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911 & Porsche

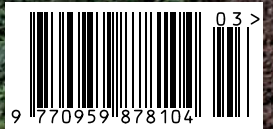
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UP FRONT

Porsche may primarily be a manufacturer of SUVs these days, but actually it's now making more sports cars than ever before, too. Not bad going, we say

It's that time of year when Porsche releases its sales figures and we enthusiasts bemoan the fact that Porsche no longer makes sports cars, but has become the mass producer of SUVs, with a sideline in sports cars. And that is kind of correct, when you consider that Porsche's best selling product is the Macan, with over 95,000 shifted in 2016. That's a big number and testimony to the popularity of the SUV concept, which has gone from niche to very much mainstream. Sports cars? Now they're niche, always have been and always will be, when you consider the built in restrictions that come with cars built for pure enjoyment.

“ Porsche hasn't given up on sports cars and neither have buyers ”

Where Porsche has been immensely clever is to recognise that and position itself in other sectors. The world didn't know it needed a Porsche SUV or super saloon, but Porsche did, or at least strongly suspected it did.

But Porsche hasn't given up on sports cars and neither have buyers. As you will read in the news pages in this issue, far from being a shrinking market, Porsche sold more 911s in 2016 than ever before, at 32,409. Add to that 25,000 or so Boxster and Cayman sales and Porsche sells more sports cars now than when it sold nothing but sports cars. That's not just clever, it's having your cake and scoffing the lot. And, let's not forget, there is also the small matter of being the world's most profitable manufacturer on that back of that, too.

Respect due? We think so.

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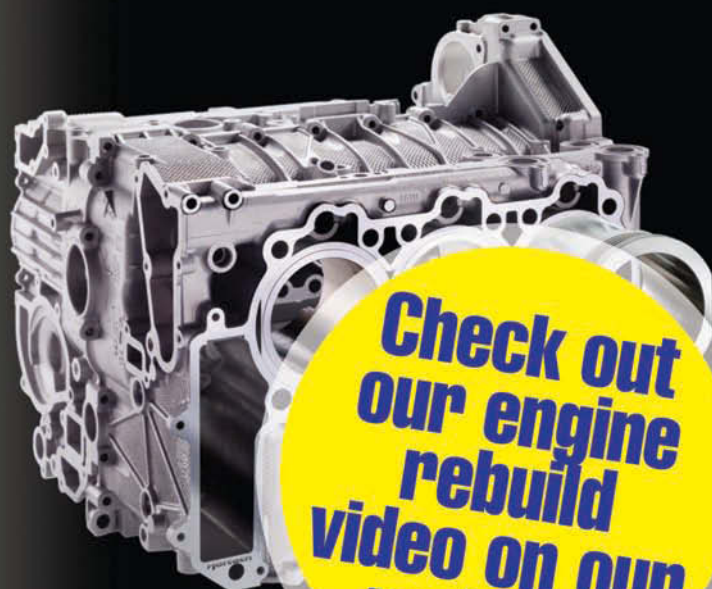
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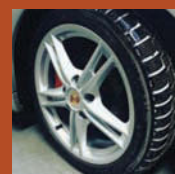


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PORSCHE 997 GT3 GEN 2 MANUAL 2009/59 - £107,995

PORSCHE BOXSTER S 3.4 SPORT EDITION 2008 - £17,495

PORSCHE BOXSTER S MANUAL 2003 - £17,995

PORSCHE CAYMAN S 2006 - £17,995

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PORSCHE BOXSTER S TIPTRONIC **1 OWNER 14K MILES** 2003 - £3,995

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ALL THE PORSCHE NEWS AND VIEWS

NEWS

Porsche launches new turbo 991 GTS. The Macan is Porsche's best-seller. Parr teams up with TechArt. Justin Bieber's 356/Boxster mash-up. PCGB 996 Seminar. Dutch men marry in order to share a Porsche...

PORSCHE TURBOCHARGES THE NEW 911 GTS

Wide-body shell, 450hp and performance on a par with a 997 Turbo...

Porsche's 2017 product blitz starts here with the new 911 Carrera GTS. A 450hp monster with near-200mph performance, the latest GTS is available from launch in coupé, cabrio and Targa body styles and both rear and all-wheel-drive configurations.

Unveiled at the Detroit motor show, it's the fastest and most powerful 911 yet to wear the Carrera badge. That's thanks to a tweaked version of the new 3.0-litre turbocharged engine, as introduced with the revised Type-991.2 911 in late 2015. It also puts an end to speculation that this GTS model might resurrect the naturally aspirated flat six.

If that was never terribly likely, what's certain is that the new GTS has been elevated to near supercar status. Depending on transmission option and body style, it's good for 62mph in as little

as 3.6 seconds and a top speed of 193mph. For context, that puts the new GTS in very much the same ballpark for performance as the first-generation 997 Turbo, with an emphasis on the capital 'T'.

As before, buyers have a choice of two transmissions. The standard and much improved seven-speed manual transmission delivers the highest top speed by a whisker. The optional PDK dual-clutch gearbox, meanwhile, makes for the lowest acceleration times. Along with that classic PDK-versus-manual conundrum and the choice between the standard Carrera GTS and the all-wheel-drive Carrera 4 GTS, the other major consideration in dynamic terms is the rear-wheel steering system that ups the 911's agility ante so dramatically. That remains a cost option on the GTS.

Chassis-wise, the coupé models rock

Porsche's PASM Sport active suspension and thus ride 20mm lower than a standard Carrera. The cabrio and Targa cars make do with the vanilla PASM active setup and a 10mm drop. Porsche's PDCC active body-roll control system is also an option across the range as is a GT3-style front-axle lift system.

In terms of styling, all the new GTS models get the wide-body shell previously reserved for four-wheel drive variants of the new 911 range, complete with those voluptuous hips. Up front, there's a new more aggressive bumper with a deeper spoiler. 20-inch centre-lock alloys are standard for all, too. However, the rear-wheel and four-wheel drive GTS models are differentiated via the strip that runs across the rear of the car between the light clusters. The strip is gloss black for rear-drive cars, where the 4 GTS gets an

The new 991 GTS follows the previous GTS formula by using a wide bodyshell with either two- or four-wheel drive and Coupe, Targa or Cabrio styles





THE PRICE OF PERFORMANCE

Wind back the clock to the launch of the original Type-997.2 911 GTS and you'll find it listed at just £76,758 for the basic rear-wheel drive model. Today, just five and a half years later, you'll need to cough up £94,316 for the equivalent model. Meanwhile, a final bill for a loaded 4 GTS Targa could easily flirt with £130,000.

If that makes the new models seem expensive, you're getting a much quicker and more advanced motor car for your money. What's more, given the pound's recent post-Brexit plunge, you could say the pricing looks pretty reasonable. The outgoing 991.1 GTS started at around £90,000. Thus, the mark up for the new model is nothing like the 20 per cent or so Porsche would have needed to apply just to compensate for the exchange rate movement.

Some historical perspective is also required. The 997 generation is something of an anomaly in pricing terms. At launch in the UK in 1990, for example, the basic Type-964 911 Carrera 2 was a £42,000 car. Adjust for inflation and that's in excess of £93,000 in today's money for a car with barely more than half the power of the new GTS.

illuminated panel.

Inside, the GTS is decked out with Alcantara seat panelling and stitched 'GTS' logos in the headrests. Further interior accoutrements include black anodised aluminium trim strips on the instrument cluster and additional Alcantara on the steering wheel rim, centre console and armrests. The GTS also debuts an updated version of Porsche's Track Precision app. The feature now includes automatic lap recording and detailed display and analysis of driving data on a smartphone.

All the new GTS models are on sale now, starting at £94,316 for the rear-wheel drive coupé. Next up is the 4 GTS coupé for £99,303 with the GTS cabriolet available for £103,158. The 4 GTS cabriolet and 4 GTS Targa are both £108,144. Those are prices for manual transmission models. PDK adds a little under £3,000 to those figures.





PORSCHE SETS SALES RECORD

The final numbers are in for 2016 and Porsche has set yet another sales record. Overall, worldwide sales totalled 237,778. That's six per cent up on the 225,121 units that found homes in 2015.

As ever, the break-down by region makes for interesting reading. Going slightly against the usual characterisation of Europe as a crumbling relic in economic terms, as a whole it remains the single largest geographic region with 78,975 sales, up five per cent on the previous year. But it is, of course, China that once again takes first place as the largest single national market for Porsche cars with 65,246 units. The USA, for context, notched up 54,280 sales.

The model mix is intriguing, too. Porsche's biggest seller is now the Macan

and by some margin. It may be a new model, but Porsche achieved a staggering 95,642 Macan sales in 2016. Given that the Cayenne is the next best seller and is soon to be replaced by what is likely to be a radically improved new model, and it's not at all hard to imagine Porsche soon selling 200,000 SUVs a year.

Of course, the new Panamera has only just come on stream and will soon be joined by a so-called shooting brake variant in the Panamera Sport Turismo, due to be unveiled at the Geneva motor show in March. Then there's an all-new Cayenne due later this year. In 2020, Porsche will launch its first pure-electric car, based on the Mission E concept. By then, 2016's stellar production figures could well look rather quaint.

The Macan is Porsche's best seller, shifting a staggering 95,000+ units in 2016



OUR TAKE



911: THE SPORTS CAR THAT JUST WON'T DIE

These are strange times we're living in and we're not just talking about Brexit or a reality TV star becoming US president. Porsche's current predicament is pretty odd, too. On the one hand, it's part of the broader VW Group, which lest you have forgotten is still going through something of a crisis. Not only has VW agreed to pay the US authorities the small sum of \$4.3 billion in a bid to settle the so-called Dieselgate emissions scandal. VW executives in the US are currently being arrested under criminal charges. Even worse, VW has conceded that the 20 billion Euros it set aside to clean up the mess worldwide will likely not now be sufficient. Meanwhile, it's not yet clear what financial ramifications the scandal could have in markets including the UK. If compensation for customers plus a healthy fine becomes the norm, 20 billion Euros could start to look cheap. On the other hand, Porsche has yet again notched up record sales in 2016, including nearly 100,000 copies of the smash-hit Macan. Cue derision and sneering regarding Porsche's status as an SUV maker that does a few sports cars on the side.

But here's the thing. In 2016, Porsche shifted no fewer than 32,409 911s. That's two per cent up on 2015 and near-as-dammit as many 911s as it has ever sold in a year. So, for sure, Porsche makes 150,000 SUVs a year. But it also makes more 911s now than it ever did in the air-cooled era. Add in another 25,000 or so Boxster and Cayman sales and Porsche shifts massively more sports cars now than when it only sold that kind of car. As a sports car maker, Porsche has never been more successful than now. That's quite a statement in this era, dominated as it is by emissions concerns one way or another.





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911 (997) "4S" 3.8 pdk (10 - 2010)
Meteor grey with black leather
47,000 miles.....**£47,000**



911 (997) "2S" 3.8 pdk (10 - 2010)
Meteor grey with black leather
40,000 miles.....**£47,000**



911 (997) "2S" 3.8 pdk (09 - 2009)
Meteor grey with black leather
35,000 miles.....**£46,000**



911 (997) "2S" 3.8 pdk (09 - 2009)
Aqua blue with ocean blue leather
43,000 miles.....**£45,000**



911 (997) "2S" 3.8 pdk (60 - 2010)
Meteor grey with black leather
52,000 miles.....**£44,000**



911 (997) Turbo 3.6 tip (57 - 2007)
Silver with black leather
54,000 miles.....**£52,000**



911 (997) Turbo 3.6 tip (06 - 2006)
Basalt black with black leather
56,000 miles.....**£50,000**



911 (997) Turbo 3.6 tip (07 - 2007)
GT Silver with black leather
66,000 miles.....**£48,000**



911 (997) "4S" 3.8 tip (07 - 2007)
Basalt black with black leather
40,000 miles.....**£36,000**



911 (997) "4S" 3.8 (06 - 2006)
Silver with black leather
41,000 miles.....**£33,000**



911 (997) "4S" cab 3.8 tip (56 - 2006)
Basalt black with black leather
54,000 miles.....**£33,000**



911 (997) "2S" 3.8 tip (07 - 2007)
Cobalt blue with black leather
44,000 miles.....**£33,000**



911 (997) "2S" 3.8 (57 - 2008)
Silver with black leather
48,000 miles.....**£33,000**



911 (997) "2S" 3.8 tip (07 - 2007)
GT Silver with black leather
55,000 miles.....**£33,000**



911 (997) "2S" 3.8 cab (06 - 2006)
Cobalt blue with ocean blue leather
59,000 miles.....**£32,000**



911 (997) "4S" 3.8 tip (56 - 2006)
Cobalt blue with grey leather
59,000 miles.....**£31,000**



911 (997) "2S" 3.8 (06 - 2006)
Basalt black with black leather
43,000 miles.....**£30,000**



911 (997) "2S" 3.8 (56 - 2007)
Silver with black leather
55,000 miles.....**£30,000**



911 (997) "2S" 3.8 tip cab (06 - 2006)
Basalt black with black leather
50,000 miles.....**£30,000**



911 (997) "2S" 3.8 (06 - 2006)
Basalt black with black leather
54,000 miles.....**£29,000**



911 (997) "2S" 3.8 tip (56 - 2006)
Silver with ocean blue leather
54,000 miles.....**£29,000**



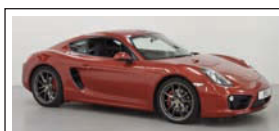
911 (997) "2S" 3.8 (55 - 2005)
Atlas grey with black leather
57,000 miles.....**£28,000**



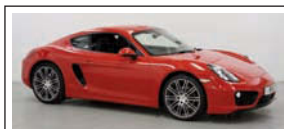
Cayman "S" 3.4 pdk (63 - 2013)
Agate grey with black leather
31,000 miles.....**£43,000**



Cayman "S" 3.4 pdk (13 - 2013)
Yellow with black leather
25,000 miles.....**£42,000**



Cayman "S" 3.4 pdk (13 - 2013)
Amaranth Red with black leather
27,000 miles.....**£42,000**



Cayman 2.7 pdk (64 - 2014)
Red with black leather / alcantara
13,000 miles.....**£40,000**



Cayman 2.7 pdk (14 - 2014)
White with black leather
22,000 miles.....**£38,000**



Cayman 2.7 pdk (14 - 2014)
Red with black leather
16,000 miles.....**£37,000**



Cayman 2.9 "Gen 2" pdk (61 - 2011)
Platinum silver with black leather
24,000 miles.....**£28,000**



Cayman 2.9 "Gen 2" pdk (61 - 2011)
Platinum silver with black leather
41,000 miles.....**£27,000**



Boxster "S" 3.4 pdk (63 - 2013)
White with black leather
24,000 miles.....**£40,000**



Boxster "S" 3.4 pdk (12 - 2012)
Red with black leather
24,000 miles.....**£37,000**



Boxster "S" 3.4 pdk (12 - 2012)
Basalt black with black leather
18,000 miles.....**£36,000**



Boxster "S" 3.4 "Gen 2" (10 - 2010)
Silver with black leather
49,000 miles.....**£22,000**



Cayenne 3.0 diesel tip (63 - 2013)
White with black leather
34,000 miles.....**£39,000**



Cayenne "GTS" 4.8 tip (09 - 2009)
Basalt black with black leather
53,000 miles.....**£26,000**



Cayenne "GTS" 4.8 tip (59 - 2009)
White with black leather
62,000 miles.....**£25,000**



Cayenne "GTS" 4.8 tip (58 - 2008)
Basalt black with black leather
50,000 miles.....**£24,000**



Cayenne "GTS" 4.8 tip (58 - 2008)
Basalt black with black leather
58,000 miles.....**£23,000**

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PORSCHE WANTED (2003 TO 2014)

PARR TEAMS UP WITH TECHART

Fans of finely fettled Porsches rejoice. Extreme makeover specialist TechArt has expanded its dealer network in the UK. Previously, TechArt's UK representation was limited to Tech 9 Motorsport in Liverpool. But now lily-livered southerners can get in on the TechArt tuning action, too. Those world-renowned Porsche whisperers at Parr in West Sussex have been added to the fold.

"At TechArt, we make high demands on our certified dealers in order to offer the best service to our clients. With Parr we have found another qualified partner for our customers in the UK," says Thomas Behringer, General Manager at TechArt in Germany.

