear suspension, too, which tamed some of the 911's wayward rear-end tendencies.

The 993 Turbo was a big leap forward with twin blowers and 4-wheel drive, while halo models included the GT2 and RS versions

944 and 968. I've kept them and I love the drive of them.'

Kam gets out the photo album. He shows me a photo of the 993 Targa with the RS kit: 'it really suits it, doesn't it? This was from the factory as well.' And here's a photo of a 930 in the throes of a major restoration. This guy really is a Porsche buff! 'Yeah, it's being done at Carlton in Bradford, and it's actually nearly finished now. I'll be keeping this one as well. It had a bit of rust on the sides of the windscreen posts, and they ended up doing a bit here and a bit there, so I thought, let's just do the whole thing.'

He gets his servicing done at Strasse and at Porschtek in Leeds. 'They're not far from each other. Strasse take care of the older stuff because they're more into the old, and the new cars I take to JCT600. Generally, if anything needs doing, Porschtek are really good, they know what they're doing as well, and they used to work for a Porsche Centre anyway.'

Trips out? 'We like to go to Porsche

meets and I try to take my son Cameron who's a big Porsche fan now, like the 911 & Porsche World Picnic. I've been to a few classic shows with the Porsches, too. We've just been for a drive with the Leeds Porsche Centre last Sunday, about 450 cars in total, and it was a big thing, all on the road going to the coast, and they had a

miles and it went for £120K. So they're still selling, and you never know what's going to happen with banks and the Brexit thing, but that doesn't really affect me, because I won't be selling any of my collection, even to fund the purchase of something like an RS or GT2.'

So, that's the goal: 'Yeah, an RS, that's

“ An RS, that's next, that's one to buy and keep. That's my mission now ”

big marquee in hotel grounds at Whitby.'

What does Kam think about the prices of 993s; is it a bubble that's about to burst, or does he think it will keep on going? 'Well, they're still selling for silly money, though not quite as quickly as they were. I've just sold a silver one; it had done about 35,000

next, that's one to buy and keep, and that's my next mission now. There are only seven right-hand drive in the UK.' We could be seeing more of Kam in the future; he'd be more than happy for us to use some of his 993s for a feature, and one thing's for sure: there are plenty to choose from. **PW**



It's that widebody rear view that does it for Kam. The widebody look works well on all 911s, but somehow it seems to work best on the 993



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The all new Panamera is here. Bigger, bolder and by any definition better, not least in the looks department. New engines feature across the range, too. The ultimate super-saloon? Yes, we reckon so

Words: Adam Towler Photography: Porsche AG



The Panamera has always been an unusual car. Born after the turn of the Millennium with the Wiedeking regime in its pomp, it's a car that sets out to do the almost impossible through sheer might and bloody-mindedness of engineering.

Channelling the design genes of the 911, it is a four-seat-only limousine that also aims to offer a rewarding, sporting drive like no other big car. That's either the answer to a question no one has ever asked, or a brilliant fusion of typical Porsche strengths. And while there were plenty who scoffed when the big machine appeared in 2009, they've had to eat their words given the success of the model across the globe, particularly in the US and China. What might be described at best as 'challenging' looks have done nothing to dampen enthusiasm for the big 'PanAm'. In the UK it's been the diesel variant that has hit the mark, an unlikely state of affairs but entirely logical given tax and fuel prices. Interestingly, we're told the GTS model is next in the sales charts.

Now we have a new Panamera, and it really is an 'all-new' car. It's an important model not just for Porsche, but for the embattled VW empire as a whole, as elements of it will appear in all sorts of other cars over the next few years. Prices for the new car range from the 4S at £88,700 to the £113,075 Turbo, with the £91,788 Diesel 4S inbetween.

The first thing you'll notice is the styling, which has been comprehensively refined. Larger in every direction, the new car is now entirely acceptable to look at whatever the angle, and even looks quite rakish from some. I know, such matters are entirely subjective, but I quite liked it in the metal, even if for me it falls a little short of the excitement promised by those early sketches released from the design department.

Once again, the Panamera is a strict four-seater only, its uniquely low-slung cabin

bisected by the tunnel for the propshaft, giving passengers in the rear seats a similar view out through the windscreen as those in the front.

Under the bonnet it's a similar case of revolution, for none of the three models available at launch contains a power unit seen so far in a Porsche.

Let's start with the big cheese, the 'Turbo'. A formidable machine was the old Panamera Turbo, with ballistic performance for one so large and commodious. But it was also something of a blunt instrument, and most commentators – myself included – preferred variants further down the range.

Powering this new car is a completely new Porsche-designed-and-built V8. It's an engine you're going to see a lot more of, because not only will it surely make its way into the Cayenne in due course, but it's also destined

impressive at 30.1mpg/214g/km, thanks in part to cylinder de-activation technology that sees the engine run on just four cylinders when under light load. It's also a useful 9.5kg lighter than the M48.

Supporting the V8 is a new 'EA839' 2.9-litre V6 turbo, not to be confused with the 3-litre 'M46' unit that currently sees service in the outgoing Panamera, the Cayenne and Macan. At 2894cc this 90-degree V6 develops 440hp at 5650rpm and 406lb ft from 1750–5500rpm, so there's nothing 'entry level' about its claimed performance: it can get from 0–62mph in just 4.2-seconds.

Finally, there's also a new diesel V8 derivative. This is an intriguing car for Porsche, and one that many have been asking for now for a while. Many wondered why the old diesel V8 from the Cayenne S wasn't put in the Panamera to create a 'super

“ The new car is now entirely acceptable to look at from any angle ”

for use in other high-end VW group cars. You can tell that just from the type number alone, because it has a VW prefix, not a Porsche one: EA825 is the code you need to know. It's been 'downsized', to use the fashionable term, displacing 3996cc compared to the old 4.8-litre 'M48' V8, but at 550bhp there's nothing small time about its power delivery. It now has its twin-scroll turbochargers mounted inside the vee of the engine (as with Audi's 'hot vee' twin turbo V8), with a centrally mounted (direct) fuel injector as per the new generation six-cylinder engines recently unveiled. It's the maximum torque of 568lb ft that promises to get the job done, particularly as it peaks from just 1960rpm, but fuel consumption and emissions claims are very

diesel', but the answer, as confirmed over dinner by Porsche, was due to the location of the turbochargers. They sat at the rear of the engine, and while it was always a struggle to package the V6 diesel, it was impossible to do the same with the V8 without having a boat anchor slung out the front – and with no room for the front driveshafts, either.

The development of this new oil-burner has been led by Audi (but it's not the well-known Audi V8 engine) and has produced some amazing figures. From 3956cc this engine produces 422hp and 627lb ft of torque, which should make light work of the Panamera's significant bulk.

The old car had three different engine mount positions, and three gearboxes, too,

Left and right: The new Panamera has been comprehensively restyled and without the aid of the 'ugly stick.' From every angle it now works and genuinely looks like nothing else on the road, but in a good way



PANAMERA TURBO

Model tested:	Panamera Turbo
Engine:	4-litre V8 twin-turbo
Transmission:	8-speed PDK
Body style:	4-door saloon/coupe
Economy:	30mpg (combined)
Top speed:	191mph
0-62mph:	3.6secs
Power:	542bhp at 5750-6000rpm
Torque:	568lb ft at 1960-4500rpm
Price:	£130,000



The colour, in case you're wondering, is called 'Crayon' which sounds sort of childish, which the Panamera Turbo certainly isn't

and neither are the case with the new one. That's because the Panamera uses a completely new eight-speed PDK 'box' for every model, with four instead of two main shafts (compared to the regular seven-speed PDK). It's actually heavier than before, but its key benefit is that it's much shorter (leaving space for the hybrid tech on the forthcoming Hybrid model without the need to change the fundamental packaging).

Perhaps even more fundamental is the Panamera's 4D chassis concept. This electronic system constantly analyses the various systems on the car – the PASM dampers, the optional PDCC active anti-roll bars, the PTV+ torque vectoring, the four-wheel drive multi-plate clutch and data from all the sensors on the car, and optimises the car in real time.

If I'm not careful, this review is going to read like a tech feature, and that's not what I've been commissioned to write. So while there's so much more to say about the new car, I'm going to tell you instead what happens when I jump in the car for the first

time. We begin with a Turbo, in a curious primer shade of 'Crayon' that costs nearly three grand. The dashboard design is similar in proportion to before, with a very broad, flat dash top that emphasises the width of the car, but it's the screens and switchgear that really grab one's attention. Although a centrally sited analogue rev counter remains in place, there are multi function screens either side in the binnacle, and then a massive widescreen display in the centre of the cockpit. Below it a touch control panel has replaced the rash of switchgear where now only a nudge is required to make contact lightly with the icons. Frankly, it's all very impressive, and could also form an entire feature in itself.

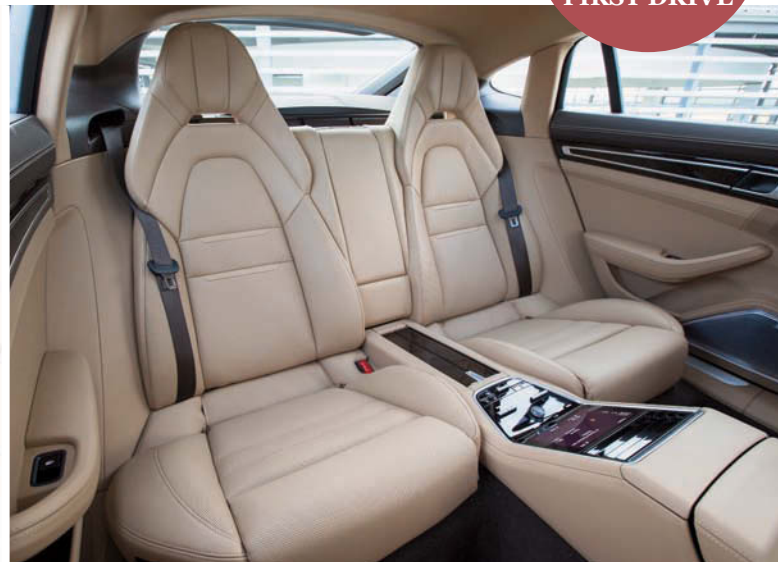
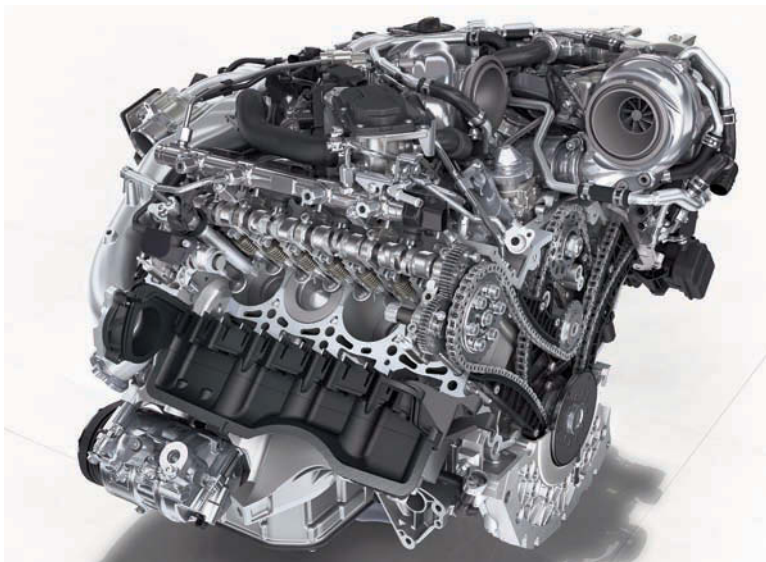
We start in 'Normal' mode, and the V8 is almost imperceptible. The air suspension (standard on a Turbo, and now with three chambers per corner) provides an impressively smooth ride quality, and the electromechanical power steering is as precise as we've come to expect from the very latest generation of Porsches. It's so easy to drive, so quiet and comfortable – as

a limo, it's job done. Well, almost, except from the slight fidget so typical of air-sprung cars over small bumps in the road; it remains to be seen how the system will cope with rougher UK roads following this German launch.

For a moment I wonder if the Panamera is almost too refined, making it less of a real Porsche, but there's something you can do about that situation. Click the now familiar steering wheel mounted Mode Switch into Sport, and the car's character changes, everything snapping taut. Go to Sport Plus and it goes even further, with the rear-wheel steering fitted to this car adjusting its behaviour. This car also has a sports exhaust, and now it's really singing. This very southern outpost of Germany has some terrific roads to offer around the mountains and lakes, and it only takes a few of its corners to discover the new Panamera operates in an entirely new orbit to before. Finally, here is the Panamera that really delivers on the promise of the original: this really is a comfortable limo that can morph seamlessly into a sports car at the touch of a button. It sounds corny, I know, but

Interior is as you would expect. Button count has been rationalised compared to previous Panamera. Widescreen display takes care of infotainment needs. In the rear, it's a strict two-seater, but if you need to carry the family, get a Cayenne!





Above left: Diesel 4S engine is all new. It produces peak torque – all 627lbs/ft of it – from just 1000rpm and offers real world fuel economy. Range with optional 90-litre tank, should be epic

it's the combination of that new chassis, suspension and steering working with the rear-wheel steering: you won't believe how agile the car feels, how it dives into an apex, holds its line up to the point the tyres begin to squeal, how you can chuck it about like an over-sized hot hatch. It's frankly all a bit surreal, but it really does do it, and the engine is a complete monster. Switch off the PSM and there's a true sense of balance in the chassis. It doesn't do wild oversteer, but provoke it and you can feel each wheel fighting to contain the torque as you exit the corner, the revs hanging slightly on the verge of spinning on hot, dry Tarmac.

Having run the Turbo up to an easy 170mph on the Autobahn, at which point it barely feels like it's moving, I'm not sure what to make of the V6-powered 4S. The schedule means I get but the briefest drive in it, and the PDCC that's fitted seems to take away a bit of the enjoyment to be had from the chassis (we'll need to experience this a lot more to comment fully), but I'm really impressed with the new engine. It has a

fruity intake and exhaust note, very much preferable to the gritty roar of the old V6, and feels extremely potent. I can't imagine feeling short-changed with the performance it offers.

Finally we're into the big diesel. There is no diesel clatter at idle, just the soft rustle of the valve gear and a deep murmur from the exhaust to suggest this is something different again under the bonnet. The diesel 4S's acceleration could best be described as 'persuasive'. It takes the strain from just over idle speed like a railway shunting yard loco and keeps on pulling from there. Given its vast potential range – particularly with the optional 90-litre tank – it looks like making a strong case for itself as the ultimate Panamera in the 'real world', but there's a niggling doubt over whether this particular car is match fit. The turbos on this new engine are sequential, but our car seemed to have a significant flat spot between 2000–3000rpm and then went crackers for 1500rpm after that point. It's a shame to have to be inconclusive, but we'll need to drive another example to know if that's how

the engine is, or whether 'our' car was just having an off day.

There is a very exciting future ahead for the new Panamera. Expect cheaper variants to follow, with inevitably rear-wheel drive and some with less power (although no manual 'box'). There will surely be a standard V6 diesel model, too.

The fabulous Gran Turismo concept should come to life sometime next year as the 'Shooting Brake', and a Porsche engineer hinted strongly that there would be two hybrid models, with one channelling all the tech of the 918 Spyder to create a hybrid Panamera with spectacular performance.

It almost goes without saying that the Panamera's steering lacks any real sense of feedback from the road, and that its refinement largely masks any rough but appealingly sharp edges found on Porsches of yore. Such is the world of the modern luxury car, even at Porsche. But it is a massively impressive vehicle, and based on this first drive this is a Porsche model line that has just found its feet – all four of them. **PW**

The new Panamera still manages to contain styling cues from the 911, but makes a much better job of it, compared with its predecessor

PANAMERA DIESEL 4S

Model tested:	Panamera Diesel 4S
Engine:	4-litre V8 twin-turbo
Transmission:	8-speed PDK
Body style:	4-door saloon/coupe
Economy:	42.2mpg (combined)
Top speed:	177mph
0–62mph:	4.5secs
Power:	422bhp at 3500–5000rpm
Torque:	627lb ft at 1000–3250rpm
Price:	£91,788



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TWIN TURBOS!

The 959 is usually touted as being the forerunner to the modern 911 Turbo, but we'd disagree. We reckon that it's really the 993 Turbo that is the first true modern 911 Turbo. We pitch a '90s 993 Turbo against the latest 991 Turbo S

Words: Adam Towler Photos: Antony Fraser



You've surely read it before; the technology, the concept, the bones of the 959, it was at this moment that the template for the 911 Turbos that have appeared in recent years was forged. And so, when a new 911 Turbo appears it's always informative and exciting to compare the latest upstart with its extremely valuable forefather – if you can find one, that is.

It's true, the twin turbo engine configuration and the switch to – partial at least – water cooling, the four-wheel drive system, the attention to aerodynamics, the adaptive suspension, the anti-lock braking systems – these were all elements far beyond the astonishing crudity, by modern standards, of the contemporary 930.

However, look more closely at the detail and it's clear that, while an argument is there for a connection in spirit, the reality is actually somewhat

different. The complexity of the 959's split cooling system – air for the block and water for the cylinder heads – and the compound turbocharging system are some way removed from the more straightforward solutions used since. The manually adjustable four-wheel drive system was deemed unnecessary, as was the variable ride-height control. The 959 pushed the frontier, but Porsche took a few steps back to make a car for the 'real world'. Finally, when it appeared, that car would be the 993 Turbo.

Which is why we have an example of that pugnacious brute of a car lined up today alongside our newcomer. Actually, fondness and memory may lead me to describe the 993 in such colourful terms, but it's dwarfed by the 991 to the point where it almost looks cute and I feel slightly sorry for the old timer.

This will be our first steer in the gen 2 991 Turbo S in the UK. It has 20hp more than the gen1 version, taking the peak on

this S model to 580hp, thanks to new turbochargers with larger compressor wheels and a revised cylinder head and fuelling setup. The turbos themselves are still the variable vane geometry type, as pioneered by Porsche in a petrol engine application.

Sending drive through the now ubiquitous seven-speed PDK 'box – the only transmission choice on the S – the new car can sprint from rest to 62mph in just 2.9-seconds. There's also the new gen 2 steering wheel with mode switch and Dynamic Boost Function – part of the Sport Chrono package that's standard fitment. Turbo S models really do get a kitchen sink, taps and draining board type specification, with the active roll PDCC system and PDCC ceramic brakes included, PTV torque vectoring and the active rear diff, the latest infotainment system and a lot more besides: the spec sheet for 'our' car rumbles on over quite a few pages, culminating in a list price of





Super subtle in dark blue, this 993 Turbo has a stealth quality to it, unlike most 964 Turbos, which always seem to be white, yellow or red!

£145,773. Add a few – but not many – extras such as the deep and lustrous Carmine Red paint – £1805 – and the ‘high gloss’ black wheels – £930 – and you end up with a car costing just an extendable splitter shy of £148,930.

Alongside the 991, we insure this 993 for £120,000. It’s an intriguing model, the 993 Turbo, because both aesthetically and technically it spans both the classic and modern era. This was Porsche back in the game after the misery of the early 1990s, and with the 993 model line selling well and money once again coming in, the firm chose to finally bring its supercar into the modern world. Remember, back in the days of the 964 Turbo there had been no money to introduce a new engine, even though a discerning market still clamoured for a Turbo model. The 930 had finished in 1989, but Porsche urgently needed the cash from selling Turbos to wealthy clientele, and needed it fast.

The solution was to carry over the old engine with minimal changes. It had to be fitted with catalytic converters to meet the latest emissions ratings, and that alone

meant it needed to be tuned otherwise the performance differential over a 964 Carrera would have been minimal. Therefore, the single turbo flat six was treated to solid-state ignition and more boost to make 320hp, but still relied on the ancient Bosch KE-Jetronic system without any electronic boost control.

The 3.6-litre 964 Turbo of 1993 moved things on a little further, introducing at last a

cameo role in the 1995 Will Smith movie ‘Bad Boys’, makes it one of the most loved 911s for enthusiasts of a certain age.

The 993 Turbo, though, that was something else entirely new: the car Porsche had probably wanted – and been able – to make for a while, but simply couldn’t afford to, until now.

First of all there was the body. The 993 dragged the grand old 1965 monocoque

“ The 993 dragged the grand old 1965 monocoque into the ’90s ”

Familiar interior. Dimensionally the same as the 1963 original, but with rather more in the way of fixtures and fittings. Right: Hollow spoke ‘Turbo twists’ and ‘Big red’ calipers

turbocharged version of the new generation M64 engine that had been in service in 964 Carreras since 1989. But it still used the old Bosch system, and its one big turbocharger gave it the kind of lag that was increasingly seen as anachronistic. Today, the 3.6 Turbo is a very lusted after car, and its purposeful appearance, boosted by a memorable

screaming into the mid-1990s, fairing in the headlamps much like the 959 and smoothing off the sharper of the curves. The big ‘tea tray’ rear wing, home for so long to the intercooler, was given a makeover, blending seamlessly into the 993’s rump like liquid metal (and weighing 40kg less).



993 TURBO

Model tested:	993 Turbo
Engine:	3.6-litre flat six
Transmission:	6-speed manual, four-wheel drive
Body style:	Coupe
Top speed:	180+mph
0-62mph	4.3secs
Power:	408bhp at 5750rpm
Torque:	398lb ft at 4500
Weight:	1500kg



When it came to the engine, there was nothing wrong with the 3.6-litre unit as a basis. But here finally was a chance to tackle the problems of throttle lag. To do so, Porsche adopted two smaller turbochargers for the first time, in the spirit of the 959 but crucially in a more conventional configuration with both identical KKK K16 turbochargers (smaller than the old 964 Turbo and therefore with less inertia) boosting one bank each and featuring an integral wastegate. The exhaust system for each cylinder bank actually exits on the opposite side of the car.

Controlling this new M64/60 engine was the very latest Bosch M5.2 engine management system, with Lambda sensors before and after the cats, a hot air mass airflow sensor, a knock sensor and electronic control of the turbos. The 993 Turbo was said to be the first production car to meet the forthcoming and tough American emissions regulation of the period while also offering 408hp and 398lb ft of torque. A combined fuel consumption

of 16.8mpg might not sound that great today, but it was a big step on from the 911 Turbos that had come before, while 0-60mph in just 4.3-seconds, 0-100mph in 9.5-secs and a top speed of 180mph were outrageous figures 20 years ago.

Of course, there was more to creating this new kind of 'super Turbo' than merely giving it a cutting edge motor: the new era of Turbos would reinterpret the original luxury GT brief laid down by Ernst Fuhrmann all those years ago in the early 1970s. If the Turbo was to be the ultimate all-weather/any time super sports GT car, then it had to be able to maximise its potential performance at any time, and in any place. That meant reliable traction in all weathers, and superlative powers of braking; it meant the ability to cut through the air on the autobahn and be uncompaining on the school run. It meant, simply, good at everything.

To that end the new car used a stronger version of the viscous coupling four-wheel drive system off the Carrera 4, 322mm disc brakes with four-pot calipers and fifth

generation ABS, a strengthened version of the M030 suspension package with 18in hollow spoke alloy wheels, hydraulic clutch assist and power steering, and an aerodynamics package that included inimitable 'gills' low down in the front apron that not only allowed hot air from the oil cooler to escape, but also formed a low pressure area around the front wheels.

Frankly, I can't wait to drive a 993 Turbo again, so it's the car I drive first. Having said that, I've been living with the 991 for the past few days including the drive to our meeting point, so its character and ability are emblazoned upon my consciousness. The 993 looks small from the outside and really feels it from the inside, that's for sure. It also feels like a sports car, a point that mustn't be overlooked. The assisted clutch isn't heavy but it is almost comically intolerant of hesitation and a general lack of mechanical guile. I concentrate hard. Very hard. It sort of works, and we make a smooth if leisurely getaway. After a few

At the time of its launch, there was nothing to touch the 993 Turbo's ability to deploy its huge power, thanks to its four-wheel drive system



The 991 Turbo is a big car. Not only that, it's a very fast car, that dares you to keep your foot in. The fastest thing on four wheels? Quite possibly, hypercars aside

minutes the clutch and I have a mutual understanding, and in truth, it's only from pulling away from rest that it requires precise usage. I can imagine in customer clinics all those wealthy Turbo owning types moaning about how difficult the car was to drive around town, etc, but for me that's completely the wrong way to look at it. The 993 Turbo demands driver input, and knowledgeable inputs at that, and in return gives the driver a wonderful sense of precision and mechanical interactivity. It's a comment that applies not only to something as simple as the clutch, but also to the deliberate resistance to the gear lever action, the brake pedal and the steering, which although features power assistance, is still decidedly weighty at low speeds.

The result is a car that feels nothing like the 991 at all. To my mind – and I accept I'm in the vast minority here – that is a very good thing. It's strange to reflect that one of the 993 Turbo's few criticisms was that it was a bit aloof, and made going fast too easy. Ha. If only those road testers of the time could have had access to a time machine and had a punt in the 991 Turbo

S, then they'd really understand the meaning of those comments...

Another striking aspect of the 993 is the turbocharged nature of its engine. It's easy to see how this bi-turbo motor was praised when new for eliminating lag, but when compared to the latest A91 engine with twin-clutch 'box it is still so obviously turbocharged, the boost building with a very organic feel. Again, I like this, because it's a

that gives the Turbo a rush beyond, say, a gen 1 991 Carrera S (although not perhaps a gen 2).

While it takes a good few miles before you really gel with the older car, that reward is there. I can only guess what it must be like when driver and car are really in tune with each other; I bet it's a – heavily turbocharged – blast.

After the 993 the 991 feels extremely

“ You are aware that you are sitting in a much bigger, wider car ”

Monster 21in gloss black wheels partially conceal equally big six-pot brake calipers. Interior is spacious compared to the cosy, shoulder-rubbing confines of the 993 Turbo

character of the car to be worked with, rather than against. The old car does punch fairly quickly, but there's still the sensation of it gathering breath before the boost arrives. When it does, well, it still has a really strong kick to it: yes, that peak power output is eclipsed by the sportier Carreras these days, but it's the chunky torque figure

remote. It isn't of course, by modern standards, but you are aware that you're sitting in a much bigger, wider car, and although it has a healthy power surfeit over the 993, it's also heavier. Despite the throttle response being instantaneous, there is a little pause before the engine really gives its biggest shove. Maybe this is partly





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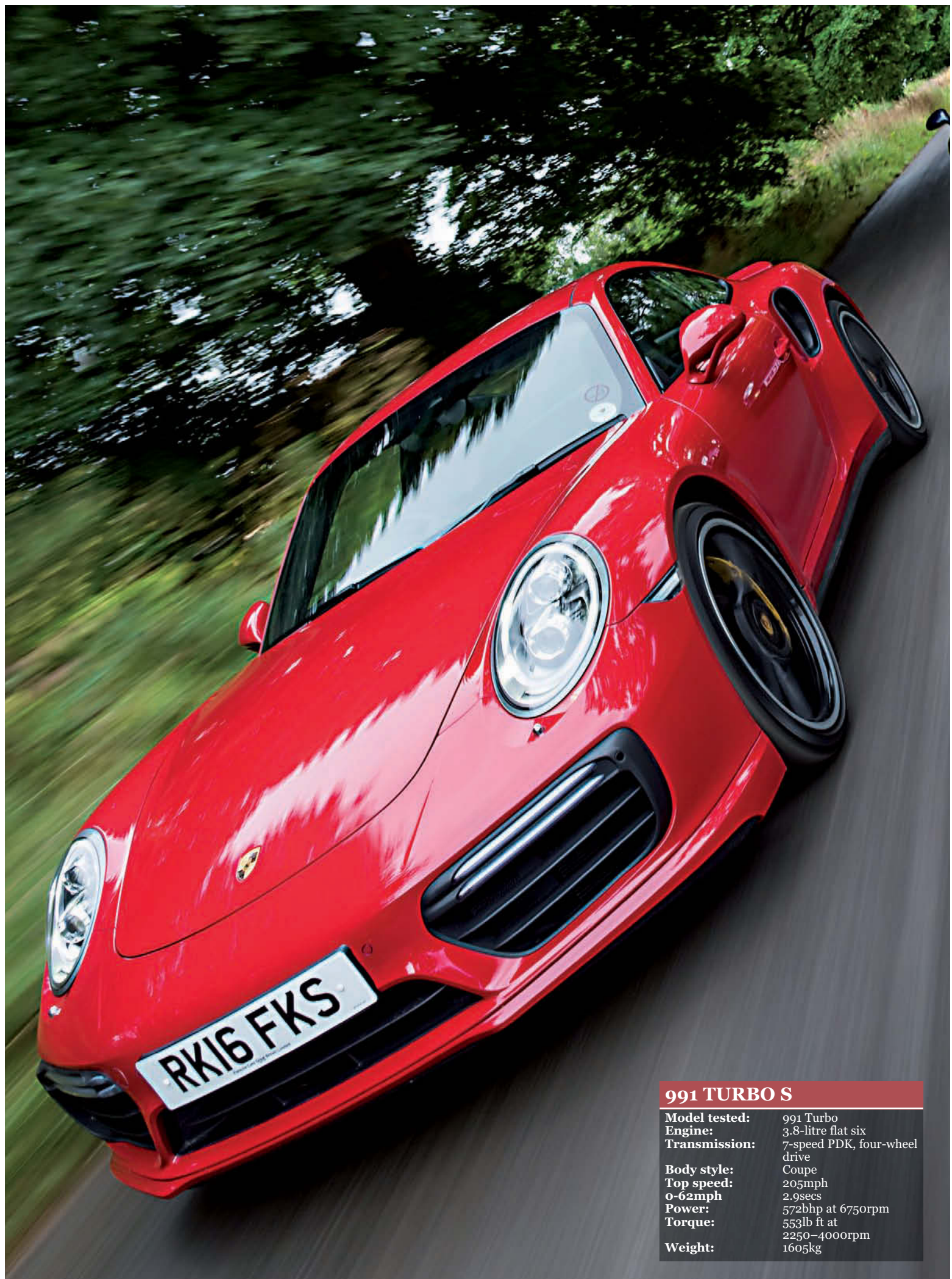
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991 TURBO S	
Model tested:	991 Turbo
Engine:	3.8-litre flat six
Transmission:	7-speed PDK, four-wheel drive
Body style:	Coupe
Top speed:	205mph
0-62mph	2.9secs
Power:	572bhp at 6750rpm
Torque:	553lb ft at 2250-4000rpm
Weight:	1605kg



The rear view of the 991 Turbo S is quite a fussy one these days, not that most folk will get much of a chance to study it, once the turbos kick in and it launches for the horizon

due to the effects of the PDK 'box versus a manual, or maybe those larger compressor wheels taking just that little bit longer to spin up than with the regular 991 Turbo. Whatever, if the road is really tight and twisty the 991 can feel a bit hemmed in, an impression exaggerated by the sheer size of the thing. At one point a Mini Cooper latches onto my tail, driven by a young lad determined to prove that an extra 450bhp-or-so isn't going to prevent him from keeping up. Of course, the moment the road in any way opens up the Turbo does this surreal teleporting thing and the Mini is a tiny dot in the rear view mirror, but you can only keep your foot buried into the Turbo's black carpet mats for a fleeting few seconds before the speedo is beaming the kind of numbers we'd rather not talk about. So you back off, and combined with a following driver who doesn't respect village speed limits – you know the type – the Mini

is soon inches from the wide rump of the Porsche again. And so the process is repeated over and over, and through the tight stuff the 911 struggles to leave the well-driven Mini behind: there's only one line through a corner in a 991 Turbo S, and even that can feel a bit nerve-wracking with a tractor coming the other way, or a delivery truck. No such worries for our little front-engined friend.

This is the Achilles heel of any supercar, naturally, but I am more aware of it than usual given the Turbo's red paint job and rather bling gloss wheels that certainly make a statement. It's a bit like trying to train a massive laser cannon onto an Ewok warrior while the Ewok continually jabs at you with a tiny spear. Annoying.

I can't fault the Turbo as an everyday sort of supercar, however. Equipped as it is with the latest generation of PASM dampers, as we've said of other Porsches recently the

ride quality is superb: this is a very comfortable car now to get around in, whatever the road. Only some fairly high levels of road noise and the predictable low-speed fidget with those massive low profile tyres spoil the picture, although there's always the latest PCM system to take your mind off of it. I hooked it up to the smartphone, but it was only 80% reliable and sometimes needed a system reset to remember what it was supposed to be doing.

I yearn for another drive in the 993, but instead watch its shapely posterior go up the road one last time accompanied by its characteristic rumble. There's just something about the sound of a turbocharged air-cooled 911 engine, the tone is so rich and warm – I suppose in a hi-fi sense it would be called analogue, contrasting sharply with the pre-programmed pops and bangs of the new



The 993 Turbo requires more from the driver in terms of input making it more satisfying to pilot. It's more wieldy, too, but has absolutely no answer to the 991's massive performance advantage



In its day the 993 Turbo was pretty much the fastest thing on four wheels. The difference between it and the 991 Turbo S can only be described as a 'gulf.' The concept, though, remains much the same, but separated by 20-odd years of technology and development

car when you lift off the throttle. Definitely digital.

With that, it's time to get back in the 991 and head home through the emerging mizzle of rain. If the Turbo feels slightly clumsy in the really narrow lanes, then as soon as the road opens up it is positively volcanic. This is a car with a level of performance way, way beyond what can be reliably and frequently enjoyed on the road. While it's a very competent car for even the most mundane of everyday use, to use in

keeping the Turbo on terra firma, while for him it's more like a theme park ride, and they've always made me feel a bit queasy just thinking about them.

A spot of rain and some slippery roads hold little fear for the Turbo and certainly don't curtail the performance like they might have done in something like a 996 GT3. The Turbo simply slices through whatever the prevailing conditions present. This, then, is surely what the 959 proposed and delivered on 30 years ago, made real into a

look after you with its excellent all-wheel traction and powerful, anti-lock brakes. However, it still demands that you drive the car, and that largely, you drive it in the way it wants to be driven. That is to say precise, and mindful of its weight distribution to best exploit the grip of its chassis; alert to the revs of the engine and the building of boost by the turbos. All these things have to go into a driver's head when at the wheel of the 993 Turbo, otherwise the whole thing just doesn't work properly, you won't go that fast, and probably will look a bit silly at the same time.

I spend some of the journey home with the 991 in fully automatic 'normal' mode and let it get on with the act of driving. The roads are busy and to be honest I can't be bothered to shift the gears myself (something I always try to do with PDK cars to make the drive that bit more involving). The 991 almost drives itself, and therein lies the difference. Perhaps another 20 years down the line testers will look back at the gen 2 991 Turbo S and marvel at the rawness, the sound, the involvement it provides, shortly before they jump back in the latest autonomous driving pod and head home. For now, the gen 2 991 Turbo S is more impressive than ever before, and certainly outrageously quick, but my heart beats faster for that old pugnacious brute of a Turbo with 'just enough' of the electronic age about it. **PW**

“ Give it everything from rest and the G-force is almost uncomfortable ”

this manner would surely be to put one's driving licence at extreme risk. One squeeze of the throttle and 30mph has been added to your speed – if you're not careful that's 30mph more than you originally intended. Give the car everything away from rest and the G-force is almost uncomfortable. I take our 993 owner out and his burst of laughter eventually gives way to a raised hand requesting an easing of the pace. I don't blame him, of course, because I have a) the steering wheel to hold onto and b) 100% concentration on

car that literally anyone, of any driving ability, could drive. The 993 Turbo doesn't quite manage that, because while the ability is there the user-friendliness isn't, and perhaps that's the difference beyond just the expected rise in performance over the past 20 years.

I'm not saying the 993 is hard to drive, but it does sit somewhere halfway on a rising scale between a four-speed 930 and this gen 2 991 Turbo S. It won't bite you in the way the older cars will, and if the weather is grim and you just want to get home it will



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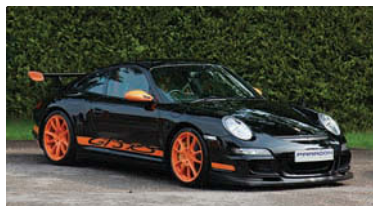
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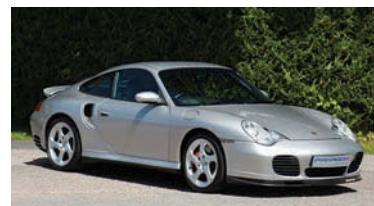
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FORTY YEARS OF FRONT-ENGINEED FOURS

THE ULTIMATES

Last month we gathered the 924 and the models that it created in the form of the 944 and 968. This month we look at the ultimate incarnations of the transaxle concept: the 924 Carrera GT, the 944 Turbo and the 968 Club Sport. And as a bonus all three cars have recently been restored as part of Porsche GB's annual Restoration Competition

Words: Adam Towler Photography: Antony Fraser



Last month we took our first look at the front-engined four-pot classics, gathering together an example of each bloodline – 924, 944 and 968 – in its original form. What a fascinating test it was – three humble cars (or two at any rate) – that delivered far more smiles than their lowly price tags could ever hope to convey. The 2-litre 924 and early 944 Lux formed the bedrock of this family's success, and the 968 – well, that was a slightly more shaky contribution that came good in the end. In fact, as we found, there's nothing wrong at all with a good 968 Coupe: I loved every moment of driving that very blue car, in many ways it was the surprise of the feature.

Now, here we have what we've termed 'The Ultimates'. Sure, you could argue

that we should have a 924 Carrera GTS Club Sport, a 944 Turbo Silver Rose and a 968 Turbo RS, but this is a bit more of a real-world type of 'ultimate', and therefore I'm sure you can understand our selection process and its results.

To add some extra spice, we don't just have any old example of each, but instead cars drawn from the 2016 Porsche GB Restoration Competition, including the winning 968 Club Sport. As we've said recently, Porsche is really throwing its weight behind the other models in its back catalogue and that's nice to see. Of course, if values go stratospheric then we'll probably start moaning that the cars have become out of the reach of normal enthusiasts, but then such is the human condition...

We'll start once again with the oldest car in our trio, the 924 Carrera GT. This

simply gorgeous black example was restored by Porsche Centre Bolton and Road and Race Preparation, and scooped the Best Mechanicals Award in this year's competition.

The Carrera GT had first been seen as a concept car at the 1979 Frankfurt motor show, where its aggressive look and pearl white finish really grabbed the attention of visitors. The basis for the car was the 924 Turbo, launched the year before, with 170bhp from its blown version of the original 2-litre lump. This was a car much more in keeping with the notion of a 'real Porsche', although it would sell only in small numbers.

As for the Carrera GT, its role was to be a homologation special for a new sports racing car that would debut at Le Mans. Porsche needed to build 400 of these to qualify, and with no time in which



924 CARRERA GT

Engine:	4-cylinder in-line
Transmission:	5-speed manual, RWD
Body style:	2+2 sports coupe
Kerb weight:	1180kg
Economy:	22.7mpg (combined)
Top speed:	149mph
0-62mph:	6.9secs
Power:	210bhp at 6000rpm
Torque:	207lb ft at 3500rpm



Lovely black Carrera GT restored by Porsche Centre Bolton and Road and Race Preparation. This homologation special was transformed by its big arch extensions and Fuchs wheels

Red and black striped trim is surprisingly subtle, but hits that '80s spot. Engine is a very breathed on version of the standard 924 2-litre unit, with 210bhp. Note intercooler sitting astride engine

to do that the 924 was entered as a prototype in its first year (924 GTP) instead, before the 'production' 924 Carrera GTR appeared thereafter.

The 6th, 12th and 13th placed finishes at Le Mans in 1980 are now the stuff of minor Porsche legend, but the same could be said of the road cars, of which just 75 came to the UK. Light (around 1180kg), powerful – with 210bhp – and with deliciously aggressive bodywork that included GRP wheel arch flares, these were real enthusiasts' cars at a time when Porsche had a rather narrow model range. Remember, the only 911s available were the venerable SC and the 3.3-litre Turbo. The CGT was only available in silver, red or black, and had the luxury interior fitted from the regular 924 Turbo.

As an aside, there was an even more extreme road-going model, the GTS, which was also sometimes used in Europe for

rallying. Just 59 of those were built, all red, all left-hand drive, and having been lucky enough to drive one once, I'd say it was one of my all-time favourite Porsches. Even more exclusive were the 15 Club Sport GTS models, built at Weissach, with Rally, Race, Touring, Comfort and Group B option packs. Do please stop dribbling there, thank you.

Back to the CGT: this car, chassis '292', was registered in February 1981 and cost its first owner £12,000 – a fair old sum in that era. Black suits the shape so well, complemented here by the black and red pinstripe interior that's so of the age.

When discovered by the restoration team it was looking very sorry for itself, having been partially dismantled for a private restoration project that had stalled, as they often do. The car had seen very little use over the previous 20 years, so there was both structural and extensive

mechanical work to be done, with the components being bead blasted and the body going to be chemically dipped at SPL. Once primed and painted at Road and Race, the car was put back together at Bolton with a completely rebuilt engine and all mechanicals. Looking through the project workbook that comes with the car, the attention to detail is really impressive, with the centre even electroplating smaller components themselves with an electric bath in the workshop, and having new fuel line clips designed in CAD and then CNC machined.

The end result is spectacular, a CGT that looks and smells like new. It might only be a flyweight, but there's just something so honest about the CGT, so authentic. It's a genuine Porsche Motorsport special, just in miniature form, and if it doesn't get the pulse racing then I don't know what will.

Jump in and the squidgy seat is



surprisingly low and soft, which is very welcome given the usual compromises of the 924/early 944 driving position (or should that be steering wheel position, to be more precise?). The dashboard and controls are very 1970s, and the little four pot makes little concession to civility when it fires up. It's a rough, workmanlike little unit, but not without plenty of charm, and certainly delivers the goods. A minor component failure means the car isn't fully on song today, so that familiar pause-then-shove forwards isn't present as it should be, but I know from prior experience that there's nothing wrong with the way a 924 CGT goes. Yes, you have to keep the turbo spinning otherwise it rapidly becomes a very slow vehicle, but there's lots of fun in working the car hard. Arguably best of all it has a dog-leg gearbox: is there anything more race bred than a 'box like this? It just reeks of motorsport, and once you're on the move the slick shift from second to third is so immediate. In many ways this was the high point of the whole family, even if subsequent special 944s and 968s were faster or more sophisticated; never again did the front-engined fours have such a direct link to Porsche's front line motorsport activities.

Parked alongside the Carrera GT, Porsche Centre Glasgow's 944 Turbo is an altogether more sophisticated beast.

Chassis '897' dates back to 1991, when it started life as a Porsche GB press car.

The Turbo was, on paper at least, the ultimate 944. Launched in 1985, it had its roots – in spirit at least – in a car that appeared in the 1981 Le Mans 24-hours. Badged once again as 924 GTP, this new prototype had a 2.5-litre four-cylinder engine with a 16 valve head and turbocharger, not the usual 2-litre 924-derived engine. The car finished seventh,

Porsche fitted a Motronic engine management system with a knock sensor – cutting edge stuff at the time. The chassis and braking were also upgraded, and aerodynamic front and rear bumper sections fitted. The Turbo had its own look, perfectly in step with the times.

By the time Glasgow – and project partners Mitchell Inglis Bodyshop (the Porsche approved body repairers for Scotland) – got hold of the Turbo it had

“The 924 CGT's little four pot makes little concession to civility when it fires up”

despite running significantly less boost than it could in theory manage after durability problems arose in pre-race testing.

The Turbo was the 944 model line's rival to the 911 3.2 Carrera, but to make it so would require significant R&D. Heat was the major enemy, so Porsche went to great lengths to keep the engine and turbo cool, even after the engine had been switched off. To ensure that the engine would be compliant in markets all over the world,

done 100,000-miles via eight owners and the years had taken their toll. Although it looked ok on the surface, a strip down revealed far more corrosion than was expected and plenty of mechanical restoration required. At Mitchell Inglis, the car received both new front and rear wings, plus a rear side section had to be re-made as it's not currently available from the factory. New sills were also fitted, as well as lots of attention to unseen structural

Front-engine aficionado and convert, Adam Towler, at wheel of the 968. Interior changed very little from 1985, when oval dash was introduced in the 944, to 1995, when the 968 was decommissioned





944 TURBO

Engine:	4-cylinder in-line
Transmission:	5-speed manual, RWD
Body style:	2+2 sports coupe
Kerb weight:	1400kg
Economy:	21.2mpg (combined)
Top speed:	162mph
0-62mph:	5.9secs
Power:	250bhp at 6000rpm
Torque:	258lb ft at 4000rpm

Porsche Centre Glasgow and Michael Inglis Bodyshop restored this fabulous Guards Red 944 Turbo, which positively glows through the gloom on the day of this test

Porsche decreed that the 2.5-litre, 8-valve 944 engine was the ideal starting point for the 944 Turbo, despite a 16-valve head being developed for the 944S and latterly the S2. They weren't wrong, with early models developing 220bhp and later cars 250bhp

metalwork. Although we may choose not to think it, what's the betting that the majority of average condition 944 Turbos – increasingly selling for serious money with a layer of polish over them and some tyre shine – aren't in a similar condition? Or put another way, why should they be any different? It's been a fundamental truth of old 911s from the '70s and '80s for a while, and it seems reasonable to assume that it's much the same in the old water-cooled market, too: if a car hasn't been restored, unless it's lived a pampered life in a de-humidified garage, it will have rot issues lurking within. From talking to Mitchell Inglis I know that great care was taken to give the 944 a better-than-factory paint finish, with many hours spent getting the Guards Red coat just right. The result is wonderful; even in the rain today the car positively

glows through the murk.

This car is different to the other two in that it belongs to a private collector, not the Centre carrying out the work. He's relatively new to the Porsche collecting scene, although he has a long history of buying

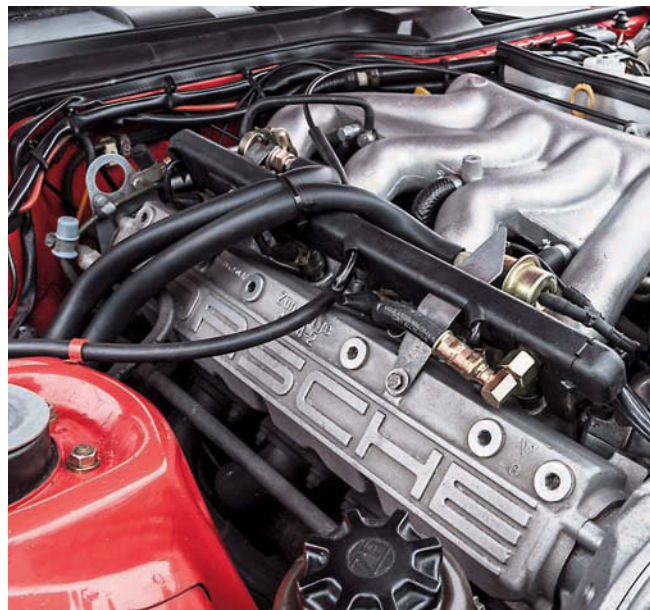
GTS, including this car. To get the car to its current condition has taken £40,000 in parts, 300-man hours in the bodyshop and 150-hours of mechanical work. Gulp.

The engine turns over with that characteristic loud churn of these cars and

“ To get the car to its current condition has taken £40,000 in parts ”

new Porsches at a terrific rate, and has currently just welcomed a 911 R (991) to his stable. But when it comes to the classics, he's all about the front-engined cars, and owns a phalanx of 944 Turbos and a 928

then settles to a quiet idle. The Linen leather and pale door cards combine with the red exterior to scream '1980s' but it has an air of solidity, cleanliness and care that's immediately appealing. So many 944s are





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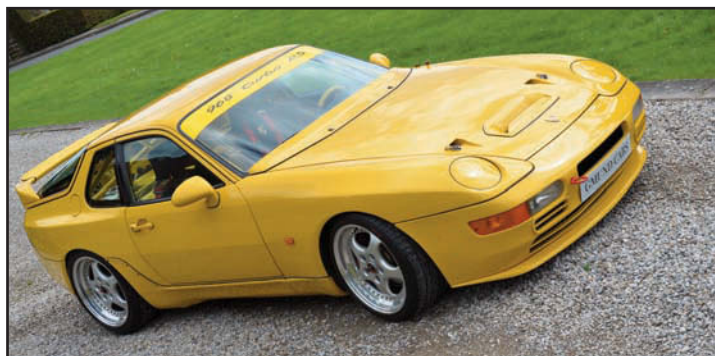
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1969 Porsche 912, Rally spec, long wheelbase car, LHD, competed in many Rallies, good history, £34,995



1956 Porsche 356 Speedster, Signal Red with Tan, LHD, fresh full restoration, USA car when new, £249,995

tired and old inside that it's almost a bit weird to be sat in one that feels virtually like a new car.

As a later, 250hp-spec Turbo, this car has effectively the specification of the Turbo S 'Silver Rose' limited edition model, that itself was close to the one-make Cup car championship spec. Although the higher headline power output is the most obvious change (up from 220hp), there were in fact many upgrades to the engine, the brakes and the chassis, and the result is a very different car. The '250' models are much firmer, and with a bigger turbocharger, suffer from even more lag.

In its standard form such as this, the 944 Turbo is astonishingly lethargic below 4000rpm. It takes effort to reach that higher rev band, and if the enthusiasm isn't there, or traffic is in the way, or the roads aren't right, then it is possible to drive the car for a very long time and wonder what all the fuss

was about back at the time. But venture beyond those revs and the car pulls with real vigour, and suddenly the performance – and appeal – of the car is obvious. Body roll is very well contained in what is now an old car, and the steering has real heft to it away from dead centre despite the intervention of power assistance, but you certainly know what the chassis is doing at all times. But most of all it's about chasing that boost – once you've got that the car comes alive, squatting on its rear wheels and whistling forwards, gear after gear. It's a particular driving challenge that might not be to all tastes, and probably leads to the 944 S2 often being cited as the 'better' car. The S2 shared plenty of Turbo running gear, and the bodywork revisions, but featured a brawny, responsive 3-litre 16v engine under the bonnet. It would be this engine that went on to the next model in the family, the 968, not the Turbo engine (only in very, very

limited edition models), but we can only wonder what a Porsche 968 Turbo, running a 3-litre motor with a 16v head and more modern electronics, would have been like. 'Very impressive', I'd wager. Nevertheless, there will always be something special about the 944 Turbo.

Such talk brings us onto our last car, and for many it's the ultimate of the breed. As we detailed last month, the 968 – or 944 S3 as it was to be known right up to the very last moment – arrived at a difficult time economically, but also to a tough reception. Despite many parts being new, it was not seen as a 'new' design, and in truth its appeal was more cerebral than some of the more flamboyant alternatives in the marketplace. We detailed what happened next last month, but that view seemed to change when the Club Sport model arrived, for here was a car that took Porsche back to the basics of enthusiast driving, and at less



money. Suddenly the enthusiast market was back in love with Porsche again, and the cars started selling briskly.

This car is chassis '457', a left-hand drive car originally registered to the factory in August 1994. Finished in Guards Red, it's unusual in having rear seats, sunroof, air-conditioning and other 'comfort' items.

This is the winning car of the restoration competition for this year, and is the work of Porsche Centre Guildford and Premier Panel Skills, the latter the Porsche-approved bodyshop for the region.

There's a poignant tale behind this Club Sport. The car once belonged to Derrick Brocklehurst, a customer of both Guildford and Premier Panel Skills, who had bought the car once he had learnt he had terminal cancer. Derrick was a popular regular on the track day scene with the car, including the achievement of a dream to take the car to Spa and the Nürburgring. After his death in 2005, his sister sold the car in 2006, but through her the team managed to locate it once again, and agree a sale. Unfortunately, the car had sat outside for 10 years, and the paint had faded very badly. Corrosion was also evident, but fortunately there were many of the original parts present that had been removed when the car was built for

track days. Incredibly, the rest of the missing parts were located purely by chance, when a customer in the Centre noticed the 968 as he was buying his new car. It turned out that he had made the trip to Spa and the 'Ring with Derrick, and still had all the remaining original parts stored carefully at home. Now the restoration was really on.

The restoration story handed to me by Ian

large sum of money it has taken to get the car into this condition.

But oh, what condition: jumping into this CS really is like taking a time machine ride back to 1994. I have never seen a Porsche sports 'wheel that isn't smooth and shiny from the application of clammy hands on the 'wheel, nor a gear knob that doesn't look tattered from a million gearshifts. But this

“ Jumping into this Club Sport really is like taking a time machine ride back to 1994 ”

Wallis of Premier Panel Skills (who owns the car) is so in depth, it reads more like a 968 service manual rather than an overview of what happened in the project. Every single aspect of the restoration is carefully documented, including the original faults observed and how they were put right. The sheer TLC that has gone into the project is very much evident, borne out by the very

968 is perfect, and just a short drive confirms it: it really does drive superbly, with an engine that's really eager to go, a wonderfully slick gear change and not a squeak or rattle to be heard. With a few more miles to loosen up there's probably more power and even more sweetness of delivery to come from the big four cylinder engine, but it's already a joy to

Out of sequence they may be, but our front-engined trio are an evocative sight and it's great to see the transaxle cars getting the recognition that they deserve. Respective power outputs vary from 210bhp for the 924 CGT, to 250bhp for the 944 Turbo and 240bhp for the normally aspirated 968 Club Sport



968 CLUB SPORT

Engine:	4-cylinder in-line
Transmission:	6-speed manual, RWD
Body style:	2+2 sports coupe
Kerb weight:	1320kg
Economy:	26.8mpg (combined)
Top speed:	157mph
0-62mph:	6.5secs
Power:	240bhp at 6200rpm
Torque:	225lb ft at 4100rpm



drive even as we're splashing along through the giant puddles. Given its more comfort-biased specification, and no MO30 spec, this is actually a very easy CS to live with, and it's

often said that Porsche could have kept on making the 968, and enthusiasts like to imagine in what direction the model might have taken. That would surely not have

was beginning at the time. This was all based around a new family of cars, that shared many components, and that had at their heart a naturally aspirated flat six engine. We know them as the 986 and 996, or Boxster and 911 Carrera. Where the front-engined four-cylinder cars had a great run for 20 years, now it would be the latter's turn for 20 years of glory. And now? Now we are back somewhere in between the two, with a return to four-cylinder power in the 718 and, of course, turbocharging.

All of which rather brings us full circle, to the reason why both we and Porsche are now celebrating these wonderful cars – cars that have provided so many with great drives and rewarding ownership experiences over many years. Long may that continue. **PW**

The best came last. The 968 Club Sport mixed handling genius with a gutsy and fairly unique big-banger 3-litre, four-cylinder engine, giving 240bhp

“ The reality is the 968 was based on a very old car by the mid-'90s ”

the sort of car that after a few miles you're frantically trying to find ways in your head of affording one of your own. I imagine that was often the same situation on a test drive in period, and why the car sold so well. It's

happened without the CS, or in terms of sales volume, the UK-only Sport, but it's also a reality that the 968 was based on a very old car by the mid-1990s and certainly didn't fit in with the brave new chapter that Porsche

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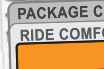
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TRIPPING THE LIGHT FANTASTIC

Alois Ruf has done it again: he's created two neo-classic masterpieces – the 'SCR 4.2' and the 'Ultimate': we get the first dance

Words: Johnny Tipler Photos: Antony Fraser



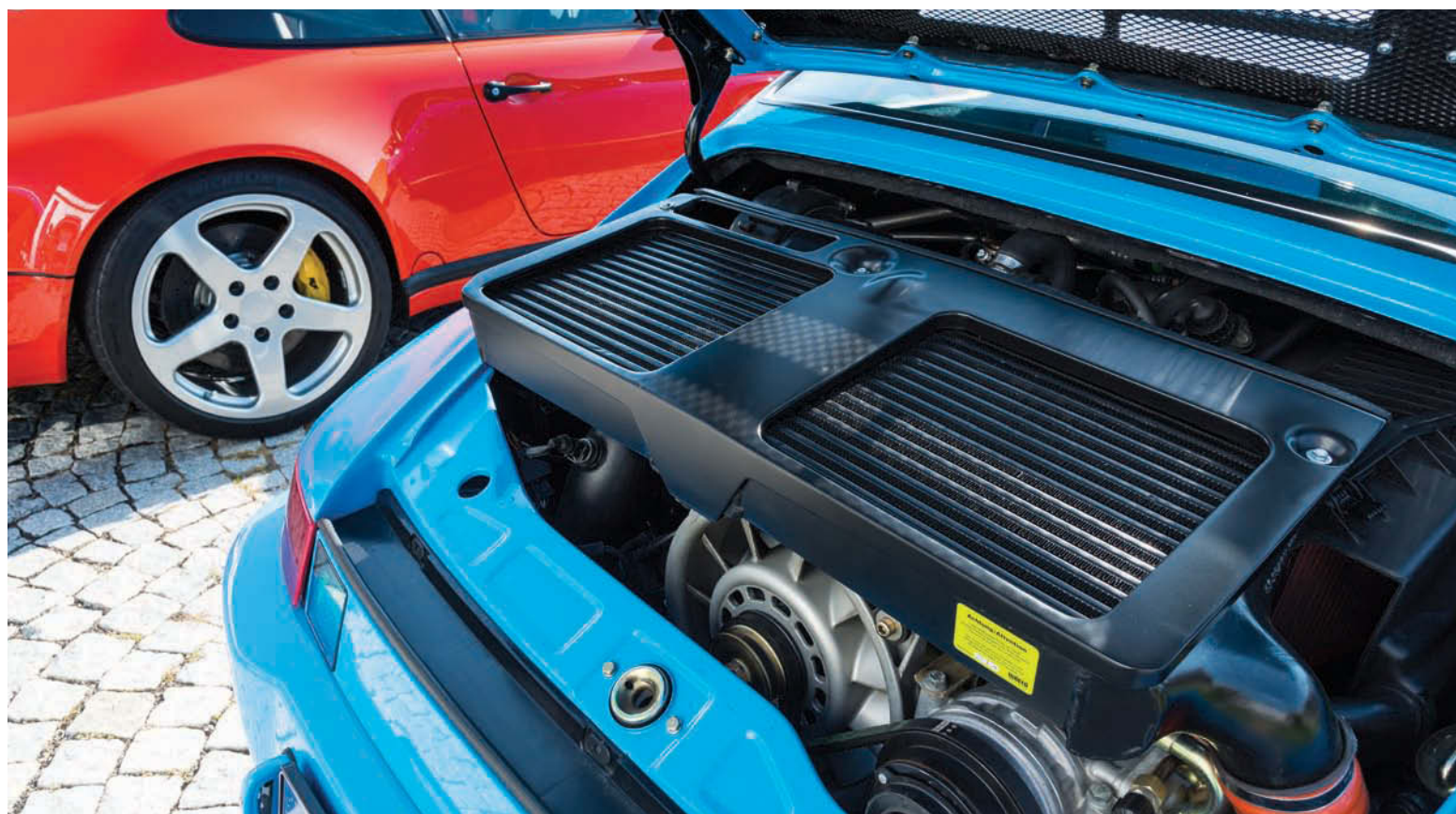
Prepare to be amazed! We visit the Ruf emporium of finer sportscars once or twice a year, and yet again he has a couple of bombshells to drop on us. Each radical in its own, inimitable and innovative Ruf way. This time it's the SCR 4.2 – the Burnt Orange car – and the French Blue car that's badged as the "Ultimate".

Ruf introduced this pair at the Geneva Salon earlier in the year, and it's taken six months' fine-tuning to hone them to perfection. It's been fairly clear that Alois Ruf has espoused the period look over the past couple of years – the "Hippie 917" graphics on the CTR-3, the four-cylinder 911-based engine in his 356, and the 911 Carrera RSR replica are three standout examples, and now the pair we have at our disposal today present themselves overtly as 964 generation cars. The ratio of new-to-old Ruf is manifest in a tour of the main workshop,

which reveals six 'classic' 911s and just three modern creations, mostly in service or under construction for customers. And sure, over the road is Ruf's Porsche franchise and service bay, along with classic restoration facility and machine shop: some of everything. But Alois does not do things by half, and the spec of the SCR and the Ultimate leave me jaw-dropped. Here's what's new:

The SCR 4.2 is finished in burnt orange, and it's a very special package because although it resembles a 964 it's actually based on a 993, featuring the multi-link rear axle and suspension. 'We wanted the most modern rear axle found on an air-cooled 911,' says Alois's son Marcel. It's not that they then clad the 993 shell in un-guttered 964 panelling – all classic Ruf bodies are smoothed off like that – it's that the total wheelbase is increased by 7 centimetres. That's by 2 centimetres on the front axle, and 5cm on the back. But the total length of the car

stays the same, so it's the wheelarches that have shifted in the bodysell by that much in each direction, forward and backwards, and that of course means the distance from bumper to wheelarch is less. The internal cabin dimensions don't alter – the extra wheelbase doesn't gain any more room in the footwells. Those sumptuous bulging wheelarches are hand-beaten and hand-welded, and are rather broader than those on the Ultimate, due to a slightly wider track. They house five-spoke 19in Ruf alloys, wearing Michelin Pilot Cup 2 tyres, 285/30 back, and 245/35 front. The SCR's extended wheelbase is only discernible when the two cars (or a standard 964) are standing next to each other. Ruf believes that the extended wheelbase brings better stability for high-speed driving – 'the main reason we did this was to have the same wheelbase as a 996 or 997, to give more stability at high speed than the 964 or 993, which can seem a little choppy.' And



Unveiling the secrets of the 'Ultimate's' engine bay, with SCR in background. And what are they? Well it's the most powerful air-cooled engine that Ruf has ever built, with 590bhp from 3.6-litres and twin turbos

there's a perfectly good reason for that because of what they've done with the SCR's powertrain. Wait for it: they have installed a liquid-cooled, normally-aspirated 4.2-litre, 525bhp 997 Mezger engine, driving through a six-speed manual transmission... Put simplistically, they've turned an air-cooled 993 into a GT3 kettle, and presented it as a 964. The fundamental reason they didn't add turbos is simply down to space for the radiators – there just isn't room for intercoolers (though you can bet they'll eventually find a way, just like they did with accommodating batteries in the electric Greenster). The radiators are behind the 964-style front panel and the central air inlet, and in fact the entire water cooling system passes through the whole car, because there was no other possibility than to use the front panel for the radiators; so all the cables and coolant tubes pass through the car, while the central section of the front bumper is an air intake as well as the two ducts to supply cooling air. The

slats in the rear valances of both cars dissipate the hot air. It's all very impressive. As Marcel says, 'the rabbit is out of the hat now!'

The SCR's doors, front wings and front lid are in carbon-fibre and the rest of the bodyshell is steel. Whilst the immediate

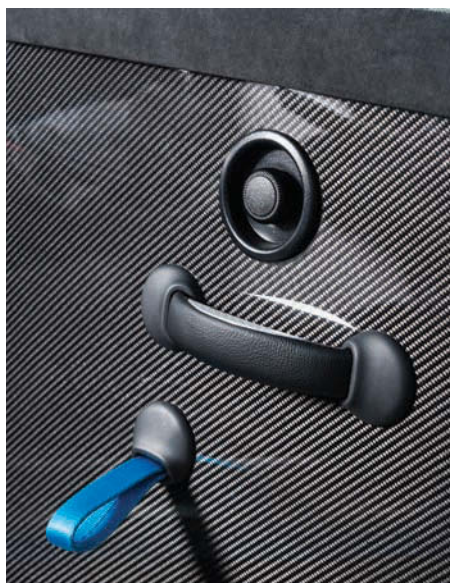
or 993, incorporating the package that we've developed with Bilstein, with our own springs and shock absorbers that have been spec'd for this car. The six-speed manual gearbox and rear-wheel drive incorporates a very strong differential so the traction goes the right way. The rest of the

“ It's taken six-months' fine-tuning to hone the pair to perfection ”

impression is that of a 964-derived car, in the cabin the dash and gauges are the only broad references to that model. Marcel describes the spec: 'For the SCR 4.2 we made everything as modern as possible, so for the rear axle we took the 993 multi-link, and in the front we retained the regular MacPherson wishbones as fitted on the 964

car is classic Ruf, with the integrated mirrors, rain gutters deleted, and the integrated roll cage within the cabin, though for most of the interior we have been very restrictive: the cars have no door pockets, just carbon-fibre plates; there's no radio, though we do have air-con, which is a minimum feature that everybody wants

Right: Carbon abounds. 'Ultimate' badge is presumably a temporary accolade relevant until the next 'Ultimate' moves the game on yet again



today.' The SCR dash sports typical Ruf instruments, black background with green dials, and the distinctive Ruf steering wheel, aluminium pedals, lightweight carbon door panels with RS-style door pulls and still offers electric windows and mirrors. Closing the doors on both cars, they feel infinitely light. The carbon applications are carried through on the dashboard, the handbrake and shift lever. The back seats are absent because the rigid bucket seats deny access to the rear cabin, where a removable cross bar creates additional torsional rigidity. The carpeting is Ruf-monogrammed, as are the kick-plates on the door openings. The bucket seats are carbon-fibre for minimum weight, but very well padded and upholstered in a hound's tooth wool check pattern. 'You can choose to spec the interior as you wish; you can have more luxury, but these two cars are now absolutely down to the minimum to reduce the weight.'

If the SCR 4.2 takes the classic 911 into another realm in terms of its wheelbase philosophy and selected powertrain, the Ultimate goes off at another tangent, manifest as the most extreme incarnation of a 911. I would say, 'Singer, eat your heart out,' but that's another world, too. If there's any similarity between Ruf and Singer it's the espousal and enhancement of classic 911 imagery, and of course Alois is steeped in that, having grown up in his father's Pfaffenhausen Porsche garage since the 1950s. Marcel elucidates: 'for the past three years we've had this increasing demand from our customers for air-cooled cars and for the classical silhouette of a compact 911. People always love the overall shape of the 964; if

you talk to people who are not that into Porsche but heard of it, they usually say that's the typical Porsche with the stand-up lights, and here you have the most expressive shapes in a car body, because after the 964 everything was more rounded up and flattened off. And today's 911 is such a huge grand touring car that you can't really have the same fun of driving it on a small road as you can with a classic 911. Trackdays are something else, but you drive it on the road 99 per cent of the time and you want to enjoy it on the road at the weekend, so the demand really is there for the classic shape and size of the air-cooled 911. Then on the other hand, more performance technology is also appealing, so that's the reason why we created the Ultimate.'