Paul Robe, founder of Parr agrees. "We are glad to represent TechArt as an internationally renowned brand that sets standards in terms of premium refinement for Porsche cars. With TechArt's wide product range for all Porsche models that starts with exhaust upgrades and culminates in super sports cars such as the new GTstreet R, we can offer premium refinement options to our customers for every section of their Porsche model."

Anywho, TechArt reckons Parr's modern facility near Gatwick International Airport to the south of London with its in-house engine shop and vehicle dyno cell is the ideal place to realise your Porsche-tuning dreams. To find out more about TechArt's offerings, which include a 911 Turbo capable of hitting 60mph in 2.5 seconds and a 720hp Cayenne along with a wide range of wheels, styling mods and aero addenda, you can reach Parr on parr-uk.co.uk and 01293 537911.

PORSCHE'S 'DIGITAL LAB' IS GO

Porsche's plans for a digital future are no longer an idea, but a functioning entity. Porsche Digital Lab has opened in Berlin with a remit to identify and develop all kinds of digital technologies for the automotive sector.

Key areas of research include connectivity, smart mobility and autonomous vehicles. Partnership with other organisations is also a big part of Porsche's digital transformation. There are also plans for equity holdings in venture capital funds and start-ups which offer opportunities for close collaboration with innovative, high-growth companies, talents and new technologies.

"We are launching our initiative in the context of profound change in the industry. Digital transformation touches every part of the company – internal processes, customer interaction and our products and services. 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", says Lutz Meschke, Deputy Chairman of the Executive Board and Member of the Executive Board, Finance and IT.

Internet connected-features such as navigation with real-time traffic data are the sort of digital technologies that Porsche already offers. In the future, it will be interesting to see how Porsche manages the transition to digital technologies that aren't an immediately obvious fit with existing brand values. A self-driving Porsche is probably inevitable. But for a company that prides itself above all else on the driving experience, the challenge of bringing such a car to market probably goes beyond mere technicalities. Customer acceptance could be just as high a hurdle.



911 RSR ROARS BEFORE THE ROLEX 24

Porsche's radical new mid-engine 911 racer, the RSR, has passed its first test. Two RSRs with starting numbers 911 and 912 covered no fewer than 2936 kilometres in testing at the legendary Daytona International Speedway, in the US.

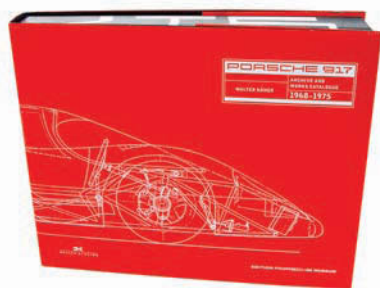
Known as the Roar before the Rolex 24, the test session takes place weeks before the first race of the season, namely the Rolex-branded 24 Hours of Daytona. Six works drivers took part in the Daytona tests for the Porsche GT Team, as well as another five who will tackle the traditional season opener for various customer teams with the Porsche 911 GT3 R.

Porsche will campaign this season in both the IMSA SportsCar Championship and the Sports Car World Endurance Championship WEC. Successor to the most successful GT race car of recent years, which secured no fewer than 22 victories and eight championship titles between 2013 and 2016, the new RSR is a completely new development. The suspension, body structure, aerodynamic concept, engine and transmission have all been designed from scratch. Depending on the size of the restrictor, the motor puts out around 375 kW (510hp).

Thanks to the modern, lightweight, normally-aspirated engine, the designers were able to install a particularly large rear diffuser. That diffuser, of course, is only possible thanks to the new RSR's shift from rear to mid-engine installation. Combined with a top-mounted rear wing, the level of downforce and the aerodynamic efficiency are significantly improved.

Another new feature is the so-called "Collision Avoid System". With this radar-supported collision warning system, the faster LMP prototypes are detected in advance, even in the dark, helping to avoid misunderstandings that can lead to collisions. A new safety cage concept and a new rigidly-mounted racing seat further enhance driver safety. With the seat fixed to the chassis, the pedals can now be moved and adjusted to fit the driver. Significant improvements have been made to the serviceability of the 911 RSR, too, which competes for the first time at Daytona with a new factory livery. From a bird's eye perspective, a hint of the Porsche emblem silhouette can be seen. But the basic Porsche Motorsport colours of white, red and black remain.





PORSCHE MUSEUM WINS BEST BOOK AWARD

Porsche's excellent Museum in Stuttgart is now an award-winning publisher. Its in-house tome on the legendary 917 racer picked up the Publication of the Year gong at the International Historic Motoring Awards in London late last year.

Porsche 917 Archive & Works Layout 1968–75, by Walter Naher, is a 576-page effort that chronicles the full history of what itself has been voted the greatest racing car ever. Naher himself took part in the Le Mans 24 Hours race 19 times as a race engineer, giving him a familiarity with the 917 that is matched by few others. This unique level of expertise is said to be reflected on every page of his book, which is the result of several years of research. The book is available in English from the Porsche Museum and other outlets for 98 Euros.

HOW TO PRONOUNCE 'PORSCHE'

"Hey, it's 'Porsch-E!'" squawked Joey in that infamous episode of Friends. And so began (allow us a little artistic licence) a controversy for the ages and one that's probably as divisive as air-cooled versus water-cooled, PDK versus manual and turbocharged versus naturally aspirated.

For some, pronouncing that final 'e' in full is simply the only correct way to say Porsche. For others, it has the unmistakable ring of pretension. Perhaps in the spirit of world peace following a tumultuous 2016, Porsche recently posted a video on its official YouTube channel explaining how to pronounce 'Porsche' and settle the controversy once and for all.

Yes, really. It's all of 16 seconds long, it's called simply 'How to pronounce Porsche' and, yes, it confirms that the final 'e' is pronounced, albeit as 'ah'. Victory, in the end, goes to Joey. So, now you know. But then you already did.



Want to get to know your 996 and the technical issues that can trouble it? Porsche Club GB is hosting a seminar on all things 996 related on April 1, with 100 places available. You must be a PCGB club member, though

996 TECHNICAL ISSUES ARE NO JOKE

Stick this one in your calendar, 996 fans. Porsche Club GB is holding a technical seminar on all things 996 at their Moreton-in-the-Marsh clubhouse in the Cotswolds. The date? That'll be April the 1st. An interesting spot in the calendar, you might think. But please, no sniggering about the alleged comedy reliability of 996 engines.

In fact, as understanding has developed regarding the 996 Carrera's M96 engine, a much more nuanced and complex picture has emerged. We're talking ferrous versus plastic pistons, single-row versus double row bearings, the issues surrounding the open-deck bore design, oiling, cooling and much more. Long story short, it's becoming obvious that the horror stories aren't quite what they seem and that 996s can be very robust indeed, if only you know how to approach them.

Of course, there's a lot more to the 996 than just the M96 engine. It was the first all-new 911 since 1963, the first water-cooled 911 and the first 911 to share its platform with another model (the 986 Boxster, of course), for instance. It also formed the basis of the 997 that followed and in so doing was the core technology underpinning the 911 from 1997 right through to 2012. Both technically and financially, the 996 was the 911 that enabled Porsche to become the spectacularly successful company that it is today. It may not be the most popular 911. But it's undeniably one of the most important.

With all that in mind, Porsche Club GB's seminar could be very interesting indeed. It will be chaired by Peter Morgan, who specialises in Porsche inspections, and numbers are said to be limited to 100. You'll need to be a member of Porsche Club GB to attend, of course. Head for porscheclubgb.com to find out more or email mem@porscheclubgb.com to register your interest. There's sure to be plenty to talk about and it should be useful for everyone from 996 novices looking to bone up prior to purchase to old hands interested in finding out the latest developments.

A WHEELY GOOD STORY

Porsche has published a fascinating little story on the origins of the iconic Fuchs alloy wheel. First seen in 1966 on the then-new 911S, the idea was simple enough – to reduce unsprung mass in return for more responsive suspension.

Getting there while retaining strength and using the prevailing casting technology of the day to manufacture the wheel was the problem. So 'rim master' Otto Fuchs employed a new production method. The wheel was manufactured from one piece. The blank was forged and the entire rim area from outer to inner flanges was rolled out. First published in Porsche's in-house *Christophorus* magazine, you can now read the full story online at <http://bit.ly/2jM3ybc>.



As Porsche design icons go, the Fuchs wheel is right up there. The story of its design and development is available online and well worth reading



BIEBER'S BACK-DATED BOXSTER

Would you Believe it, but it turns out superstar teen idol Justin Bieber is something of a Porscheophile. It seems he has a thing for, ahem, older models but prefers a touch of modern usability. His solution? Take a second-generation 987 Boxster, complete with boulevard-friendly PDK gearbox, and stretch a 356 roadster body over the top.

It's unknown how many, if any, 356s died to achieve Bieber's vision. But what we can say is that the car is the work of none other than West Coast Customs, a Los Angeles outfit that is arguably better known for ultra-bling modernist creations, and Stoddard, an old-school specialist in all things Porsche in the US.

By West Coast Customs' standard this 356-bodied machine is relatively subtle, even if the wheelbase stretch to

accommodate the Boxster's mid-engine chassis is obvious probably doesn't do a lot for the car's subtle proportions. That said, the hard top looks like a nicely executed piece of work.

However, it's inside that the car most obviously betrays its 987 underpinnings, which are apparently derived from a mere 2.9-litre base model and not the beefier 3.4S. Either way, the dash, door cards and seats are largely carried over untouched from the donor car, save for a little tweaking to mate up with the 356's old-school windscreen. Still, in a world where most pop stars parade around in gold-wrapped supercars (possibly), it's refreshing to see Bieber go for something old-school, even if the body is writing cheques the underpinnings can't quite cash.



Teen heart-throb, Justin Bieber, is something of a Porsche fan. This is his 356-bodied Boxster, built by West Coast Customs. Right: It's too complicated to explain in a caption, but the four Dutch chaps opposite married each other and in doing so get to share a Porsche



MARRIAGE MADE IN HEAVEN

We've reported previously on Porsche Netherlands' intriguing 'Share a Porsche' programme. So, it's perhaps no surprise to learn that one of the world's most progressive nations is taking its radical approach to Porsche sharing to the next level with the news that four Dutch men married each other in order to win a share of a 911 for a full year.

Yuri, Casper, Nick and Jasper, as the quartet are melodically known, were competing in a contest held by Porsche Netherlands in which contestants proposed to one another and if chosen would get married and receive a brand new 911 for a year. Porsche's thinking was that you don't just share a Porsche with any old friend and thus challenge participants to make the ultimate commitment.

Participants had to sign a pre-nuptial agreement and even change their marital status on Facebook. In total, Porsche registered no fewer than 1620 engagements in response to the competition. Of course, even in Holland, four men marrying each other is a bit of a stretch. Thus the group were flown by Porsche to Kinnaur, in Himalayan India, one of the few places on earth that embraces group marriages.

We're not totally convinced group marriage is a goer in the UK. However, could the basic car sharing scheme take off? Porsche Netherlands' scheme comes with a smartphone app that helps manage sharing and the monthly fee covers all costs including servicing and wear items like tyres, albeit within certain limitations. Dropping the car off for new boots after a drift session at your local track probably isn't a good move.





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This ancient tome is the very first ledger from the design office of Professor Ferdinand Porsche



THE PROFESSOR'S BOOK

An early order ledger dating back to 1930 and detailing the very origins of Porsche as we know it has been revealed. Now residing in a climate-controlled facility for its preservation, it's the first ledger from the design office of Professor Ferdinand Porsche.

Back then, Professor Porsche did not have plans to build his own cars and was carving himself out a niche as a consultant to the car industry. That was no mean feat given the notion of a neutral design office was largely unheard of in the automotive world at the time.

In any case, the ledger makes for fascinating insights into both the background of Porsche and the auto industry in general. In the timeworn ledger one can find order number one, placed on August 21, 1930. The job involved manufacturing individual components for a 'Hesselmann engine,' a cross between a diesel and a gas engine – a sign of the company's innovative spirit since its inception.

But it's arguably order number seven that is of most historical import. 'Small-car project,' reads the description in the ledger. The Wanderer company planned to motorise the masses and needed a concept with which it could economically and inexpensively develop what was then considered a luxury item into a Volks-Wagen – a car for the people. No, not the Volkswagen as in Beetle, but a harbinger of things to come. The rest, as they say, is history. Or an impending emissions crisis.



PORSCHE REVISITS THE 911 CARRERA 3.2 CLUB SPORT

Way back in 1985, Porsche's motorsport bods knocked up a development mule with the identification "911 F 22, prototype sports package 2". Late last year, Porsche extracted that very car from the vaults of its heritage collection, took it back to where it was born and let it loose on the routes where it was originally honed over 31 years ago.

Yes, it's none other than the original development car for the 3.2 Carrera Club Sport. The first port of call was the factory at Zuffenhausen, then on towards Weissach on small country roads – precisely the same route as the mule first followed in 1985. From Weissach, it's into the Swabian Alps and the roads most responsible for tuning the Club Sport's character.

Just a few hundred of these purist

Porsches were eventually built, which rather puts the likes of the new 911 R and its limited availability of 991 examples into context. Whatever, the Club Sport was a very different beast – minimalist, yes, but not a premium-priced trophy car. In fact, it was around £3000 cheaper than the standard 3.2 Carrera. Imagine that.

It made sense back then. You paid less. You got less. Less in terms of things they didn't bother to fit. Like electric windows, rear seats, a rear wiper, a radio, central locking, a passenger sunvisor, underseal, and, well, you get the idea – all of which made for a weight saving of around 50kg. Of course, what you also got was firmer suspension, which when you think about it needn't be any more expensive, it's merely

a setup choice, a short shift gearbox and no more power than the standard car, officially, at least. The engine was blueprinted and the rev limit raised. The gearbox's ratios were tweaked, too.

At first glance, the test car released from Porsche's vaults looks unfamiliar. It actually sports the front bumper from the 911 SC RS, an earlier and even more exotic homologation beast that ran the 3.0-litre SC engine but in a much higher 250hp state of tune and was priced over three times higher than the 911SC of the day. Just 20 of those were built. But let's imagine there was some purpose behind Porsche wheeling out this paragon of purism. Might it indicate that Porsche remembers that less can sometimes be more? Here's hoping.

Porsche recently dusted off the development car for the 3.2 Carrera Club Sport and took it back to the roads that it was initially tested on in the Swabian Alps



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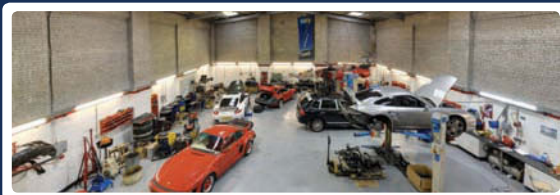
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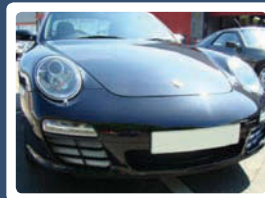


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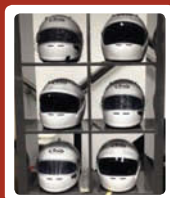
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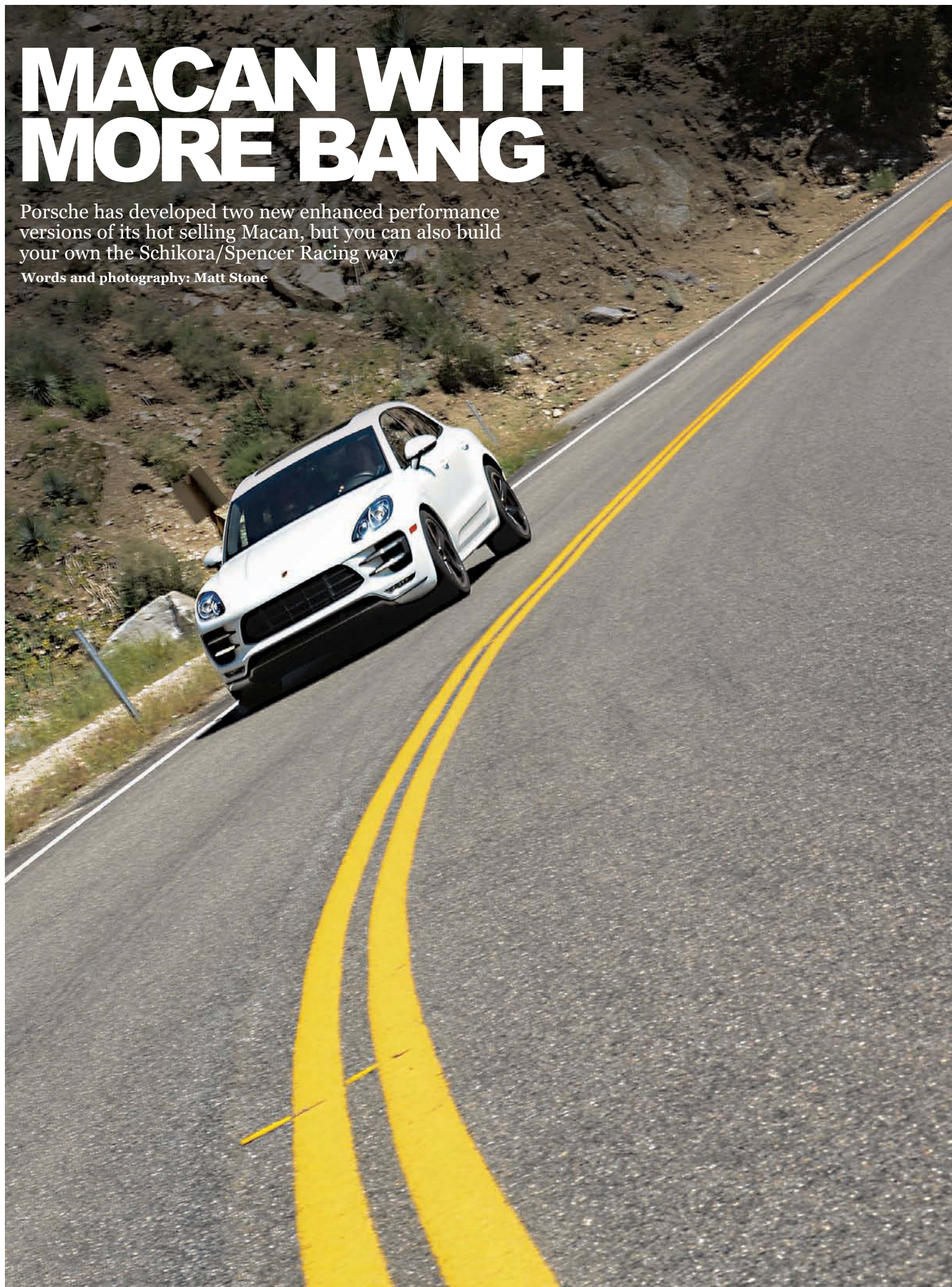
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MACAN WITH MORE BANG

Porsche has developed two new enhanced performance versions of its hot selling Macan, but you can also build your own the Schikora/Spencer Racing way

Words and photography: Matt Stone





Anyone who poo-poos or otherwise puts down the Macan hasn't driven one. Porsche's mid-compact Sport/Utility offers a worthy modicum of utility, with an emphasis on sport. This is a Porsche, after all. Some have written off the Macan as an Audi A5 dressed in a racing suit, which of course is so wrong. Although the Porsche and the Audi variants do share some "black metal" underneath, and various elements of body/chassis architecture, Porsche worked very hard to differentiate its vehicle from Audi's variation on the theme. The Macan earned a handsome brand specific design job, giving it proper Porsche styling ethos, plus Porsche-specific powertrains in all but the most baseline version.

Buyers have demonstrated they hold no such incorrect prejudices against the Macan, and have made it one of Porsche's best-selling models worldwide. In some markets dealer inventories are so thin that you may have to order and wait to get the model and spec you desire, or rely upon your retailer to work a "dealer trade" swap with another Porsche store that may have what you want. Lest we forget that in order for a relatively small company like Porsche to stay agile, and able to develop and offer low volume cars like the GT3 RS, and a slew of factory built and developed racing variants, it needs volume sales and profits from products like the Panamera, Cayenne and, of course, the Macan.

Even though several of the biturbo V6 Macans offer substantive performance already, Porsche has worked diligently to develop and serve up two more aggressive

versions since the Macan's introduction a few years back. One is the GTS, an edgier and sportier trim and equipment level familiar to us with GTS versions of the 911/Carrera, Panamera and Cayenne. Another is the top of the range recently launched Turbo Performance Package. The Perf Pack builds on the already impressive Macan Turbo Spec, spanning all parameters including power and performance, appearance, handling and a few other choice bits you likely won't find on lesser models. The Turbo's 3.6-litre biturbo V6 is juiced from 400 to 440 horsepower, with similar torque increases. Perf Pack models get larger brakes, a slightly lower ride height, sportier suspension tuning, more aggressive

his development work is Porsche. He has many development engineering friends deep within the walls of Porsche and Bosch that help him brew up hot engine and transmission management software that goes a step beyond what the factories choose to offer. He does tuning work for several new car dealers in Southern California and Florida, plus countless private referral clients as well. His late father was a Mercedes-Benz product development engineer, and also owned a Porsche shop in California after he and his young wife moved from Germany to the United States to raise a family.

Schikora has an attorney client in Los Angeles who bought a new fully loaded

The monochrome look works well with the Macan. Schikora modded car is subtly lowered giving it a certain attitude

“ Schikora has many friends deep within the walls of Porsche ”

shifting from the 7-speed PDK transmission, a throatier sounding exhaust, and Sport Chrono, plus a wide selection of wheel and tyre choices. A lot of hardware and a considerable performance increase over a standard Macan Turbo model.

If you've read these pages lately, you'll recall mention of performance tuner extraordinaire, Stuart Schikora's Spencer Racing concern. Schikora has tuned and optimised all manner of vehicles from Mercedes-Benzes and BMWs to Ferraris, and racing cars, off shore powerboats and probably tractors and lawnmowers, too, although his real passion and the majority of

Macan Turbo but wanted something more from it. So he put Schikora on the case. Much like the factory later did with the Perf Pack, Stuart developed a multi-pronged approach toward maximising the Macan. The first stop was the engine management system; reconfigured curves for fuel, timing and turbo boost present huge opportunity for improvement. The stock air filters were swapped out for high flow, washable and reusable BMC filter units. And in order to make the Macan sound a bit more Porsche sportscar-like, the rear silencer boxes were opened up, hogged out of most of their baffles and sound deadening materials, then neatly



stitch-welded back together; the cutting was done on a factory seam, and welded up so cleanly you can scarcely tell that the boxes were touched, until you fire the engine. The catalytic converters, down pipes, the balance of the exhaust, intake, turbos and insides of the engine are untouched. Further engine management tweaks included raising the redline to 7000rpm, and reconfiguration of the PDK's shiftpoints and attitude, for sharper, crisper shifts at higher rpm than normal. Schikora developed adjustable ride height

engine also sounds edgier, and cammier, although remains butter smooth, willing to pull hard to the red line or totter around town all day with the PDK set in automatic. And the sound from the newly liberated exhaust system is glorious. Deep and thrummy at idle, with an increasing yowl as the revs rise. Just enough, but never over the top. The mid-range punch is utterly impressive, with power all over the tach; you can of course shift it yourself using the paddles or shift lever, but with so much more power, and a much more

the straightforward suspension tweaks really pay off in flatter, more responsive, more controlled handling with no meaningful ride penalty. "Too many tuners take all the rubber and compliance out of suspension systems," comments Schikora, "which gives the often false impression of super sharp steering response, but may not result in any better handling or grip. Then you get bump steer and other nasty stuff. There's just no reason to metaphorically 'weld the suspension shut' by dialing out all the compliance that the factory engineered in."

Stuart's work on the Macan makes it the measure or better than the factory Turbo Perf Pack in nearly every way; the only Perf Pack element he can't duplicate is the standard addition of the SportChrono module and software. What does the magic cost? That depends on how many of these system and hardware improvements you want. Schikora and his client didn't feel the need to add the bigger brakes to this car, at least for now. You could opt for larger brakes, and maybe some other goodies. Don't live in LA or Miami? Not a problem, as Spencer Racing can ship the software and hard parts to your dealer or tuner/installer worldwide for a remote build.

A genuine Porsche SUV that can run 0-60 in just over four secs, with room for five with all the luxury amenities, that can also tease a 911? Sure, why not. Just call Stuart. **PW**

How does it go? With 576bhp, pretty well, actually. Handling is flatter and the ride quality has not been compromised

“ The results are startling, with peak power at 576bhp ”

linkages (with some parts pinched off the Audi R8) to allow a modest suspension drop of just over an inch all around, in the name of a lower centre of gravity and flatter cornering.

The results are startling; peak horsepower, as verified by an all-wheel drive dyno, leaps from 400 horsepower stock to a much more 911 Turbo-like 576bhp at around 5000rpm. This is an increase of 176bhp over stock, and 136 more hp than the new factory Perf Pack option. Torque also increases to 535 pounds-feet over a substantially wide rpm range. The

responsive PDK shift attitude, you'll find yourself more and more content to just leave it in auto and drive it on the throttle. Our test drive through the famous Angeles Crest Highway north of Los Angeles was made in full auto heading up the mountain, and driven on the paddles coming down in order to orchestrate engine braking. In full auto mode, the trans is smart enough to upshift right where you want it, and also downshift for corners and downhill.

The Macan is already a fine handler, but

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Modern tuning techniques and a pair of handy turbos mean opening up engines is rarely necessary. Intake tuning and ECU tweaking has liberated an extra 176bhp over the stock Macan engine







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Winter isn't coming. It's here. For a lot of us, that means strategic rather than daily exercise for our Porsche pride and joy. That, in turn, can lead to one fairly obvious issue, a flat battery. What you want, therefore, is something that won't just keep your battery topped up while your Porker slumbers, but actively manages the charge to keep things in fine fettle. Enter the new CTEK CT5 TIME TO GO battery charger and maintainer. Thanks to a series of LED lights, the CT5 tells you when your battery is ready to go or how many hours you'll have to wait until there's sufficient charge to crank the motor. What's more, it doesn't just support standard battery charging and management modes. CTEK reckons it can repair a fully discharged battery thanks to a special reconditioning mode. Yours for £79.95, find out more from ctek.com.

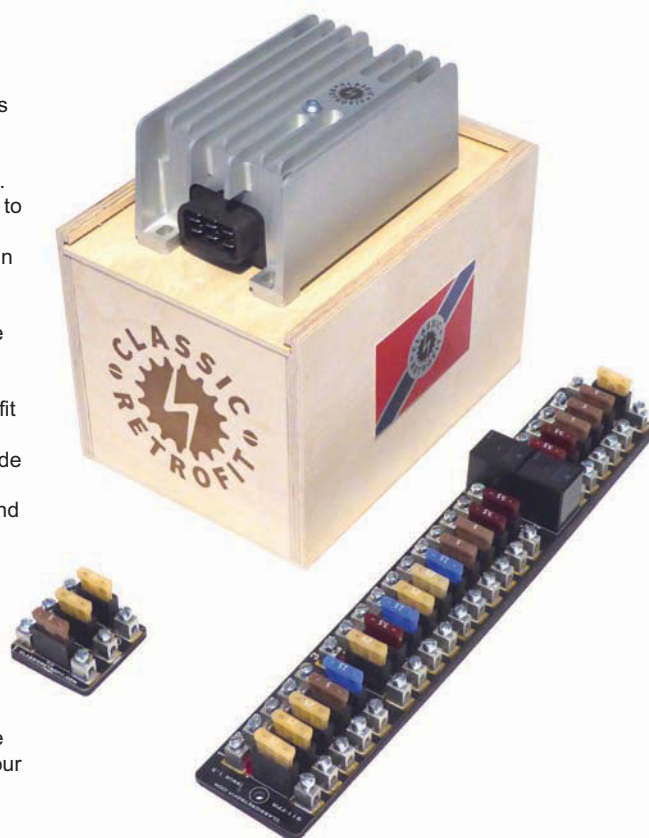
DIGITAL ALCHEMY

Digital versus analogue. It's the great philosophical divide. But whatever your predilection when it comes to Porsches, digital systems certainly allow for intriguing opportunities when it comes to programming. That's something DSC Sport has embraced in the form of their clever black boxes that plug into Porsche's computer controlled suspension system, otherwise known as PASM. DSC's new V2 controller supports the latest second-generation 991 models and is said to be the first such solution to combine g-force, brake pressure, throttle position, wheel speed, full velocity, and magnetic motor mount monitoring and control. The upshot is claimed to be improved ride and handling thanks to real-time optimisation of the dampers. Fitting takes just 10 minutes and the price is \$1290 or just over £1000 plus shipping and taxes from dscsport.com.



CLASSIC RETROFIT

Time waits for no Porsche and, as the years click mercilessly past, early 911s are now well into their dotage. But that needn't mean reliability headaches. At least not when it comes to the electric subsystem. Classic Retrofit, specialist in modernised electronic kit aimed at classic cars, can supply a complete upgrade package including its CDI Upgrade ignition box (to replace the flaky standard-fit Bosch unit), plus replacement main fuse blade panel with inclusive headlamp relay upgrade and additional engine bay fuse panel where applicable. Pricing varies according to application and Classic Retrofit can supply kits for 911s from 1963 right up to 1989. Head for classicretrofit.com to find out how you can add some modern-day reliability to your old school aircooled.





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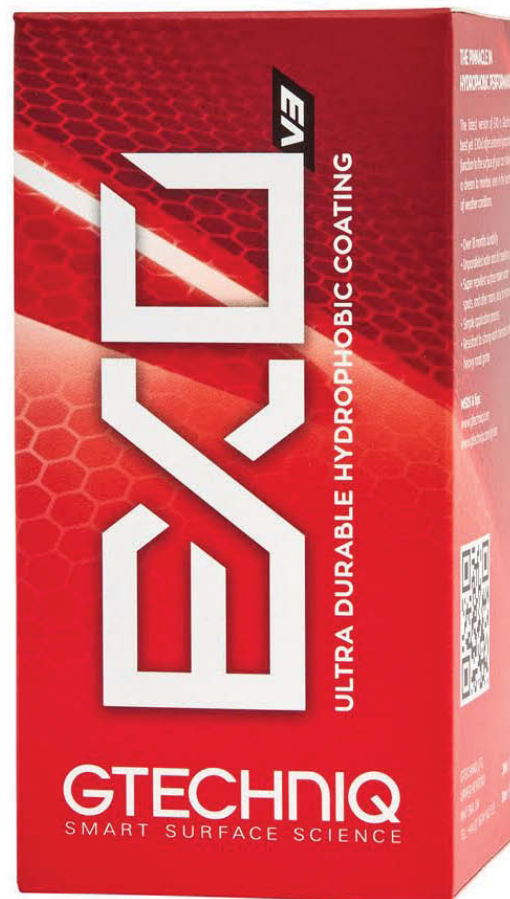
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SITTING COMFORTABLY?

You'll need to be when we get to the price. But what with Brexit and the coming Trumpocalypse, 2017 looks like it could be a bit bumpy. With that in mind, might sir care for a little extra seating support, the better to navigate the latest newsflash? If so, the official Porsche Office Chair could be just the thing. It's based on a gen-u-ine 4-Way Sport seat, as seen in various recent sports car models, including the 981 and 991. Trimmed in precisely the same leather as the cars, it even has an electric backrest adjuster complete with a rechargeable battery. And what of the price? It's £4000, or about the same as a nice-ish 2.5-litre 986 Boxster. There's also an Office Chair RS, which ups the ante to £4500 in return for Alcantara centre inserts and deviated red stitching. Available now from your local Porsche Centre.



ANTI-WINTER WONDER STUFF

For the OCD among you, we feel your pain this time of year. A day spent polishing the bejesus out of your Porsche can be undone with just minutes of exposure to the damp and dirt of the UK's roads. But maybe that doesn't have to be a total disaster. Gtechniq, which claims to be the UK's leading formulator of ceramic surface coatings for cars, has a new version of its best-selling formula. The new Ultra Durable Hydrophobic Coating combines the definitive hydrophobic function of its predecessor with improved durability and resistance to water spot marks. Apparently, the new non-hybrid organic formula is much harder and thus resistant to water spotting than the former hybrid inorganic-organic version and it could see you hosing off the grime with ease for up to 24 months. Prices start at £44 for 30ml from gtechniq.com.