Yes, it is badged as that, and there's a neat Ultimate logo where the rear seat backs would go. But let's get that arch name out of the way first; the Ultimate is named after a one-off 964-based Ruf car built in the mid-'90s for an American customer, called the Ultimate back then because it contained Ruf's optimised technology of that time – it was, says Alois, 'the best performing 964 Turbo we'd ever built, so we took that name because it represents the tradition of optimising the 964 with today's technology.' Does it live up to the promise?

The Ultimate delivers the most performance available from an air-cooled 911, as far as the engine is concerned, in the time-honoured Ruf practice of attaching a pair of big turbochargers and appropriate intercoolers, developing 590bhp from the 3.6-litre flat-six. 'That's the most powerful air cooled turbo engine we've ever built,' Marcel tells me. Hauling

that to a standstill are carbon-ceramic brakes, which are also new for Ruf's road-going '964'. The inverted commas are deliberate, because although it resembles a 964, it's created from something totally new: the entire chassis frame is a complete carbon-fibre skeleton, clad with carbon-fibre skin. The dimensions exactly copy those of the steel 964, yet all the exterior panels are in carbon, saving 100 kilos. The mould consisting of windscreen frame, roof, rear side-wings and floor areas hangs from the bodyshop ceiling as if captured in an invisible cobweb. This monocoque assemblage weighs just 11 kilos whereas, by comparison, the steel 964 equivalent is 65 kilos, so there's a saving of 50 kilos. You see where this is going: lightweight body and massive power. There's a slight compromise on the weight saving, centred partly on Ruf's typical integrated roll cage, something that's installed and upholstered within every Ruf, weighing 8 kilos, so the Ultimate bodyside weighs 19 kilos instead of 65kg, and that's an incredible reduction. Adding doors, front wings, front and rear lids in carbon-fibre knocks a total of 100 kilos off the regular car's overall weight, so the Ultimate Ruf tips the scales at an uncanny 1250 kilos. And given 590bhp, rear-drive, six-speed manual transmission, Ruf five-spoke 18in alloy wheels shod with Michelin Pilot Sport Cup 2 tyres, 285/30 back, and 225/40 front, there's a spec to be reckoned with. They deliberately avoided four-wheel drive, as they didn't want to spoil the lightweight coefficient. 'The light weight gives you better acceleration and deceleration, and we want to look after the handling by not putting those extra 50 or 60 kilos in the

Hints of the legendary 'Yellowbird' abound, so perhaps 'Bluebird' would have been appropriate. 'Ultimate' name derives from a 964-based car Ruf built for an American customer in the mid-'90s. It was, at the time, the 'Ultimate' Ruf creation





You can't beat Porsche's Riviera Blue. Ultimate is based on the 964. Whole of the rear section – wings and entire roof and A-pillars – is made from carbon-fibre. A ceramic brake package has been created for both cars, which will also serve 964s and 993s running on 18in wheels

nose with a front differential. So we think that's the ultimate you can do on a 964 base frame.' As for the ceramic brakes with their RUF six-pot calipers (380mm) front and four caliper rears (350mm), there was a perfectly logical reason for developing them: 'Now we have 590bhp with the Ultimate and 530bhp with the SCR, with a potential top speed of 340kph or 212mph, we decided to make a ceramic brake system that fits these two models but which also serves 964s and 993s running 18in and 19in wheels, and that's also why we don't go too big with wheel sizes, because things also get out of proportion as well. A very light car with oversized ceramic brakes will have a loss of feeling – it's just on-and-off, and you can't really adjust it; you need something in between so it feels more gradual. Some people are requesting 410 millimetre discs since that's what the new Porsches have, but it's just too much, because these cars are 400 kilos less than the 991 Turbo. These brakes are basically

the same as we use on the CTR-3, and they are larger than such a light car actually needs, but you can control the pedal pressure much better. And it also has ABS 8.0 as backup.' Not exactly tinkering, is it?

Within the cabin we find the carbon door liners, RUF sports wheel, with crossbar

the ceiling is bare carbon, and there are matching blue RS door pulls with blue stitching.

We're accustomed to fresh installations and concepts at Pfaffenhausen, though for the moment that doesn't include a carbon-fibre lab. RUF subcontracts the carbon-fibre

“ Now we have 590bhp with the Ultimate and 530bhp with the SCR ”

brace across the rear. The inner portions of the Ultimate's bucket seats are upholstered in chequered fabric that contorts in a psychedelic twist with different sized check and are reassuringly body-hugging, whilst also designed with separate cushions to allow five-point race harnesses. The dash top and A-posts are clad in Alcantara and

work, partly because a fabricator needs to have the machine running constantly, and they don't want to invite external orders for the time being. To make the Ultimate body-chassis they've struck up a partnership with a northern Italian manufacturer whose main activity is producing BMW series production parts like the M3 roof in carbon-fibre, so

Interior retains much in the way of comfort. Alcantara trim features extensively. Familiar RUF chequered fabric contorts in a psychedelic twist



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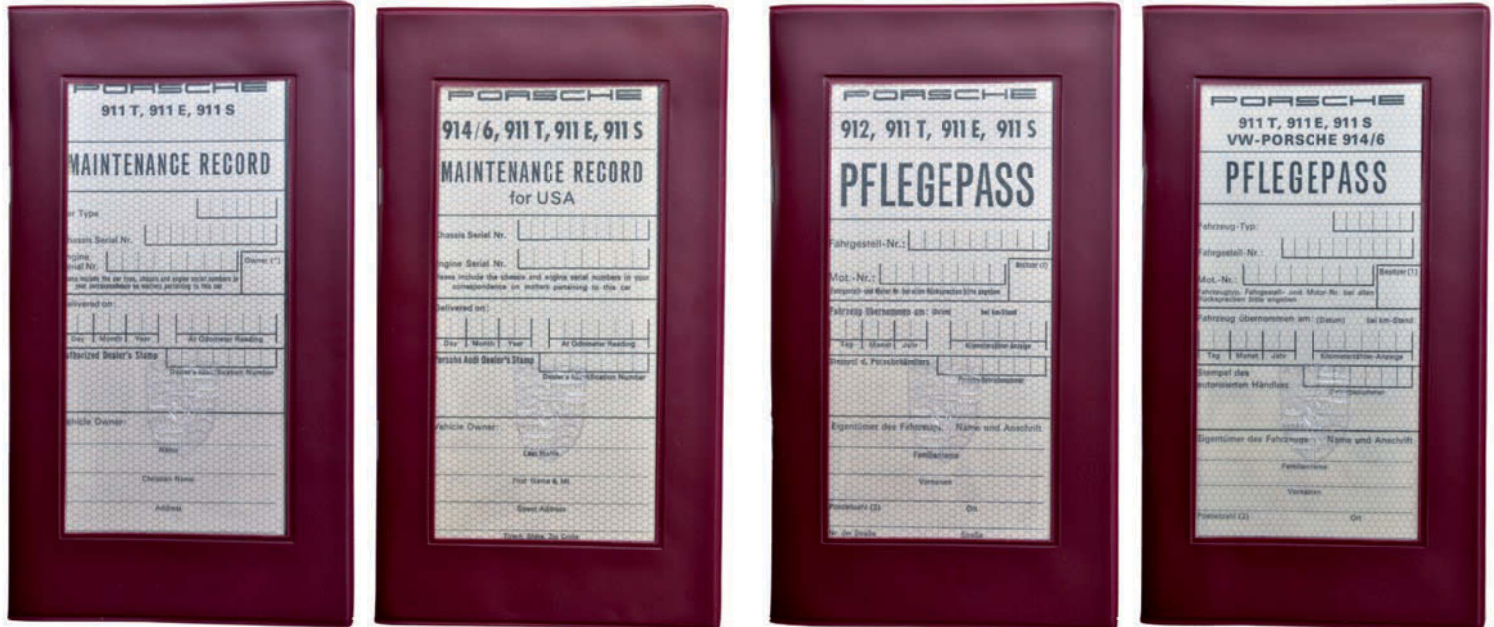
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Now here's a neat trick. This is clearly not an air-cooled engine residing in what is clearly an air-cooled bodyshell. No, it's a 4.2-litre water cooled Mezger unit developed from a 997 motor, and developing 430bhp. Impressive, as was the task of fitting all the associated radiators, etc

quality is top-notch.

It's easy to imagine Alois and Marcel and their designer and engineers sitting around a table bouncing ideas off one another, but the bottom line is that much of the product is customer driven. Marcel explains: 'the clear demand from our client base was, "we want carbon-fibre, it saves weight and it's up to date technology." We brought those messages together and made a new package to satisfy all those demands.' And although the Ultimate takes it to the stars with its unprecedented body-chassis, it is driven by a typical Ruf air-cooled turbo powertrain, whereas the SCR is more fundamentally innovative in offering a modern driveline and running gear in a traditional bodyshell. 'That was the next step, to see how we could bring together the higher performance and, let's say, more convenient water-cooled technology, because air-cooled cars always have their downsides, so that's the reason why we

wanted to stay with the reliable 993 chassis but combine it with the last evolution of the normally-aspirated water-cooled Mezger flat-six engine.' The Ultimate has its own VIN number and is probably the harbinger of more similar models. Type approval regulations govern what manufacturers can produce and sell, and Ruf is a manufacturer in its own right. And since obtaining type approval generally means water-cooled engines, that is the way forward, in whatever guise.

'These two are our demonstration cars, and they represent the fruits of all the knowledge that we've gained over the years, decades, and that's also what makes us unique. We are still experimenting with the SCR, because we are still improving and integrating the two electronic worlds – the water-cooled 997 electronics and the 993's 20-year-old electronics – which works fine, because we have our own computer in between that's translating the signals back

and forth, but we still have to refine some settings to really bring it to every day usability. It's a big piece of development, because when you stretch a wheelbase then you really get into the real bare metal of the car. The Ultimate will probably be for sale next year, but we had to build it with the carbon-fibre skin so we knew how to do it, see how to mount the carbon-fibre to the roll cage with glue and rivets, and this is the first car with that technology, and then we needed to do the testing, to put kilometres on the car, and the orders are there, so we'll build the first cars this coming winter.'

Will they suit your budget? The Ultimate will cost €480,000 euros and the SCR 4.2 €430,000. 'When you talk about spending between €400- and €500,000 euros on a car, you have to look at what's comparable, and then the exclusivity, and what is the real unique package, and then you can see that we're no more expensive than other brands in our segment. We're talking about 10 cars

Opposite page: The SCR 4.2 is full of illusion and contradiction. It looks like a 964, yet it's based on a 993. It looks air-cooled, but it's water-cooled. Its wheelbase is the same as a 996/997 for extra stability. Right: The 964 style front panel hides the radiators



RUF'S KENT AGENT

As part of its expanding global network, in July this year Ruf opened a UK office in partnership with Kent-based father-and-son firm Richard and Mark Sekula. They are founders of TheCarSpy.Net, a brokerage specialising in sourcing luxury vehicles and supercars, so are well qualified to promote the Ruf brand. 'We are familiar with Ruf's engineering principles and ethos,' says Mark, 'and the UK holds tremendous potential for RUF cars. Our task is to establish a sound base for both pre- and post-sales support for customers in this country.'

a year for one model, and we really do have the customer base that is craving cars like these.' When Ruf unveiled the cars at Geneva it was the ardent cognoscenti who visited the stand to discuss them. 'No one really knew what they were as they look like a 20-year-old car, though the connoisseurs were intrigued, because at Geneva we couldn't say too much.'

There's always a feel-good factor about visiting Ruf; a kind of mutual admiration society thing where we're warmly welcomed by all the staff and family, and what we do is genuinely appreciated, and of course it works both ways. The icing on the cake is driving the cars, and that time has arrived: I'm at the wheel of the SCR 4.2. Fabulous seating position, and I'm fairly close to the wheel – the chequer pattern is reflected in the shiny carbon door panel. It's a booming exhaust note, and the car feels light and eager on take-off. Initially it does feel like the 993 donor – albeit an RS version – and its longer wheelbase is not detectable in a straight line. It's a fairly stiff clutch, and I feel I'm reaching top gear in the six-speed 'box thanks to the instant power delivery and lightness. I wind it round to 4500rpm and it really does start to go. Changing gear, the revs drop imperceptively between each shift. It's a linear power delivery, a vast surge of pace and speed that's difficult to comprehend when all my senses are focused on the road ahead and how the car is gobbling up the Tarmac as the horizon rushes up to meet me and the scenery hurtles by on either side in a blur. It'll go all the way to 200mph (322kph), given unrestricted Autobahn. Meanwhile, I'm enjoying its very fine handling, and I'm sensing the longer wheelbase in cornering, maybe not as intuitive as a 964, though it is totally sure-footed. Small wonder, given

the enormity of the tyre package, evoking an RS-like image that strikes me as I glance in the mirror at the other car following behind. The SCR is extremely powerful, and I am inclined to liken it to a 997 GT3 in that respect; does it feel like a 964? Not surprisingly, there's an ambiguity about the controls – the dash, gauges and seating posture tell me that that's what I'm driving, while what I'm feeling are the sensations of controlling and riding in a modern, high-revving 997.

I switch to the more track-focused bucket seat of the Ultimate and something

me forward; I become part of the whole package. It's capable of 210mph (339kph) and I don't doubt it would do that on the Autobahn. Steering-wise, it feels more familiar in a 964 or 993 context than the long-wheelbase SCR, though that in itself makes the SCR more intriguing. There's a real surge of power, overwhelming when my senses try to tell me I'm in a 964 – apart from the air-con, which, on the hottest day of the year is working absolutely fine, which it probably wouldn't be in a regular 964. Is Ultimate too much of an overstatement? At this point in time, no; it

“ The noise it emits at low revs reminds me of a didgeridoo ”

as subtle as the seat height immediately tells me this is the more aggressive of the two. The hardest thing to get used to is the clutch pedal – my foot comes back quite a way before it bites, and I learn later that it's a semi-competition clutch, fitted because so much torque (720Nm) passes through the rear-drive transmission. Originally they also tried a single mass flywheel but it was abandoned in favour of the dual mass flywheel. I also feel the subtle difference between the gearshift of the two cars: the Ultimate's is a mechanical rod linkage whereas the SCR's is a cable linkage.

The noise it emits at low revs reminds me of a didgeridoo, but above 4000rpm it is positively roaring. The acceleration from the Ultimate's twin-turbo air-cooled flat-six is dynamic, and the way it takes off and the power comes in is quite amazing. It's as if the whole car envelops me and catapults

certainly is radical. But you just know that, even as we speak, Ruf is aiming to set the bar higher in the Ultimate challenge.

One or the other? The main character-defining difference between the two cars is the powertrain – air versus water – as well as structurally and dynamically. The blue car is the ultimate hooligan and yet the driver is part of that wild package, while the orange car provides the more civilised experience of the two. Both exude quite different personalities, but there's no mistaking their purpose: they are out-and-out sports cars, grand touring with very much a sporting edge, so that they are like over-excited 964s.

The Ultimate is the full-on machine, but the SCR 4.2 is the relatively more comfortable laid-back of the two. And that's precisely what Ruf was aiming to achieve. Dance on.





Seemingly identical, save for the vibrant colours, but they couldn't be more different. It's amazing what a bodyshell is capable of concealing. Below: The return of Pasha! Alois Ruf, ever the innovator

ALOIS RUF SPEAKS: HEART AND SOUL

The cars we've been out in today are what Alois Ruf calls 'neo-classics'. It's a direction that Ruf has been steadily going in over the last two years. 'Ruf is about building cars that win your heart,' he says. 'Not necessarily on the Nordschleife, though if it does that too, that's also good. When you drive one of our cars you want to feel good and your pulse rate goes up. You want to feel that the cabin, the size of the glasshouse, everything that's around you must feel the right size. We are talking about a car design that's over 50 years old, and it's the only sports car in the world that doesn't look out-dated: it cannot look out-dated, it stays that way forever. That's the beauty of it, and that's why we want to perpetuate that design. The hunger for the older cars is a reaction to the new cars that Porsche is designing today; people hark back to the car that their father or their grandfather drove – the new generation is probably familiar with the 964 – and it's triggering a desire for the classic models and they want to have that experience.'

'The Ultimate is from the underwear of the 964, and the SCR is from the underwear of the 993. Then we made those radical changes,

which in one case is the carbon-fibre chassis frame and the other, we extended the chassis by 2cm at the front and 5cm at the rear. But the overall dimensions of the glasshouse are still the same, only the position of the wheels has changed. It was a lot of measuring and playing on the drawing board and the workshop to achieve that and to do it so people wouldn't notice that until you put the two cars together side-by-side – and even then you have to tell them. That is the wheelbase of the 996, 997, and that was the first increase of the 911

and for that reason we need a water-cooled engine because that's the only one that meets those regulations.' That's typical of his forward thinking. Restless Ruf.

'The 997 is an excellent car from the performance aspect, and it was a great improvement over the early 911s which were nervous and you always had to correct the steering, though with the 964, 993, new suspension parts cured that tendency. So we thought if we adopt the same wheelbase as the 996, 997, that is plenty and we don't need to

“ People hark back to the car their father drove ”

wheelbase since 1969 when they moved the trailing arms by 5cm, and that wheelbase stayed the same until the end of the air-cooled cars. Both of these cars are steps in the direction where we are trying to apply modern technology, materials and components in the construction to provide for the future of the car. It's never going to be mass-produced, it will always be something for the connoisseur. We have to meet European type approval, Euro 5 and 6,

go more; the 991 was extended even more and that's why it has rear-wheel steering – a great invention, but if you don't extend the wheelbase you don't need that. We just want to keep the car as simple as possible, not too many electronic gimmicks – the more electronics you put in the less soul the car has. And a car needs to have a soul.' The two new Ruf models have that in abundance.

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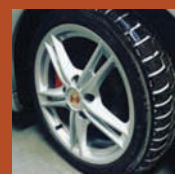


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ORANGE DEUCE

They're both 1977 impact-bumper cars, yet one's a 2.7 narrow body S, the other's a wide-hipped Carrera 3. We ponder the paradoxes pervading the specs of these same-age, same-hued siblings

Words: Johnny Tipler Photography: Antony Fraser

Cars seem to sell on colours,' says Karl Chopra, boss of Design911. That being so, these two cars might well be sold by the time you read this. Orange, though: love it or loathe it, but this pair would go down well in any number of places, from the Netherlands to Orange County, or indeed, your favourite home-town juice bar. And when it comes to pronouncing the word, no one says it better than the French smoothie in the contemporary Cointreau ads (The Ice Melts). As far as the '70s Porsche colour chart was concerned, there were several shades of orange to choose from: Signal, Blood, Tangerine and, hailing from 1977,

these two 911s are finished in Continental Orange, rather late-in-the-day manifestations of Porsche's early '70s love affair with the psychedelic palette, painted at a time when more sombre hues were coming in vogue.

We've come to Brentwood, Essex, to see Karl, who's one of our favourite Porsche parts providers, at his expanding workshops, stores and showroom premises. It's him, as Design 911 proprietor, who I've got to thank for the Carrera Cup-style nose that adorns my 996, just one example of the myriad components that pass through their portals on a daily basis. But now, it's his classic offerings that we're here to check out.

These two '77 911s are just two representatives of the 20-strong inventory of mid-period 911s he's offering and, like a lot of the cars he sells, they are both Californian imports, and hence likely to warrant less remedial attention than most 911s of that age. Of these orange peelers, Karl remarks, 'I've got customers who'll buy cars on colour as much as spec, and the orange ones always sell, simply because they're orange. Other people buy a car that coincides with their birthday; for instance, "I was born in 1970 so I want a 1970 car," and that's fair enough, because there are worse reasons for buying one. People buy things on the colour they like, and they'll buy it even if it's not really what they came





Something of a rarity, the 911 Carrera 3.0 was only built between 1976 and 1977. Orange is the theme here and this one looks great in a 1970s sort of way

This car came to Design 911 as a race car from the US. Interior was replaced and RS style door cards added, so there's still a hint of racer to it. Lovely period Momo steering wheel makes a change from usual Prototipo style. Engine is based on 930 Turbo unit, with 200bhp

in for. If they like the look of it they'll buy it because it's that colour. Once upon a time it was Guards Red. Now it's yellows and oranges. As soon as I get a yellow or a nice orange car it just sells, straight away.' Fair enough; if it's a car that only comes out on high days and holidays, and it's a toy as well as an investment, why wouldn't you have a dramatic fun colour. 'Whereas silvers, greys and blacks are safe choices; that's what people choose if they're buying a new car; they choose the colour of their new car based on what they reckon the next bloke's going to want, rather than a colour that they really like and makes a strong statement.'

Karl evaluates every Porsche that could be worth trading. 'I'm constantly looking on the internet for cars in Europe and in the States, and we'll buy things that, on the face of it, might not look too promising; for instance, there's this '66 911S, quite a rare car, that came to us looking like an impact bumper car, so somebody had forward-dated it. Luckily they didn't change the quarter panels;

it had SC bumpers on it so we took those off. We've now put the long bonnet on it and all the narrow body panels to take it back to what it should look like as a 2.0-litre '66 S. That's what people did then, in the early 1980s, probably. Now everyone's back-dating, aren't they, so we supply this big

everything else to finish it off. People with SCs and 3.2s are still wanting to go for the pre-impact bumper look, but now those cars are starting to be worth some money and there must be people thinking, "oh, I don't really want to do that because they're worth more as standard original cars." Karl's big on

“ Once it used to be Guards Red. Now it's yellows and oranges ”

back-dating kit which includes the bumpers and everything you need for around £6000, and we sell three or four a month now. They take the whole wings and the front panel off, we give them a long bonnet, two front wings, all the bumper trim front and back, and the front panel. That's a good little six grand kit, and then they buy all the rubber seals and

912s, too: 'Even 912s have gone through the roof,' he declares. 'They're not four-and-a-half-grand anymore; they've gone. This one just sold as-is, literally just with an MOT, for £32,000. If only we'd all had the foresight back then!'

Our attention turns to the 2.7 S. 'We bought it virtually as is, but we've just



911 CARRERA 3.0

Model tested:	911 Carrera 3.0
Engine:	3.0-litre flat six
Transmission:	5-speed manual
Body style:	2+2 Coupe
Economy:	22mpg (combined)
Top speed:	143mph
0-62mph	6.5secs
Power:	200bhp at 6000rpm
Power:	188lb ft at 4200rpm
Weight:	1120kg



Still featuring its lowered, race suspension, the Carrera 3.0 feels robust round the bends and well set-up. Handily sized, too, for the narrow lanes around Design 911's Essex base

repainted the outside, and obviously the two front seats needed re-trimming and they are away at the moment being done. But it's a Californian import, and it came to us with no rust and no mechanical issues.' Although both our cars benefit from galvanised bodyshells, it's fair to say that almost all classic 911s will have received attention of some degree from a bodyshop by now. As Antony photographs the details, a high-pitched whine attracts our attention: what it should be telling is that the door is open with the key in the ignition, but actually it's merely warning us that the door is open; an idiosyncrasy of the US market? I note the savannah yellow cabin interior, which, once the seats are re-fitted, will be very much in keeping with the period look. The under-bonnet air intake system is also configured somewhat differently, and as well as the induction feed it includes a heater blower and a blower from the engine bay.

The Carrera 3 is a slightly different matter. As Karl describes it, 'the 3.0 Carrera actually came in as a race car, with nothing inside it apart from a roll cage; it had glassfibre bumpers as well, and we basically took it all apart to put it back to standard. So it's got the impact bumpers back on it, and the nearest we could do with the cabin was put a virtually Carrera RS interior inside, and that's why it's got no back seats.' We speculate on how the market has influenced the way owners regard their cars and the uses they put them to. 'It's interesting how the increase in values has made people think about their cars; there was a time when, as a race car, it probably would only ever have had a certain market, but now there's no second thoughts: we'll put that back to a standard car and then it's worth a lot of money, whereas a few years ago you might just have kept it as a race car and tracked it like

mad, but now you just wouldn't.'

In the last 25 years Karl has seen a complete about-face in the period-dating fashions. 'My business started with the bodykit side back in 1990, and I used to buy SCs and 3.2s when they were not expensive and put 964 bodykits and bumpers on them. I bought one car and fitted a bodykit on it, and everyone went, 'wow, you've forward-dated that car, can I have that done as well please? And that's basically where we took off. Now, you find an SC with a 964 kit on it and you want to take it off and turn it back into an SC again, because of the surge in values.'

Before we get these juicy orange segments out on the Essex backroads for a taster, a little historical context is in order. When they were built, back in 1977 – that's almost 40 years ago – three years had elapsed since Porsche deferred to North American safety legislation so they could



Narrow bodyshell, skinny wheels and tyres, plus chrome trim automatically date the 2.7 S and give it a softer, less aggressive look

sell in the crucial US market, ushering in the rubber-fronted 5mph concertina impact bumpers. Even if die-hards didn't much care for it, people had become pretty much used to the 911's impact-bumper look. It wasn't an instantaneous transition however, and there were overlaps between models and specifications. You could get the older-spec 2.7 (RS) engine in a new, broad-beamed 911 shell, and the newer US-spec 2.7 motor still powering the old narrow-bodied shell, both models resplendent with concertina bumpers. What we have here is a similar situation – the 2.7 S in a narrow body and 3.0-litre flat-six in the broader-arched Carrera 3 shell. Our 1977 G-programme 2.7 S features electronic fuel injection: 'in 1974 they changed from mechanical fuel injection to electronic for the American market, because they couldn't meet the Californian emissions standards with the mechanical fuel pump cars, but that's what they sold in Europe.' We also note the MSD multiple spark discharge ignition box, which differs from a standard

ignition box, so they've obviously had a problem with that, as many people do, and they've replaced the standard ignition box with the aftermarket item, which is probably ten times more reliable than what it was originally fitted.

The Carrera 3 is actually not that well known in the 911 hagiography. Introduced in summer 1975, it inherited the turbocharged 930's stronger engine componentry – minus the turbo of course – and was the real progenitor of the modern era. The Porsche line up was three cars for the 1976 model year: the Carrera 3, and its siblings the 930 Turbo and the entry level 2.7-litre 911, sold in Britain as the 911 Deluxe, a 165bhp model with mechanical fuel injection, while our other subject car here, the 2.7 S, is a US-spec car with EFI. The sheet metal for the shells was first completely galvanised in 1975 with the Carrera 3, which was available from the outset as a Coupé or a Targa. There was a choice of three transmissions, 4- and 5-speed manual or 3-speed Sportomatic; both of ours

are 5-speed manuals. The suspension set-up includes MacPherson struts, lower control arms, longitudinal torsion bars, gas dampers and 20mm anti-roll bar at the front, and semi-trailing arms, gas dampers, transverse torsion bar and an 18mm anti-roll bar at the rear. The Carrera 3 we have here still retains its lowered suspension settings from when it was a racer, which does it a big favour in respect of its on-road poise and posture, and it's also got the Sport model's chin spoiler, although perhaps perversely it lacks the whaletail wing. It's probably the least well known of the impact bumper 911s because it was only in the Porsche line-up for two years. The normally aspirated Carrera 3 engine shares 930 Turbo crankcases, developed from the 3.0-litre RS, which make it virtually unburnstable. The compression ratio was raised from 6.53 to a much higher 8.521, and the ports redesigned as well. Induction is via Bosch K-Jetronic injection, and this too has had the aftermarket MSD digital 6AL ignition box installed. The Carrera 3 produces

Interior very much of its time, but suits the exterior orange. Engine was very much softened for the US market and able to run on low octane fuel. Power is 165bhp, but it feels eager and likes to rev



911 2.7 S

Model tested:	911 2.7 S
Engine:	2.7-litre flat six
Transmission:	5-speed manual
Body style:	2+2 Coupe
Economy:	25mpg (combined)
Top speed:	130mph
0-62mph	7.5secs
Power:	165bhp at 5800rpm
Power:	173lb ft at 4000rpm
Weight:	1120kg



200bhp at 6000rpm and 188lb ft torque at 4200rpm, and, predictably, it is lighter than its successors, weighing in at 1093kg, making it six per cent lighter than the SC, which weighs 1160kg, and almost 10-per cent lighter than the Carrera 3.2 that tips the scales at 1210kg.

Looking for further evidence of the discrepancies between the two cars, whilst the 2.7 S retains the aluminium and magnesium brightwork on the window frames and trim, extending to the polished aluminium Fuchs wheels, the Carrera 3 features black window trims. Both are badged accordingly, the 2.7 S in chrome and the Carrera 3 in black script. The 2.7 S has US-spec indicators whereas the Carrera 3 has European-spec ones, while both cars

have just a single door mirror; the SC was the first to get two mirrors as standard in 1978. In both our cars the rear three-quarter windows are still of the opening variety, a nice touch in respect of rear cabin ventilation. The 2.7 has headlamp washers in the front bumper but the Carrera 3 doesn't have them, though it's not got the original US bumper – evidenced by the lack of reflectors on the corners. The cabin of the Carrera 3 normally featured 'tombstone' seats, of which the backrests resembled the outline of a tombstone, upholstered in a variety of materials from leather, which was standard, to velour, which was for hot climates. But because our test car has reverted from racecar to road car it hasn't received the standard interior. It has also

been repainted as part of its rehabilitation. It's got matching orange safety belts, the orange Carrera script in the rear panel beneath the rear window, and new carpets, and the RS type style interior including thong door-pulls and Momo wheel, which fits better with its more focussed stance and tauter handling. The Carrera 3's 16in Fuchs rims are clad with Bridgestone Potenzas, 205/50 R16 on the front and 225/50 R16s on the back, and the 2.7 S's slightly narrower 6J and 7J Fuchs wheels are shod with Pirelli P6000s, 195/65 R15 on the front and 215/60 R15 on the back. Just 3687 Carrera 3s were built, compared with 58,000 911 SCs, which lends it a certain exclusivity. The Carrera 3 was dropped, along with the 2.7-litre 911 S, for 1978, making way for the

The 2.7 S feels more agile than the hunkered down Carrera 3.0 offering a very different driving experience and a more delicate handling balance



Keen followers of Tipler fashion will note the orange highlights in his rather jazzy shirt, coordinating splendidly with the orange 2.7 S and Carrera 3.0 duo tested here

911SC, which bore all its physical attributes and running gear.

Time for a drive. The Carrera 3 certainly is an agile chassis, displaying very nicely balanced handling through the twisty, testing Essex back roads, as I head out through Shenfield towards Chipping Ongar,

sensitivity of the smaller capacity car.