MIGHTY MOUSE

Is there any sports car that embodies the notion of form following function better than the simple silhouette of the iconic 911, a car whose shape is dictated by its idiosyncratic rear-engine configuration? Who knows. What we can say is that it just so happens that if you shrink those flowing lines to pocket-sized proportions, you'll end up with something that makes for a surprisingly ergonomic mouse, like this sleek little item from Porsche Design itself. Looking for all the world like it's been smoothed by the weather over the ages, it's both indistinct and yet unmistakably 911. Either way, it comes with an aluminium scroll wheel, it's wireless, sports a high-res 2000 DPI sensor and is compatible with both PC and Mac. Snag yours €79.95 or about £70 from selectionrs.com.



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LE MANS LEGEND

As every sandal-wearing, cork-sniffing, heel-and-toeing aircooled 911 fan knows, the modern stuff is made of chocolate. What you want is something with a Mezger engine. That's why Porsche stuck with the old mill in its racing 911s until the very last gasp, only dropping the Mezger when the need for direct-injection became absolutely overwhelming. Back in the good old days, of course, cars like the 1976 Schiller Racing Porsche 934, which has been preserved in exacting detail courtesy of this 1:43-scale Spark model, sauntered through the Le Mans 24 Hours in near street-spec with nary a scored bore or an imploded IMS bearing. But what's this in the description? Period pilots Claude Haldi and Florian Vetsch didn't make the finish line thanks to valve failure? No doubt the exception that proves the legend, a piece of which you can grab for £50.50 from racingmodels.com.



A WHOLE DIFFERENT SCALE

After the sublime Tamiya GT2, comes this ridiculous 991 RS model from Porsche. Ridiculous, that is, because of the £9000 price tag. OK, it's 1:8 scale and fashioned in uber-accurate die-cast metal. No doubt the new mid-engine RSR's crucial rear diffuser has been recreated in such millimetric accuracy, the whole model-on-plinth shebang will stick to the ceiling in a light breeze. But £9000? Happily, Porsche realises the market for scale models that cost the same as a really nice used Boxster is, shall we say, compact. So there's also a 1:43-scale version that comes in at a much more manageable £65.55. Both are available to order from shop2.porsche.com. If you go for the big boy and it all ends badly when your nearest and dearest scans it on the credit card bill, you definitely didn't get the idea from us. OK?



MODEL BEHAVIOUR

If you're a child of the 70s/80s and a student of scale models, there can surely only be one model brand. It's Tamiya, of course, whose models command a perhaps unrivalled reputation for accuracy and detail. Of course, we're all Porsche lovers here. So what could be better than one of Tamiya's 1:24-scale masterpieces based on the monstrous 993 GT2? With Tamiya's penchant for the specific, it's no surprise to find it's not just any old 993 GT2 but the Club Sport daddy. The riveted wings, the roll cage, the split rims, the big wing, the buckets – they're all there, ready and waiting for that impatient process of assembly. But now we're all older and wiser, the journey is probably half the fun. So bag yourself a mini paint-sample-project for just €29.95 or just £25 from selectionrs.com, pick out some paints and take your time.



THOROUGHLY SIMULATING

Whoever knocked up the new Porsche Packs for the Assetto Corsa Racing game clearly didn't realise that the early first-generation 987 Cayman S is the Porsche du jour among discerning enthusiasts. Or among pathologically biased Porsche journalists who happen to own one, at least. That stunning oversight aside, the three new model packs add up to a must-have for fans of racing games and real-world Porsches. There's a pleasing mix of old and new models, from the latest 718s and 911 Carreras to classic racers like the 917, 908 and 962. Odds are, a racing sim is the closest any of us are going to get to the latter. The packs are available from the Steam store at £5.99 a pop. But you can bag all three from £12.93. You'll need the Steam software, a powerful PC and the Assetto Corsa base game to get going. A driving seat and steering wheel are near essential, too.



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LETTERS

Got something to say? Need to express an opinion on the Porsche world? E-mail us on porscheworld@chpltd.com



SIMPLY PERFECT...

I greatly enjoyed reading the *You & Yours* feature in the February 2017 issue about the Viper Green Targa belonging to Denele and Roger Somshor-Walsh in Edmonton, Canada.

It made a refreshing change to read of such a car being cherished for so many years by the original owners, and not updated, modified or otherwise 'improved' to keep up with the latest fashion. Too many 911s of this period have been the subject of backdating or upgrading to a higher specification.

In the first instance, it was great to see someone taking care over a narrow-bodied Targa – a body style which seemed to have fallen out of favour among modern enthusiasts. I personally like the Targa as a design (it is so practical – far more so than a regular

cabriolet) and have always liked the narrow-body look of the early impact bumper cars. It gives them a more pure look as far as I am concerned.

And then there's that colour. Not many years ago, that car would have been the subject of a repaint, probably black or, heaven forbid, red. Fortunately, the 1970s 'safety colours' seem to be coming back in fashion – and long may that be the case. In a world inhabited by silver cars, it makes a refreshing change.

And then there are those 'cookie cutter' wheels. So many of them have been swapped for Fuchs and ended up on VW Buses and Bugs, yet to me they, like the narrow bodywork and vibrant green paintwork, scream '1970s design' at its best.

I am also relieved that the owners

have retained the original engine, too – maybe they have to in Canada, I couldn't be sure.

I know that vehicles bound for North America were down on power compared to their European counterparts, but they still have enough ponies and, more importantly, torque to make them a fun drive. The whole world doesn't revolve around outright speed and 0–60 times – or it shouldn't.

My own car is a 1975 2.7 – and yes, it is a Targa – which I bought in 1986. I had traded in my MGB and never looked back. Sadly, my car had been repainted at some point in its life, and is now dark blue instead of the original orange. One day I might get round to having it returned to the correct colour – but then that would mean taking it off the road for a few weeks.

Hats off, then, to our Canadian couple. As far as this reader is concerned, your car is simply perfect.

Paul Simmonds, via E-mail

REAL MEN, REAL DRIVES

Johnny Tipler's story on his drive to the Targa Florio brought back some great memories from my youth (*Ducktail to Sicily*, February 2017 issue), much of which appears to have been misspent...

In 1983 Mark, one of my college friends, turned up in a rather well-used Porsche which his father had taken in part exchange at his West London garage. I think it was a 1969 or '70 911E, but it had seen better days, 'marking its spot' overnight on the driveway of our digs, and smoking nicely when pushed hard.

One day, Mark announced he wanted to go and watch the Monte Carlo Rally – I thought he meant a starting point at some warm northern European location, but no he meant the Alps. In winter. 'Why not?' I proclaimed and so we set off at a day's notice and drove through the night towards south-east France.

I have never been so cold, or so scared, in all my life. The heater didn't work, the windows constantly misted up and Mark drove each mile like he was on a timed stage. We arrived in one piece, I have no idea how, and spent a rather drunken few days at a hotel trying out our schoolboy French on any unsuspecting local waitress.

The reason for my writing is that I loved the idea of driving to Sicily in search of the original owner and vendor of the Carrera RS. What a great story that will make in years to come when others boast of their 'weekends away'... *Real men do real drives!*

Kev Richards, via E-mail

KREMER THE CROP

The feature on the Kremer K3 recreation (if that is the right word) was most interesting. I have always been a fan of the original Porsche 935s since watching them at Le Mans in the 1980s, and my dream had always been to own a road-going version of this iconic car.

For many years, I considered buying a 'slope-nose' 930 Turbo but when I finally had the chance to buy one in Germany, backed out of the deal at the last minute. The reason was that I felt the car was too 'pretty' compared to the K3 I had seen in action. In particular, I am not a fan of the slatted vents on each side, or the fold-away (or pop-up) headlights.

But Kremer under its new ownership seems to have hit the nail squarely on the head with the

997-based conversion. It has the same aggressive lines of the original Kremer cars – in particular the knife-edged wing tops and swoopy front airdam. I am amazed that such a radical design has got past the stringent TÜV inspectors!

My dream now would be to see Ford and BMW specialists showing a similar degree of imagination, creating replica Zakspeed Capris and 'Batmobile' BMWs. A race for cars like that would be worth getting out of bed for...

Richard Wells, via E-mail

Keith Seume replies: *I like your style! Sadly, Ford no longer build a suitable candidate for a Zakspeed look-alike, but BMW, having stayed true to its front-engine, rear-drive roots, could be a perfect candidate.*





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THE USUAL SUSPECTS

Winter's with us – in the Northern Hemisphere, that is. Time to dig out the thermals, then? Johnny Tipler has other ideas. He's bound for New Zealand and the Antipodean summer

BABY YOU CAN DRIVE MY CAR

Win some, lose some. Jules, my eldest son, does PR for the Bloodhound WLSR (world land speed record) jet/rocket car and is immersed in motoring stuff; his brother Alfie, on the other hand, doesn't drive. Where did the indoctrination process go wrong? Maybe it was Alfie's daily school run aboard the 3.2 Carrera and 964 Peppermint Pig that alienated him; aged 8 he did once faint from the backseat heat in the 3.2 when travelling across the sun-parched Spanish plains, too. Anyway, suffice to say that he is currently living aboard his 27ft sailing yacht at Nelson, New Zealand, where he's teaching kids dinghy sailing, and as you read this (smug bastard) I shall hopefully be basking on his deck in NZ's January sunshine, browning nicely amongst the All Blacks (dream on). There's a bonus too, which you'll read about in a forthcoming edition of *911&PW*, which is a projected road trip around NZ's spectacular South Island in a 997 C4S. The car is being generously lent by Brent Jones, a stalwart of the New Zealand racing scene who's just built a 911 RSR, a faithful replica of R7, the 1973 Martini-liveried

Le Mans car, with that distinctive rear spoiler known as the Mary Stuart collar, and driven to 4th overall by Gijs van Lennep and Herbie Müller. Brent will be racing it next season Down Under, and the plan is to compile a feature for your future delectation whilst I'm there.

'Did the earth move for you...?' is not a question I'm often asked these days, but it is quite possible that it might literally do so, given the instability of the Earth's tectonic plates thereabouts. 'Forget driving from South to North Island, advises Brent. 'There's basically no road any more and it'll take hours.' Alfie's experience of the last 'quake was that his boat, along with all the others moored nearby, was tossed and turned in the swell for about six or seven minutes and the jetty they were tied up to shook dramatically as well. Alarming stuff – eerie too, as the water went uncharacteristically flat calm an hour or so before the quake, he says. He was about 120 miles from the epicentre, and thankfully there was no tsunami, but maybe no bad thing he doesn't drive.

Replica 911 RSR built by New Zealander, Brent Jones, who has generously lent JT a 997 so that he can drive around NZ in January, while the rest of us freeze at home



JOHNNY TIPLER
*911&PW's international
Porsche adventurer*

TRUMPF TOWERS

One of our recent ports of call was TechArt, and Antony and I were billeted at Gerlingen, a Stuttgart satellite town a few clicks from Leonberg where they are based. There was a standout name on a bunch of tall buildings on the edge of town, namely Trumpf, which was weirdly topical given the US presidential election just a few days before. No relation, presumably – since they specialise in machine tools and laser tech, and they have an extra 'f', something that presumably Mr Trump is not short of. But some of his electioneering pronouncements got me thinking. Although he seems to have galvanised redundant blue collar workers in Detroit, his protectionist threat that he'd have a 35% tax slapped on Fords built in Mexico must raise questions over the future of car retailing and construction in the USA. Just as Brexit could do in GB: Matthias Wissmann, president of the German Automotive Industry Association, recently warned that 'trade barriers would mean a long period of uncertainties that would block future investments in Britain, where German car manufacturers currently have about 100 production sites.' He hoped that Britain would go for the Single Market, 'and not any other regime that would take years to discuss and negotiate.' I wonder what the deal was with Nissan?

Meanwhile, across the Pond, Mr Trump's swashbuckling rhetoric is also bound to have a knock on effect in the tech arena where Tesla has been making some amazing strides with electric cars that are both quick and good looking. Google, our favourite search engine, is busy constructing driverless cars, aimed at non-drivers such as the banned and the aged. Uber too has been pouring dollars into driverless cars which will make cabbies redundant; gives the word taxidermy a whole new meaning. Imagine the car talking to you in its disembodied voice: "I had that Lewis Hamilton in the back once..." Or maybe not.

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



BRETT FRASER



ADAM TOWLER



JEREMY LAIRD



KEITH SEUME



PAUL DAVIES



CHRIS HORTON



STEVE BENNETT

ALL AT SEA

My colleague and I, Antony Fraser, that is, journey regularly to The Continent, questing for stories with which to entertain you, and I thought I'd report on some aspects of our travels that don't otherwise get written up in the actual features. Whilst we are sometimes hosted by the marvellous Stena Line aboard the SS Stena Britannica from Harwich to the Hook of Holland, enjoying palatial accommodation on the overnight crossing (separate cabins!), we travel more often on the shorter route from Dover to Calais. Make that Folkestone when patronising the Shuttle via the Eurotunnel, a crossing we particularly enjoy, not merely because it's swift (35 minutes) and efficient, but we can grab a breakfast roll from the cheeky ladies at the chuck wagon as we line up to board the train. By contrast, we've also been hosted this year by DFDS Seaways, who offer priority boarding and hospitality in their ferries' Club lounge. That crossing takes an hour and a half, and though the whole process is more complex than Eurotunnel it does break up the journey, which is nice if we have a run to southern Germany, for instance. Of the three options, the night boat to the Hook has a romance all its own and offers the

prospect of a first class dinner and a decent night's sleep – assuming a calm sea, instead of a couple of hotels en route. Same goes for the voyage we sometimes make aboard Brittany Ferries' SS Pont Aven from Portsmouth or Plymouth to Santander when en route to our Portuguese gaff or in pursuit of some Iberian tale.

The point of this preening preamble is that I notice, since the disbanding of the so-called Jungle refugee camp that, until recently, flanked the Calais Ferry Port access road, that both the French and British customs staff seem way more relaxed. Smiley, chatty, even. Sure, the Flics pull over a dozen cars every now and then for a look-see, and some dusting of your steering wheel and door handles for traces of explosives is *de rigueur*. With the threat of refugee ingress now averted you can see why they'd lighten up a bit. I should think that goes for the local Calais population, too, poor sods; without getting into the controversial aspect of whether we should or shouldn't provide asylum for the 'fugees, the hordes of dark figures whom we saw roaming the Calais suburbs one time when we sought a back way into the port are now dispersed, and probably better



For discerning travellers, Tipler and Fraser, the overnight crossing from Harwich to the Hook of Holland, is hard to beat. Separate cabins, of course

off for it. The French are still wary, though, and it's easy to understand why. They may have relaxed at the Ferry terminal and Sangatte's Chunnel border control, but heading for Calais from our last jaunt to Germany and Belgium one evening last week, we sat for an hour in a queue at the French border as armed soldiers scrutinised every car. A torch shone in our faces revealed two white men in a UK-registered car, and we were waved on. A bit further along they were doing the same to vehicles leaving France. Not so Schengen, then. As for Brexit, we haven't met a single person the other side of the Channel who thinks it's a good idea that Britain should be out of Europe. For most, it's incomprehensible.

2,4,6,8, NEVER TOO LATE

While we're over there, and not nose-to-tail on Blighty's clogged arteries, where the only time of day when travelling's civilised is 3.00 o'clock in the morning, it's worth commenting about the pros and cons of the Euro motorway network. Autobahn versus Autoroute? Autovia compared with Autostrada. If you want to get from Calais, let's say, to Bavaria to see Alois Ruf, Ande Votteler, or Willy Brombacher at FVD, forget the Autobahn from Aachen and its Belgian approach; far better to take the French Autoroute via Reims and suck up the swingeing tolls down to Strasbourg, because you can cruise hour after hour at a constant 85mph (130kph) with not too much else on the road. Whilst that pales into insignificance beside the 170mph that's easily achievable on the derestricted Autobahn it's about consistency rather than thrills, and it's also way easier on the fuel gauge; ah – and the driving licence as well. Sure, Monaco to Calais soaks up an easy £100 in tolls, so it ain't cheap. Other countries, including Germany, Spain and Portugal, have cameras on gantries that read your numberplate, rather than toll booths, but obviously a UK plate doesn't register – and never will, which is an unexpected Brexit bonus. The Autobahn, on the other hand, is punctuated more and more by contraflows where sections are under repair, shafting the theoretically high averages that the unlimited speed limits ought to enable, given the relentless slowing from 150mph, say, to

60mph when there's an intersection or something of the sort. Paradoxically, Autobahn service areas, especially Aral, offer better catering than French ones – when would you have dared even think that, let alone say it? Though all are guilty of charging to use the loo, even for a pee. Personally I crawl under the barriers via the child entrance. Old habits die hard...