The 2.7 S goes very nicely, and there's more of an athletic aspect to the way the engine zings, excelling from 4000- to 5000rpm, while the Carrera 3 is more of a gruff throb, indicating its torquiness, rather than the free-spirit whizz of the 2.7 S. Out on

a long way across the gate. It's a doughty, agile car, jinking this way and that in the corners, with a fair turn of speed in between. It's a little less planted than the Carrera 3, and wants to be slightly more wayward through the turns. The 2.7 S flat-six is lovely, free-revving, and probably is the engine you would like with the Carrera 3 chassis. But we're talking compromises here, because that would be at the expense of the 2.7's more delicate handling balance, against the assuredness of the hunkered down Carrera 3. They really do exemplify a changing of the guard that was going on during the mid-'70s. As for the pigmentation, I love cars in exotic colours, and an acid hue does have a particular fascination. However, to quote Jeanette Winterson, 'Oranges are not the only fruit.' Happily, Design 911 do have a number of other 911s finished in mouth-watering shades to tempt me. Talking of mouth-watering, where did I put the Cointreau? **PW**

“ They reflect a changing of the guard that was going on in the mid-'70s ”

dispensing great grip and responsive steering input, with prompt-turn-in. Braking is adequate, shifting equally acceptable. It's not fair to evaluate it against a standard Carrera 3, nor its 2.7 S sibling, simply because of its lowered suspension. But it is a great drive in its own right, with gutsy engine, if lacking the

the road I'm anticipating a much softer touch, and that proves to be the case. The relationship of feet-to-pedals is fine, as you'd expect in a left-hooker, as is arms-to-steering-wheel. On the move, the quality of the 915 gearbox is excellent, and there's no problem finding gears – though 5th is quite



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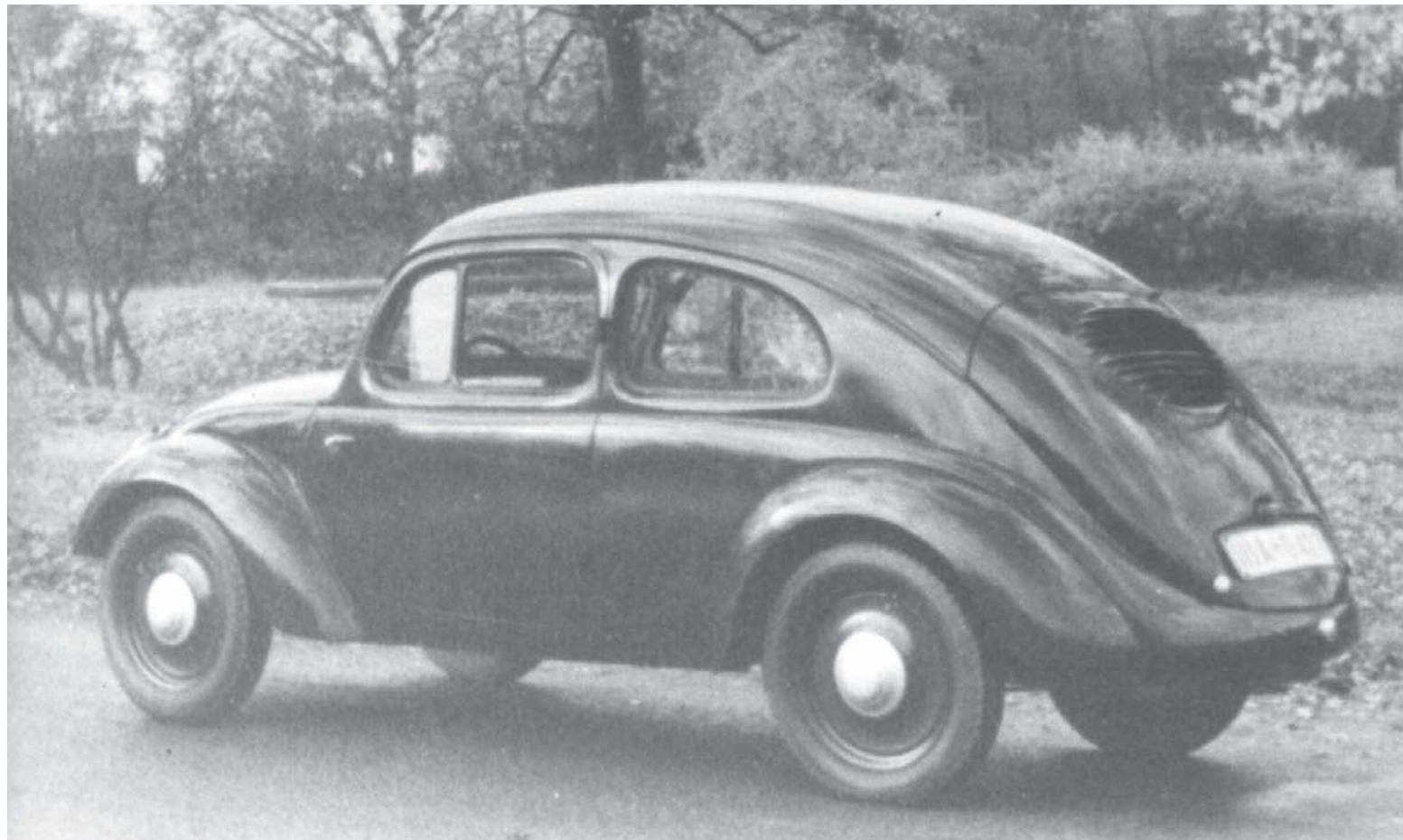
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PORSCHE, BEFORE PORSCHE

In Part Two of a look back at the roots of the Porsche company, we examine the influence of a certain Adolf Hitler and how his grandiose plan to build a car for the people was just the opportunity Ferdinand Porsche had been waiting for...

Words: Keith Seume **Photos:** Volkswagen Archive

The 1920s and '30s were a period of complete and utter turmoil for the German people. The defeat in the First World War, followed by the humiliation inflicted upon the country by the Treaty of Versailles, meant that the economy was in freefall, the people without spirit, the political scene unstable. What was needed was a person of vision to lead the country out of this period of darkness and despondency. Enter one Adolf Hitler...

Born in 1889, Hitler joined an extreme right-wing political group which became known as the *Nationalsozialistisch Deutsche Arbeiterpartei* (NSDAP), or German National Socialist Workers' Party, which he would eventually lead.

The NSDAP grew to become the most powerful political party in Germany and, in 1933, Hitler was elected Chancellor, effectively giving him total control of the country's destiny. More significantly from the point of view of this story, it also gave him power over the automobile industry.

In April 1933, Hitler (who, despite being fascinated by powerful cars, never actually

learned to drive) met Ferdinand Porsche at the behest of racing river Hans Stuck, who hoped that Hitler might be persuaded to subsidise the construction of a new German racing car.

Although Daimler sought the lion's share of any such deal, Porsche persuaded Hitler that it would be better if he funded not one but two racing efforts – the second being the Porsche-designed Auto-Union.

A short while later, Porsche was called to a second meeting with Hitler, the topic of conversation this time his dream of building a car for the working man. This idea almost certainly stemmed from reading Henry Ford's biography which detailed his thoughts on mass-production of low-cost vehicles...

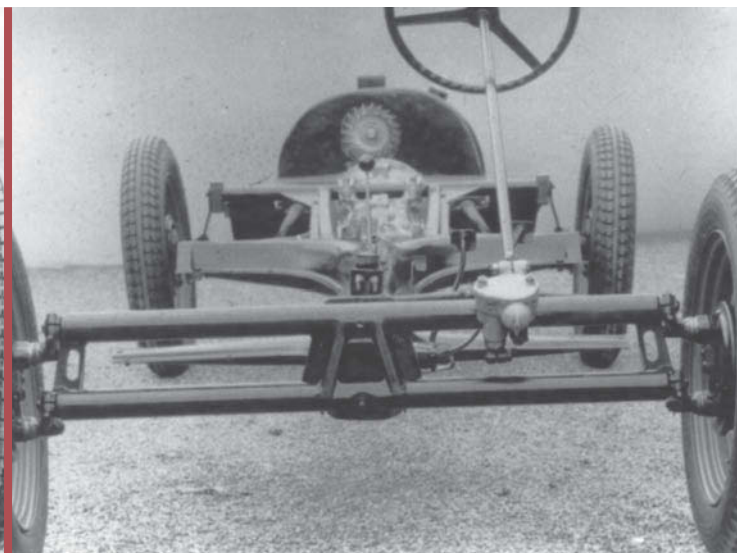
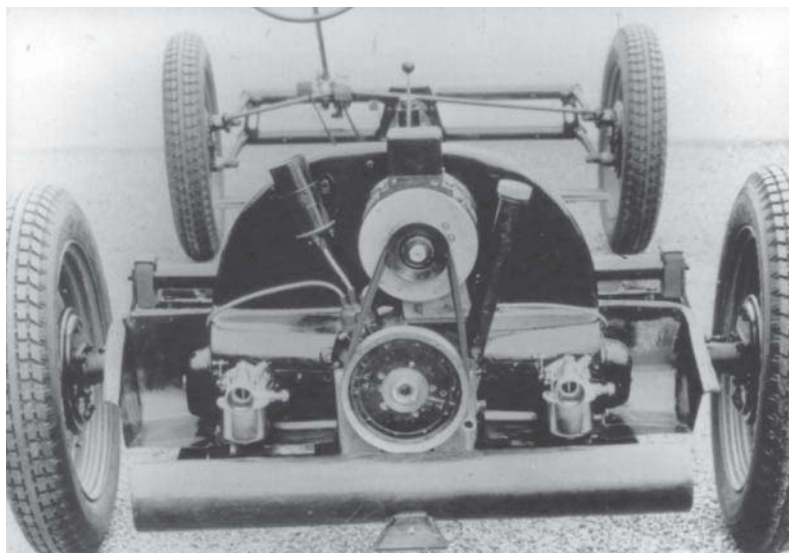
In March 1934, Hitler made a rousing speech at the Berlin motor show in which he called for the German automobile industry to build a small economical car. According to Ferry Porsche in his book *We at Porsche*, Hitler pounded the rostrum with his fist and loudly proclaimed, 'I would like to see a German car, mass-produced, which could be bought by anyone with enough funds to

purchase a motorcycle. Just simple, reliable, economical transportation with few parts to go wrong, leading to low repair costs. A real people's car – a sort of *Volkswagen* (People's Car), you might say.'

Porsche had been working on new designs following the demise of earlier projects for Zündapp, NSU and Wanderer (see last month's issue of this very magazine), some of which had reached quite an advanced stage. Some of these designs had already been sent to the Reich Chancellery, giving Porsche's office a head start over its rivals. They appeared as part of a paper entitled *Exposé betreffend den Bau eines deutschen Volkswagens*.

The big names in the industry – Daimler for one – had shown little interest in building a small car but didn't wish to be seen to go against Hitler's wishes. However, they steadfastly refused to pool resources where this would have been a natural thing to do when developing a state-backed people's car. They were far too used to jealously protecting their designs from rivals and this played into Porsche's hands.

Above: The first series of prototypes were referred to as the 'V-series', the car above being the V3. Three of these were built, following the success of the earlier V1 and V2 designs. The bodywork was styled by Erwin Komenda, who would play a pivotal role in Porsche's future as designer of the 356 and 911



Porsche's designs centred round a rear-engined saloon car powered by one of three possible engines. The first two were horizontally-opposed four-strokes with either two or four cylinders, the third a double-piston in-line twin two-stroke similar in principal to the engine used by Puch in its motorcycles. Each engine produced approximately 26bhp at somewhere between 3000 and 3500rpm – and all were air-cooled.

The chassis design favoured by Porsche was unusual in that it featured a central backbone connecting the front and rear torsion bar suspension systems. As the engine was to be rear-mounted, there was no need for a bulky tunnel through the chassis to accommodate a prop-shaft. Either side of this back-bone were wooden floorboards supported by steel cross-members.

The front suspension consisted of two parallel transverse tubes housing torsion bars connected to the front stub-axle assemblies by a pair of trailing arms on each side. There were no dampers fitted at this point.

The rear suspension was another typical Porsche design, with swing-axes pivoting

about a transaxle unit and flexible trailing arms connected to a pair of transverse torsion bars. Anyone who owns a Porsche 356 will be familiar with this layout.

Ferdinand Porsche called on his friend and colleague Erwin Komenda to design the bodywork of the first prototypes and, unlike other contemporary vehicles from Opel and Adler, it was decided to make the bodysell a totally separate unit to the chassis. It has often been debated why this should have been the case, for the resultant structure was not as strong as a full unitary design and would almost certainly be heavier.

The probable reason is that Porsche foresaw the chassis being used for a variety of other projects – most notably military applications. However, the chassis was not in itself very rigid and relied on the body for strength. The curved body panels of the prototype were said to be stronger than those of a simple slab-sided design but posed problems of their own.

In the first instance, production costs would be increased due to the need for specialised tooling. Also the strength of any curved

structure would be jeopardised by any holes (window openings, for example) cut into it. This is why these first prototypes did not have rear windows as such, the driver having to rely on a restricted view through rows of louvres stamped into the rear bodywork.

Of course, it is also possible that Komenda chose a curved body design because of its undoubted aerodynamic advantages – it also followed the basic pattern set by earlier Wanderer and NSU prototypes.

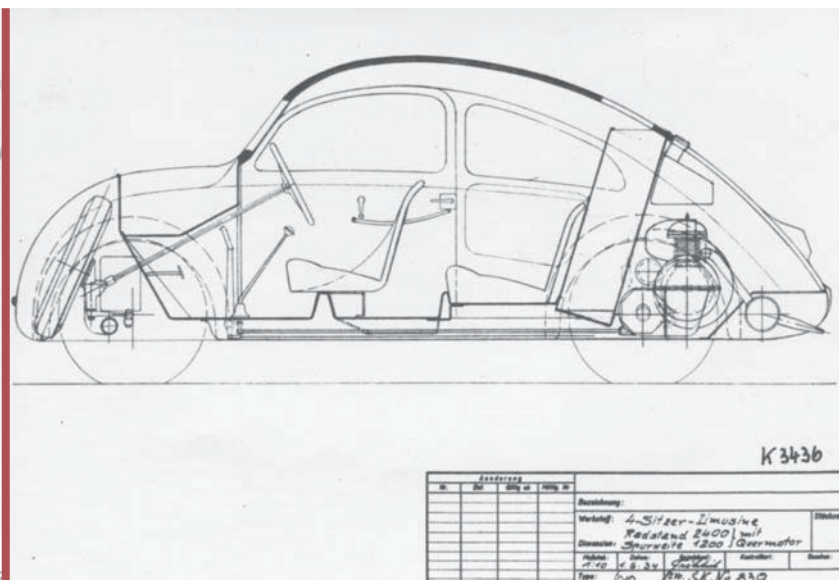
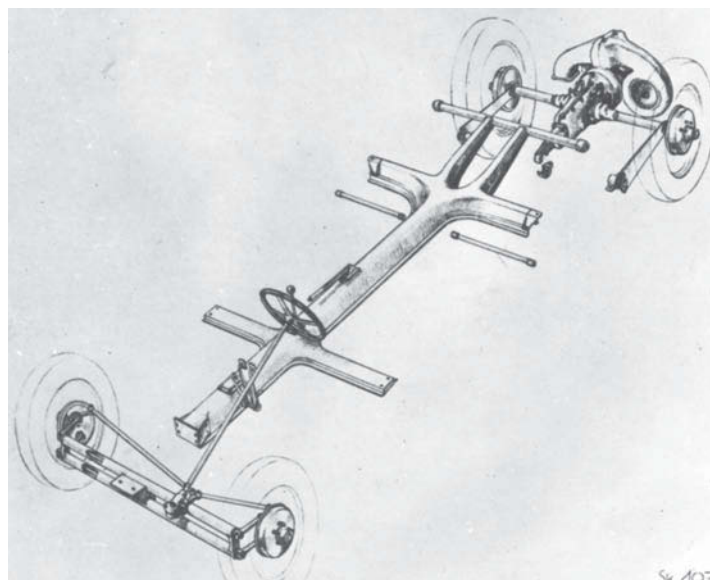
In June 1934, orders were given to the RDA (*Reichsverband der Automobilindustrie*, or German automobile manufacturers' association) ordering its members – Opel, Daimler-Benz, Auto-Union and Adler – to fund Hitler's beloved people's car project, following Porsche's designs.

Not unnaturally, these well-established manufacturers squirmed at the prospect of having to bow to Porsche's requirements and proved obstructive, prolonging discussions about the designs in the minutest of detail. In the end, it was they who gave way on all but the smallest of matters – they knew Porsche had Hitler's support and did not wish to be

Above: The V-series cars featured a backbone chassis with torsion-bar front and rear suspension – very much like that of the later Porsche 356. This is the chassis of V1, which was powered by a two-cylinder horizontally-opposed air-cooled engine



Left: The V2 was a cabriolet, the bodywork of which was built by Drauz, the coachbuilder who would later build bodies for certain open-topped 356s. In the background, Ferry Porsche (left) talks with Herbert Kaes alongside prototype V1 somewhere in the Black Forest



seen to question the Führer's orders.

The funding allowed Porsche's team to build two prototypes under the Porsche type number 60, but more commonly referred to as the V1 and V2 (the 'V' signifying *Versuchswagen*, or experimental vehicle). The first was a small saloon car, the second – a little surprisingly, perhaps, given the nature of the project – a cabriolet. The two vehicles took to the road early in 1936 and were driven extensively by members of the Porsche family. Indeed, there is a well-known series of photographs which show the entire family out for a drive in the Black Forest.

The V1 featured a compact, rounded body built by Reutter with louvres in the rear in place of a window and pressings along the length of the roof to add strength to the body panels. The chassis was fitted with crude plywood floorboards and the motive power provided variously by a two-cylinder, horizontally-opposed four-stroke, a similar four-cylinder unit or even a range of two-stroke engines. The two-cylinder unit can be seen fitted to the V1 chassis in the photographs on the previous page (top).

The V2 was similar in design but was equipped with an open tourer body assembled by Drauz. Both cars began life with their headlights fitted in the nose pressing but were later modified with the lights moved to the front wings.

The V1 and V2 proved to be successful and were given the blessing (no matter how reluctantly!) of the RDA which released extra funding to allow the construction of three more prototypes, known as the V3 series. These were built using lessons learned from the V1 and V2 and followed much the same pattern.

Where they differed most was in regard to their chassis, which were now made entirely of steel, making them far more rigid than the previous designs with their wooden floorboards. Changes were made to the shape of the front luggage compartment, too, as removing the spare wheel had proved difficult, causing many a skinned knuckle. The rear 'window' louvres were also enlarged to improve rearward visibility. One of the V3s had bodywork made entirely of steel, the other two from a mixture of wood and steel.

Completed in October 1936 – and

remember, these cars were all built in Porsche's own garage, not some fully-equipped factory – the V3s were tested over as much as 750km (560 miles) every day for a total of 50,000km (over 30,000 miles!) by every family member and friend whose services could be called upon. It was an exhaustive test programme but one which proved beyond all doubt the soundness of Porsche's design.

The test drives showed up one or two problems, though. It soon became obvious the cars were ill-equipped for everyday use throughout winter – the testing was completed in December – as they lacked any form of heating. Some of the experimental engines proved unreliable, too, with the exception of the favoured four-cylinder 'boxer' unit (known as the Type E). This, then, was to be the chosen engine for all future Type 60 designs and the design on which many later Volkswagen and Porsche engines would be based.

The V-series prototypes were by far the most successful to date but much of this success could be attributed to the fact that Porsche's latest project benefited from what amounted to state funding. Had his earlier designs for NSU and Zündapp been equally as well financed, then things might have been very different.

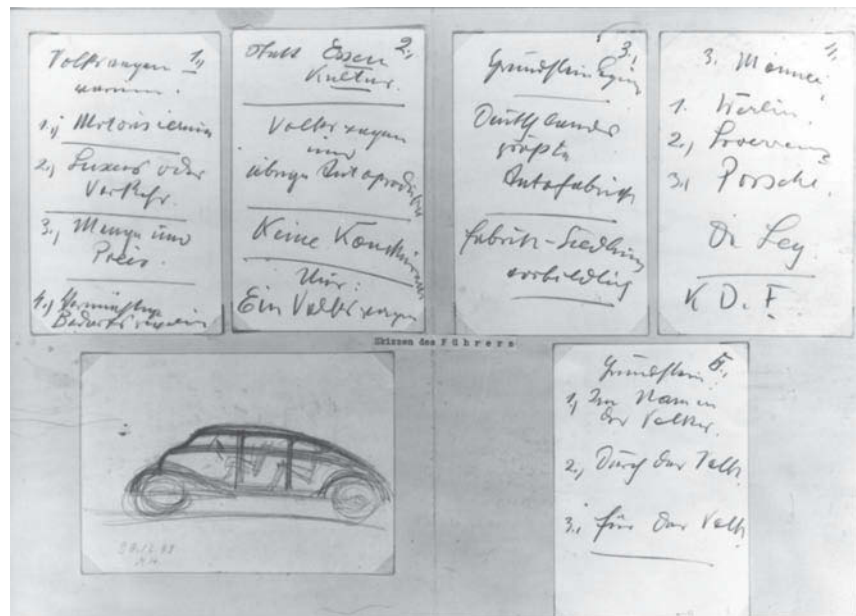
Following the success of this latest test programme, Porsche embarked on a further series of prototypes, the VW30s. They were the last step before the appearance of what we know today as the Beetle.

By 1936, it seemed almost inevitable that Germany would go to war within a few years. Nobody was quite sure with whom, but observers could not fail to note the great importance being placed on military and aviation matters by the German government, under Hitler's leadership.

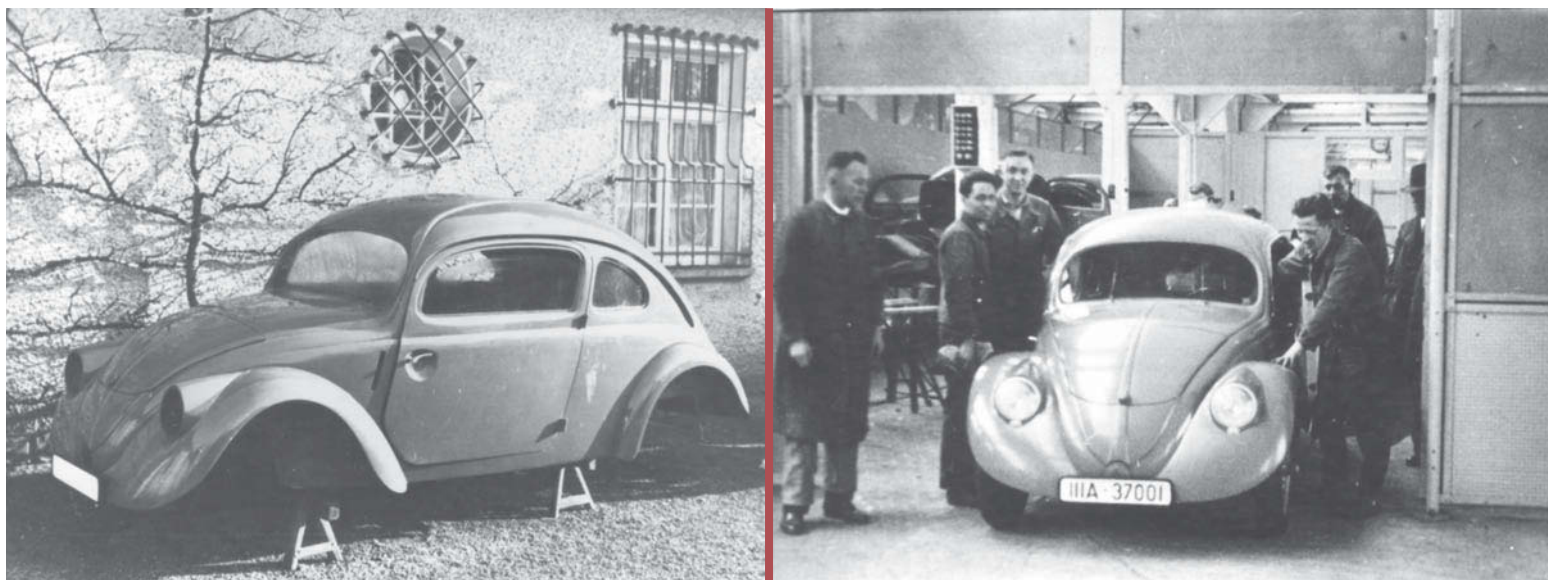
Insiders at Porsche's design bureau knew, too, that the interest shown in the People's Car projects by militarists was more than cursory. And while nobody believed the tiny air-cooled V-series prototypes could have been of much use to the German army as they stood, it was clear that Ferdinand Porsche had the skills to design a military

Above left: Early design sketch showing the proposed chassis for the V1. This is remarkably like the chassis of the later VW Beetle

Above: June 1934 drawing of a V1, in this case powered by an upright two-cylinder two-stroke engine. This proposal was thrown out on grounds of noise, poor reliability and a lack of power



Left: This crude drawing and the accompanying notes were said to have been penned by Adolf Hitler himself, following a meeting with Porsche



vehicle should there be a demand for such.

Although work on the *Volkswagen* project had been advancing well, with the V-series cars passing tests with (almost) flying colours, the question of how to put any future car in production still remained largely unanswered. Hitler's first idea had been to get all the major

situation that it wasn't, then it would surely undermine the sales of their own products. The RDA even went so far as to imply to Hitler that its members did not wish to become involved with the *Volkswagen* project any more than they had to.

Hitler was not used to people disobeying

be used as the basis for a lightweight military vehicle. And when the RDA produced a report in January 1937 which acknowledged the success (no matter how grudgingly) of the V-series tests, Hitler chose to honour Ferdinand Porsche with the title *Reichsautokonstrukteur* (the Reich's car manufacturer). This, not surprisingly, did little to endear Porsche to other RDA members.

However, the relationship between Porsche and Hitler was not all a bed of roses, for they had significantly different views about how much a *Volkswagen* could be built. Hitler had always insisted that the car must be available at a price of less than 1000 Reichmarks, a figure which Porsche thought ludicrously low.

The RDA also questioned whether the car could be produced for so little money. In his book *We at Porsche*, Ferry Porsche reports a representative of the RDA as saying 'The experience of the industry does not support this. For example, take the Opel P4 (a very popular, low-cost, mass-produced family saloon): Opel cannot get anywhere near that figure and hope to stay in business. The price in Germany is 1450 RM, with no extras.'

Above: The W30 was the second of the early Porsche prototypes to hit the road. The bodyshell was again an independent structure designed by Erwin Komenda. Arch-rival Daimler-Benz was called upon to build the first W30s (above)

“ His response was simple: if you don't help me then I'll build a factory of my own, or words to that effect... ”

German car manufacturers involved with building the new model.

However, his plans did not enjoy much support from the RDA (*Reichsverband der Automobilindustrie*, or German automobile manufacturers' association) whose members believed that the new car would either be a complete failure – and in the unlikely

his instructions but, on this occasion, it is reported that he was not unduly concerned. His response was simple: if you don't help me then I'll build a factory of my own, or words to that effect.

Hitler had displayed great interest in a bare chassis which Porsche had shown him, especially when it was explained how it could



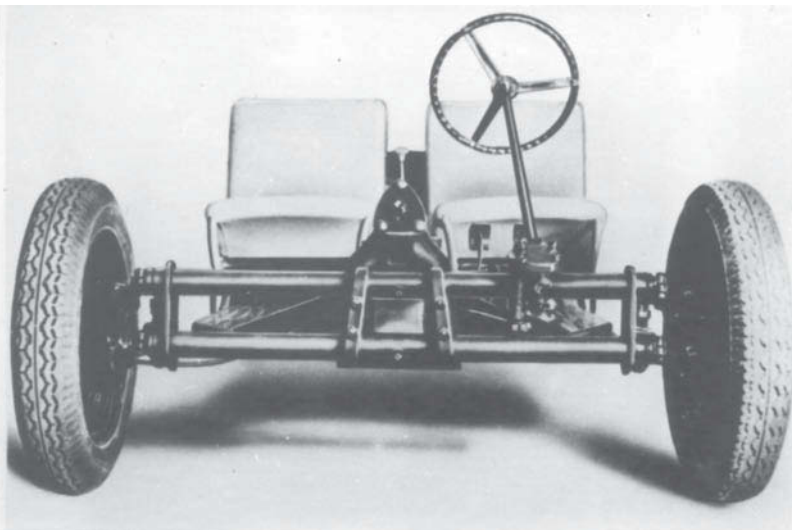
Left: The V-series cars were the subject of a rigorous test regime, designed to highlight any weaknesses. Front stub-axle failures were not uncommon (far left) while a seized rear wheel bearing is believed to have caused this accident (left)



Ferry Porsche continues: 'What these gentlemen did not mention was that the government was already helping Opel with an export subsidy, so that it was actually on sale in London with a price tag equivalent to only 1250 Reichmarks.' What Ferry Porsche was suggesting was that, with state subsidies, a *Volkswagen* could, indeed, be sold for a price lower than the RDA thought possible.

assemble the cars. The other favoured a co-operative of existing car manufacturers, each of whom would be responsible for making separate elements of the vehicle.

The popular belief is that neither idea found much favour with the rest of the industry. Established manufacturers certainly saw the People's Car project as a threat to their market – a state-funded rival, at that – but the



In July 1936, the decision was made to proceed with a further series of thirty prototypes, known as the W30 or, more popularly today, the VW30. They were to be built Daimler-Benz but Adler and Auto-Union each wanted to become part of the 'team' and suggested that all three companies build 10 cars apiece.

Porsche was against this proposal and insisted that only Daimler-Benz should be allowed to build the new prototypes. Hitler, too, saw the sense in this and gave Porsche his backing. In 1937, it was agreed that the project was to be funded by the DAF (*Deutsche Arbeitsfront*, the national trade union), which, due to vagaries of the financial system in Germany at the time, appeared to be the only organisation to have money to invest in the programme.

The W30 was a new design, with a bodyshell again styled by Komenda. It was a small, aerodynamic saloon with two rear-hinged (suicide) doors and, as one might expect, a rear-mounted air-cooled engine. The body was of all-steel construction, with Berlin-based, but American-owned, Ambi-Budd producing the body pressings.

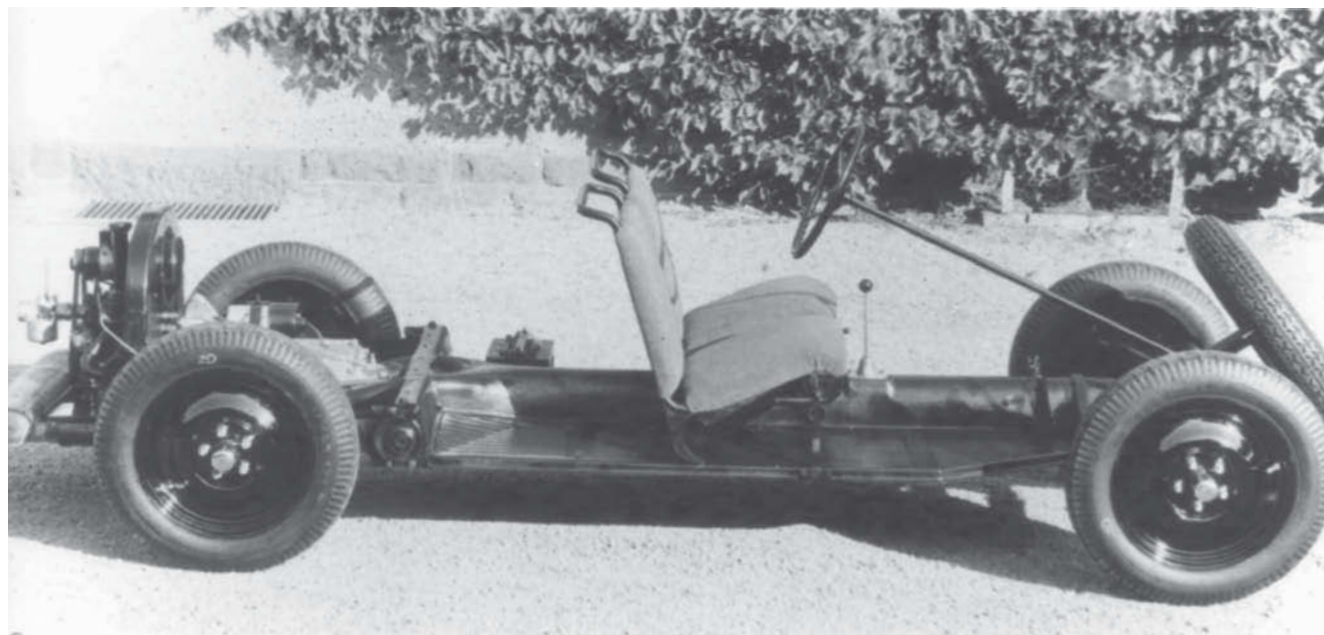
Above left: Ferry Porsche's brother-in-law Herbert Kaes played an important role in the test programme. Here he poses with a W30 sometime around 1942, following the order to destroy all early prototypes

Above: Porsche stuck steadfastly to his plan to use torsion-bar suspension, front and rear. Torsion bars would be a feature of all Porsche 356s and 911s up until the launch of the 964 series

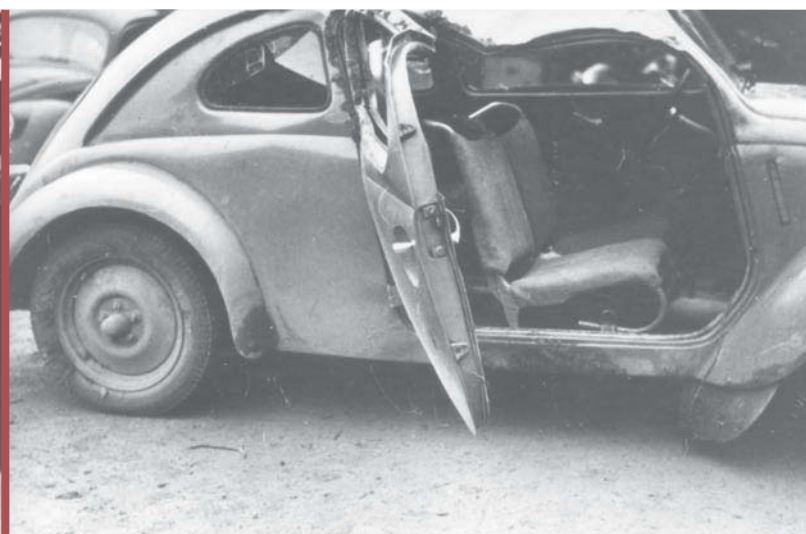
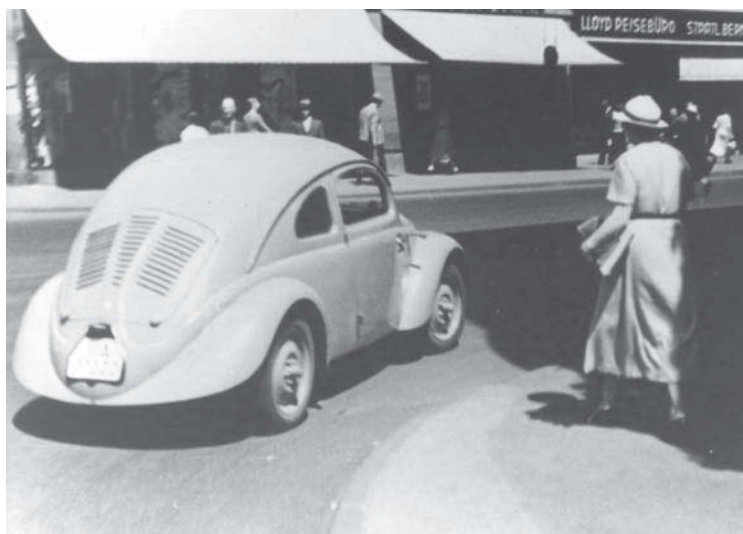
“ Representatives of Adler and Auto-Union complained they were being left out of the project... ”

Another problem which, at this time, remained unresolved was the question of where the new car would be built (and by whom, of course) when ultimately approved for production. There were two schools of thought. The first was that an all-new factory should be built and a new company set up to

truth is, as described by Chris Barber in his excellent book *Birth of the Beetle*, certain manufacturers were positively upset about not being included. Representatives of Adler and Auto-Union complained that they were being left out of the project, when it was supposed to be backed by the entire German industry.



Left: Aside from the fuel tank, the W30 was completely self-contained and could be driven minus the bodywork – much the same as the later VW Beetle. One of the reasons for going down this particular route was so that the same chassis could be used for other applications – such as a military off-road vehicle, perhaps?



In an effort to reduce costs, the bodyshell of the W30 was stamped from thin 0.7mm steel sheet. To ensure the use of thinner gauge steel didn't lead to a lack of rigidity, Komenda's design incorporated distinctive creases, or swage lines, which flowed from the front of the vehicle, over the roof and down the tail. There was no rear window – a row of louvres once again provided the only means of rearward vision.

The chassis, although similar to that of the V3 series of prototypes, was stronger, notably around the frame-head (the part of the chassis to which the front axle beam attached). Other components, such as the braking system, were improved, too. The net result was a chassis which was some 15kg heavier than that of the V3.

The engine fitted to the W30 prototypes was a 985cc air-cooled flat-four, with a single centrally-mounted carburettor. Producing just 23.5bhp, the engine bore a strong physical resemblance to the units fitted to later production models and, of course, the first Porsche sports cars. Intriguingly, the engine featured cylinder heads with individual inlet ports for each cylinder. Later production

engines used by Volkswagen featured siamesed inlet ports.

The new series of prototypes consisted of 29 saloon models and one convertible, the latter being assembled using the bodyshell – albeit substantially updated – of the original V2 cabriolet.

The W30 prototypes were put through an incredibly tough test programme, with young SS recruits as test drivers. This was apparently at Hitler's insistence – maybe he believed that if the cars could stand up to being driven by inexperienced heavy-footed recruits they would stand up to anything!

The test programme saw the cars cover a total of approximately two million kilometres, which must go down as the most extensive road test in history. On the whole, the cars stood up to the wear and tear well, although, inevitably, there were problems along the way. The engine proved to be reliable, although it was noted that a variety of crankshafts were tried before a reliable design was found.

The four-speed non-synchromesh transmission proved reliable, if not exactly quiet in operation. Brake drums failed in some

early tests and were redesigned to improve longevity. Suspension components, including shock absorbers and torsion bars, came in for frequent revision although the test programme served to prove that Ferdinand Porsche's much-favoured design using transverse torsion bars was sound.

A little surprisingly, Ferry Porsche records little of this period in his book *We at Porsche* and throws no light on the ultimate fate of the VW30s. Chris Barber, on the other hand, has researched the period in detail and discovered that the cars were still in use as late as 1939. They were stored at the *Schwabengarage*, a local Ford agency.

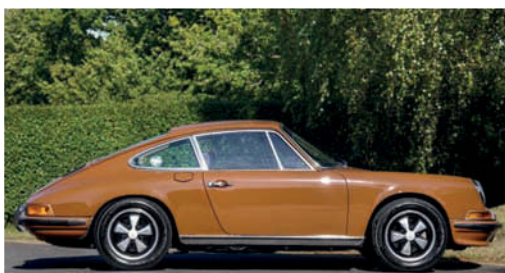
Here, the 20 or so cars that survived the test programme without serious accident, or suffering the indignity of being broken for spare parts, were tucked away for another couple of years.

Eventually, in September 1942, the DAF ordered that all Volkswagen prototypes were to be destroyed, possibly to prevent their secrets falling into the 'wrong' hands. The cars were transported back to Porsche's workshops at Zuffenhausen, where they were dismantled, never to be seen again. **PW**

Above left and right: Test route took the W30 prototypes through busy urban areas, primarily to give the project some public exposure. Not all cars survived the test programme, though, as can be seen here!

Below: Young SS recruits were drafted in to drive the cars over the test routes, the thinking being that if the W30s could stand up to the abuse of inexperienced heavy-footed soldiers, they could stand up to anything...





1972 911 2.4S Coupe LHD



1984 911 3.2 Carrera Targa



1996 993 Carrera 2 Manual



1988 911 3.2 Carrera Coupe



1991 964 C2 Targa Manual



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TECH: HOW TO

FLASH IN THE PAN

Its surprisingly primitive design makes any 928's sump-pan gasket prone to potentially serious oil leaks, especially now that even the most recent car is more than 20 years old. The only way to gain access to fix it is to lower the front crossmember and its associated paraphernalia, but in truth that could be easier than you might imagine, says Chris Horton. Or perhaps not... Photos by the author



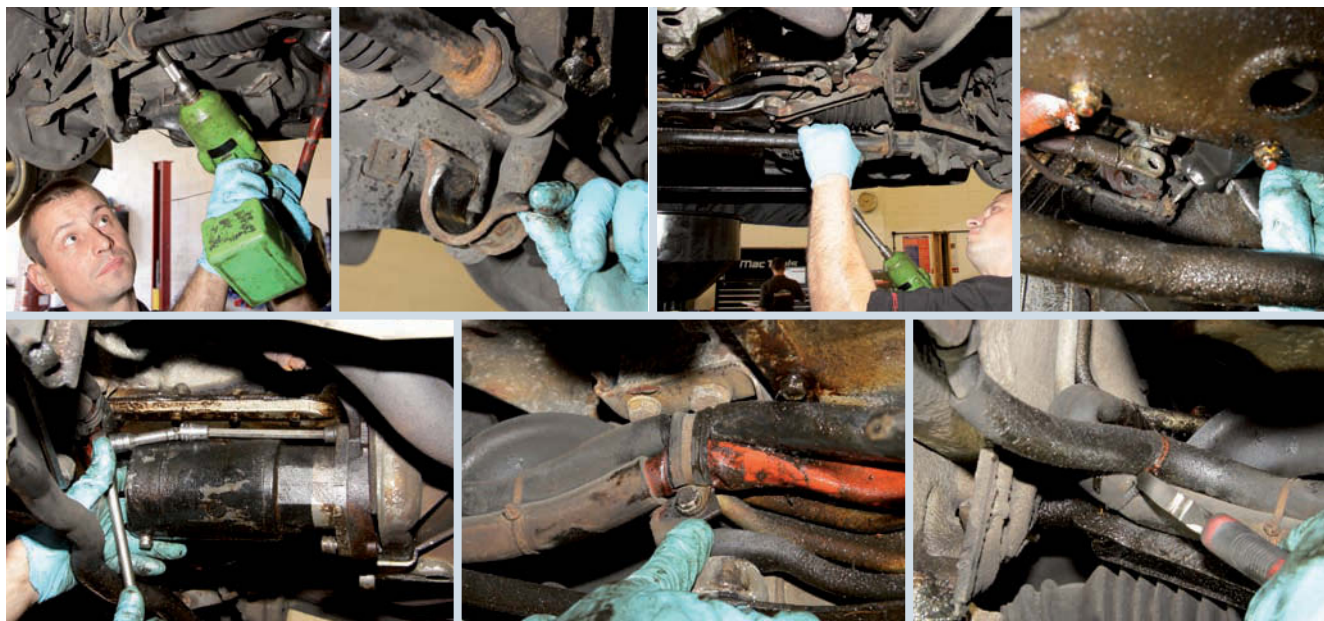
Our thanks to CavendishPorsche's co-proprietor Simon Petty, and technician Lucasz Thiel (left), for their help with this story. The company is based in Long Eaton, Nottinghamshire (0115 972 2001; www.cavendishporsche.co.uk), and carries out servicing and repairs on all Porsches, ancient and modern. Its labour charge is £75 per hour plus VAT and, although no two cars are ever going to be exactly the same in this respect, this job would be charged out at around eight hours, plus parts

A ccepted wisdom has it that anyone who willingly tackles any kind of major overhaul on a Porsche 928 must have not just one metaphorical screw

loose, but at the very least a couple of dozen of the things. And yes, they can be fearsomely complicated vehicles, with a lot of hard-working machinery crammed into a relatively small space – and today all of the

problems associated with undoing rather inaccessible nuts and bolts that, in part because of the car's reputation, but also perhaps its inherent reliability, may have lain untouched for nearly four decades.

Inset photos on the opposite page graphically illustrate the scale of the problem, in terms of both the oil leak and the seemingly daunting quantity of hardware that must be removed in order to access the sump pan. The task is time-consuming rather than impossibly difficult, though, and the result (bottom) is surely ample reward – and the gasket itself costs no more than around £30. The first part of the job (right) is to lower and subsequently remove the anti-roll bar, then the starter motor. Pay close attention to all of the additional securing clips for the wiring: you don't want them holding up proceedings at some crucial later stage



Its V8 engine, for instance, is popularly summarised as just two 944 units sharing a single crankshaft – and to an extent that is perfectly true – but it is only when you lift open the massively long bonnet that you realise just how much that 'twinning' process, as well as the 928's inevitable sophistication as the flagship of Stuttgart's

range, added to the overall scale of the problem. (Although, to be fair, there is probably not a single modern Porsche, or arguably even a single modern car, that doesn't suffer from the same or a similar handicap when it comes to maintenance, and certainly to repairs.)

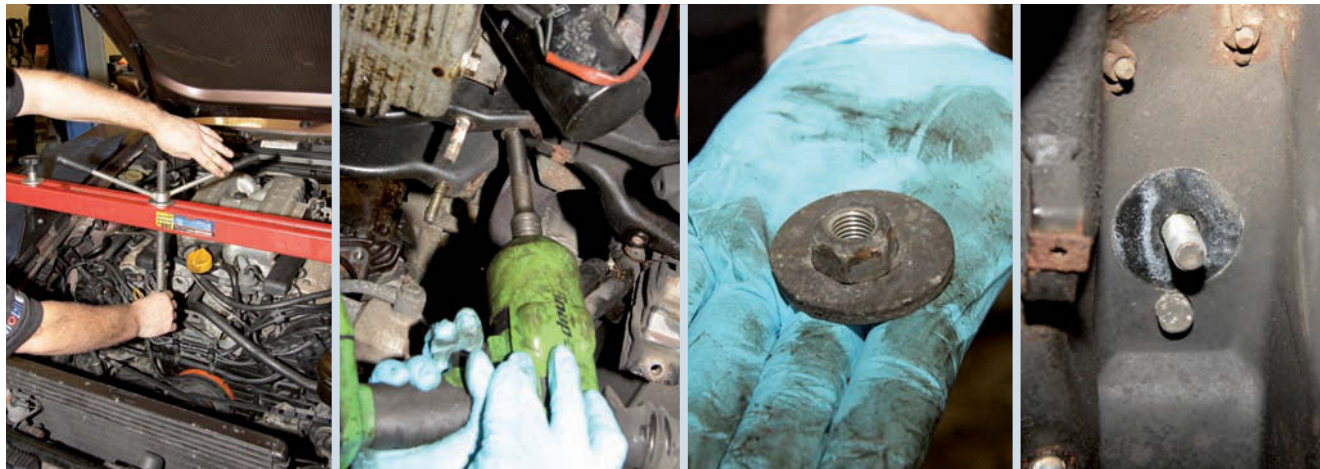
That is not to suggest that our man of the

moment, CavendishPorsche technician Lucas Thiel, has any intellectual shortcomings. Far from it. He was, after all, simply following orders, and also being paid for his labours on a car – a 1986 928S4 – that the company had bought in as a bit of a project, and is now in the process of refurbishing for sale. Chief among its

Front crossmember, which supports the substantial weight of the V8 engine, as well as helping to locate both the steering and the suspension, has a lower closing plate, itself secured by a number of nuts and studs and screws. In this car one of these 'T'-shaped studs, passing through the crossmember flange from above (top row, second from left), snapped while the nut was being undone, but new ones are available and (for once...) obviously very easily fitted. Ease pipes out of position for access to the main steering-rack mountings (middle row). The rack can be left connected to the struts – and you don't even need to detach it from the lower end of the steering column – but it's best to remove the anti-roll bar completely at this stage



TECH: HOW TO



encouragingly and perhaps surprisingly few problems was a leaking sump gasket – in many far more recent cars not the easiest of issues to tackle, and in many of those vehicles, as well as this, complicated by the need first to remove the lower crossmember supporting the engine, and also the front suspension and then the steering rack.

That aside, however, this always sounded like it might be a remarkably straightforward and also worthwhile job – which is primarily why we elected to drive up to Nottingham to shadow it. And so, we think, it proved. It would mean securely supporting the engine from above, via a special beam slung across the engine compartment, and from below dropping both the anti-roll bar and the steering rack off their mountings, and subsequently releasing the lower end of each suspension strut. Probably not the sort of task, then, that you would rush to tackle on your own

driveway in the rain unless you really had to. But, then again, not totally impossible under those circumstances, either. Just a little awkward and time-consuming.

Perhaps the real tragedy of it all is that the gasket – a simple cork affair, and crucially designed to be installed with no additional sealant either side – had failed so catastrophically in the first place. (The engine's oil consumption must have been colossal, judging by the vast amount of the stuff plastered all over the underside of the car.) Or perhaps that even its modern replacement, direct from Porsche, is made from exactly the same now frankly rather low-tech material. How long might that last? (Oddly, the 944's sump gasket is a still by and large leak-free rubber moulding, although in truth even that necessitates removing the equivalent front crossmember if ever it does need replacing.)

Either way, the accompanying

photographs will, we hope, both guide and encourage you, or perhaps quickly convince you of the wisdom of paying someone else to do the job. Lack of space has, as usual, forced us to edit them down from the literally hundreds that we shot, so we have concentrated on those areas peculiar to the task in hand – and the fact is that if you need help on the more general aspects of this job then you really should farm it out to an expert without hesitation.

The real key, as in any vehicle, is to treat the components as nothing more than a series of layers. Remove those layers methodically, in the reverse order to that in which they were first assembled, with the right tools, and with due regard to corroded fixings that may need to be persuaded out, or later repaired or replaced, and you might be pleasantly surprised by how well it all goes. We certainly were, and now look at the 928 in a rather different light. **PW**

Key to the success of the entire operation, since the lower crossmember must be removed completely, is to support the engine from above, with one of these special adjustable beams across the inner edges of the front wings. Position it carefully to avoid damaging the bodywork, and no less obviously make sure that you use a sufficiently strong point on the engine to attach the hook and chain. Remove the large nut at the base of each engine mount and then, to prove that you really do have the engine adequately supported, rotate the beam's central screw to lift the power unit visibly clear of the crossmember. Not too far: just a few millimetres should be enough

ORDER OF SERVICE

A picture may well be worth a thousand words, but sometimes – as here – you have to rely primarily upon words to get your message across in such a limited space. Set out below, then, is a necessarily brief summary of the individual tasks needed fully to access the 928's sump, and thus its leaking gasket.

Disconnect the battery, and then remove the front wheels. (If working on the ground, as it were, make absolutely sure that the vehicle is safely supported on axle-stands before venturing beneath it.) Remove the engine's undertray. In this car the radiator had already been removed by the time we arrived to start taking photographs, but there should be just enough room to work if you leave it in situ. It is probably best to take out the fan assembly, though. Drain the sump of what little oil may still be in it.

Undo the four bolts securing the anti-roll bar to the chassis rails, and then pull the bar down towards you, such that it is temporarily hanging from the suspension struts via the two connecting links. Disconnect the wiring to the starter motor, and then remove the two cap-head screws securing the (heavy!) motor to the engine. Detach the starter-motor cables from the crossmember and tie them back, well out of harm's way.

Next, undo the eight nuts securing the closing plate to the bottom of the front crossmember, and above which is located the steering rack. Don't be too concerned if, as happened here, one or more of the 'studs' (they are actually special screws, with flat, 'T'-shaped heads, dropped in from above) should break because of corrosion: new ones are still readily available from Porsche.

The two larger nuts (and bolts) at each outer end of the middle section of the plate also retain the rack itself, but to reach the one at the left-hand rear corner you will need first to detach the rigid pipes secured to the rear face of the crossmember – see the photos. You will also need to undo the single nut securing each crossmember 'outrigger' to the chassis – again see the pictures for more on that.

Gently lever the closing plate down, away from the rest of the front crossmember, and then pull the steering rack down towards you, as well. That can remain connected, via the track rods, to the struts (and you don't need to break the connection to the steering column, either), but at this stage you can detach the anti-roll bar's two links, and remove that completely.

The next task is to start work on removing the crossmember proper, although before then, obviously, you need to install your temporary support beam across the inner edges of the front wings, otherwise the engine will most likely fall on you. Undo the nut at the base of each engine mount, and then, using the screw link on the beam, raise the engine very slightly – this proves that it will be adequately supported when you unscrew the remaining fixings.

The crossmember's primary fixings are the two large screws which also secure the rear end of each lower suspension arm, so take care that the road-spring doesn't suddenly force the strut down – although here there was hardly any movement. If necessary, lever the bottom of the strut forward, such that it leaves room for the crossmember to slide out. You will also need to undo the two screws

securing the front end of each lower arm to the chassis, plus the further two securing each pressed-steel brace running forward to yet another point on the chassis.

There is a further screw, and a nut and a screw, securing each side of the crossmember to the body shell (you didn't seriously think that Porsche would have relied upon the suspension-arm fixings to double up on that job, did you?) and then, once they are out of the way, you can start gently levering the crossmember down.

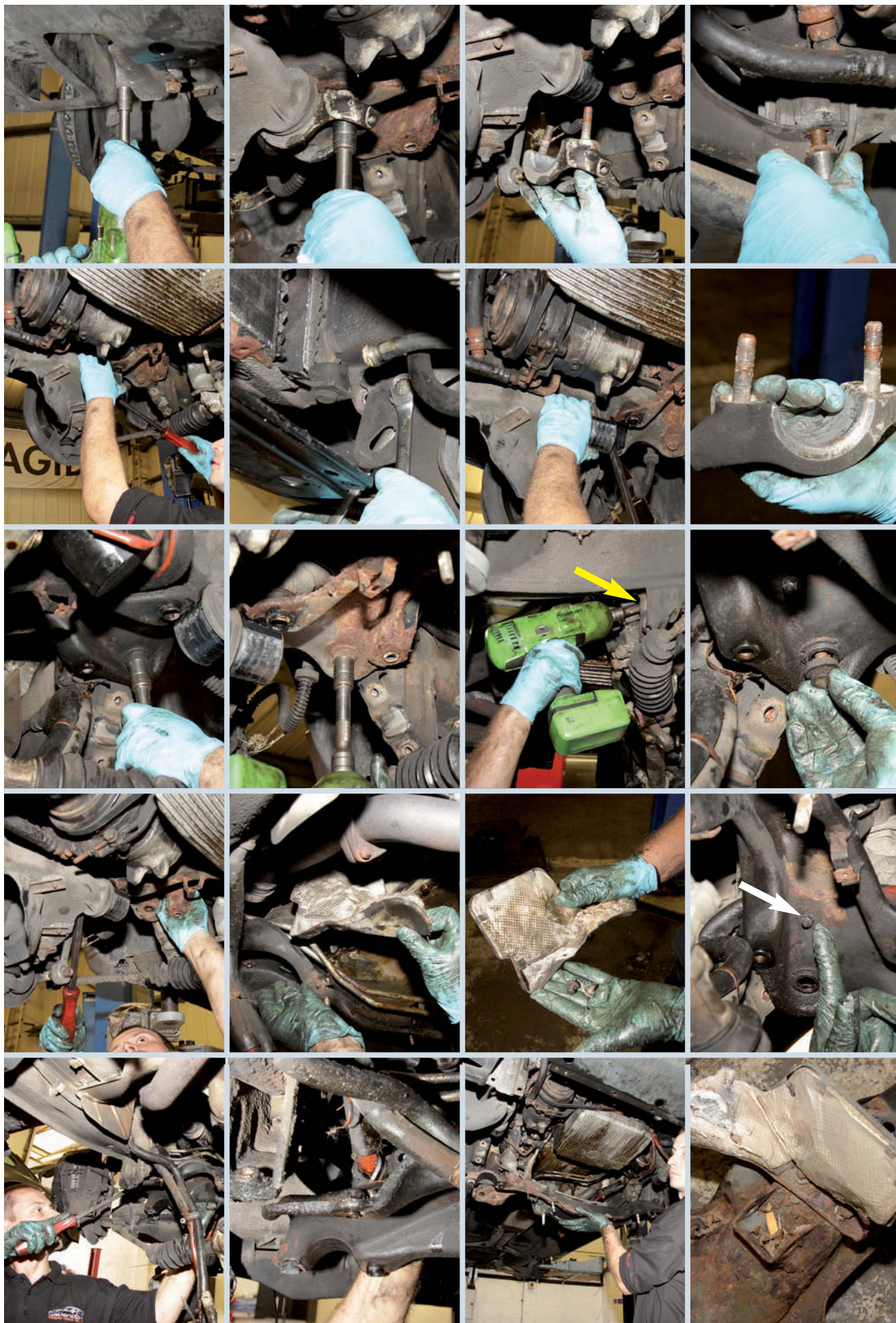
Not too far, though: you need to remove the left-hand engine mount's heat-shield before it can be pulled clear, so be prepared for some rather laborious work with whatever combination of 13mm spanners and/or sockets that you find to be necessary. And again on the left-hand side of the car there is even an additional nut and screw securing a rubber-lined 'P'-clip for the starter-motor wiring to the crossmember. Belt and braces doesn't even begin to describe the situation...

That, however, is basically it. You now have surprisingly good access to the no fewer than 30 M6 hex-head screws securing the light-alloy sump pan to the cylinder block, but crucially also the space subsequently to lower the pan and pull it forward in order fully to separate it from the car. Not too hideous a task, we think you will agree – although you can probably understand why Lucasz Thiel, briefly assisted at that stage by his colleague, Howard Noble, looks so happy.

He still has quite a bit of work to do to clean the sump and all of the other hardware, and then put everything back together again, but by and large the worst is over.

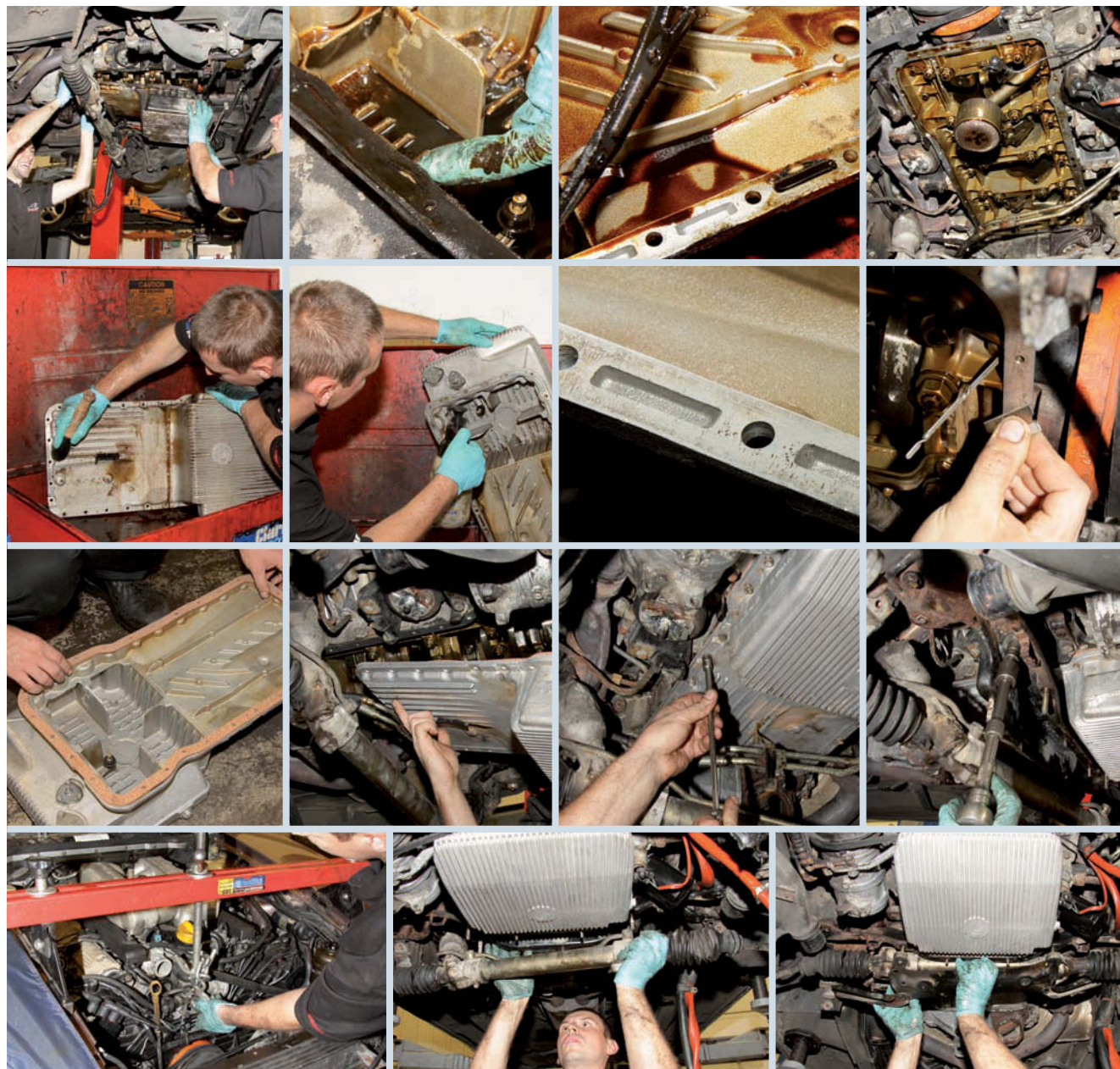
There is still some way to go before you can actually remove the crossmember, but once again the work looks worse than it really is. Detach the two brackets securing each lower suspension arm (the one at the front has an additional brace, which must also come off), and carefully lever the struts out of position, such that they are fully clear of the crossmember.

Then undo and remove the screws securing the crossmember to the underside of the chassis. Be warned, though, that there are several fixings cunningly hidden away (yellow arrow), and at least one securing yet another rubber-lined cable clip (white arrow, below right)



Heat-shield for the left-hand engine mount also had to be detached before Lucasz Thiel could fully withdraw the crossmember, but precise requirements may vary from model to model, so take each situation as it comes. Not entirely surprisingly much of the crossmember was in pristine condition, thanks to what had obviously been a long-term oil leak, but those areas not thus protected were quite rusty (far right). That corrosion is unlikely ever to be a structural problem, thanks to its massive construction, but it might be nice to have it powder-coated if you have the luxury of time. Interesting to see the detritus that had collected on the crossmember over the last 30-odd years (far right)

TECH: HOW TO



You will look as happy as that (far left) when you finally extract your 928's sump pan, trust us, and from here on in it's all remarkably straightforward stuff. Gasket on this car – a surprisingly low-tech item made from what is essentially some sort of cork-based material – had failed in around half a dozen places. Thoroughly degrease the pan, inside and out, and naturally take great care to clean the mating face of both it and the cylinder block – without leaving any scratches that would almost certainly be the source of further leaks. You want to do this job once, and once only. It is also important not to use any form of sealant, and to make sure that you don't misplace or damage the gasket as you offer the pan back into position. Best plan is to secure it with just a couple of the 30 M6 screws, and then to work your way round making sure that the edge of the gasket is consistently flush with the surrounding metal. Reassembly is a reversal of the dismantling procedure, obviously made simpler by the fact that all the components are clean and dry. Looks a lot better than when you started, doesn't it?

A GOLDEN OPPORTUNITY

There are a number of related jobs that you could – and really should – tackle while you have such an unrivalled opportunity. Changing the engine oil and filter, of course, as well as the three polyrib drive-belts for the alternator, the steering pump and the air-conditioning compressor, perhaps. It would also be well worth testing the correct operation of the oil-level sensor inside the front part of the sump. And don't forget to check the steering-rack dust covers and all the suspension ball-joints for damage. Anti-roll bar rubbers

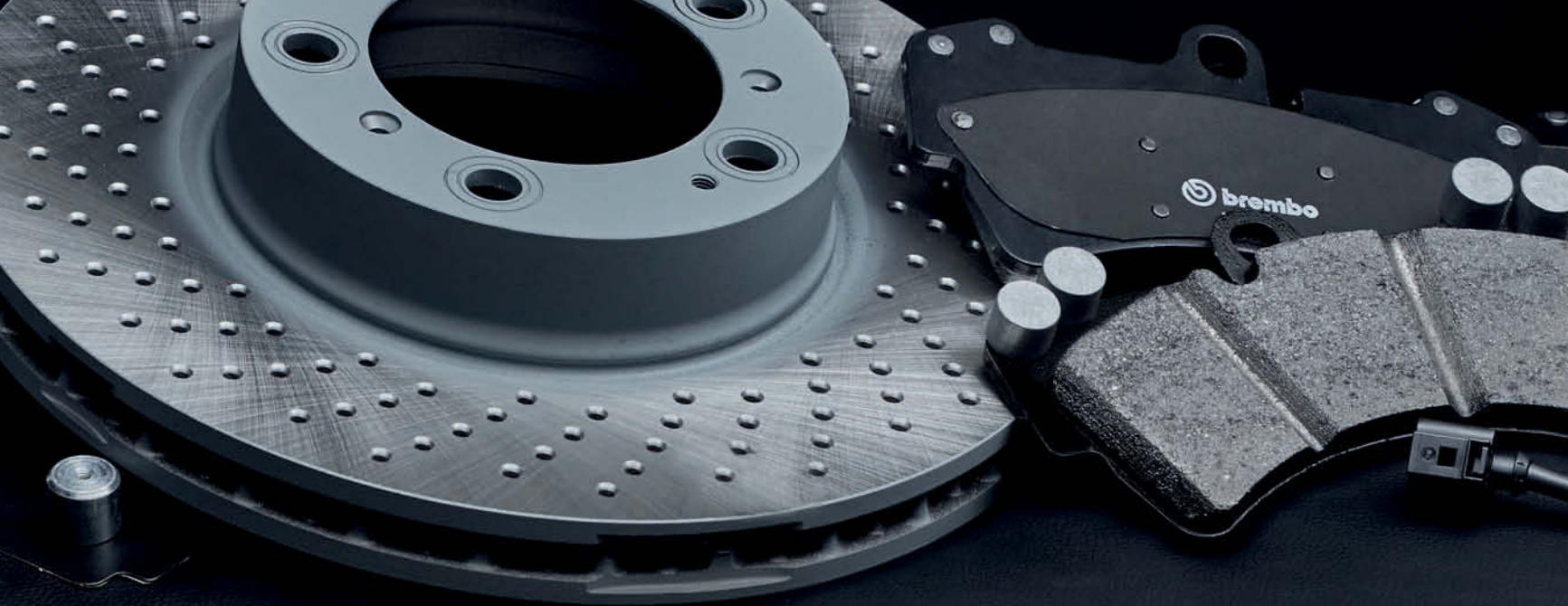
and maybe the two connecting links might be a prudent investment, as well.

Thoroughly clean and de-rust all of the many fixings you have removed (buy new ones from Porsche as required) and, if you have the luxury of a little bit of time, why not have the crossmember shot-blasted and powder-coated? It will both add some additional glitter to the finished job (itself aided considerably by what should then be the spotlessly clean sump) and make the reassembly process that much more satisfying and even enjoyable.

The 928 (unlike the 944) is not known for engine-mount problems – and new ones, at roughly £430 per pair plus VAT from Porsche, are hardly an inconsequential expense – but again it would be foolish in the extreme not to replace these now if you have any doubt about their future longevity. The sump gasket, by the way, is a minor part of the overall cost of this job, at just £23.06 plus VAT from Porsche – and for obvious reasons we would fit nothing but the real thing. Seriously, you don't want to have to do this job more than once.