Dutch and Belgian arterial roads are jam-packed, and don't even think of using the Brussels ring road. We also begrudge having to pay beforehand to refuel by credit card, so we make a point of never filling up in Belgium. The Swiss charge differently; they slap the 40-SF toll on as you enter the country and it lasts a year. I sampled the Italian Autovia in the summer when heading for the Giro di Sicilia in James Puttock's

2.7RS rep, and those roads tended to be more crowded and frantic. On the other hand, northern Spain's Autovia are pretty relaxed, once you're away from the coastal sections; and as for Portugal, some of the northern Autostrada are positively blissful, in the sense that there's very little traffic and the roads are beautifully contoured and cambered as they soar, EU funded, across the landscape. The fodder at Spanish service areas leaves a lot to be desired, but maybe I've been unlucky or simply not understood the menu. One thing all continental arteries have in common is that – in general – folk in the fast lane keep a beady eye on their mirror and courteously move over when something faster looms up behind them to overtake. They indicate, too. Do we do that in GB? Not so much...

Tales from the Autobahn, Autoroute, Autavia and Autostrada. They all have their plus points, except for Belgian services and the Brussels ring road



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AMBIENT EXPRESS

Andrea Kerr is an amazing singer. Until recently she fronted a band called Colt, and now records vocals for other musicians. Hailing from Glasgow, she's a lifelong Porsche devotee

Words: Johnny Tipler Photography: Caroline Kerr

We first became acquainted with Andrea at Classics at the Castle five years ago, and this is precisely the sort of event that she likes to attend with her 3.2 – relatively informal, but packed with connoisseur cars and rarities. Her interest in the marque was kindled by her father – who drives a 991 GTS and yearns for a new 911 R.

When it comes to connoisseurship, most 911 buffs will immediately visualise her 3.2 SSE as the broad-arched Turbo-bodied version, complete with tea-tray rear wing and uprated Turbo brakes and suspension. Introduced in 1984 when the 930 Turbo was briefly outlawed in the States, the model was designated as the Carrera SE – Sport Equipment and, in Andrea's case, the Carrera Super Sport SSE from 1986. Her car is the even more distinctive Targa SSE from 1988. "Turbo-Look" 3.2 Carrera production was never officially documented,

though according to PCGB, between '87 and '89, Official Super Sports SSEs numbered 21 Coupés, 14 Targas and 18 Cabriolets. An extremely rare car, then.

Andrea is ebullient: 'Yeah, it's the option code M-491, and the last article I read said there's probably only 14 right-hand drive Targas. The car is super-important to me and I love it very much and, yeah, it is quite rare. I don't think a lot of people realise that when they see it. A lot of people will say, "oh, 3.2, they're going up in value," and they don't realise that's it's the Super Sport and a bit more special than the normal 3.2 Carrera. I've had it now since May 2009, so that's nearly eight years. It's not just the first Porsche I've owned, it's actually the first car I've ever owned! That's because when I was in Scotland my parents had a couple of cars, and one was an old Mini and I used to drive that around, and then when I was 21 I stopped driving for a while because I moved to London and in London you don't need a car. Occasionally I would drive

somebody else's car, and then I had this dream about a gold Porsche – and when I told my then boyfriend about the dream he said, "Ridley Scott is selling his gold Porsche," and I said, "please ask him if it's still for sale," and as soon as I saw it, it was like, "that is my car," and I wasn't at all afraid of it like you would be with a powerful car. The driver's seat was jammed as far back as it could go, and I got in and the people at the storage facility were like, "oh, you can't reach the pedals," because I think they were trying to buy it as well! And they were like, "oh, you can't drive it," and so I got my bag and my rolled-up jacket and stuck them behind me so I could reach the controls. I didn't actually meet Ridley Scott in the process of buying it. It had been in storage for ages, which is why it had such a low mileage. When I bought it, it was 30,000 miles, probably because he was away a lot filming in LA and not actually in London that much. So I went to the RSA Ridley Scott Associates office on Beak

Andrea Kerr and her Targa SSE. It has fame on its side, having previously belonged to film producer Ridley Scott



Street in Soho and his PA did all the paperwork with me.

Well, it's still been touched by the hand of God: 'I know! It was the butt of many jokes when I first got it. When an ex found out he said, "this is great, just need to wait for him to die and then you buy a big model of Alien and put it in the front seat..." Or, alternatively, just wait for the price to go up. Which of course they are in the process of doing, but I've got no intention of selling her. I mean, my dad said, "have you seen there's another one for sale for £80 thousand? and, if anything, that's making me more nervous because my car is so expensive now; what if I break it, because I really love it.

'I need to tell my insurance company that they're more valuable now, get it appraised again, because the last time I spoke to them I said, "I think the price might be wrong," and she said "ok, you can update if it's gone down a bit," and I went, "I think it's actually gone up a bit..." and you could hear she hadn't had many conversations like that! They don't quite get it unless they're car buffs. So it's on at £45K, but seeing as how rare it actually is, that probably adds another £20 grand on it. That's the trouble I'm having, when I go to guesstimate how much it's worth and I look on line, there's never that many for sale.'

'When I first got her it was purely for the love of that car, I wanted it so much, and I used it where there was easy parking, so I used to drive through London a few times a week. And then each Christmas I would drive up to Scotland and see my dad, and I've taken it over to the Isle of Wight a couple of times. Then people started saying, "the prices are going up, you should watch your mileage," and at that point I stopped driving it around London, and I was just doing my top fave trips, for example, down to Stonehenge or Avebury; I quite like a nice stone circle!'

For several years Andrea was the singer in a band called Colt, whose music has been described as "ambient darkwave" — a '90s phenomenon, think Cocteau Twins meet Bauhaus. 'Yeah, I don't do it that much these days, though I did a vocal just a couple of weeks ago for John Fryer, this great producer that we used to work with, and I really enjoyed that. A couple of things didn't go in our favour: the label we were on got into trouble and dissolved, and then our drummer got taken off on tour with the Beastie Boys for 18 months and we found it impossible to replace him to the standard we had before, so it fizzled out more than anything; we never actually said, "we're going to stop;" you just lose momentum, you're not in demand as much as you were, and without that pressure, without people saying when are you doing another gig, you don't get it done. Our ex-drummer now plays with the Stereophonics.' Nowadays Andrea's more likely to be found doing amateur archaeology, fossil hunting on the Thames foreshore.

Andrea's dad was into Porsches and still is, and that's where her passion sprang from. 'When I was about 5 or 6 I remember my (younger) sister and I were already in bed, and Dad had gone somewhere else after work, and he was so excited and he came upstairs and he was, like, come on, get up, get up, I need to show you

On a wing and prayer! The definitive 911 wide-body view, dominated by that Turbo wing and wide arches. It's not red, either, making it something of a rarity



“ I was doing my top fave trips to Stonehenge or Avebury. I quite like a nice stone circle ”



Fat Fuchs! All show and no go? That's so often the stick that the Turbo body 911s get tarred with, but these days it's not all about performance



HISTORY

The Turbo look for the Carrera 3.2 was a no-brainer for Porsche. The Coupe version was launched in 1984, followed by Targa and Cabrio variants in 1985. It wasn't just the Turbo 'look' that buyers were getting, it was the Turbo's suspension, wheels and brakes, too, but for some that didn't make up for the fact that without the Turbo's thrust, these were just bigger, heavier Carrera 3.2s. Nowadays, it's not all about performance, but more the air-cooled 911 experience and these cars have that in abundance and the widebody look is actually an added bonus.

something, put on your dressing gowns, come downstairs and look at this: and it was a black 911SC! And it really did look beautiful because he'd just got it so it was all shiny and new, and I was like, wow! I slowly walked round the side and said, "Dad, the boot's open!" and he goes, "that's not the boot, that's where the engine lives!" And Mum's like, "go on, get in!" and we're climbing in the back and of course it's got these little bucket seats, and he says, "these are children's seats, I had them put in especially for you," and of course we believed it, and we went for a drive and it felt so late at night and it was all so exciting. And that's where it comes from. I never thought, "I really want one," it wasn't like that; I always liked them but I never assumed I would buy one, mainly because I'm a bit of a nervous driver, and then it wasn't until I had that dream about buying one and the dream was so exciting, and that's how it came about really. And then after I got mine it really enthused my dad again and he got a 993 Turbo, which whoever had it before had spec'd it up to Turbo S. He's got the 991 GTS now, and that's lovely – yeah, I had a little go with it when I was up in Scotland, and of course it's hugely different to mine but it's still lovely.'

Andrea isn't tempted to switch to modern 911s or classic ones, though. 'You know what, I like the feel of the 3.2, and I would be worried if I went for anything older than the gearbox might not be what I'm used to because mine is a G50. I love the Targa and it's something that I'm really fond of, so maybe something like a Targa 964, but I just think, no, I couldn't imagine having anything other than the 3.2. It's like my personal icon really, isn't it.

coming back in winter!

'I like to keep it for special journeys, and I'd like to do more concours shows. Pitlochry in Perthshire was for the whole of Scotland - they had R1 and R2 in the same show – and that was the first show I'd ever done so I didn't quite understand what I was supposed to be doing. I managed to put the mats in clean, but we didn't have time to wash it, and Dad's got that jelly stuff you spray on and you don't scratch your

“ I couldn't imagine having anything other than the 3.2. It's a personal icon ”

'It's done 43,000 miles now. The show that we did recently was about 12 minutes drive from my dad's house on the south side of Glasgow, but the show before that was up in the Highlands at Pitlochry and that was a gorgeous drive, very beautiful, and everything was so lush, it was lovely. I'm often up there in the summer when the weather's nice; it's such a nicer, calmer, cleaner way of life, but it takes just one winter up there and I'm like, I'm never

car, apparently, so we just gave it a quick wipe over with that. And these lovely chaps who were doing the judging were looking at the car and they said, like, "would you pop open the fuel cap?" and I'm like, "are you looking for rust?" and they're like, no, we're checking how clean it is, and I'm like, "how clean it is? I didn't clean it!" We hadn't even bothered washing it! We won a prize though; we got judges' favourite. Pure charm got us through, I think.' **PW**



Porsche ownership runs in the Kerr family. A ride in her dad's 911SC as a child was enough to sow the seed of future Porsche enthusiasm. Nowadays he owns a 991 GTS, but Andrea won't be turned from her classic Targa

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STREET LIFE

TechArt creations are all about standing out from the crowd, and nothing has more cred than the new 991 Turbo-based GTstreet R. We strike a pose

Words: Johnny Tipler

Photography: Antony Fraser



Before you ask, it's Daphne Green. A trifle effete for such a dynamic bruiser, but you can't argue that it's not eye-catching. Especially given the striping that's both subtle and not so subtle, and detailing that's sometimes intricate and sometimes plain shouty. Meet the new love of my life, Daphne Green – also known to her other suitors as the TechArt GTstreet R.

Without wishing to be in any way disparaging, it's fair to say that, of the half-dozen specialist tuners and tweekers orbiting the Stuttgart galaxy, TechArt are the masters of Porsche bling. It's all tastefully done, provided you like your Porsche given the carbon-fibre workover along with its performance hike. Current masterpieces are the 718 Boxster S and 991 Carrera 2 that we tried recently, and they have just been joined by the GTStreet R, as wild an incarnation of the 911 bloodline as you could wish for. While

factory-issue 997 Sport Classic and 991 R are relatively restrained, TechArt's GTStreet R is an explosion of art and attitude. It's based on a 2017-model year 991 Turbo S, and in this guise it's a 720bhp 3.8-litre twin turbo, four-wheel drive rocketship. To give an idea of the sort of performance upgrade their Techtronic power kit enables, recent runs at Eira Leissen test track produced 0–100kph (62mph) in 2.7s; 0–200kph (124mph) in 8.5s; and 0–300kph (186.5mph) in 23.3s. That's not hanging about. 'That's great for us,' says PR Tobias Sokoll, 'because it's faster than a McLaren.' Faster than everything, pretty much. Onwards and upwards.

Once my eyeballs have become accustomed to Daphne and her vivid graphics, I focus on the detailing. What TechArt describes as its 'genetics'. The TechArt badge is resplendent on the front lid, and the model is identified on the doors and the engine cover. On the underside of the front lid is the embossed TechArt logo in big

letters, and on the floor mat inside the front boot is the lovely yellow stitching with the GTstreet R legend sewn into it. The green pin-striping that continues from the roof and down the back window relies cleverly on the darkness of the glass to perpetuate the colour scheme. It sports a sort of bi-plane rear wing incorporating ducktail and spoiler, whose cantilevered top deck is so high that I could be flying a Sopwith Camel – though it has to be said, in somewhat greater luxury. It's said to apply 321kg of downforce at 186mph – on the Autobahn rather than the street, natch.

TechArt's split-level premises is fronted by a rotunda showroom displaying four vehicles: two Macan Magnums which seem to be their current staple, and a 991 and 997 Cabriolet, all featuring the TechArt twists. Not only does it have a busy workshop with four hoists, TechArt also has the advantage of having a dedicated in-house upholstery shop – affectionately known as 'the saddlery', where all the trim is fabricated from a riot of dyed





TechArt's wildest creation yet? Without doubt and we're testing the full fat version with 720bhp

hides and miscellaneous templates festooning a wall, while steering wheels are intricately hand-crafted from scratch.

Tobias describes the thinking behind the GTstreet R: 'The main idea is to have the sort of look and downforce and on-track feeling like you have in the GT3 RS, but with the benefit of turbo thrust, great handling and the practicality of everyday use. It drives like a Turbo with more boost and more downforce, but you don't have the hard ride and steering of a GT3 RS, which in any case you probably wouldn't want to drive every day.'

'The car we've got here is the Club Sport version, so you've got the roll cage, and in the back seat we provide a helmet and a bag to store it in. You can order that with the car.' The cage is made specially for TechArt and is lacquered to Daphne's liking, while the black dots you see are the screws holding the tubes together. The price in this configuration, including the special colour and the generous interior, is about €390K for the complete car.

'The transformation to the GTstreet R starts with the aero kit, mounting, lacquering, then the wheel set and the exhaust, the interior kit

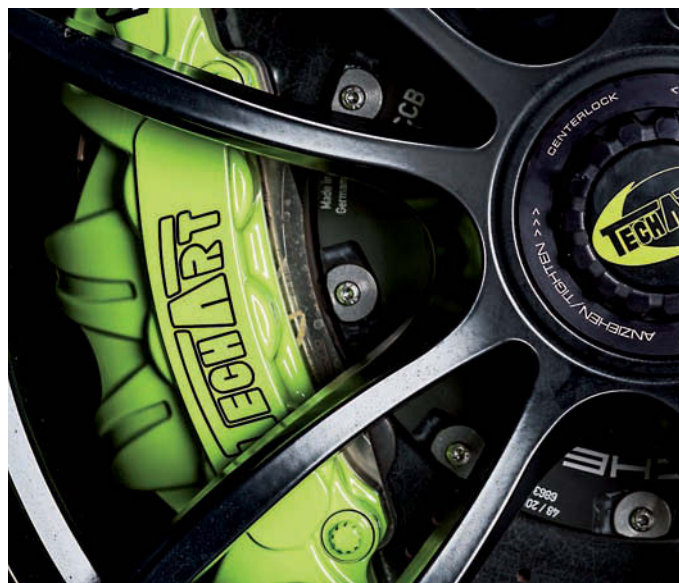
and the 640bhp power kit, so you're up at nearly €400,000 inclusive of German tax, and all mounted on the 991 Turbo donor car.'

Tobias explains that the market is split between buyers for whom money is no object and who will order a brand new car, and those running a 2015 model and like the idea of upgrading it. 'It's also possible to build the GTstreet R on the previous model, so that's quite interesting for guys who have had their car for two years now and want to buy something new but don't know what, so they can now have this one for 400 grand.' The transformation could be accomplished in six-to eight weeks. A client proffering a 2015 car could get the new three-dimensional rear-lights fitted, plus the fog lights that also came in with the facelift. That way it would look identical to the gen 2 car, apart from lacking the mode switch on the steering wheel.