Having come this far, and especially if you plan to keep the car, it would be well worth at least considering replacing the engine mounts (below, far left), although they don't appear to suffer the same deterioration as in the 944 – and at over £500 per pair they are not cheap. You will obviously be changing the engine oil, though, so splash out on a new filter – around £20 from the usual after-market suppliers. Take some time to clean off all the peripheral components that will have spent possibly many years covered in oil. Again, this will add greatly to the overall 'sparkle' of the finished job





Braking

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Brand: Pagid Part Number: 101 33 0368 £109.00

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Model Application: 986 / 996 / 987 / 987C / 997

Brand: Textar Part Number: 101 33 0176 £59.00

Brand: Pagid Part Number: 101 33 0178 £49.00

Brake Pad Set Front

Model Application: Cayenne 2003-2010

Brand: Textar Part Number: 101 33 0236 £133.40

Brand: Pagid Part Number: 101 33 0238 £109.00

Brand: Brembo Part Number: 101 33 023A £98.00

Brake Pad Set Rear

Model Application: Cayenne 2003-2010

Brand: Textar Part Number: 101 33 0246 £111.60

Brand: Pagid Part Number: 101 33 0248 £89.90

Brand: Brembo Part Number: 101 33 024A £105.00

Brake Pad Set Front

Model Application: 911 3.2 Carrera 1984-1989

Brand: Ate Part Number: 101 33 0285 £43.00

Brand: Pagid Part Number: 101 33 0288 £39.50

Brake Pad Set Rear

Model Application: 911 3.2 Carrera 1984-1989

Brand: Ate Part Number: 101 33 0075 £56.50

Brand: Pagid Part Number: 101 33 0078 £44.00

Brake Disc Front Left

Model Application: 986 / 987 / 996 / 997-1

Brand: Sebro Part Number: 104 33 0512 £137.75

Brand: Pagid Part Number: 104 33 0518 £89.00

Brake Disc Front Right

Model Application: 986 / 987 / 996 / 997-1

Brand: Sebro Part Number: 104 33 0522 £137.75

Brand: Pagid Part Number: 104 33 0528 £89.00

Brake Disc Rear

Model Application: 996 / 997-1

Brand: Sebro Part Number: 104 33 0532 £112.00

Brand: Pagid Part Number: 104 33 0538 £83.00

Brake Disc Front Left

Model Application: Cayenne

Brand: Sebro Part Number: 104 33 0752 £155.99

Brand: Pagid Part Number: 104 33 0758 £97.00

Brake Disc Front Right

Model Application: Cayenne

Brand: Sebro Part Number: 104 33 0762 £155.99

Brand: Pagid Part Number: 104 33 0768 £97.00

Brake Disc Rear

Model Application: Cayenne

Brand: Sebro Part Number: 104 33 0772 £119.00

Brand: Pagid Part Number: 104 33 0778 £85.00

Brake Disc Front

Model Application: 911 Carrera 3.2 1985-1989

Brand: Sebro Part Number: 104 33 0162 £79.00

Brake Disc Front

Model Application: 911 Carrera 3.2 1985-1989

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STOMSKI RACING

Small, but perfectly formed, Stomski Racing is an enthusiast driven business supplying a whole host of neat and niche Porsche parts and tooling solutions. We drop in for a look

Words and photography: Matt Stone



Steven Stomski can be thought of as “passionate” and/or “fanatical” – among the things he’s passionate and fanatical about (in the most positive of ways) are Porsche and the notion of Precision, capitalised for emphasis. Stomski, whose original career path was something entirely different, has morphed into a self-taught design and development engineer, highly focused on making the building or working on of a Porsche a much more precise than normal pursuit. To that end he’s developed a catalogue full of ingenious tools, construction aids and products

originally aimed at Porsche motorsport pursuits, but that have also found a ready market in the restoration, building and tuning of street Porsches. We visited Stomski in his immaculate R&D shop, which can’t be much larger than 100 square metres, and came away completely impressed with the way he thinks through various problems, then develops ingenious tools, systems and measuring devices to solve them. For example, take the notion of “degreeting” the cams on an overhead cam 911 engine using an old fashioned analogue degree wheel, bolted to the end of the crank, then visually lined up with a

pointer mark scored onto the engine case. Precise? Not hardly.

Stomski developed a smorgasbord of highly accurate instruments that allow, without question or wiggle room, the location of top dead centre so that the cams can be degreed with absolute accuracy. No more “close enough” or “ballpark” estimating of this job. Naturally with the cam timing established precisely, the timing of all valve actuation and ignition is going to be that much more precise; spot on precision of timing equals a more efficient and powerful engine. Ever broken off an exhaust header bolt? Who hasn’t? Stomski has tools to help neatly extract broken

Steven Stomski with a ‘short’ Carrera 3.2 engine, fitted with Stomski Racing goodies



Above middle: 996/997 GT3 cylinder press tool is typical of Stomski Racing's quality and attention to detail. The components probably don't need to be anodised, or use military grade hardware, but they do anyway

studs, and also for repairing broken bolts – without reaching for a welding torch. He's also dreamed up a tool kit for installing and setting chain tensioners. Don't miss the precision valve lash adjuster – when you see the accuracy offered by many of these tools, you'll wonder how an engine set-up using the old hand and eye methods ever even ran, much less at anything resembling peak efficiency. We won't mention every tool in the Stomski catalogue here, but you can see them all on the Stomski Racing website, and you'll agree that no race or restoration shop should be without several of them.

Stomski doesn't own or operate his own production facility, instead he works with a network of extremely high quality suppliers that produce and finish his products to his exact specifications (or otherwise, they don't build his stuff). Each one of them is an

aerospace grade provider, using the highest quality processes and finishes you can imagine. Every piece we saw or touched uses military grade screws, bolts, nuts, washers, hardware and fittings, as well as uber tough and great looking anodising, powder coating or other show quality

He and his business development partners all own Porsches, and every component and tool has been tested on their own cars, and/or by shops and racers that participate in the development testing of any piece.

The parts catalogue is equally rich again with primarily performance and racing

“ The parts catalogue is rich with performance and racing pieces ”

surfacing and finishing. Most come in a sturdy looking composite carrying case.

The engine you see on the engine stand (that's Stomski himself just to the left) is a Carrera 3.2 unit he's opened up and rigged for demonstration and modelling purposes.

related pieces: adjustable rear toe control arms, a front tie-rod and bump steer kit, adjustable rear upper control arm links, 996/997/986/987 front camber plates, solid and semi-solid engine mount systems, brake caliper adapter kits allowing the use



A typical Stomski Racing line-up: A Euro spec SC, 996 GT3 and 993. We're feeling retro so it's the SC for us

TECH: SPECIALIST



The things you find lurking in the dark corners of people's workshops. 935 style racer is a former 'Ring runner and is awaiting a thorough work over

of 996 Turbo calipers on a naturally aspirated car, stainless steel brake pistons, and so forth. Even though some of the bits and kits sound pretty racy, they will nonetheless add value, performance and

couplers, allowing you to keep the factory look but with much greater precision and longevity. Nice!

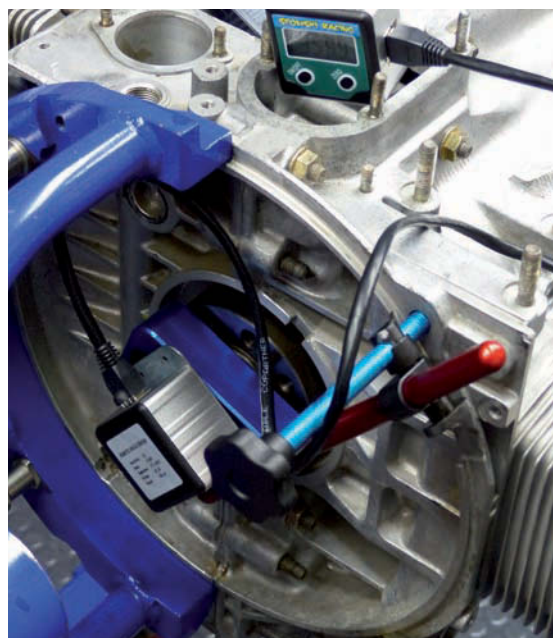
When it came time for a little driving, Stomski offered us the pick of the three

Euro SC for a run around the curvy, leafy lanes surrounding Stomski's Maryland, USA shop. The car looks well-worn in and enjoyed, tidy but in no way "detailed." In other words a fast, fun driver. It was originally a 3.0-litre car imported from Germany, although it now runs a later Carrera 3.2 engine. It wears a small variety of Stomski parts here and there, most noticeable among them being the shifter kit and solid engine mounts. The engine barks and gurgles a bit through a non catalysed exhaust system, and the solid engine mounts transmit a bit more than normal vibration through to the cockpit, although it's neither over the top nor objectionable. The engine is largely stock, although given the freer exhaling, and some weight reduction, it moves the car well and smartly, and the car

“The kits will add value, performance and precision to any Porsche”

precision to any street Porsche. If your shift coupler is worn out and the shift action is getting sloppy, you don't need to invest in a non-stock looking "short shift kit" as the stock action can be made far crisper than new with some of Stomski's precision shift

tantalising cars you see parked up in front of his shop. The red 993 is his own, the black GT3 belongs to a customer, and the red Euro Carrera belongs to one of his business partners. Feeling a bit retro this day, we chose the mildly customised '77



Far left: More neat stuff. Stomski's DigiDix digital degree cam timing tool takes any guesswork out of this tricky procedure. Left: Similar tool for GT3 cam timing applications

Right: Stomski Racing produce brake caliper adaptor mounts for most applications. 911 exhaust stud repair kit is typically comprehensive and specific for the job. Below: Euro spec SC features a Carrera 3.2 engine and plenty of Stomski goodies



wears RS style door cards. The gear change is a bit stiffer than stock, and of course much more direct and precise than would be a near 40-year-old aged set of shifter mounts and bushings. The car still runs its stock 915 'box, and to that end demonstrates that they can be made to work well if everything is tight and lined up properly. The solid engine mounts help in this regard, too, as the engine isn't rocking back and forth on old worn out rubber mounts with each shift.

The roads were wet during our drive, so our enthusiasm levels required a bit of modulation, but wide, relatively grippy rear tyres keep the car well in check. This is a car that loves to be driven, and is a joy to flog, that little bit extra precise due to its ration of Stomski Racing goodies. The white 935 style car in the garage is a former Nürburgring

runner that is awaiting a thorough work over. Not running on the day of our visit, but looking forward to a fast future, we're certainly sure of that.

also covers much the same. His clientele are racing and repair shops, race teams, restorers and individual owners from around the world – in fact Keith Seume's own El

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Stomski is proud that he's been in business for 20 years now, and that all of his products, with the exception of a few small digital readouts, are USA made, so he can keep a close eye on production quality. You can see all of his products online, or Steven will mail you his 2015/2016 catalogue, which

Chucho 912/11 project Porsche has benefited from some tools and parts out of the Stomski stockbook.

You owe yourself a look through either, as you'll certainly discover tools and products that make so much sense, you'll wonder how you ever got by without them. **PW**



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THE TEAM

STEVE BENNETT

996 C2/944 LUX



Well, what can I say? After last month's M25 rush-hour scare, when a coil pack faded, I've very little to report. That is to say I've done absolutely nothing about it. More next month. Or not!



KEITH SEUME

912/6 'EL CHUCHO'



It's not been a good few months. Skip to p114/115 for the full horror, suffice to say here that the engine build wasn't all that it might have been, with some dubious parts finding their way in.



CHRIS HORTON

924S, 944



Result! The 924S passed its MOT with flying colours, and ASNU sorted the 944's injectors – although two had to be discarded. Lucky I had a few spares, then... Either way, the 944 engine now runs as sweet as a nut.



PETER SIMPSON

911 2.7 TARGA



Progress is slow but, although I had a burst of work last month, the good weather has kept me away from the car. I hope to get back on it soon. I'm looking for a left-hand drive dash if anyone has one?



BRETT FRASER

BOXSTER 3.2S



My lowered suspension means I can no longer get my trolley-jack under the Boxster, so I can't properly check out the broken front spoiler I have managed to tuck bits out of the way so it no longer drags, though.



JOHNNY TIPLER

BOXSTER 986/996 C2



Life with the 996 remains fairly uneventful, which is a good thing, I guess. It passed its MOT recently and required only front discs and pads. I'm still pre-occupied with visual concepts for it, though.



ANTONY FRASER

996 GT3, SC, TRACTOR



Time and money – that's what it comes down to. Selling the GT3 would have raised some readies, and not having it around would have probably freed up some time for the SC too. Best laid plans and all that.



BROKEN CROC!

Jeremy Laird's Cayman has been disgracing itself rather too regularly of late. Still, at this rate he will have replaced most of the moving parts!



I'm not a violent man. But if the Croc throws up any further faults in the next few months, there's a real danger I'll be captured on CCTV thrashing the bloody thing Basil Fawlty-style with a toughened breaker bar.

That's right, I'm fed up. And I'm fed up because, like clockwork, once a month for the last four months something significant has broken, snapped, started leaking or come over clonky. It all started with a ghastrly, buzzing, ball bearing sort of noise coming from the engine and linked ominously with engine rpm. Horror. Surely it couldn't be the IMS? Not on a big-bearing M97 lump that had a new block complete with IMS shaft fitted just two years ago.

Mercifully, no, it was a freak fault with the

vacuum-actuated flap in the inlet manifold that tunes the tracts for torque and power. At the time, the £300 it cost to put that right seemed like a blessing. More fool me. When the exhaust suddenly started blowing dramatically a month later, I was still pretty philosophical. It didn't actually strand the car and I found a secondhand pair of back boxes in great condition for a decent price. The total bill was still the better part of £500, but such is life with a Porsche, right?

A month later and the engine developed a high-pitched screech, like a banshee with an ill-advised sideline in DIY who'd just hit her thumb with a hammer. Not good. Failing drive belt? Water pump on its way out? Nope, it was the air-oil separator on the fritz, creating low pressure in the crank

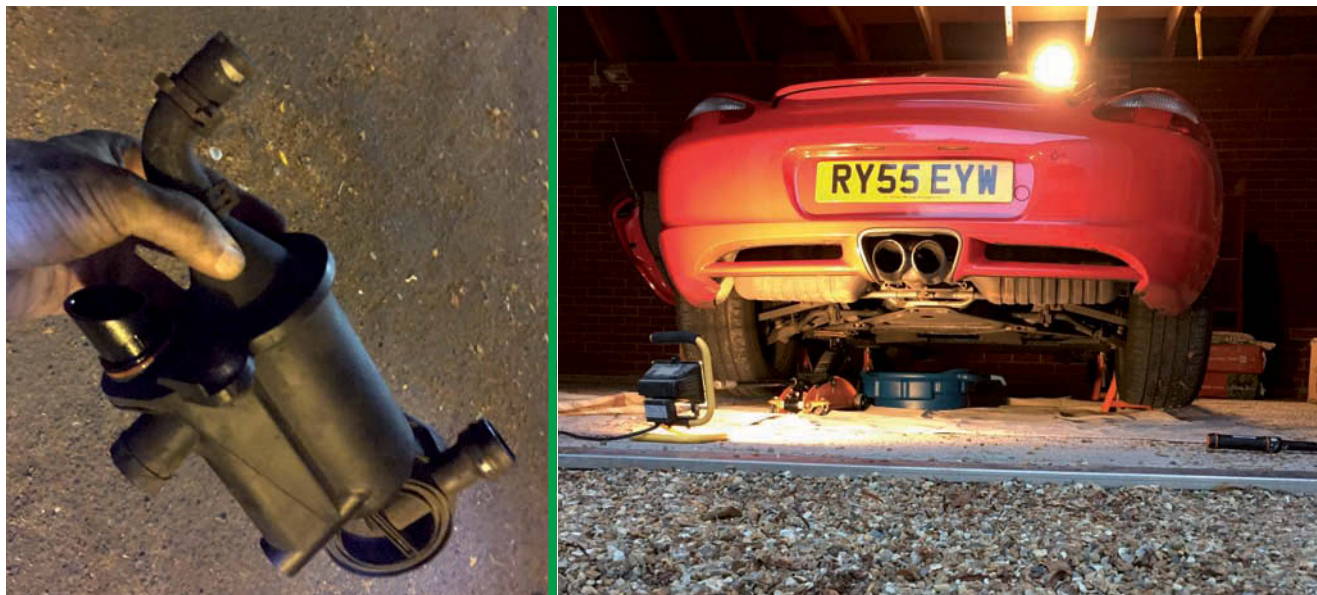
If Tracey Emin serviced Porsches... Our man Laird bravely tackles replacing the air-oil separator



JEREMY LAIRD

2006
CAYMAN 3.4 S

Occupation: Freelance writer
Previous Porsches: One
Current Porsche: Cayman S
Mods/options: Standard
Contact: jeremy.laird@gmail.com
This month: Too much to list here, but I did successfully replace the air-oil separator



Far left: Troublesome oil-air separator in all its glory. Left: Jeremy goes for DIY option in the spirit of *911&PW*. Tech guru, Chris Horton, would be proud. Good, secondhand exhaust back boxes found on eBay

case and sucking air through the engine seals. A non-driveable fault, then, and my local indy couldn't see the car for fully six weeks. Bigger.

Internet research suggested that it was a do-able but fiddly DIY job and I happened to have a pair of remote hose-clamp pliers from a previous and failed attempt to DIY the expansion tank on my old Boxster. Sleeves up, then. Fitting the new AOS wasn't as tricky as I'd feared and, bar the plumes of smoke the Croc created on initial start-up and made my garage complex look like a movie set, I was feeling pretty smug. The AOS had cost me under £100.

That lasted for all of 10 minutes, when the engine began spluttering like an outraged pensioner inexpertly channel hopping the insalubrious end of the Sky TV schedules. Oh hell, what had I done wrong? Engine cover off and no obvious signs of ineptitude. Plug in my Durametric clone, pull the codes and discover some gobbledegook about implausible air flow readings. Ah, that'll be the MAF. Long story short, five hours later I've pulled the MAF, discovered a small ocean of oil in the induction system, cleaned that out, hosed the MAF down with electric cleaner, dried it out with a puffer heater and refitted it with not all that much optimism. But, to my genuine surprise, all was well.

But only for a month, of course, when a hideous clonking from the rear axle

appeared out of nowhere. It was at least related to road speed, not engine speed, but after all the other issues it wasn't exactly improving my confidence with the Croc. Differential diagnosis in the style of Dr. House first pointed to the handbrake. Unfortunately, my inner Chase ruled that out and Foreman whittled it down to a probable outer driver's side CV joint failure. Of course, Porsche doesn't sell those separately, but you can have the whole drive shaft for £600. Hooray.

As I type these words, the Croc languishes, once again immobile and waiting for a secondhand eBay driveshaft to arrive. Speaking of immobility, what with the Croc's month-long trip to Brooklands Porsche for a new engine soon after purchase, six weeks being repaired following a badger strike, three weeks queuing for a slot at the indy for the inlet manifold fault repair that was beyond my paygrade to attempt, and further sundry days out of action, it's been off the road far more than any other car I've owned despite being the lowest mileage and by a huge margin the best condition car I have ever bought.

But here's the kicker. Despite all that, I've also racked up miles more quickly than in any other car. Two years in and I've added another 40,000-miles to the 40,000 it had when I bought it. So, despite all the niggles, my fears for the engine's long term viability and my reservations about several aspects

of its dynamics, I still love driving the bloody thing. If anything, I'm enjoying it even more with every passing mile. The brake pedal still sucks. The engine isn't as musical as I would like. The whole car feels too ordinary and insulated at low speeds. But I still find myself popping out in it at least a couple of times a week just for the pure hell of it and I almost always take the long way home. That has to say something, doesn't it?

I'm going to assume it does and I'm also going to force the Croc's hand, to dare it to go wrong again, by finally doing some of the modifications that I've been threatening from day one. It's that or sell it and if I'm going to keep it, I may as well maximise my enjoyment. I've also decided to sod all the nonsense jumping through hoops to keep non-existent future owners happy with worthless stamps on bits of paper and do all the servicing myself. It's so easy to do and so long as I keep the car for a few more years, the money I save should easily offset any notional loss in value.

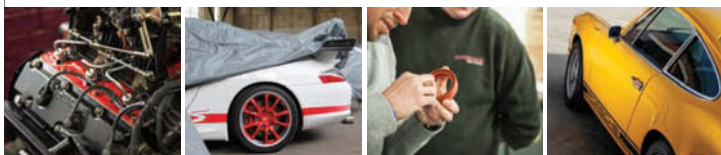
So, if the next time you read about the Croc it doesn't at least have a Bilstein B12 suspension kit, a GT3 brake master cylinder and a gearshift with metal bearings, I hereby give the *911&PW* massive permission to visit me in the small hours and impart their own Basil Fawlty-style punishment. Kipper down my shirt, bat up my nightdress, a thrashing with a willow branch. The choice is yours. **PW**

Happy days: The 'Croc' actually on the road. Despite issues, Jeremy has put 40,000-miles on his Cayman in two years, which isn't bad going really. Surely he will have replaced everything soon?



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STOP! WHAT'S THAT SOUND?

It's not exactly been a troublefree summer for *El Chucho*. Following a trip to Le Mans Classic, it was back into the workshop to investigate a mystery noise. What we found was not what we expected at all...



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This month:

Sorting engine problems...and more problems

This is where the car has been for most of the two months since Le Mans Classic – on the lift at Williams-Crawford in Saltash...

Well, a lot has happened since the last time *El Chucho* made an appearance on these pages, and not all of it's good. What was good, was very good – what was bad was, well, pretty annoying, to be honest

The good was the trip to Le Mans Classic in the car, as described in my *Usual suspects* column in the September issue. I'd always set my heart on driving the Porsche to Le Mans and to finally be able to do so was wonderful. However, the lead up to the trip, and what happened on the way back, wasn't anything like wonderful...

When my engine was originally assembled, it was built using mechanical cam-chain adjusters – the type that need to

be manually adjusted, or at least checked, every few thousand miles. As I'd racked up a fair few miles, it was time for a service and I decided to fit hydraulic cam-chain tensioners so that I wouldn't have to worry about adjusting them again.

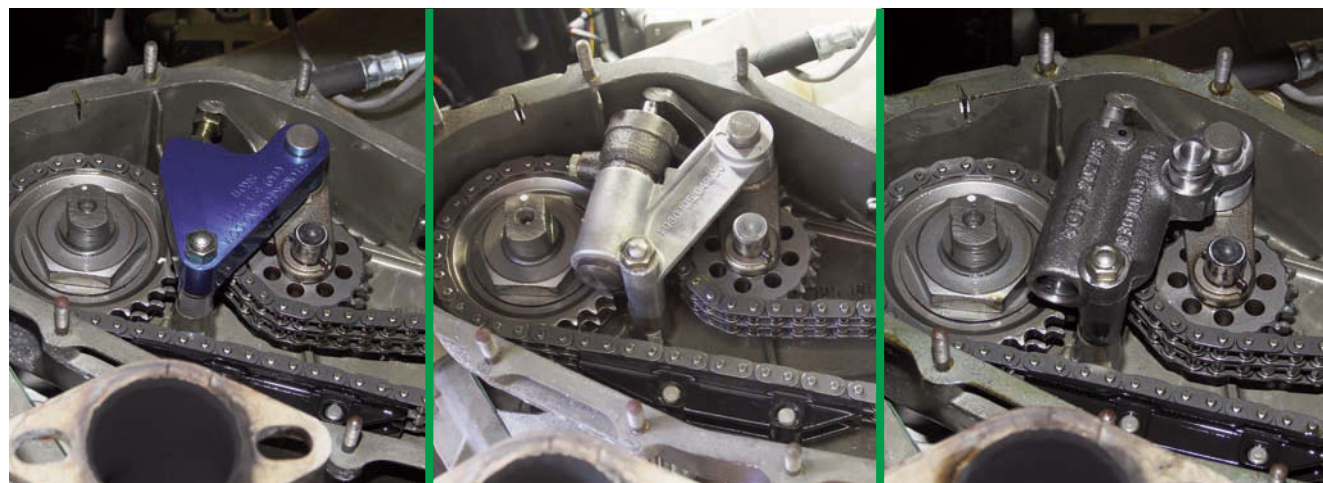
The first step was to fit a pair of 930-style hydraulic units, which I had rebuilt using a kit from Porsche. Great! Job done... But then, after about 40 miles of use, as I backed off the throttle, there was what sounded like the ominous sound of a rattling cam-chain. The first thing that came to mind was that one of the freshly-rebuilt tensioners had failed.

Biting the bullet, I lashed out on a pair of pressure-fed (so-called 'Carrera') tensioners and had them fitted by Dean at Williams-Crawford, who look after the car for me. All seemed well and I headed for Le Mans.

On the way back, about 150 miles from the ferry port at Roscoff, as I backed off the throttle, the noise returned. I couldn't believe it. What was I to do? As it came and went, I trusted to luck and, keeping the rpm up at all times to avoid a sudden drop in engine speed and the subsequent 'whip' in a loose cam-chain, I trusted to luck and nursed the car back home.

Surely the tensioners couldn't have failed? We tried swapping them, but the sound persisted. In fact, it now occurred at idle – not every time, but it was clear all was not well.

Dean decided to dig a little deeper and came across a rare sight in 911 world: a broken valve spring. Ah, so that's it! Why it broke was a mystery, but broken it was, and Dean made up a tool to allow him to replace it in situ. Start the engine and...the sound was



From left to right: Original mechanical cam-chain tensioners used when the engine was first built; 930-type tensioners fitted in their place – we thought they'd failed, but hadn't; finally, the pressure-fed 'Carrera' tensioners which are a 'fit and forget' installation. Well, that's the theory, anyway



Far left: Arrow points to witness mark on crown of #6 piston, showing where the exhaust valve had made contact

Left: Arrow points to evidence of valve seat having moved in the head. Clean aluminium round the edge of the seat is a further indication that all was not well

still there. Damn, this was starting to get very annoying and more than a little mystifying. I was at a loss.

Dean dug deeper still and found more broken valve springs. This was crazy – there was no option but to pull the motor and trans so we (OK, he) could change all the springs. I borrowed the correct valve-spring tool from Crispin Manners at Oak Tree Garage in Devon and Dean duly swapped the springs for a new set from Porsche.

Why had the originals broken? For some strange reason, they showed signs of corrosion – they certainly weren't new – and why they had been fitted, I will never know as the engine builder, Bob Watson, passed away at the beginning of the year. But the past is the past and I was keen to get my car back on the road.

I was working away at home when I got a phone call from the workshop to say the engine was done, back in the car and fired up. 'Great!' I said, but then came the bombshell: the noise was still there. To put it mildly, I was devastated by the news.

But there was some other news: while the engine was idling, it was discovered that if you put your hand over #6 inlet, the noise returned. Remove your hand and it went away. It was clear that we'd have to pull the engine (again) and take a close look at #6 cylinder head.

It was immediately obvious that something

was amiss – a slight witness mark on the top of the piston suggested there had been some contact between the valve and the piston, but why? Then it hit us: the valve seat had moved – not dropped all the way (that would have been catastrophic) but sufficient to hold the valve open just enough for there to be contact with the piston.

It all made sense: the 'tinkling' sound I'd heard, which sounded for all the world like a cam-chain rubbing on its housing, was in fact the sound of either the valve contacting the piston, or the valve slamming back down on its seat, which was no longer secure in the cylinder head.

There was no option but remove all the heads and check every seat – and it was then that we discovered that the valve guides were worn, too. Now, I had supplied new guides and paid to have them fitted, along with new valve seats, at the time of the build. Somebody somewhere didn't quite carry out their orders, it seems, even though I was billed for the work...

So now, I'm once again waiting for the phone call to tell me that the engine is all back together and reunited with the car. Then, maybe I can start driving it again with confidence – something I had lost.

But first the car needs a new MOT – it expired while it was out of action. It 'should' pass OK, but you never know. There will probably be the usual 'argument' about the

legality of yellow headlights (yes, they are legal, by the way) and race harnesses (they are E-marked and also 100 per cent legal), but there shouldn't be any other problems. He says... Famous last words!

So what next? Well, the front struts rattle – and have done for ages. At first I thought it was the drop links on the anti-roll bar. It was difficult to pinpoint the sound from inside the car and the only play we could find was in the drop-link on the left side of the car.

I replaced both links with new ones I made using Rose-joints, rather than rubber bushes, and while that cured the play, the rattle was still there. Clearly, the noise was being generated elsewhere (story of my life lately, so it seems!).

As there is no play at all in either the bottom ball-joints or the top strut mountings, all we can think is that the strut inserts are rattling inside the strut casings themselves. This would most likely be caused by the failure of a spacing washer used at the bottom of the strut when it was converted to use Bilstein inserts earlier in its life.

So that's another job for another day – first we have to get the car running with a rattle-free engine and a fresh MOT. Surely that's not too much to ask? Mind you, the main headlight beam did start playing up just before I went to Le Mans, so maybe that MOT won't happen – unless the Porsche gods smile on me for once... **PW**

CONTACT

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Crawford:
01752 840307



Far left: Some good news at last. I finally got round to having the 'Porsche' side-stripes applied by local experts 'Hot Dog' in Lostwithiel

Left: I'm really pleased with the outcome. The stripes break up the slightly slab-sided look of a car without sill trim



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BACK IN BUSINESS

Hold the front page! Horton's 944 is running again, after who knows how long standing dormant on his driveway. The full story on that next time, but first here an update on the 924S (below). Photographs by the author and Peter Robain



CHRIS HORTON

924S, 944

Occupation
Consultant editor,
911 & Porsche World

Previous Porsches
924S

Current Porsches
924S, 944

Mods/options
The 924S is by and large standard, apart from later 944 wheels. I have also fitted a neat little Blaupunkt Casablanca radio, with built-in speakers – more on that next time

Contact
porscheman1956@yahoo.co.uk

This month
The 944 starts for the first time in years (more on that soon, too!), and a pre-MOT check for the 924S ends up as a fuel pump and filter change

The big news from me this month is the Lazarus-like rebirth of my 944. It's not quite down on its wheels, after goodness knows how long on axle-stands, and I want to save the full story for when it is genuinely back on the road, but the end is in sight. In retrospect, of course, I am both amazed and more than a little embarrassed by how long it has taken me (such that I can't really remember precisely why I took it off the road in the first place, although see my conclusion to this piece, opposite), but inevitably magazine work and many other pressing car and domestic projects have got in the way, including both my current 924S and its almost identical predecessor. I also needed to buy many new parts, and sometimes they just had to wait until I had the cash.

But I do seem to have eliminated the intermittent non-start issue that had always plagued me when I was running the car on a regular basis – and which, almost exactly 15 years ago to the day as I write this, saw it being transported from Cheshire to Oxfordshire by the AA, after I had gone to

visit my terminally ill father in hospital. (One of the reasons why I have always wanted to keep it, I suppose.) What the cause was I shall probably never know, not having attempted to start the engine after each new component was added, but in light of my recent experience with the silver-grey 924S the fuel pump has to be pretty high on the list of suspects. Anyway, more on all that in the next month or so.

Said 924S, meanwhile, continues to deliver occasional enjoyment and exasperation. I say 'occasional' because for the majority of the time it lives over at Robin McKenzie's Auto Umbau in Silsoe, Bedfordshire – and for which generous facility I shall always be grateful. And because whenever I spend a few days with the car I am always reluctant to take it back, knowing that it will most likely be several weeks before I get to savour again its beguiling blend of willing performance and unfussy practicality. And not least because often some minor problem or other – usually attributable to its inactivity, of course – has to be dealt with. Most recently it was, as you might guess from the

reference above, the fuel pump and/or the filter, but again more on those in a moment. First, though, a quick(ish) recap.

My last full report on the car was in May 2015, in which I reported on the Pirelli snow tyres that I'd had fitted toward the end of the previous winter, but unsurprisingly those were soon replaced by the set of four 'summer' tyres and tele-dial wheels that I had bought from Robin in order to save me the bother of changing the tyres alone twice a year. In fact, there was a cosmetic or even vanity angle to this, as well. The rims that I bought from Robin were from a later, ie post-1985, 944, and as such are both marginally wider than the original 924S wheels and have a slightly different offset, which pushes the tyres out from the centre line of the vehicle by a few millimetres. The central area of each wheel is also rendered slightly less bulbous and thus overly prominent. (I don't have the precise figures to hand, but the small difference is enough to, well, make a big difference.)

I don't usually bother to deviate from car manufacturers' designated wheel sizes (or styles), because they know far more about

Below, left to right: late-model 944 wheels (and tyres) fill out the arches so much more pleasingly than standard 924S rims (main pic, above); broken headlamp mount; fuel gauge could have been telling fibs; Robin McKenzie dealing with fuel-pump mounts, bless him





the precise science behind their choice than I ever will, but this combination on a 924S seems to fill out the wheelarches so subtly, but at the same time so convincingly, that I can't understand why you don't see many more of the surviving cars thus 'converted'. Certainly it is becoming quite difficult to find good 944 tele-dials – three from the first set of four that I bought earlier, from an entirely different source, turned out to be so badly distorted that they are essentially little more than scrap – but even at, say, £100 apiece straight ones would be a bargain, I think.

The 924S's next significant hurdle was the annual MOT test in August 2015, which it passed with the proverbial flying colours. Interesting to note, though, the section for the odometer reading and history. Since January 2010 (and I bought the car in February 2012) the mileage has remained at 34,545, which I am sure those of you familiar with the model will recognise as the failure of the plastic gears inside the speedo – it's a common problem. I have another speedometer somewhere, which for the same reason I had intended to fit to the red car before that went up to Scotland in 2012, but no hurry; the important bit still works. (I am not trying to keep the mileage artificially low, by the way. In fact, I would be quite happy to see – and proudly to state to any buyer, in the unlikely event that I should ever sell the car – that it was 134,545, or even 234,545.)

Anyway, my pre-test check was, as usual, pretty cursory. I don't like to throw money away on an avoidable 'fail', but even at full retail (around £50, for the benefit of our overseas readers) the nearly hour-long session on a garage lift under the beady eye of a dispassionate professional is a highly cost-effective way of finding out

about the stuff that you might be lucky to spot yourself – although I did on this occasion notice that the right-hand headlamp was wobbling about inside its housing. It turned out to be nothing more than a broken plastic connecting lug between the back of the reflector and the lamp carrier, and fortunately I was able to cannibalise one of the original right-dipping units from the left-hand-drive 944, stashed away in the garage long ago.

I also took the opportunity to remove both the hideous after-market radio/CD player and its equally nasty wiring (it later fetched all of £5 at a car-boot sale...) and the truly insane 'immobiliser', this last-named operated by – and I am not making this up – one of those clunky, old-fashioned key-switches mounted on the *outside* of the right-hand rear wing, next to the lamp unit. The device itself – linked to the vehicle's own horn to provide a primitive alarm – was mounted under the fascia, and it took some effort to unpick the connections, but like all of these devices that I have exterminated from the vehicles I own was essentially no more than a switchable bypass spliced in to one of the wires leading to the back of the DME relay. Accessing that meant undoing the relay board's fixings screws and pulling it off its bracket (they are always such a pain to refit), and so far – shame on me – my replacement link wire remains insulated with a length of tape. Better that, though, than some box of resistors and capacitors stranding me in the middle of nowhere.

I did, however, have a bit of a breakdown issue over at Auto Umbau earlier this year, after starting the engine for the first time in months. Actually, it fired as easily as ever from stone-cold, but a mile down the road it seemed that I had run out of fuel, despite

the gauge showing at least quarter-full, and Robin's colleague Terry Parker had to come and tow me back. Both he and Robin suggested that the fuel-gauge float inside the tank might have seized up, as a result of not moving for so long (best to keep a dormant car with a full tank, reckons Robin), so I bought a couple of gallons in cans from the local garage. The engine restarted instantly, and I felt rather foolish. But then almost exactly the same thing happened again – although this time, fortunately, on the gently sloping road down to the workshop, and I was able to coast back the last few hundred yards.

Robin sensibly suggested replacing the fuel pump, and once more that did the trick. But then yet again the engine suddenly died, this time while I was turning the car round in the yard outside the workshop, and unanimously we concluded that it must be the filter that was at the heart of the problem. And so, during another visit a few days later, armed with the filter previously earmarked for the 944, it proved. Luckily the adjacent pipe unions unscrewed quite easily (I remember them being completely seized on the 944 when I replaced its filter years ago, such that I had to buy at least one new hose), and this time the engine both started and ran as well as ever. I couldn't – and still cannot – help thinking that perhaps, as I suggested earlier, that was at the heart of the 944's issues all those years ago. You live and learn.

Next time: fitting an innovative new radio to the 924S, plus an unplanned brake overhaul, and getting it through the 2016 MOT (below). Oh, and the full story of the 944's somewhat 'experimental' but naturally very pleasing engine-start for the first time in possibly four or five years. **PW**

New fuel pump (above, far left) seemed to cure the 924S's problem – and the old one looked way past its best – but ultimately it was the filter, shown above cut open, that was probably the cause of the problem. The old pump will be kept as a spare – of course... Below, left to right: removal of the nasty radio/CD player revealed some even nastier wiring, but luckily easily exterminated; alarm/immobiliser was operated by hideous external key switch; module had been cable-tied up under the left-hand end of the fascia, next to the fuse and relay board, but spent some time languishing in the front footwell before being removed altogether; essentially all it did was provide a switchable break in one of the wires to the back of the DME relay, via two crimp connectors and green wires, the latter now reconnected. Auto Umbau has an MOT centre two doors away; tester – who has clearly seen it all before – was quite impressed by the little Porsche's overall state of preservation



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A NEW NAME FOR Q&A – AND A NEW LOOK, TOO

Q&A is dead – or on the back burner, at least; long live *Technical Topics*! There has recently been a marked decline in the number of technical queries we are receiving, and after careful consideration we have decided to reflect that trend by using the space for what we initially termed matters arising. That situation hasn't changed significantly over the last month or two, and the new format seemed to go down well, hence now both the new title above and, inevitably, a slightly different look and feel to the spread. We shall, of course, continue to answer any problems that you care to

throw at us – both on a one-to-one basis and, where possible, published within this new section – but by and large the overall rationale of the feature will be us passing on some of the knowledge, the opinions and hopefully the expertise that we pick up in the course of our day-to-day work with Stuttgart's – and Leipzig's – finest. If you have a query – and do please remember that we have unrivalled access to the vast majority of the UK's most knowledgeable Porsche specialists, and a number in the United States, as well – e-mail us at porscheman1956@yahoo.co.uk.

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ENJOY IT – WHILE YOU STILL CAN

This being a good, old-fashioned printed magazine, rather than one of those new-fangled, multi-media interweb jobbies, you will have to take my word for it that the accompanying photo (at the bottom of this column) shows my long-dormant 944's engine actually running. On only three of its four cylinders, admittedly, but running none the less. (My early diagnosis suggested a faulty fuel injector, which wouldn't be at all surprising, given how long the poor thing had stood there.)

You can read the full story in my *Our cars* report, elsewhere in this edition of the magazine, but it was, as I am sure you can imagine, a momentous occasion when the power unit finally burst into life – and, apart from that likely fuel-injector issue, with only a few relatively minor teething troubles for me to sort out. Suffice it to say, though, that it set me pondering anew the future of the internal combustion engine against the seemingly unstoppable force that is the electric traction motor.

My own view is that it is doomed, destined to become a historical curiosity much like the steam engine before it, and that will no doubt be heartily endorsed by both the 'eco' brigade and not least the manufacturers who stand to make billions out of building the electric cars that ultimately will replace our perfectly serviceable petrol and diesel vehicles. But they all ignore an obvious and inconvenient truth: that unless literally 100 per cent of the electricity that powers those vehicles comes from genuinely renewable sources – and it will be a cold day in hell before that happens – then all we are doing is merely moving the point of combustion from one place to another. And in which case we might as well concentrate on optimising still further the frankly now remarkable efficiency of the modern fossil-fuel power units and their associated infrastructure that we already have.

It is a debate that will rage for many years to come, but one thing is certain. A century from now, in the early autumn of 2116 (and assuming there are still 'seasons' then), no one is going to be reconnecting the primary power leads in a 2085-model Cayennamera with quite the same sense of anticipation as I did when I fitted that brand-new Yuasa battery to my 944. Or stand in front of the 'engine' bay, listening to the cam followers quieten down as they pump up with oil. Or savour that beguiling aroma of petrol, coolant and hot rubber as the power unit gradually eases itself up to its correct operating temperature for the first time in many years. 'Off' or 'on'; that's all you will get. All the emotional appeal of a light switch. And I am glad that I shall be long gone.



996 SUSPENSION UPGRADES: THE DEBATE CONTINUES

Steven Rowe from Chelmsford in Essex has been in touch with 911 & Porsche World editor Steve Bennett about 996 suspension set-ups. Like the latter he owns a 1998 Carrera 2, but in his case with the M030 system which – not entirely surprisingly in my view – he describes as 'quite frustrating'. He wants to follow in our Steve's footsteps – or perhaps that should be tyre tracks – and asks if he is pleased with what he has achieved with his own car, or if, with the benefit of hindsight, he would now do anything differently.

'I plan to do the work in about a month's time as a home project,' concludes Steven (Rowe). 'I use the car for commuting, and it is the best start to a working day that you can get.' I think we can all concur with that sentiment. And it's generally a pretty good way to end the day, too. Over now, then, to Steve Bennett.

'I have had a chance to live with the Carrera's new set-up for a little while now,' he begins. 'When I wrote that *Our cars* piece for the June 2016 issue of the magazine I had only recently collected the car from Auto Umbau in Silsoe in Bedfordshire, who did the installation, so my thoughts were based largely on just the reasonably long drive home.

'A few months down the line, and I have to say that it is probably still a little too stiff for my liking, but much better than the M030 set-up, which felt to me like the dampers had been filled with concrete! I am now in something of a dilemma, though. On the right kind of road the car is fantastic – and that right road doesn't need to be ultra-smooth, either. But on motorway-bridge expansion joints, and other relatively poor surfaces, as well as traffic-calming strips and so on, it is still very harsh.



Bennett's 996 is a work in progress on many fronts, from the non-functioning air-con, to the lurking paranoia that surrounds the M96 engine, and the fact that he's yet to fit an upgraded IMS bearing. However, sorting the suspension has been his main priority because the standard M030 set-up, that the car came with, was far from his liking. To that end he has gone for standard 17in wheels, Bilstein dampers and Eibach pro springs, while retaining the M030 anti-roll bars. The dampers no longer feel like they have been filled with concrete, but it's still too stiff for his liking

'Quite where I go next I am not sure. I love the lowered look, with the 17-inch wheels, the reduction in body roll, and the improved steering feel, but I would still like more compliance in the system, and I suspect that the Eibach springs currently fitted are just too stiff for my liking. Interestingly, deputy editor Brett Fraser is running Eibach springs and standard dampers on his 986 Boxster, and the combination is just perfect – to me, at least.

'Trouble is, suspension is a very personal thing. You might find the set-up on my car absolutely to your liking. I would like to experiment with different spring rates, but that means investing time and money. One of the best set-ups I have tried on a 996 Carrera 2 was on RPM Technik's CSR fitted with KW Variant 3 coilovers, which was both firm but fair. That's a whole new level of expense, of course, but it does offer a great deal of adjustability.

'I fear I may not have been of much help here, but I will continue to experiment with my set-up and keep any interested parties updated. Likewise, if you have any luck with your own programme of modifications, then do please let us know!'

UNEARTHING YOUR CARRERA 3.2 BLOWER MOTOR



I promised in these pages last month to elaborate on the procedure for accessing and then lubricating the bearing in a 911 Carrera 3.2's heater blower motor, as suggested by reader Mike Vale to cure an annoying squeak in his own car. The single photo we published back then, to fit a space left blank when the page was first laid out, I took with the generous assistance of the always busy Sid Malik at independent specialist Porsche-Torque in Uxbridge, Middlesex, but naturally I felt the need to shoot the entire process, from start to finish. Old habits die hard...

Anyway, here it is. All fairly self-explanatory, and in broad terms applicable not only to the 3.2 but also to all of its predecessors. Whether it has any long-term benefit in this particular case I cannot say (and it's fair to tell you that Sid, who as a professional needs to do any job only once, had his doubts), but I have periodically – and successfully –

tried much the same trick with the albeit rather different blower motor from my 1987 BMW 525e. And with a new motor for the 3.2 currently priced at £175.12 plus VAT from Porsche (and these days most likely unobtainable for the BMW), I reckon it's worth a little bit of effort every now and then.

Just make sure that you don't overdo the lubrication – a few drops of light oil should suffice, perhaps leaving the motor inverted for a while, before another couple of similar applications – and make sure that you know how to reassemble the control linkage correctly. I hope these photos might help in that respect, but the other obvious answer is to shoot some close-ups on your smartphone. It is hard to imagine how we DIYers ever managed without these remarkable devices.

Oh, and you might also want to have a look at the Wikipedia entry for the Belleville washer referred to by Mike Vale. I did because (no offence,

To access the blower motor, start by removing the moulded fibre-board cover at the rear of the luggage compartment. Next, disconnect the electrical plug and remove the screws securing the plastic ducting, and then the control rods passing across the front of the unit. Main actuating cable is secured by a clever spring-steel clip (bottom row, far left): prise it off with a screwdriver, but make sure it doesn't get lost

Mike) I wasn't convinced that is precisely what it is, but then what do I know? Invented by French engineer Julien Belleville, and patented in 1867, the eponymous washer is essentially one that, by virtue of its dished or conical shape, also acts as a spring, typically to apply a flexible pre-load to a bolted joint or, as in this case, a bearing. Belleville washers have subsequently turned up in all manner of applications, including landmine triggers and bolt-action target rifles, and although the entry is rather vague on this point, in F1 cars, too.



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BUYERS' GUIDE: PORSCHE 997 TURBO

THE 911 SUPERCAR

While Porsche may not have invented the production turbo car, the company has done more than any other to make the 'Turbo' badge its own and, as such, there has been a 911 Turbo in the range since 1974. It's always played the everyday supercar role with aplomb and the 997 Turbo is no different. Here's how to buy one

With the 2000–2006 996-series 911 Turbo the perfect practical supercar, free of the compromises of its air-cooled predecessors, it seemed at the time hard to imagine how Porsche would follow that particular act. The answer came on 28th February 2006, at the Geneva motor show, when the 997-series 911 Turbo was unveiled, ahead of an on-sale date of 24th June.

Output was of course increased, but the way the power was delivered marked an important new development for Porsche's turbo technology: the variable turbine geometry (VTG) turbochargers. A host of other improvements, not least the cleaner 997 styling and improved interior quality sharpened the appeal of a Porsche model that, from the moment of announcement, traditionally generated

lengthy customer queues.

It's already clear that the 997-series is a 911 generation that will be held in very special regard: while seen as a comprehensive honing of the 996, it is also thought of as the last of the largely "mechanical" models, whose time was called with the arrival of the 991 four years ago. Thus, it's almost certain that the 997 Turbo is heading for collector status sooner rather than later. But it's still relatively affordable, with early, 2006 cars under £50,000, so what should you be looking for when buying?

DESIGN, EVOLUTION

The 997 Turbo divides into two categories: the 2006 to August 2009 cars, which use the old and much loved "Mezger" engine, whose origins are seen in the Le Mans GT1 Le Mans racer of the late 1990s; and

subsequent models powered by the modern Direct Fuel Injection unit and, where the automatic transmission was specified, mated to the seven-speed PDK Doppelkupplungsgetriebe gearbox as opposed to the old five-speed Tiptronic S.

Although the same 3.6-litre engine capacity as that of the outgoing 996 Turbo, the gen 1 cars boasted 60bhp and 44lb ft torque more, at 473bhp and 457lb ft. Where the optional Sport Chrono Package was fitted, a button next to the gear lever unleashed a temporary 0.2bar increase in boost pressure, which produced an extra 44lb ft torque.

The variably angled turbine blades of the VTG turbo optimised the flow of exhaust gas into the turbocharger, combining the advantages of a small turbo (quicker pick-up at lower engine speeds) and a large one (more boost at high revs), Porsche said. In fact the principle had long been applied to

A 997 Turbo Cabriolet? For folk who like to go really fast, with the wind in their hair, why not?





Above: Mighty Turbo engine puts out between 473bhp and 523bhp, depending on spec and whether gen 1 or gen 2. Interior is familiar 997. Most are highly spec'd. Manual a rarity

997-SERIES 911 TURBO TIMELINE
February 2006
997 911 Turbo unveiled at the Geneva motor show

June 2006
UK deliveries of 911 Turbo begin

May 2007
Cabriolet unveiled

September 2007
UK deliveries of Cabriolet begin

December 2007
Factory and retro fit Aerokit available for coupe

August 2009
Gen 2 911 Turbo models introduced

February 2010
Turbo S added to the range

turbo diesel engines, but refining it to cope with the far higher temperatures of a petrol engine was difficult, according to Porsche, which had engaged Borg Warner Turbo Systems to help. One key advantage was more boost at low revs, hence maximum torque occurred from 1950rpm rather than the previous 2700rpm.

As had been the tradition since the 993 days, the Turbo used permanent four-wheel drive, and with a redesigned electronically regulated multi-disc clutch, with Porsche Traction Management (PTM) apportioning the variable front/rear torque split. The braking, too, was uprated, with the vented and cross-drilled front and rear discs (with six- and four-piston calipers) increased in diameter by 20mm to 350mm. For the PCCB option (Porsche Ceramic Composite Brakes), the discs were 380/350mm front/rear, and 17kg lighter.

Within the parameters of the overall 997 look, with its rounded headlamps and wider body compared to the previous model, the now expected Turbo design cues were retained: the fatter wings (22mm wider than before at the rear) and the large air scoops on them, although the tail spoiler was different, now drooping down at the sides.

Customers who hadn't already lodged their "letters of intent" at Porsche dealers would have a long wait for their 911 Turbos. The lucky ones paid £97,840, a near £7500 hike on the 996, while US buyers paid a pre-tax \$122,900 (about £70,200 at the time). In May 2007 the 911 Turbo Cabriolet was announced, going on sale in the UK in September of that year. Reinforcements to the body shell added 70kg over the coupe, and the price was £106,180.

In December 2007 Porsche offered the Aerokit for the Turbo coupe, comprising a front lip spoiler and a complete new engine cover with a more extrovert wing; this could be ordered on a new vehicle, but was also available as a retro-fit. In May 2008 a new 19-inch wheel, called the RS Spyder Design was released, based on the rims seen on the RS Spyder racer, and featuring an innovative locking system using a cartridge fitted in the wheel hub and with spring loaded bolts.

August 2009 saw the arrival of the gen 2 997 Turbo, using the first all new engine in a 911 Turbo in its then 35-year history. The

VTG twin turbos remained, but engine capacity rose to 3.8 litres, lifting output to 493bhp and torque to 479lb ft, or 516lb ft with the Sport Chrono Package. The loss of the Mezger unit was lamented but this was Porsche seeking lower emissions, CO2 dropping by nearly 18 per cent.

The switch to the PDK transmission brought with it a paddle-shift steering wheel, which a few months later was made available as a retro-fit accessory for other PDK 911s with their fiddly gearshift buttons. Tweaks were made to the PTM system and another new electronic chassis aid was offered, Porsche Torque Vectoring, aimed at

SPECIFICATIONS

997-model 911 Turbo

	Gen 1 Turbo	Gen 2 Turbo	Gen 2 Turbo S
Engine (cyl/cc):	Flat 6/3600cc	Flat 6/3800cc	Flat 6/3800cc
Power:	473/6000	493/6000	523/6250
Torque:	457/1950-5000	497/1950-5000	516/2100-4250
0-62mph:	3.9 (Tiptronic 3.7)	3.7 (PDK 3.6)	3.3
0-125mph:	12.8 (Tiptronic 12.2)	11.9 (PDK 11.6)	10.8
Max mph:	192	193	195
Average mpg:	22.1 (Tiptronic 20.8)	24.4 (PDK 24.8)	24.8
CO2 (g/km):	307 (Tiptronic 326)	272 (PDK 268)	268
Weight:	1585 (Tiptronic 1620)	1570 (PDK 1595)	1585
Wheels (front, rear):	8.5xJx19-inch, 11Jx19-inch		
Tyres (front, rear):	235/35 ZR19, 305/30 ZR19		
Built:	2006-2009	2009-2011	2010-2011

All figures from Porsche AG, some Cabriolet figures vary slightly

Maintenance costs, Porsche 911 Turbo (guide price, including labour and VAT)

Gen 1 20,000/40,000/60,000-mile service £309/£764/£566
Gen 2 20,000/40,000/60,000-mile service £310/£670/£684
Replace clutch on manual gearbox (gen 1/gen 2) £1215/£1118
Replace front brake discs and pads (steel, all models) £819
Four premium brand tyres (235/35 ZR19, 305/30 ZR19) £1000
Prices supplied by JZM Porsche

WHAT YOU'LL PAY

£40,000–£50,000: early, 2006 models, Cabriolets go for up to £3000 over coupes
£50,000–£60,000: 2007/2008 cars, and last of the gen 1 models
£60,000–£70,000: starting price for gen 2 cars, and most cars at Porsche Centres
£70,000–£80,000: 2011/2012, sub-40,000 miles, and starting point for the Turbo S

sharpening steering responses. The coupe model was priced at £101,832 and the Cabriolet an extra £7216.

The final development came at the next Geneva motor show, in February 2010, when a model missing from the gen 1 line-up returned – the Turbo S, its engine ticked up to 523bhp and 516lb ft. You could have it as a coupe or the Cabriolet, but only in PDK form. With extra equipment, including PCCB Launch Control, the coupe was £123,263, the Cabriolet £130,791.

DRIVING THE 997 TURBO AND TURBO S

The 997 Turbo arrived over three decades into 911 Turbo development, and by then the concept had been refined to near perfection. The turbo lag of old had disappeared, performance had reached a sensational level, and the all-wheel drive transmission left handling faultless. Thus, besides its supercar performance credentials, the blown 997 is

also a most refined car, with a good ride quality and – tyre roar apart – impressively low noise. Could there be any real criticism? Some, lovers of the traditional style of 911, might say it's just too civilised.

WHAT YOU'LL PAY

Despite its exclusivity and six-figure new price, 997 Turbos are not scarce on the used market – Auto Trader, for example, had over 70 of them when we checked. And the way prices of air-cooled 911s have shot up has left the 997 Turbo looking like a bargain: a good Carrera 3.2 will make £40,000 – but for another £5000 early gen 1 Turbos start to come into the frame. These needn't be high mileage, either, with quite a few 2006 and 2007 cars with 60,000 miles or less advertised for around the £48,000 mark. At this age the Cabriolet is theoretically worth £2500 to £3000 more than the coupe, but of course equipment spec can blur that difference.

WHAT THE PRESS SAID

Dump the clutch at 6000rpm from standstill and go. Instantly the back of your head thumps the seat, hard, as the Turbo spins its back wheels momentarily. But there's not even a hint of a delay as it does so. The sense of acceleration is absolute and immediate.

Autocar: 911 Turbo manual road test, 19th July 2006

As the world's only everyday supercar it lacks a little of the sparkle generated by the Italian stallions. It also lacks the edge that gives the initial hit of excitement and occasion, but rewards for the long term. The others are just a fling.

911 & Porsche World: first drive, 911 Turbo manual, October 2006

Broadly speaking, gen 1 values go up to around £60,000, which is also the minimum for gen 2s. PDK rather than manual transmission adds £2500 on 2009 cars, according to the trade guide Glass's, while the Cabriolet could fetch £4000 more. Most of the 997 Turbos at Porsche Centres are gen 2s, priced at between £60,000 and £80,000, although sometimes cheaper, gen 1s can be seen. To have a choice of Turbo S models, your budget needs to be at least £70,000.

Hood tucks away neatly into the wide, rear rump of the 997 Turbo. Wing is retractable. Turbo script is relatively subtle



The 997 Turbo is classified as one of Porsche's more reliable cars by most experts, which is reassuring!



WHAT TO LOOK FOR ENGINE

Listing the problems suffered by the 997 Turbo under any heading does not take up much space, as Steve McHale, director at Hertfordshire-based specialist JZM Porsche explains: 'The 997 Turbo is probably one of the most reliable cars Porsche has ever made so I'm struggling to find anything to say, other than it's a great car!'

However, he does recommend that all engines are checked for oil leaks, as the cure can be expensive. 'Major oil leaks will require a total engine strip, whereas some, such as from the water manifold where the oil cooler mounts, just require the engine out and the inlet manifold to be removed.' McHale also advises that on cars with 50,000 miles or more, the intercooler heat shield should be checked for corrosion.

TRANSMISSION

The clutch slave cylinder is prone to wear, resulting in high pressure fluid leaking into the low pressure system causing the clutch hydraulic reservoir (next to the battery) to overflow. The transmission itself is largely fault-free: 'Gearboxes are generally very reliable, but again check for leaks between the gearbox casings,' McHale tells us.

SUSPENSION, BRAKES AND WHEELS

Front suspension top mounts can split, and the inner and outer steering ball joints can wear. On the brakes, any problems usually relate to the PCCB ceramic discs (recognisable by the yellow calipers), optional on the Turbo and standard on the Turbo S. 'The ceramic brakes on these cars are

usually fine as long as they have not been "tracked", during which the temperature will have risen above 700C,' McHale explains. Note that replacement front and rear ceramic discs from Porsche are £4236 and £4051 each, compared to £267 and £193 for the steel items.

It's likely that the tyre pressure sensor batteries are now reaching the end of their useful life. 'Porsche replacement sensors are very expensive, but we can code the generic type to the car,' McHale reveals.

BODYWORK AND ELECTRICS

No body corrosion whatsoever should be expected, but ensure that no water has been allowed to collect anywhere. 'Water drains in the front bulkhead under the battery can block,' McHale warns, 'and on Cabriolets, lift up the rear part of the hood – there are drains down in the corners near the rear seats, which must be checked at least once every six months.' Starter motors can fail if the car is not in general use. This mainly affects low mileage cars.

VERDICT

Despite the added complication of turbocharging, the 997 Turbo is as reliable as regular 911s, perhaps even more so, as it does not suffer the engine problems of gen 1 997 Carreras. It is also a supercar that is as practical and usable everyday as a family hatchback, plus, with £40,000–£50,000 buying a decent enough example, it is relatively affordable. One day, 997 Turbos will, like all previous 911 Turbos, fetch big money at classic auctions, but for the time being they are there to be enjoyed – so if you fancy one, move before it's too late! **PW**

SPOTTED FOR SALE

Private seller

2007/07 911 Turbo coupe, manual, metallic black, black leather, 61,000 miles, four owners, £49,995, Hertfordshire

Prestige car specialist

2012/62 911 Turbo S coupe, PDK automatic, metallic grey, dark grey leather, 46,000 miles, £74,950

kingsdownprestige.co.uk

Porsche Centre

2008/58 911 Turbo Cabriolet, Tiptronic S, metallic black, black leather, 33,000 miles, Sport Chrono Package, £59,990
Porsche Centre Newcastle



USEFUL CONTACTS

JZM Porsche

A long established Hertfordshire-based specialist with a deep engineering knowledge of modern 911s and their performance tuning
jzmporsche.com

Paragon

An independent Porsche specialist with a wide selection of models including 997s, cars in tip top condition
paragongb.com

911 Virgin

This Uxbridge-based Porsche specialist is a good place to look for all models of the 997 series
911virgin.com

Car Parts 911

A near essential source of competitively priced original equipment standard parts and independently supplied parts for this era of Porsche
carparts911.co.uk

BUYERS' CHECKLIST

Look out for engine oil leaks, as the cure may involve an engine stripdown.

Little used cars can suffer failed starter motors.

The clutch slave cylinder can leak, causing the clutch hydraulic reservoir to overflow. If a car has spent time on a track, the brake discs may be worn out or warped, causing a juddering.

Bear in the mind that ceramic brake discs are very expensive to replace.

The drains in the front bulkhead can block, trapping water.

DEALER TALK:

CHARLES IVEY

Having worked man and boy at Porsche specialist Charles Ivey in Fulham, Alvaro Crego bought the business in 1991, and is thrilled to soon be opening a second showroom and workshop, in Surbiton



How long have you been in the Porsche business?

I started working with Porsches as an apprentice in 1978 here at Charles Ivey. However, the company has been going for over 45 years now and has an extensive history not just in the service side of Porsche but also the motorsport side as well.

What Porsches do you specialise in?

All Porsches old and new. We send our staff on training courses to keep up to date with the latest Porsche developments, whilst maintaining our knowledge and experience of the older models. Whether it's a 944, 964 or 911, we have the expertise to solve your Porsche problem whatever it may be.

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

We have Porsches of all values, ranging from a 2001 Boxster 2.7 at £6995 all the way through to a 991-series 911 Carrera 2 at £56,995, and even a 959 (which is hard to put a price on these days).

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

You cannot recommend one Porsche for all first time buyers,

as it depends on the individual, what you are looking for, and obviously the amount of money you would like to spend. Personally, I would say that if you want a quality Porsche that handles well and is an all round good car, a 996 is the place to start. That said, 928s, 964s and 997s are all fabulous, too, with their own style and character. At Charles Ivey we aim to help you find the Porsche that is right for you.

Where do you get your stock from?

We source our cars from almost anywhere and everywhere, but only after giving them a full inspection and check over in our workshop. We don't purchase from auctions, but we are more than happy to have a chat with anyone wishing to sell their car. We also have many customers who choose to have their cars serviced with us, and they will eventually wish to sell their car to move on to something else.

What warranty do you give or sell?

We provide a six-month warranty including parts and labour with any car that we sell. However, depending on the client and the car, we can offer additional cover. We recently sold a 911 Targa which, due to its age, needed more of a custom approach to the warranty.

What's hot at the moment?

With interest in Porsches only increasing, it's hard to give a definitive answer, but anything air-cooled and in top condition generates an unprecedented amount of interest, and classic 911s are going up in value at a fast rate. But now we are seeing a lot more interest

in other models such as 928s and 944s.

What's best value at the moment?

I would say that 996 and 997 Turbos are a wise choice, as they not only seem to be very sought after cars but hold their value very well in the market. Others like classic 911Es and Ts also look a sound investment, as their values just keep rising.

Name a car that you have recently sold that you would happily have kept for yourself

We recently sold a 964 Turbo in black that I was very fond of. The new owner is extremely happy with the car and loves it very much. It was not only quick, but had bags of character.

What car do you drive everyday?

A 928 GTS, as the 928 was my dream car when I first started in the motor industry. That said, I personally quality check any car that we have in stock, and so it can change daily.

What are your plans for the future?

We hope to continue here in Fulham providing Porsche owners with a second to none service in both supplying and fixing Porsches. We are also in the exciting process of opening up second premises in Surbiton, which we hope will enable us to bring the top quality service and experience that we have to another part of London.

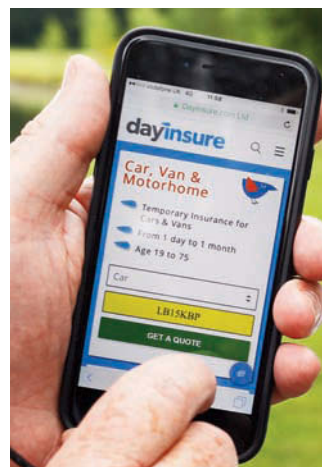
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London SW6 3NG
020 7731 3612
charlesivey.com

HELPING YOU BUY YOUR PORSCHE:

SHORT TERM INSURANCE

Insurance can be a bit unwieldy if you need to drive a different car at short notice. A private, comprehensive policy typically allows you to drive other cars, but the cover provided is usually only third party, which means if you are involved in an accident that is your fault, the damage to the car you're driving isn't covered.

This is where a service called Dayinsure could come in useful. It specialises in short term car insurance, and the Cheshire-based company claims to offer cover immediately for as little as two hours, and up to 28 days. So if you want to test drive a Porsche you are considering buying from a private seller, this could be the way to do it rather



than trying to swap cars on your existing policy. The usual caveats apply, however. The price will depend on your age, location, driving record and so on, and some drivers will be turned down. Indeed, when obtaining a sample quote for his own car that is already insured, our man was rejected! But it's definitely worth looking into, at dayinsure.com

USEFUL ACCESSORY OF THE MONTH: TOMTOM WIRELESS SAT NAV

Smartphones provide route guidance, but there's still a market for dedicated sat nav units, especially when they're wireless, doing away with the annoying cable that trails across the dash to the power socket. This is incorporated in the latest units from German maker TomTom, whose new GO range has just been announced. It also does clever stuff like reading out text messages and, based on past driving habits, predicting your destination (although if you've been there before, perhaps you won't need guidance?).

There are four models: the two top models, the TomTom GO 5200 and 6200, have five- and six-inch screens and feature SIMs for live traffic updates, while the more affordable GO 520 and 620, also with these screen sizes, require a smartphone connection for live updates. The units are price from £210 to £340 and are available at a number of outlets including Halfords.