There's a lot going on with these bodywork extensions: the guys in the workshop start by removing everything surplus to requirements from the car. All the new GTstreet R body parts are carbon-fibre, including the lacquered ones. For instance, the bumper panel is all

carbon, the front lip and splitter is new and projects forward automatically – the same mechanism as the turbos – and it can be overridden. The rear wing extends vertically by 5cm, and it also angles up to 15 degrees. 'If you don't push the button or change the mode it's speed-driven, and when you go in Sport Plus or use the button for the spoilers you can operate it by yourself,' explains Tobias. They've angled the oil-cooler differently, too, so that cooling air passes over it and exits via the extractor slots in the front panel. The front lid is carbon-fibre, as are the side skirts and bargeboard flaps surrounding the front corners of the car. There are nine louvres in the front wing (fender) tops, in matt-lacquered carbon-fibre, like the wheelarch extensions, though as Tobias points out, 'the customer can have it all gloss body colour if he wants.' The prominent intakes ahead of the rear wheelarches are calculated to enable the engine to develop more power by allowing greater air ingress to the intercoolers, in consort with the air intake on the top of the engine lid. The vents behind the rear wheels duct the hot air behind the car. The GTstreet

Below: Not everything is modified. TechArt considers the standard six-pot calipers and carbon ceramic discs to be more than up to the job. They hide behind TechArt 'Formula IV' 20in wheels. Right: Carbon-fibre scoops and wings facilitate extra cooling





The colour is Daphne Green, which sounds a lot more restrained than the reality... Bodywork is tested in the wind tunnel and produces proper, discernible downforce

R runs on 20in forged TechArt 'Formula IV' Race centre-lock wheels, shod with Michelin Pilot Sport Cup 2 – the more road-friendly option – 265/35 ZR 20s front and 325/30 ZR 20 on the rear. The 21in option wheels wear Continental ContiSports with whom TechArt has a tyre contract. In this case, the 20in wheels are finished in black, enlivened by a tidy Daphne-coloured rim bead.

The mechanism of the spoiler's supports has been upgraded, and it all looks very formidable. There are two grilles below the engine lid; one is open and one is decorative, echoing the shape of the three-dimensional rear by transferring across the whole back of the car. At the bottom is the

rear diffuser with defined spaces for the twin paired titanium tailpipes. The two central ones are darker than the outer ones as they operate at more pedestrian speeds; the blue-greyouters come into play during fast motoring. 'The colours also change depending on what you do with the car,' says Tobias; 'when you pull hard on the Autobahn they take on a different colour compared with driving through the city.'

The Club Sport version is mostly upholstered in Alcantara, which is wonderfully tactile. The standard interior is removed, and TechArt's saddlery snippers make up the trim panels. 'We really pulled out all the stops with this car, declares

Tobias. 'Our designer used special stitching that matches the exterior colour, so all packages feature this cheeky street art stitching on the seats, on the door panels and in the roof, so the continuity is even there when the sunshine roof is open.' The yellow stitching theme is carried through the beautifully-made TechArt steering wheel, fashioned in-house in the saddlery and not quite circular – it's flat across the bottom for better thigh clearance – but it carries the shift paddles and the regular audio controls, and there's a big boss in the centre with the TechArt shield and half moon symbol, and the Sport control button at lower right. The coloured sewing also extends into the



While the TechArt GTstreet R is based on the current gen 2 991 Turbo, it can also be built around the earlier gen 1 car. Power can be kept as standard, or TechArt's 620bhp power kit can be specced. But really, if you're going to go this wild, it's got to be the 720bhp kit as fitted here

TechArt's modern workshop is busy with conversions. Most popular is the Macan in TechArt's Magnum guise. All trimming for steering wheels and interiors is done in-house

detailing on the back of the paddles, the steering wheel and the gearshift gaiter. 'The customer can choose whatever colours he wants.' I notice a discrete plaque stating that this is 001, the very first GTstreet R. I take a peek in the glove compartment and there's a hand-made GTstreet wallet containing the vehicle documents, which is another nice touch.

'Everything is negotiable, so if the customer wants a different power kit on it, there are several different opportunities with regard to performance. You've always got the basic Turbo and Turbo S, and our Techtronic power kit puts out 620bhp when fitted on the pre-facelift Turbo S, and 640bhp on the facelift Turbo S, and then the really big power kit like this car has delivers 720bhp. So you've got five different power kits depending on what model you have, and whether you want the big one or if 620bhp is enough. It's down to what the customer wants to do with his car and what he is dreaming of.'

The aerodynamic modifications are evolved in a wind tunnel. 'We put the car in a wind tunnel to optimise the aero, and also to be sure it's safe when you drive at 340kph; you want to know it's not going to misbehave. We now know that, when you are on stage three of the active aerodynamics with every spoiler extended, you've got 321kg of downforce at

complete car, but we always have to do the test for pedestrians, and we have to drive into the dummies to see how it reacts when the head lands on the bonnet and when somebody's leg is hit.'

TechArt has upgraded the suspension with shorter springs, and the wheel rim offset broadens the track. 'It has the options that the

“ You've got 321kg of downforce at 300kph, so you really feel it ”

300kph, so you really feel it when driving the car that it is firmly pressed onto the street.' When honing a car such as this it's helpful to have a stretch of the local Autobahn handy for max-outs, and so they do. The GTstreet R is TÜV approved. 'We don't crash the

Turbo S normally has, like air suspension, and it works quite well. And if the customer wants to have the car more tracky, for example, there's also a coil-over set up that we can fit. We can apply virtually anything from our full range, depending on what the base car





Interior is a showcase for TechArt's in-house trimming skills and features swathes of leather and Alcantara. Green highlights complement the exterior

Below: Steering wheels are hand trimmed. TechArt badge is the finishing touch. Right: Note roll cage lurking behind seats, signifying Club Sport version of GTstreet

happens to be.' Like the 991 Carrera S that we sampled a few months back, I'm grateful for the nose-lift kit on our photoshoot, which raises the front of the car so the spoiler clears any ruts or rocks as I perform endless turnarounds in forestry tracks and laybys to provide my colleague with panning and cornering shots as he stands mired in the midst of some root vegetable crop. The nose-lift facility is activated by a button on the centre console, and it happens very quickly, which of course is a good thing, with the front happy to levitate and descend when the car's travelling at under 15kph. The suspension retains the PASM and PDCC (Porsche Dynamic Chassis Control), and it's been slightly upgraded with beefier springs that TechArt has developed specially for the car, and it sits 30mm lower than its progenitor. The brakes are the same carbon ceramic items as on the Turbo S. As Tobias says, 'There are things that work well that you shouldn't change.'

All the modifications on TechArt cars are driven by a technical and aesthetic impulse, contemplated, assessed and agreed by a panel of employees, from marketing to technical and styling, with the last word from CEO Thomas Behringer. 'Our in-house designer Thorsten Stroda draws the whole thing,' Tobias reveals; 'not only the external modifications and the sticker kit, but he also designs the interior, too. The technical guy also has to approve what's proposed, and then the designer builds his ideas around that, and then they're discussed again and again until a final format is agreed.' Not only does TechArt have its own trim shop, its carbon-fibre facility will shortly relocate to a new building under construction on an adjacent plot. 'It's a growing business,' says Tobias; 'there are currently four guys working in carbon-fibre, and they have so much to do, fabricating everything from Magnum to GT parts, so right now they are also looking to recruit another person. Normally they do all

the interior parts, the mirrors and things like that, but the GTstreet R is the only body kit that's completely in carbon-fibre. We've also integrated the active aerodynamics that we tested in the wind tunnel.' The GTstreet R was a year-and-a-half from design inception to production, which is pretty good going, suggesting that it was an ongoing progress that didn't get bogged down. 'Yeah, it wasn't like, ok, let's put spoilers on it and four weeks later we're finished, there was a great deal of careful thought and evaluation during the application of the detailing process.' No question, the result is one of the more spectacular transformations of a standard Porsche. They've very much gone their own way, and it's a very neat creation.

As well as in-house development engineer and test driver Moritz Renner who's occupied the role for 10 years, TechArt also engages the services of 1992 Porsche Carrera Cup champion Uwe Alzen to hone the cars' performance. Alzen's career also includes





scoring 2nd place at Le Mans in 1998 in the works GT1, and along with brother Jürgen he's an expert in the VLN race series and Nürburgring 24-Hours in their privately prepped GT2. 'Uwe established our record on the Nordschleife with the pre-facelift Turbo S,' Tobias tells me. 'It was also clocked at 3.4-seconds to 100kph (62.1mph), maxing out at 345kph (214.37mph).' For the record, that's 0.1s quicker than a 3.8-litre 991 GT3.

My first impression when sitting in the car is how womb-like it feels; I'm cosily enveloped in the Alcantara of the seats, and in fact it's a whole world of Alcantara; it's everywhere, door liners, A-posts, the roof lining, and it's also in the boot. However opulent the donor car's cabin interior may be, it is completely removed and switched for TechArt's swisher in-house Alcantara cladding. The control button on the steering wheel is zeroed at 0, with 'S' for Sport and 'SP' for Sport Plus and there's also 'I' for 'individual, so you can programme your personal setting, too. The exhaust is connected to Sport and Sport Plus, and if this was Spinal Tap we'd be up at Eleven in SP volume. If you have it on 'Individual' you can just have the exhaust open, without engaging the performance changes that are made to the engine that apply in Sport and Sport Plus modes. I'm being fairly circumspect on a wet road to start with, bearing in mind that we're on Michelin Pilot Cup Sport 2s – as Moritz Renner says, 'this car needs race tyres to suit its character, so we have no choice, we need the Pilot Sport Cup 2s, everything else would be illogical. But, if you've got a long run to do, ContiSports are also a very good tyre.' Indeed. But this really is a very exciting car in normal mode, let alone going into Sport and

Sport Plus. Applying Sport Mode produces an instant leap into a different auditorium, while things get sharpened up in the handling and acceleration departments. This car is extremely competent, and so efficient. It can do everything at slow pace, as dictated by traffic scenarios, and then given minimal pressure on the accelerator pedal it responds instantly with storming accelerative motion. The steering is beautifully weighted and I can feel the car around the corners on this lovely curving Black Forest road.

If Sport is a sonorous delight, instantly firming the ride and sharpening the responses and sustaining the revs for a tad longer, Sport Plus is positively explosive, and

and there are some corners with wild cambers and blind summits a bit like the Nordschleife, so it is a little bit tricky. But,' he says reassuringly, 'I have driven this car about 8000km during testing, so I've got a good understanding of its performance and I know what it can and can't do, and it's very easy to handle, so you can make really spectacular moves without being a professional race driver.' Gulp. It's a lesson, though, and I now know that I can confidently make overtaking decisions with this car that I wouldn't contemplate in my 996. It gives plenty of feedback, so it's inspiring, knowing that I won't be running into trouble. The roads have dried out later on

“ If Sport is a sonorous delight, Sport Plus is positively explosive ”

you feel the repeated backfiring on the over-run through the seat, and you'd have to be really committed to exploit it to the full. As it is, it's possible to deploy the GTstreet R's vast power resources on some of the local backroads – one outing I do with test driver Moritz takes us onto the most amazing switchback blacktop where they regularly take the cars for suspension development and compression test analysis, and here my life flashes before me as we hurtle downhill toward the forest at breakneck ski-jump speed, the driver matching the car twitch for twitch with a hint of oppie on the damp roads. As he says, 'today it's very slippery

and traction is not an issue, and it sticks like glue through the bends, and in the dips and troughs it neither lifts nor bottoms out. This is a hugely efficient, potent machine. It's beautifully built, looks fantastic, with staggering acceleration, planted handling, solid as a rock, and one of the most joyous rides I've experienced – ooh, since I was last at Pfaffenhausen. Firecrackers explode up and down my spine. Apt soundtrack? That'll be Street Life... Hold tight, Daphne: cue Randy Crawford and The Crusaders – they'll be grooving on the ICE for sure. Me and Daphne, TechArt's latest is right up our GTstreet. Ahhh!

The TechArt GTstreet R's most dramatic rear view. Biplane style wings and quad titanium exhausts dominate. Mind you, it looks pretty menacing from the front, too!



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SPEEDSTER YELLOW



As a counterpoint to the 991 GTstreet R – albeit no less striking – we also sampled a 964 Speedster that received a full-blown TechArt makeover back in 1993. Output of the 964 Speedster numbered just 945 units, though 3000 were originally planned. The model was introduced in October 1992 and all were built in the 1993 model year, so it appeared relatively late in the model's lineage. They were all rear-drive C2s rather than C4 chassis, and all but 15 were narrow-bodied. This particular Speedster had already clocked 28,000km when it rocked up at Leonberg for the TechArt tune-up. The mileage now reads 85,120kms, so it hasn't been far. Documentation reveals that the car cost DM267,000 (€133,500) new, including the TechArt mechanical and cosmetic conversion.

You could be forgiven for believing that

the regular Speedster was itself fairly far out as a manifestation of the 964, but then TechArt customers have always been of the one-step-beyond mind-set. Here's what happened to this one. Its Speed Yellow bodysell received wide Turbo-style

bumper panel contains TechArt's trademark brake cooling ducts and driving lamp combo inserts. There's a matching rear skirt, too, so as an add-on ensemble it's quite sophisticated. The wheelarches blend tidily into the wings either end of the frameless

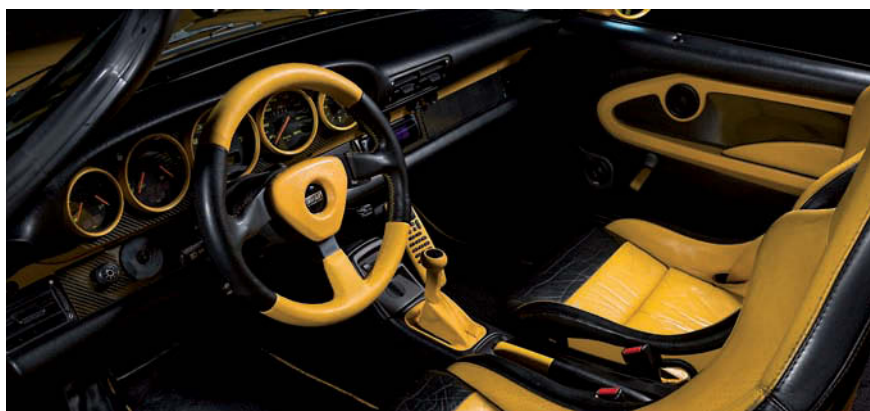
TechArt 964 Speedster very much of its early '90s era in Speed Yellow

“ TechArt customers have always been of the one-step-beyond mindset ”

wheelarches, similar to those of the preceding 3.2 Carrera Speedster in Super Sport guise, placing it in line with the rarest of the 964 Speedster breed. These humpty reach-out arches are neatly linked by the sill skirts, while around the front of the car there's an additional splitter, and the

doors, while stone guards at the back end of the sills are a deeper yellow than the rest of the car, possibly due to sunlight parching or some kind of chemical reaction. The squat, low-slung Speedster is finished off with TechArt's round Cup-style mirrors and black-rimmed windscreen.

Yellow theme extends to the interior, including fabulously retro carphone





The blaring yellow exterior is matched by a riot of yellow and black in the cockpit, where we find lollipop-esque sports bucket seats, upholstered in the saddlery, with TechArt logos on the back, and yellow detailing ranging from the rim of the steering wheel and the horn button in the centre, the handbrake lever and door panels with 1990s carbon-fibre inserts, to the yellow strips across the dashboard and yellow-rim instrument bezels; there's even a yellow telephone, a period accessory but kind of redundant now. Top down, the view immediately behind me is of the twin humps of the rear panel behind the cockpit, concealing the folded down rag-top, uncompromisingly plastic and truncated over the rear of the cockpit. Behind the seats lives the box containing the hi-fi speakers. There's a little antenna for the telephone on the speaker compartment, which would have been high-tech hi-fi in '93, and the number of speakers indicate a potential surround-sound environment in the cockpit.