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911



Ultra-low mileage 2009 997 GT3
Manufactured in Germany on 14 April 2009, registered in March 2010, three owners from new (the last one purchased the vehicle on 17 January 2014), current mileage: 16,551 miles (26,636 km) (confirmed), paperwork supplied: original Porsche wallet, original Porsche service book, certificate provided: Porsche Certificate of Authenticity (dated 11 November 2009), service history: serviced at the Porsche Centre in Brussels on 16/03/12 @5406 miles (8700km) registered, brake fluid changed; serviced at the Porsche Centre in Paris (16e) on 29/04/14 @12,659 miles (20,372km) registered, spark plugs changed, brake fluid changed. Intermediary oil service was carried out on 1 February 2016 with 16,551 miles (26,636km) registered, this service included an oil and filter change, ECU report and tyre and brake pad condition report. Tel: +44 (0)20 3589 6666. Email: lap@ludovicparayre.com (London).
£109,000

P1116/033

911

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

P1116/034

911 (996) C2 3.6 Tiptronic

2002, 48,700 miles, Seal Grey, P-Zeros, 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

P1116/035

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

P1116/036

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

P1116/037

928

9 - Apart

Parts specialists for 928

01706 824 053



928 GTS

Auto, 87K, FSH, documented £20K just spent with receipts, Cobalt Blue, Linen leather piped blue, great condition inside and out. Tel: 07803 042618.
£32,928

P1116/042

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or call 01582 787377

944

9 - Apart

Parts specialists for 944

01706 824 053

944S2

Guards Red '91 model, 157,000k, FSH, MOT and service May 2017, full Linen leather, RS steering wheel, electric sunroof with removable panel, original cover for panel, Janspeed rear silencer box. Won and been placed in the PCGB SW regional concours, photos on request. Tel: 07754 450822. Email: jenksryd@btinternet.com (Devon).
£9000

P1116/012

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AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

Prices of top classic Porsches are going through the roof – for the right model. *David Sutherland* witnessed a bunfight in London for a collection of desirable 911s



The moment the hammer dropped on a 993 GT2 at RM Sotheby's auction in London. The price? £1,848,000

For many years, throughout recessions and market booms, the 1973 911 Carrera 2.7RS, along with its motorsport spin-offs, has been the iconic Porsche that fetched the big bucks. But now we wonder if it has now been joined, even supplanted, by another type of 911 whose values seem to be going stratospheric: the 1990s 911 GT and RS models. The evidence of this was not, as might have been expected, revealed at the Pebble Beach auctions in California in mid-August – the premier, usually price trend setting sales of the year – but a month later at an event at the Battersea Evolution in central London.

Auction house RM Sotheby's earmarked a midway slot in its Wednesday evening, annual sale for a succession of eight Germany-registered Porsches from the same collection. These included a 964-model 911 Carrera RS 3.8 and 911 Turbo S, and a 993 911 Carrera RS

Clubsport, Turbo S and GT2, all low mileage and owned from new.

These make up the role call of super special 964s and 993s – and every one trashed its pre-sale reserve with utter contempt, the GT2 so much so that the jaws of even seasoned premium classic traders were practically bouncing off the floor. With bids for the stunning Riviera Blue GT2 rising in huge increments and coming in from an internet bidder and someone in the hall, one did wonder if this was the auctioneer's dream of two determined buyers throwing caution and bid limits to the winds in order to get the upper hand.

The 1995 GT2, one of 57 road going examples and with 12,730km (7960 miles) went into the auction with a £750,000–£850,000, but sold for a record £1,848,000 including buyer's commission added to the hammer price. Immediately before that, the yellow 6303km (3940 miles) 1993 911 Turbo S "Lightweight", one of 86 made, had carried a

£210,000–£250,000 estimate but instantly came under a hail of bids, one £250,000 increment moving auctioneer Maarten Ten Holder to exclaim, 'I like you bids, sir!' It fetched £974,400, and it now seems a distant dream that in the September 2003 issue of *911 & Porsche World* we road tested a black, right-hand drive example that, with 11,500 miles, was being offered by Porsche specialist Shirleys of Meriden for £60,000, half its original new price!

With some previous lots, Ten Holder's method of extracting reluctant bids was an approximation of the offence known as Greivous Bodily Harm, but when these 911s came on stream he was working hard just to keep up with the offers. The first of the cars to appear had been the silver 1993 Carrera RS, which was bid up to £716,800, against a £500,000 reserve. Almost as if the limelight and the occasion were too much for it, the Porsche triggered its own alarm and flashers as it was being pushed off the

stage afterwards.

By comparison, the £403,000 paid for the 1995 911 Carrera RS Clubsport (upper estimate, £260,000) and the £313,000 (£240,000) for the 1998 911 Turbo S looked almost modest. We understand that a single individual purchased four of the Porsches.

Almost as if in a symbolic handover of the crown to the 993 as the new collectable icon, a 1973 911 Carrera RS 2.7 "Lightweight", or Sport faltered badly. Only after it had been entered with a £450,000–£550,000 estimate did it come to light that it had been re-bodied, and hence its provenance reduced, resulting in a sale price of "just" £224,000.

'This was unprecedented and sets a new bar for these cars,' said RM Sotheby's spokesman Peter Haynes of the 964s and 993s, who on the night had been among those handling the phone bids pouring in. 'Clearly everyone who has one will be thinking, "Good, I'd better readjust my insurance..."'

But he did add a qualifying note: 'Of course these had all been owned since new, which is very rare – it will be interesting to find out if this has an effect on other examples that come up for sale.'

The first two Porsches across the RM Sotheby's stage were early and late 930-model 911 Turbos, cars that have jumped in value over the last year or so. A 1977 car went for £140,000, £10,000 above estimate, but the 1989 car, with 75,378km (47,110 miles) that followed could only be coaxed up to £106,400, £3600 under its lower estimate.

Turning to more modern Porsches, one presumably disappointed Carrera GT owner found out that its £600,000–£650,000 estimate – about double its 2005 new price – was too high, the V10, mid-engine supercar becoming a "did not sell" statistic. And showing that not every Porsche at these high profile auctions need be a six-figure car, one buyer secured a 1980 911SC Targa, with its original paint and rust-free, for £30,240, close to its lower estimate.

'I think dealers will be feeling pretty chipper,' said Haynes. 'It was good across the market, with most cars selling, and I think rumours of a decline in the top end classic market have been put to bed.'

While RM Sotheby's had presented a mere three Porsches at Pebble Beach, rival auctioneer Gooding & Company put 13 up for sale. However we did not see the same charged bidding as would occur in London, with just one car – a 1976 930 Turbo – exceeding its estimate, and then only by \$8500 (about £6400) at \$258,000 (£194,000), although that was still some price for this model. The star of Gooding's Porsche line up, a 1979 935 racer, had been expected to make up to \$5.5m (£4.1m) but on the day was sold for \$4.84 (£3.6m).

Given the uncertainty pervading the top of the classic car market all year, and then the summer wild card that was Brexit thrown in, prices are in remarkably good shape. The next round of key sales, in Arizona in January, will tell us what happened over winter. **PW**



Rebodied RS 2.7 made 'just' £224,000

993 RS Club Sport: £403,000

964 RS 3.8 made £716,000

964 Turbo S lightweight: £974,400

CLASSIFIEDS

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944

**1987 944 Auto**

Only two previous owners with a genuine 80,000 miles (all the old MOTs are available to confirm), this car has had over 10K spent on it in the last few years. Electric windows, sunroof, mirrors, digital clock all work, alloy wheels have all been refurbished and are unmarked and are fitted with Dunlop 195/65/15s all round. The car has been subject to Augment Porsche tuning and has been fitted with an upgraded ECU, roadrace camshaft, Koni adjustable shocks both front and back and replacement springs, new discs and pads were fitted about 1000 miles ago, it has also had a new oil cooler, lots of other bits done as well, I have a very thick history file to support all the work. The interior is burgundy and very clean, repainted three years ago, this is a solid car. David Barker of Augment Porsche knows this car and has driven it, he is of the opinion this is one of the best he has seen in a long time and will confirm the condition of the car to anyone wishing to purchase it. Tel: 07551 986843. Email: eddr63@hotmail.com (Kent).

£3900 ovno

P1116/010

968

968 Convertible 6 spd, 17", full history

968 Convertible 1993, 88,000 mls, original UK, black/leather TT, power seat/roof/door lock/steering/windows, air bag, immobiliser, 993 rims etc, new Continental Sport tyres 225/45 17, starter etc, orig tooling, compressor, cover for the hood etc. Repaired accident, English documents and licence plates, pictures available, close to Munich airport, private collection clearance, www.911-f. Tel: 0049 15 151 829774. Email: info@911-for-sale.de (Germany).

£11,500

P1116/023

BOXSTER

2000 3.2 Boxster S

Forest Green metallic, 27,700 miles, 13 service stamps, 5 brake fluid changes, 4 previous owners, all MOTs and very good service history, hard top with cover and stand, latest soft top with glass window, wind deflector, 18" wheels, short shift gear change, stainless steel sports exhaust, full grey leather, computer, climate control, original radio, Porsche Certificate of Authenticity, MOT to May '17, absolute mint condition inside and out, concours, Porsche Club member. Tel: 01202 280323 (Dorset).

£9995

P1116/038

CAYMAN

**Low tax 55 Cayman 3.4S**

My lovely 3.4 Cayman S for sale by long time Porsche owner and running reporter, 2005 55 reg but 2006 model year, registered December 2005 only 10 days off being a 2006 reg so only £295 a year road tax, '06 onwards is £490 a year! Great colour and spec, silver with following options: 18-inch alloys with Michelin Pilot Sport N4 extra load tyres all round 235x40x18 front, 265x40x18 rear, 694 cdr24 CD player, 692 CD 6 disc autochanger, 490 sound package plus, P77 leather Sport seats with 375 and 376 2 way electric function, P12 pack with 267 auto dim mirror and 268 rain sensitive wipers, 635 rear park assist, 435 3 spoke sports steering wheel, PSM and air conditioning, Porsche overmats, crested valve caps. Porsche and Porsche specialist history with old MOTs and MOT history, never failed on anything more than lightbulbs, currently MOT'd until 14 November 2016, HPI clear so never crashed and no finance against it, comes with complete unused toolkit, warning triangle, wheel locknut, and recent £208 Porsche car cover, 107,000 miles but in great working order with only some age related stonechips. Text: 07799 064911. Email: calder911@yahoo.co.uk (Wirral, Merseyside).

£13,495

P1116/044

Cayman R

Platinum silver, Sport chrono package, full Porsche service history, reg April 2011, one careful private owner and only 5000 miles of summer use, a future classic. Tel: 01395 514820 (Devon).

£45,000

P1116/024

REGISTRATIONS

B911 WOW

'B911 WOW' plate for sale

'B911 WOW', super number plate for any Porsche 911 owner, currently held on retention and available for immediate transfer, any questions please email or give me a call. Tel: 07716 998397. Email: g_keelor@hotmail.com.

£2000

P1116/002

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

P1116/043

REGISTRATIONS

LES 190

'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

P1116/013

P911 SAB

Cherished registration

'P911 SAB'. Tel: +44 1628 633745. Email: mocflyer@hotmail.co.uk.

£9950

P1116/015

GRE 16Y

'GRE 16Y' cherished plate

Valued at £5695 by number plates website, currently on car but easily transferred. Tel: 07845 596925. Email: greig1983@yahoo.co.uk.

£4500

P1116/016

REGISTRATIONS

PORSCHE RELATED CHERISHED
REGISTRATION NUMBERS

CAB 911X	RSR 911T
REG 911E	RUF 911T
S911 LER	911 SCR
POR 996T	911 TYR
POR 997T	911 FEG
POR 911K	911 MSD
1974 RS	911 SHE
993 G	CAR232A
993 POR	930 FF
993 RUF	XXX 911C
X993 POR	991 PD
VNZ 911	911 RWS
964 MC	B911 RSR
964 GC	A993 XXX
RSR 911K	P993 POR

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P1116/017

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P1116/048

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Private plate 'T32IFLY'

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P1116/021

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Boxster S plate for sale: 'P 80X S P'

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P1116/019

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'GT03 DKT'

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P1116/053

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P1116/006

JJI 9115

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'JJJ 9115', number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com. **£2000**

P1116/052

REGISTRATIONS

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Cherished registration

'P911 BUD' registration for sale, currently on retention. Tel: 07759 691292. Email: cmfleckney@gmail.com. **£1500**

P1116/050

TUI2BO P

Porsche Turbo plate

You drive one of the best cars in the world so why not have a number plate to make it even more special? 'TU12BO P' is currently on retention certificate and available for immediate transfer. Tel: 07840 090040. Email: alanhowt@hotmail.co.uk. **£3950 ono**

P1116/027

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'W22 RED'

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P1116/051



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P1116/045

REGISTRATIONS

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'B9XST' Porsche Boxster plate

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P1116/054



GT3 reg no 'G13WOW'

Cherished number plate suitable for any GT3 owners out there, on retention. Tel: 07912 371465. Email: leedokic@hotmail.com. **£3995**

P1116/047



Porsche registration 'A13 POR'

Held on retention certificate. Tel: 07803 122312. Email: andrewsmith911@gmail.com. **£700**

P1116/046



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P1116/049

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ADDRESS: BLOCK 2 UNIT 4, SHENSTONE TRADING ESTATE, HALESOWEN, WEST MIDLANDS, B63 3XB

TRIED & TESTED

With 911 & Porsche World's Roving Reporter, Johnny Tipler

911 3.2 CARRERA 1985 84,435 MILES £49,995

I mean, what could you possibly rather be driving on a balmy summer's day than a luscious white 3.2 Carrera? This one floats my boat – it's a Sport Coupé with deleted whaletail wing, so you have that gorgeous sloping rear profile with an unadulterated engine lid. Sport editions were more highly spec'd generally, normally with whaletail rear spoiler, minimal air-dam below the front valance, stiffer dampers, leather sports seats and trim, rear wiper and sunroof. As we've noted, this one was deprived of some of that extra kit, and no bad thing. What's more, it's an Italian car, so it's a left-hooker – whoopee! Straight legs to the pedals, none of that legs-to-the-left that you get with right-hookers. We can even picture ourselves cruising the Amalfi coast or posing harbourside at Portofino. Dream on, Tipler...!

It's on sale at Gmund Cars of Knaresborough in the West Riding of Yorkshire. Amiable proprietor Andrew Mearns recently drove it back to Blighty from Torino, and as he says, '1100 miles, and it never missed a beat.' It's a bog-standard, three-owner car, first registered in Milan, with a fully stamped service book and comprehensive documentation file. Chassis number is 91GS100340, and it was built in November 1985, making it a 1986 model-year car. So this 3.2 Carrera's transmission ought, by rights, to be the (some say) superior Getrag-built G50 five-speeder, but it's actually a late 915 box. And that is no bad thing. The 3.2 Carrera I ran for five years or so had the 915 'box, and with fresh synchros it was a delightful – no, that's too strong a compliment – a pleasure to go up and down the 'box; you couldn't rush it, but the lever fell into place with no undue effort. What will come as a surprise to anyone familiar with the 915 gearbox when they come to use a G50 unit is the location of reverse on the newer shift pattern: to the left and up, just where you're accustomed to finding first in the old box. But I digress; this one's 915 shift is brisk and to the point, and generally feels more formidable than the average 915 'box.

The coupé bodyshell is original, it's never been repainted or welded, and is, according to Andrew, 'as clean underneath as it is on top,' and since it's only logged 136,185kms (84,435 miles) over 30 years, it's presumably a fair weather car that's been put away during the winter. The interior is unmarked, majoring on blue pinstripe cloth with blue leather edging round the outside, and it all looks totally pristine. There are Porsche monogrammed floor mats, too. The blue upholstery is a fine complement to the Grand Prix White exterior, subtle and less stark a contrast than a black interior would be. As it is, the GP White paintwork has sufficient contrast provided by the black deformable bumper bellows – which are unscuffed, plus the rubber impact sections, chin spoiler, window frames and the engine lid grille. The driving lights are incorporated into the front valance, while the rear fog lamp is bracketed beneath the rear bumper, and the rear reflector panel is unblemished. It's all there. As Andrew affirms, 'all the



original stickers are present in the engine bay (an environment off which you could eat your dinner with no qualms) and it's even got factory air conditioning that works! Under the front lid lives the original toolkit, jack and spacesaver spare, and a peek under the carpet reveals it's factory fresh. It's very impressive. Options fitted include electrically adjustable seats, ensuring that you find the perfect driving position, and the optional 7J and 8J 16in Fuchs 930 wheels are shod with Bridgestone Turanza tyres, 205/55 ZR 16 front and 225/50 ZR 16 rear, filling out the wheelarches and giving it a purposeful stance. There's no sunroof, and whether that troubles you is a moot point; it means there can be no issues with blocked drain pipes, the shell is arguably tauter, and in any case you have opening side windows and air con. Trackday fiends prefer non-sunroof coupés, but you're not about to subject this beauty to those violent contortions, are you? Well, I wouldn't.

As it is, the 3.2 Carrera suspension is tough as old boots; torsion bars do not need any attention at all, unless you fancy lowering the ride height a tad. The 3.2 Carrera's brakes are not servo-assisted, so a good firm push on the pedal is the order of the day. It's a gutsy performer by any standards, and the standard 3.2 Carrera engine is good for 231bhp at 5,900rpm and punches out 210lb ft of torque at 4800rpm, allowing 150+mph top speed and 0-to-60mph acceleration in 6.1-seconds. It's on the back doubles above Pateley Bridge that the 3.2 Carrera is at its most enjoyable; a chassis that adores being swung through the serpentine turns, up hill and down dale that I encounter on the moors. It's sturdy enough to endow the driver with a feeling of invincibility and flatter his prowess, and it doesn't bite back. And on the opposite side of the coin, it is restrained enough to behave perfectly affably in traffic or city centre situation, where a Sofia Loren

style Porsche like this is a guaranteed head-turner.

These cars are pretty valuable now and, given current 3.2 Carrera prices, this is worth every penny – euro, lira, or whatever. Sadly, though, it's well out of my league financially. Given that exalted worth, a car like this is probably best left unmolested in the grand scheme of things, and certainly not modified to any great extent. And frankly, this one is so delightful that you just wouldn't want to. If it were an Italian gelato I would be giving it a good licking. **PW**



CHECKLIST

BACKGROUND

An Italian 3.2 Carrera Coupé in immaculate "first paint" condition that's had three owners in its 30-year lifespan, the last one ten years. Freshly imported into GB, it's the epitome of an original 3.2 Carrera.

WHERE IS IT?

Gmund Cars Limited
gmundcars.com
Unit 14 Nidd Valley Business Park
Lingerfield
Knaresborough
North Yorkshire
HG5 9JA
Tel: 01423 797989
Email: andrew@gmundcars.com
Mobile: 07887 948983
Handy for the A1 "Great North Road", Leeds-Bradford airport, the M1, trans-Pennine M62 and M65, plus scenic honeypots like Ilkley Moor and the Yorkshire Dales.

FOR

Dazzling white coachwork, spotless blue interior, first class condition overall with excellent specification, low mileage and minimal ownership.

AGAINST

The only thing I don't like about it is the price, and that's because I can't afford to buy it.

VERDICT

Lovely looks, unpretentious no-nonsense Coupé with classy cabin upholstery make this a superb prospect as a classic 911. An exemplary 3.2 Carrera.

VALUE AT A GLANCE

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

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REGISTRATIONS



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£4950 P1116/057



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£1500 P1116/056



Andrew, Andrea, Andre, Andy??
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£1950 P1116/055

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 P1116/030



Genuine 944 removable tow bar
Genuine original accessory 944 tow bar with removable swan neck tow ball, complete with original bag, all parts present. I know, not your standard item but will no doubt prove useful to someone as it did me! Tel: 07747 630611. Email: flinthamm@gmail.com (Suffolk).
£95 P1116/014

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 P1116/001

Porsche Cayenne 958 18" wheels/tyres
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PARTS



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£200 P1116/004

Cayman 2.9 GenII OE exhaust system
Porsche Cayman 2.9 GenII OE 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 P1116/018

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).
P1116/020

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).
P1116/028

996 sports coil springs
Set of 4 genuine Porsche sports equipment coil springs for 996 gen 2, brand new, lower car by 10mm and approx 20% stiffer, £145. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire).
P1116/029

PARTS

Complete Becker stereo upgrade bundle

All parts are brand new and unused, bundle includes the following: Becker/Porsche radio cassette player CR21 (new old stock), storage case for removable front face, original handbook, code card / decal, Alpine SXE-4625S 6x4 speakers, Hirschmann HIT AUTA 60 EL antenna, installation frame, radio removal tools, aux audio cable, power cable connection, price does not include postage/delivery. Tel: 07854 685516. Email: t.hartney@btinternet.com (Herts).
£260 P1016/039



Porsche 924/944 garage clearout
New Porsche 924 / 944 dashboard overlay, £125; Porsche 944S2 or Turbo front splitter, £85; Porsche 968 sills made for 944, £150; Porsche 944S2 Turbo front badge panel OE, £90, for any queries or other images please contact me, I have other bits lying around. Tel: 07966 499870. Email: dewain1@hotmail.co.uk (Staffs).
P1116/031

Porsche script seats: 911/924/944/928
Porsche script front seats, black cloth centres, black vinyl bolsters/back, in very good overall condition, driver's seat has one small cut in the vinyl back (1.5 inches), passenger seat has one small cig burn in bolster, both easy repairs (or replace with leather?), getting harder to source, especially in this good condition. In my VW Camper, will be removed shortly, please email for pics. Tel: 07743 806557. Email: slim_shardy@btinternet.com (Suffolk).
£750 P1116/040

MISCELLANEOUS

Porsche parts for sale
2.7 RS ducktail f/g spoiler, 964 3.6 Turbo speedo in box (2000 miles), Corbeau race seat with frame/fittings, Sabelt 6 point harness, Erskine fire extinguisher (plumbed in type), various 75 911 gearbox end casings. Porsche Footwork Arrows parts: original artwork, photos and specs, press information, original drawings of F1 car, aftershave (unopened), wind tunnel test date DVDs and large hand written results file, F1 nose cone, side skirt, rear wing end plate 'Camozzzi', aerodynamic rear engine cover, rear light shroud, V12 engine cover + 12 trumpets (all items carbon fibre), magnesium gearbox cover, F1 carbon brake disc mounted on wall plaque by Porsche. '74 RS 3.0L replica (Guards Red) based on '75 911, 12 month MOT, was a race car now on the road very rare! If any of these parts are of interest email me and I will send more specific details info@zorinenergy.com.
P1116/041

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TRIED & TESTED

With 911 & Porsche World's Roving Reporter, Johnny Tipler

924 TURBO 1981 81,000 MILES £19,999

This two-tone green Anari Silver (which looks pale green but is dubbed silver) and Onyx 924 Turbo is a 1981 UK spec car, originally registered in 1983 having lived in Geneva for its first two years. Indeed, its first owner was a retired flyer, having been Colonel Gaddafi's personal pilot in Libya. So it's well known by 924 cognoscenti. At Porsche GB's 40th anniversary of the 924 at its Silverstone centre, this 924 Turbo won the award for best example in the UK. It's done 81,000 miles and, of course, it's a classic – in its day the fastest 2.0-litre car in the world, zapping even the sassy Alfetta GTV.

Launched in late 1979, the 924 Turbo was also designated as the 931/932. It has the kudos of having been designed by the master, Harm Lagaaij, too. As well as the pop-up headlights, typically, it has the cross-spoke alloy wheels, arrowhead air inlets in the bonnet and NACA duct on the right-hand side. This car has the large lift-out sunroof panel, too. The 2.0-litre straight four was modified to better handle the extra turbo boost, including lowering the standard 924 compression ratio and fitting a new cylinder head with better flow characteristics, plus an oil cooler. Transmission via the five-speed transaxle provides an excellent 50-50 weight distribution for optimum handling characteristics. Does that equate to neutral? Well, yes, but at least you know where you are with a front-engined Porsche. Production of the 924 Turbo totalled 11,616 units, which is actually not that many cars.

Current owner of this one, Richard Kirk, is general manager at Gmund Cars, Knaresborough, where the car's on sale. He's a connoisseur of the model, currently owning three 924s – this Turbo, a 2.0 that's in restoration, and a 924S as his everyday car. He describes his star car: 'It's unusual in having full factory leather sports seats, and I was lucky it was in such good condition. I had the wheels refurbished when I got it, and it was re-sprayed about five years ago and was on display at the NEC after that. It's had a top-end engine rebuild, carried out by Max at Gmund Cars. They do have a habit of blowing the head gasket, so at around 70,000 miles we took the head off to check it and the gasket was fine, and then we sent off the turbo to have that checked and that was fine as well. The later cars like this Series 2 have a smaller turbo in any case, and they are less prone to failure. You do need to let the engine run for a minute or two after a run to allow the oil in the turbo to cool down. You can't get the right size tyres for it any more from the major manufacturers, you have to go to Longstone Classic Tyres, and we chose Pirelli Cinturato, which would have been the tyre of choice when it was new. I found it near Edinburgh, and I've had it for eight years. It's become very well known in the 924 Owners' Club, and it's time to let someone else enjoy it now. I've got the Zermatt Silver 2.0 car in restoration – it was the



Practical Classics car that they never finished restoring – and it came back into the Club and now it's with me. The engine's being rebuilt to factory standard, and then I'll have a new 924 to enjoy.'

All its history is accounted for, including the original invoice in Deutschmarks. Richard also has the autobiography of President Gaddafi's pilot Neville Atkinson (*Death on Small Wings*), and his endorsement in the book matches the handwriting on the car's relevant documents. Asking price is a shade under £20-grand. As Richard says, 'It's got all the documentation, it's in such good condition, and there's an amazing back story to it.' It gets used regularly during the summer, though it's mothballed over the winter. 'We go all over the place in it, 2- or 3,000 miles a year, but longer journeys include the 924 Club's outing to Brooklands, or the Porsche Club concours event at Pitlochry. There's a club member's barbecue at Chipping Norton where we like to go every year.'

Any snags to watch out for? 'They're very reliable, so long as they're looked after properly. Like all Porsches. It had two owners previous to me, and after the pilot became too old to drive it he sold it to a Scottish dealer and collector called John Martin, and then he sold it on to me. Vacuum leaks develop and hoses and elbows need replacing if a car's not used regularly, and I gradually did all that, and it gets better and better.'

So off we go, into the splendid Yorkshire Dales. The 924 Turbo is an eager car; one or two controls to get used to first, such as the dogleg 1st gear and the handbrake being to the right of the (RHD) driver's seat. It's a sprightly performer with firm ride, nice turn-in to corners where I can balance it neatly on the throttle. The steering is a bit of a battle when turning around in a tight spot, but easy enough when in motion, and

there's a pleasing delicacy about the gearshift on the move as well. I wasn't conscious of any particular turbo lag, and it's decently quick: the 924 Turbo produces 177bhp and tops 127mph, with 0-60mph coming up in 7.7 seconds.

Personally I would welcome more seat adjustment to be sitting slightly lower in the driving position, but each to his own. This is without doubt a very nice example of the 924 Turbo, and perfect for someone wanting to embrace the model without having any work to do; it's been well cared for and has a beguiling provenance, too. **PW**



CHECKLIST

BACKGROUND

Splendid example of the fairly rare 924 Turbo, in distinctive yet subtle two-tone green with period upholstery; relatively low miles for year, unusual history and provenance.

WHERE IS IT?

Gmund Cars Limited
gmundcars.com
Unit 14 Nidd Valley Business Park
Lingerfield
Knaresborough
North Yorkshire
HG5 9JA
Tel: 01423 797989
Email: andrew@gmundcars.com
Mobile: 07887 948983
Not far from the A1 "Great North Road", Leeds-Bradford airport, the M1, trans-Pennine M62 and M65, plus scenic honeypots like Ilkley Moor and the Yorkshire Dales.

FOR

Very nice condition inside and out. Good handling and decent performance; interesting history. Practical hatchback coupé with sun roof.

AGAINST

Nothing to speak of. High price, but that reflects condition and provenance.

VERDICT

The 924 Turbo tends to be overlooked in the grand scheme of all things Porsche, and is surely due for a renaissance, particularly as we are celebrating 40-years of the Transaxle cars in 2016. This is a fine example with which to launch into ownership of the model.

VALUE AT A GLANCE

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

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MISCELLANEOUS



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Offers

P1116/061

Porsche 959 official factory technical report 1986

Excellent condition, extremely rare, 24 pages with superb illustrations, German text, factory publication code WVK 104 710, an essential addition for the serious collector/owner, p+p free, will be carefully packaged and sent Royal Mail recorded signature, £150 secures. Tel: 07470 447017. Email: michaelocallaghan12345@hotmail.com.

£150

P1116/005

Porsche Boxster S Car Cover

I have a Classic Additions car cover for sale to fit a 986 Boxster S, it is only 1 year old approx which includes the piping/Porsche logo and a separate inner cover that protects the hood fabric from any fluff that might get generated by the soft fleece inner of the fabric, cost new £285, will accept £180 plus post cost. Tel: 07803 122312. Email: andrewsmith911@gmail.com (Derbyshire).

£180

P1116/026

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MISCELLANEOUS



Luke 6 point harness

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£45 ono

P1116/058



Corbeau seat

Good condition centre panel, could be easily recovered. Email: mike@zorinenergy.com.

£65 ono

P1116/059



Porsche repro garage wall signs

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TIME MACHINE

A nostalgic look back at *911 & Porsche World* from days gone by

NOVEMBER 2003 (ISSUE 116)

We dubbed this one 'The supercar edition' on the front cover. Not only that, but it was our biggest-ever issue (at the time) at 156 pages. So what was all this supercar business then? Well, Editor, Horton, had bagged himself a drive in the Carrera GT, which was the hot-ticket in 2003. Porsche had seen fit to launch the Carrera GT at a vast ex-Russian military air base in the former East Germany, which had now been taken over by Michelin as a vast tyre testing centre. It had the space to really exercise a Carrera GT, with endless concrete runways, that allowed the supercar to reach its 200mph potential over and over.

Of course the Carrera GT was born out of Porsche's abandoned LMP sportscar project and was pretty raw as a road car. We did make mention of the GT's myriad of 'high-tech features' but these really just amounted to the carbon-fibre tub, PCCB brakes and a Porsche Ceramic Composite Clutch (PCC), which as anyone who has had the pleasure of driving a Carrera GT will know is some sort of code for being bloody tricky to operate! Compared to a current hybrid 918 (which your granny could drive), the Carrera GT, with no electronic driver aids and ferocious 620bhp V10, was pretty lethal, truth be told.

Returning to the front cover and we suggested that now was the time to buy a 959. And why? Well, prices were hovering around the £95,000 mark, not much more than a current 996 Turbo. We reflected that in 1990, at the height of what became known as 'classic-car mania', a 959 sold at auction for £599,000. Hmm, sounds familiar although this time round there seems no



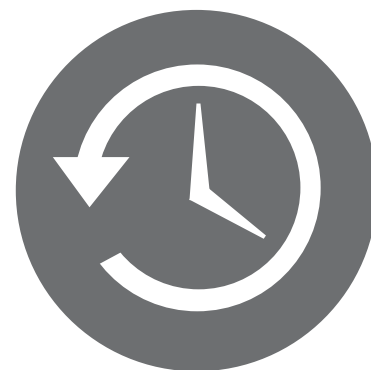
sign of any sort of bubble to burst. Had anyone taken our advice 13-years ago, they would be quite pleased with themselves now. As would whoever bought the 993 RS in Paragon's full page ad at just £56,995. And while we're at it, here's another sign of the times. In the classifieds one reader was selling a set of 17in 996 wheels (you can barely give those away these days), with part worn tyres for £750. Or you could have had a set of refurbished 7&9in Fuchs with new Bridgestone SO2s for just £550.

NOVEMBER 1990 (ISSUE 68)

We were celebrating 25-years of the 911 Turbo back in the November 1990 issue, with an in-depth look at the forthcoming 996 Turbo, courtesy of one of Porsche's customary tech trips. Even without the chance to drive it at that point, it was obvious that this was going to be a game-changer. Elsewhere there was a comprehensive 930 Turbo buyers' guide and even the ownership view from concours winner Paul Keeling.

It wasn't all 911 Turbos, though. Keith Seume dropped in on fledgling US parts business, Pelican Parts. Their USP? Something called the World Wide Web, on which folk could buy parts electronically, with a 'simple click of your computer's mouse.' Whatever next? To illustrate this brave new world, there were some screen shots of Pelican's now incredibly primitive looking web pages. They were spot on though.

While in the States, Keith found time to meet 356 Speedster owner, Bob Campbell. Bob's Speedster was the antithesis of the Californian 356 stereotype, wearing patina and fading paintwork with pride. A bit like Keith, really!



NOVEMBER 2006 (ISSUE 152)

New look! We shouted on the front cover, and it was, too, with an all new logo (the third new logo in *911&PW's* now 26-year history) and a complete interior overhaul, with new design and features. Not that we chucked the baby out with the bath water, though. All the familiar *911&PW* elements were there, they just looked better and were rather better organised.

There were some new elements, though. We introduced a specific Interview slot, snappily titled: 'The Interview.' The premise was fairly simple. The subject had to be well known and had to either own, have owned or have raced a Porsche. It was the start of a rich seam of interviews, which lasted for a good three years or so. Our interviewee for this first slot was ex-F1 driver, John Watson, who happily took us for a spin in his 2.7 RS, which at that time he'd owned for 30-years and, as far as we're aware, still does. We bagged many more high-profile Porsche names over the years including the normally reticent Jackie Ickx, Stirling Moss and, er, Rick Wakeman!

To further celebrate our new look and reinforce our Porsche owning credentials, we gathered the *911&PW* fleet together. It's largely the same motley crew that inhabit the pages today, but the cars were different. Keith Seume was presumably between Porsches at the time, so arrived with Delwyn Mallett in Delwyn's 356 Speedster. Editor Bennett's Carrera 3.2 is long gone, as is Tipler's Peppermint Pig, while Horton's 996 is also currently residing in the where are they now file. Paul Davies still has his Carrera 3.2 Targa though and to a man all *911&PW* operatives still own a Porsche.



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