The five-spoke split-rim OZ wheels bear the Fittipaldi emblem (after the eponymous Brazilian F1 World Champ), with centres in body colour and extreme offsets to the rims. On the back the Dunlop SP Sport tyres are 265/40 ZR17 and on the front they're 235/35 ZR17. The steering wheel too is a Fittipaldi item, although it's got TechArt in the centre of the boss. As for the seats, they simply bear the legend "Speedster". As I prepare for the off, I'm sitting up a tad high, and if it were mine I would have the seat set a little lower, because the forward view – indeed, with the canopy erect, every view – is compromised by the lowness of the windscreen header rail. But then seeing as this is essentially a summer car the canopy would normally be tucked away, as we have it for our shoot.

It certainly sounds promisingly roty on start-up, thanks to the TechArt exhaust, and a few kilometres out of Leonberg I'm out in forested countryside on the same twisting, undulating roads driven earlier in the GTstreet R. Immediately I'm aware that this

964 feels lustier than standard, thanks to its 308bhp 3.8-litre flat-six, and quite quickly I note an impressive sense of poise and capability. The brakes are dependable 964 quality, turn-in is very sensitive, and the slightest movement on the wheel has an effect on the steering, which is good, considering its big wheels and tyres. There's an engaging eagerness about the Speedster as well. It's not turbo quick and it's different in character to an RS, but it's very willing to be shoved through the winding wooded byways, and I take advantage of the broad tyres to get a lean on in the corners. No chance of matching the GTstreet R's pace along these highways, but nevertheless it gives a very good account of itself. I have no problems with the performance and handling and, visually, if you harbour any doubts about the Speedster concept, snazz or wazz, consider that it is a sunshine special rather than an everyday 964 Cab, so why not push the ostentation boundaries a bit further with a TechArt makeover. **PW**

What was acceptable in 1993... Actually still works today, which isn't always the case with such things

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Tipler wears green in
homage to the GT
street R, but in the
Speedster it's just a
terrible styling clash!





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ALL AROUND THE WORLD

Porsche's best-selling model is the Macan, with 95,000+ cars shifted in 2016. It's a model we've barely driven, so we've decided to put that right with a UK based world tour, if that could possibly make any sense

Words: Steve Bennett Photography: Antony Fraser





Stealthy does it. In 'Night Blue' metallic, the Macan blends in well with the rather dreary winter landscape

It's a long way to Moscow. According to the on board sat nav fitted to our Macan, it's 1940.6-miles and it's going to take a solid 31hrs and 35mins. That's from my house in East Anglia, down the A12, onto the M25, M20 and 40mins under the channel before blasting across France, Belgium, Germany, Poland, Belarus and into Russia. The distance from the Belarus/Russian border to Moscow is the equivalent of driving the length of Germany – again.

You know what, maybe we'll give that a miss. Life's too short and President Putin is being a bit of a nob at the moment, what with Syria, Ukraine, state-sponsored doping, Hillary's emails and generally interfering with western democracy. There are, you see, other Moscows, where none of that stuff goes on. In fact, you don't even need to leave the British Isles to go to Moscow. There's a perfectly decent Moscow in Ayrshire and it's only 415-miles away. We'll go there, then, and we can visit Jerusalem on the way. As you do.

So just what sort of tenuously half-baked, half-arsed road trip have we concocted this time? Well, it sort of goes like this. As we all know – like it or not – Porsche is, these days, a leading producer of luxury SUVs. Indeed, at 95,000+ Porsche's best-selling model worldwide is the Macan, a part of the Porsche range that we have pretty much ignored since its launch in 2013. That's not

to say that we've snubbed it because we're of the opinion that it's some sort of travesty and has no place in the grand scheme of all things Porsche. It's more because it's been off the *911&PW* radar and is not a 'core' model in terms of magazine content. Or to put it another way – there's not a great deal of interest in the Macan, currently from the *911&PW* collective/readership. But this is Porsche's best-selling machine and surely we should acknowledge that fact and attempt to get under the skin of what is undisputedly a hugely popular car. So, with no expense spared, we're going to take the world's best-selling Porsche on a world tour, all without leaving the UK. Clever, huh?

It would, of course, be great to say that the best-selling Porsche in the UK is the 911 or the Boxster, but of course it isn't. Like the rest of the world, the UK has also been enchanted by the Macan and Brit drivers love it, too. Predictably, though, we love the diesel version, as does the rest of Europe. In a nod to our particular car buying environment, we have, then, gone diesel for our world tour. Sure, the full-fat Turbo S might have (occasionally) been more fun, but the diesel is the real world choice, even if the black stuff is falling foul of the various European governments that once encouraged us all to buy into its magic eco ways. We did consider the plug-in hybrid, as I'm sure many UK buyers do, too, but the numbers don't stack up, which is

why diesel still rules as the optimum way to power a large SUV, without the crippling running costs.

Whatever your view of Porsche's deviation into the world of the SUV, with the Cayenne way back in 2003 and the Macan more recently, it would be churlish in the extreme not to acknowledge its business acumen. What seems like a sure-fire business winner now, was, at the time, something of a leap of faith. Sure they researched the what nots out of the concept, focus grouped and consulted the crystal ball of marketing, but in the end it was something of a hunch. Fast forward and just about every manufacturer of luxury conveyance has an SUV option, with Jaguar, Maserati and Bentley the latest to the forecourt. A Rolls Royce SUV of some description will surely be next and you wonder whether Ferrari will really be able to hold out given the potential riches to be gained. And then, of course, there's Range Rover, the original and arguably still the best, and selling just as fast as they can be bolted together.

What's the attraction? Well, you might be asking the wrong person, but I'll have a go. First up, in the case of the Cayenne in particular, you have to drive one to get one. On every rational level it and its ilk are slightly ludicrous. Nobody needs one, but then when does 'need' enter the equation in the world of luxury and prestige. Big, brash and bold, you have to have a grudging

Jerusalem? Yes, we went there en route to Moscow, as you do. It's just outside Lincoln in case you're wondering. Right: Sat nav plots the route between Bennett's East Anglian retreat and Moscow





Moscow in Ayrshire is a blink and you'll miss it disappointment, but we were there and that's all that matters for our round the world trip

respect for something that will lap the Nürburgring nearly as fast as a 911, but will also traverse any trail or obstacle that you put in its way, despite being the size and weighing the same as a small bungalow. You have to admire the sort of engineering that makes that possible, even if the majority of folk who buy one will never really do any of the above or really care. I mean, why would they? But that doesn't matter. In order to justify its badge, Porsche has to imbibe all its products with towering ability and that deserves respect. That, and the fact that whether it's a Cayenne or a Macan, there are few more pleasurable ways of wafting around, which is what most people like about them, even if they are just scratching the surface of their ability. And forget about all the cost and size stuff. Everything is big these days. That's just how we like it. Cost? Who cares. No one actually buys one with, like, money. These days you lease for three years, give it back and get another one. Car companies don't sell cars, they just rent them.

There are downsides and this applies to all luxury SUVs. People will hate you and

with some justification, because it's really, really difficult not to look smug and lofty when you're looking down on everyone. In the main this sort of vitriol is reserved for Range Rover drivers, but I can see the Bentley Bentayga being similarly targeted.

But enough of all this, and besides, the Macan is a smaller and less ostentatious proposition than the real behemoths of the

we will discover.

So the world tour and two-days of living with – and virtually living in – a Macan begins. First impressions? None just yet. It's 4am, very foggy and we need to get to the A14 and then the A1 because we're making a pilgrimage to Jerusalem. No, not the city on a plateau in the Judean Mountains between the Mediterranean and

“ Fraser decrees that we must travel north in search of sausage rolls ”

SUV genre and more attainable, which is why it's Porsche's big seller. And our round-the-world Macan is particularly subtle in a deep 'Night Blue' metallic, with 'SportDesign' gloss black detailing and 'Monochrome' black exterior package. It's all very dark, and not even the big optioned 20in polished spoked 'SportDesign' alloys do much to raise its stealthy appearance. It's going to be a bugger to keep clean, as

the Dead Sea and site of huge historical and religious significance, more the one that's outside Lincoln, just off the A15.

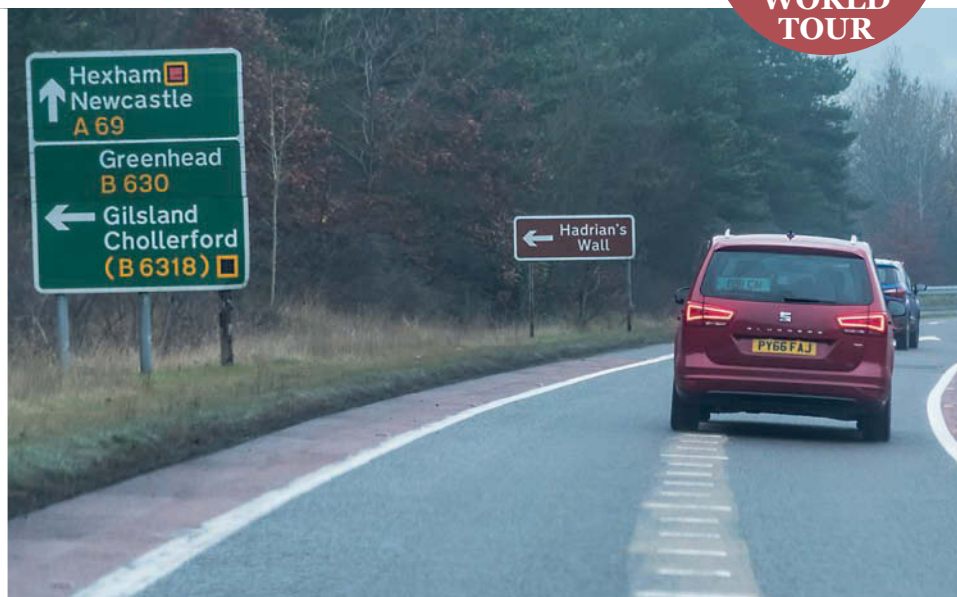
It's hard not to reference the hymn Jerusalem in this context. Indeed, as hymns go it's a corker, a majestic masterpiece melded from the poem of William Blake and put to music by Hubert Parry. Sadly, though, through the 6am gloom and fog it's hard to pick out any of England's pleasant

New York, New York, so good they named it twice. And they did. Once in Tyne and Wear and again across the pond





A handy tip should you ever find yourself grinding along the A69 to Newcastle. Jump off and take the roller coaster ride that is the B6318 – the old Roman road, which follows Hadrian's Wall



pastures, clouded hills, dark satanic mills or chariots of fire (unless you count the Macan). So while Jerusalem was indeed built in England's green and pleasant land, we just couldn't see much of it. The reality is an unremarkable ribbon development/village in the North Kesteven district of Lincolnshire with a sign in and a sign out. There is a Facebook page – last updated in 2014, with a picture of some horses in a field – and the earliest reference to Lincolnshire's Jerusalem seems to date back to the 1400s. Historian, Simon Sebag Montefiore, reckons that pilgrimage to Jerusalem was particularly popular at the time, but especially practical, hence a rather more convenient location.

We have other pilgrimages to make, the most important being one that involves breakfast. Snapper Fraser decrees that we must travel further north in search of sausage rolls, so it's back on to the A1 and into the rush hour. Being close to the shortest day light is taking some time to penetrate the fog, but by Catterick we are beginning to acclimatise to our surroundings, which are as dark as the exterior. It's no wonder the journey has so far felt rather like being in a black hole.

Looking around and the reality sets in. It's something we've never encountered before, something that we didn't even know existed: this is a Porsche with a standard interior. Surely not? Fraser consults the provided spec sheet and there it is: 'Black standard interior: £00.00.' The passenger perch is fully manual, the vast dash top is black vinyl clad, as are the door cards save for some faux stitching. The passenger seat is fully manual, there's no Alcantara headlining or fancy dash or centre console trimmings. This is what an austerity Porsche interior looks like. Now we're not spec sheet junkies, and we certainly don't demand every single extra, but it's very unusual for a press fleet car not to be dripping with opulence. It is, after all, a demo vehicle to show off what Porsche can do. And it would be understandable if our round-the-world Macan had an equally basic exterior and mechanical package, but it hasn't as we've already observed. OK, so you can't actually see any of the exterior bling, but it's there and mechanically it's got most of the bells and whistles including air suspension PASM and PTV. And there are strange anomalies like a heated steering wheel and seats, and Sport Chrono, when

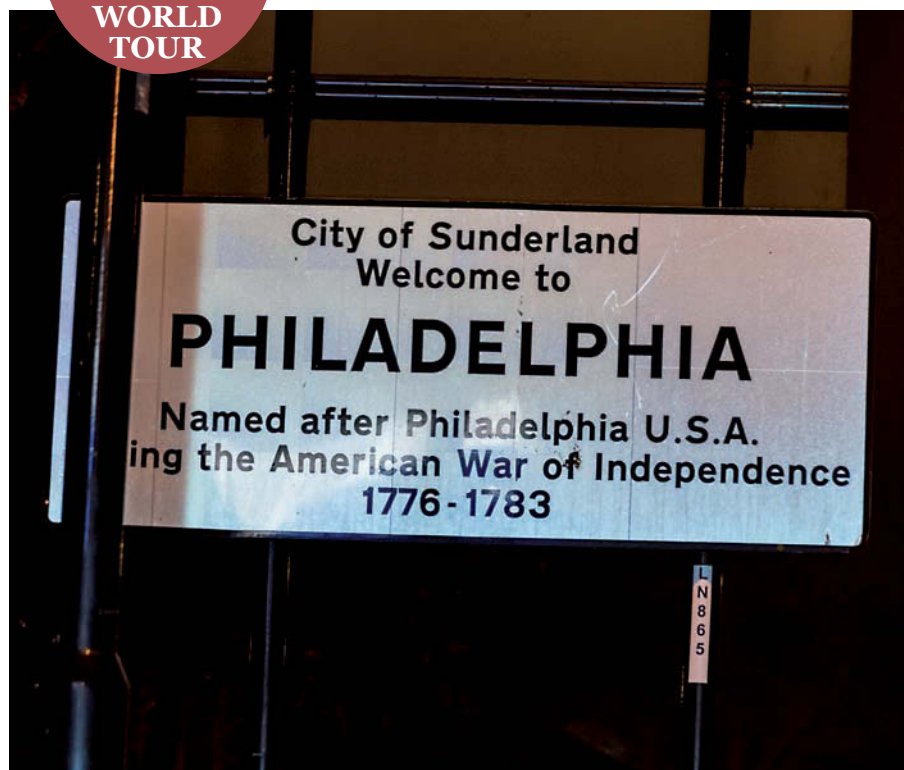
the first option that most Porsche buyers go for is the leather dash and door cards. For the record the base price for a Macan Diesel is £45,942. This particular Macan is loaded with £15,782 worth of kit taking the price to £61,724.

Does it matter? Not in the here and now. Really we couldn't care less. Hell, we'd applaud Porsche if they went back to basics and produced an SUV with a hoseable interior and steel wheels, but in re-sale world spec is king and this one is arse about face. The other spec no-no would be no sat nav or PCM and this Macan has both. PCM now includes the excellent Apple Play system. Not so excellent is the fact that Super Snapper Fraser can sync the music from his iPhone to it. Still, it does mean that we can rehearse an enduring argument, in which Fraser doggedly clings to his belief that the Frankie Goes to Hollywood version of Bruce Springsteen's 'Born to run' is better than the Boss's original. As I'm writing this I can have the final say, which is this: The world does not need a version of 'Born to run' that is light on its loafers... The letters page is open to Fraser and anyone else for that matter.

We are hoping for big things from

Dusk descends on the New York and Murton Social Club, which looks about as welcoming as...well, something that isn't very welcoming





There's a lot of America in the North East it would appear, with New York, Washington and Philadelphia all within a few miles of each other, which makes life very easy for UK based globetrotters

A welcome bag of chips in Washington. Right: Hollywood's fish bar to the stars. That's the stars of the West Midlands



Moscow, our next worldwide destination. OK, we haven't had to travel the 31 hours suggested to get to the genuine Moscow, but never-the-less 415-miles in filthy conditions is still quite a jaunt. If you want some UK based post communist action then simply drive to Scotland, hang a left on the M74 on to the A71. Head to Galston and then take the A719. After a couple of miles you will drive through Moscow, Ayrshire. And very quickly you will drive out again. What were we expecting? Well, something. A small nod to east/west relations. A vodka bar, perhaps, a boarded up Lada dealership or even Jeremy Corbyn on a damp walking holiday. But no, nothing. But consider this. Moscow, Scotland lies on the same latitude (that will be 55deg for you geo fans) as Moscow and has a small stream running through called the Volga Burn. Historically speaking the name is reckoned to be a mash-up of Moss-hall or Moss-haw, but the Moscow was formalised to mark Napoleon's retreat from Moscow in 1812. Whatever. There's a trick being missed here. Oh, and apparently a delegation of Russian dignitaries visited Moscow in the '80s to see the namesake.

They would have been disappointed, too. There are doubtless other world sites to be visited in Scotland but after the Moscow fiasco we're turning round and heading for the land of the free and that nice Mr Trump. It's the US of A for us. Fitting because it's a huge market for the Macan and handy because New York isn't that far from Moscow, being in Tyne and Wear. And just up the road we have Washington, too, and Philadelphia. What could be better for cultivating the 'Special relationship?' But what of the Macan? What with various meanderings for pics and sausage rolls, we've put a good 500-miles on it now. How does the world's best-selling Porsche drive? Well, you know, pretty well actually. Remember it's the humble six-cylinder diesel, so only endowed with 258bhp and a useful 580Nm of torque at a lowdown 1750-2500rpm, being driven through a 7-speed PDK 'box. Performance is strong, rather than ballistic, but it's how it goes that's important and the diesel option makes sense for real world driving, with power where and when you want it and the peaky diesel powerband kept honest by the seven ratios in the PDK 'box, which shifts

with imperceptible smoothness. At speed it's muted and under power it makes a not unpleasant V6 grumble. Of course the Macan's party trick is its ability to defy its size, weight and height and dance on the twisty stuff, which it does do. On this foulest of days the Macan never feels less than secure as it devours challenging terrain, aided and abetted by the wonder that is PASM (Porsche Active Suspension Management) and PTV (Porsche Torque Vectoring). For general mooching the air suspension delivers cossetting comfort and then, as the pace picks up, PASM goes into action keeping body roll and weight transfer under control. Drive is biased to the rear, and there is a distinct rear-drive feel to the Macan as it launches out of corners. Agility is enhanced by the PTV system as the electronic rear diff lock modulates power to the outside rear wheel. There is a lot going on to keep the Macan's 1955kgs on the road and to keep it entertaining. Of course, keeping it entertaining requires some entertaining roads, which have been in short supply, but for the run in to the north east we divert from the



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By far the jewel in our World Tour crown is Melbourne in Derbyshire, just a stone's throw from Donington Park circuit and East Midlands airport. One of those places that comes up in 'Top 10 places to live' in the weekend supplements. The Macan is at home here

drudgery of the A69 to the Roman B6318, which follows Hadrian's Wall. Arrow straight, but with roller coaster topography it is deserted and a serious test for the Macan's composure. It copes admirably and we are delivered into Newcastle Upon Tyne in the rush hour.

The Excitement is building because the next stop is New York, the small village in

has yet to open and the New York and Murton Social Club is decidedly quiet. The New York Pharmacy is busy, but neither of us can think of anything that we might need, so it's on to Washington.

Washington is a rather bigger area, a designated, sixties built new town, but we couldn't quite get to the heart of it. The epicentre seems to be a giant Galleries

Nearby Philadelphia post dates its American namesake and is named after the British capture of the city during the American Revolution. Apparently the local cricket pitch is named 'Bunker Hill' after a famous battle in the revolution, but in the December drizzle the transatlantic Philadelphia seems a lot more exotic.

For reasons of dramatic scenery we have decided to position ourselves in the Peak District for day two of our 'Round the world trip in the world's best selling Porsche' adventure. We find time to visit Toronto en route, but I've had enough of the Bill Bryson 'Notes from a small island' routine. There is bound to be a tenuous connection, but it's a long way to Buxton and we need to get there before the Taj Mahal curry house closes. Two pints of Cobra please for the weary international travellers.

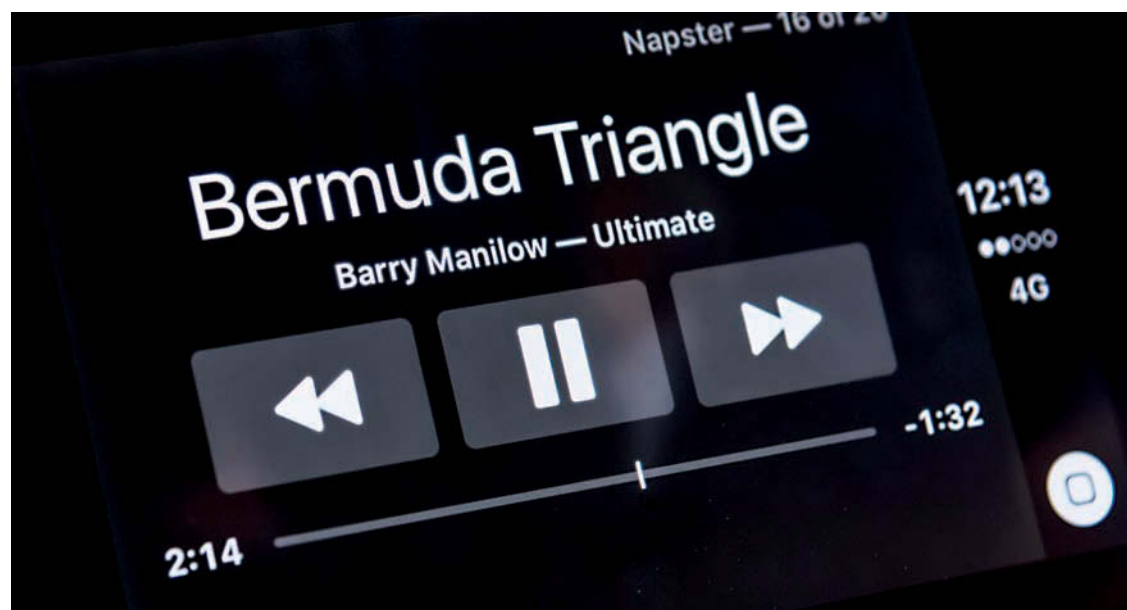
Day two dawns in a murky fashion, and we've got plenty to be getting on with. The best roads in the Peak District are covered with average speed cameras now, but we still find some quiet, non camera polluted routes to have some fun on. The Macan does at least live up to its SUV billing. That is to say that there is some discernible

“ Two pints of Cobra please for the weary international travellers ”

Tyne and Wear. So which New York came first? Almost definitely this one, given the huge age gap between our two nations, and the fact that many US towns and cities are named after their British counterparts. It must be said, though, that the Americans have done rather more with their interpretation of New York. I doubt we would have had any trouble getting a takeaway of some description in the 'Big Apple' but at 5.30pm the Bronx takeaway

Shopping Centre, while Washington Village provides a fish and chip shop, which is welcome. There's no sign of the 'The Donald', and besides there is no real US connection between this Washington and the presidential Washington, since that one is named after George Washington. There is an Anglo/US connection though, in that George Washington's great grandfather, John Washington, left Hertfordshire for the US some 300 years ago.

Well, what would you play if you happened to be in Bermuda? Bermuda Village turned out to be a pleasant enclave for pit workers, with a local preservation order





Above: The birthplace of modern Christianity – Bethlehem – is in fact in Carmarthenshire, while Palestine is in Hampshire, near Andover. And you don't need to travel half way round the world to get to Melbourne. Derbyshire will do

World travel is hungry work. All the sweeties are Super Snapper Fraser's, BTW. Check out the Macan's bog-standard interior, rather at odds with its fully loaded exterior

'Sport' to be had in driving it enthusiastically. Sure, a 911 or a Boxster/Cayman would have been more fun – for the fleeting time that we had – but I wouldn't have fancied the drudgery of the journey in any of them.

Hollywood next and somewhere the Macan will fit right in. Can there be a bigger contrast in expectation between Hollywood in the British West Midlands and Hollywood, LA? Not really. Nothing that our homegrown Hollywood can conjure up will ever compete, not even the nail parlour, famous son, John Taylor from Duran Duran, or the golf club that used to be called Gay Hill. Stop sniggering at the back. Hollywood, West Midlands is just another former village that has been consumed by the urban sprawl, like so many of the other places that we have visited. Still, it gives us a great excuse to load up a bit of Bob Seger and wig out to 'Hollywood Nights,' streamed from Snapper Fraser's phone wirelessly to the Macan's infotainment system. Isn't tech amazing. No, actually, it really is amazing. We take it for granted, but just being able to summon up Bob wirelessly on the move and relay through the Macan's fine multi-speakered and sub-woofered Bose

set-up is worth applauding.

With all the music in the world at his finger tips, next up its Bazza Manilow and the wonderfully cheesy 'Bermuda Triangle.' No prizes for guessing where we're off to next: Bermuda Village in Warwickshire. It probably was a village at one point, but in line with the above observation it's been surrounded by the urban sprawl. Originally a pit village, the very centre now an 'area of restraint' thus protecting the original workers' dwellings. And very pleasant it is, too. Although not quite as pleasant as our final stop.

Melbourne, Australia, or Melbourne, Derbyshire? The former takes its name from the latter, so that will do for us. And what an agreeable small town it is. The Macan is very much at home here, mixing it with the county set and the Range Rovers, the delis and artisan bakery. Donington Park is just up the road – the circuit's Melbourne Loop is named after the town. For the international jet set, East Midlands airport is just beyond. We suspect that house prices are on the steep side and much discussed at local dinner parties.

The world tour is over. At least mine is. Snapper Fraser continues the quest

as he commandeers the Macan for family duties over the next couple of days and manages to squeeze in the birth place of modern Christianity – that's Bethlehem in Carmarthenshire – and the troubled Palestine, the one in Hampshire, near Andover.

And the world's best selling Porsche? Well, it's certainly a Porsche for the modern, connected, multi-tasking world. It's astonishing, really, just how much stuff this thing can do. Our round the world adventure was conducted in a four-wheel 21st century bubble of technology and fuelled by sooty old diesel, which seems so last century, yet is still hanging in there, delivering a solid 36mpg over 1000+miles, while other solutions are feverishly developed. That mish-mash of old and new seems to sum up where we are right now. In ten years' time the best-selling Porsche will doubtless still be an SUV, but it sure as hell won't be diesel, and will probably have some form of autonomous control.

Most heartening, though, is the fact that the Macan still feels like a Porsche. For most buyers that won't really matter, but it matters to us, and gratifyingly it matters to Porsche, too. **PW**



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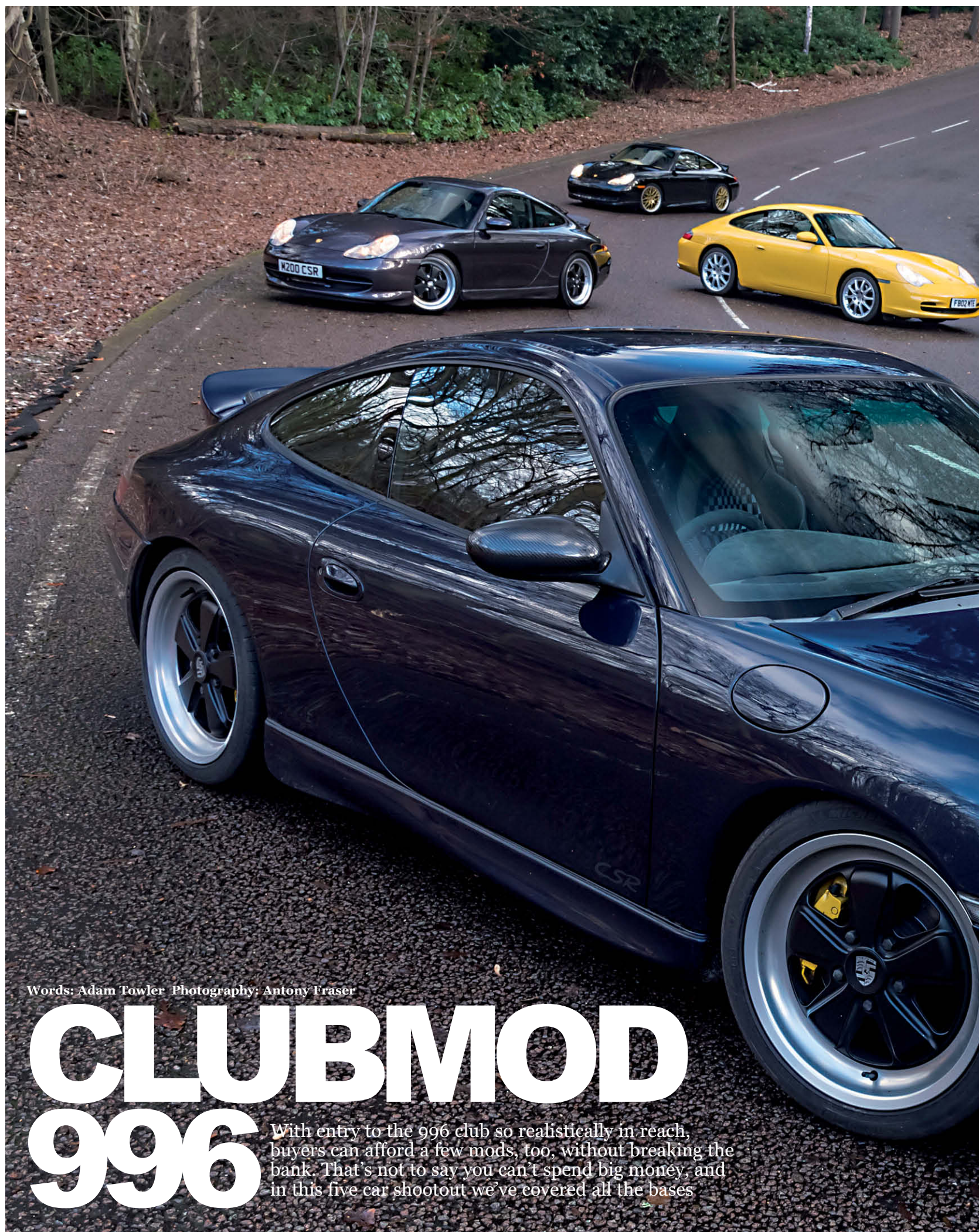
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CLUBMOD 996

With entry to the 996 club so realistically in reach, buyers can afford a few mods, too, without breaking the bank. That's not to say you can't spend big money, and in this five car shootout we've covered all the bases

A few issues back we compared a genuine gen 1 996 GT3 with a modified 996 Carrera of the same vintage. The comparison was not so much about what was the better car – for that's obvious if you're buying with performance and driver enjoyment in mind – but how close a tuned Carrera could get in terms of offering driver fun, but at a lot less money. I think it's entirely fair to say we were very impressed with the Carrera: while the M96 engine lacked the fizz, character and durability of the Mezger

engine, it still pushed the Carrera along at an impressive rate, and made a great noise while doing so. Having digested the implications of that story – the Carrera might be a third of the price but it's a lot more than half the car – our enthusiasm for 996 Carreras, and modified ones at that, reached new peaks of excitement. It's time to get a whole band of the cars together!

Our selection of cars today covers a broad span of the typical modified Carreras currently out there at the moment. We've got everything from a lightly modified car that's looked after almost entirely by its

owner, to a 996 with a significantly more powerful engine, and plenty more in between. All further reinforce our belief that the dear old 996 is in many ways just entering its prime, and that when taken in a specific direction through modification it can offer just as much as any other generation of 911.

I start the day with James Putman's tidy looking gen 1 Carrera 3.4, a very late model on the cusp of the switchover to the 3.6 gen 2 variety and hence with electrical switches for the front boot and engine lid opening, not levers as on earlier gen 1 machines. James' story is particularly





James Putnam's C2 is a great example of what you can do with a bit of DIY application and a sound engineering background. James has replaced all the suspension himself and modified it with a combo of Bilstein dampers, Porsche Tequipment springs and Eibach roll bars

interesting because his approach to ownership is far from typical of Porsche owners in 2017. He bought the car when he was 21-years old, which is quite an achievement in itself, and now 24, has carried out the majority of refurbishment work himself at home on the driveway. Given the perception that more modern Porsches are too complicated to work on, James' example

failed, and then he hit gearbox issues with the pinion gears and first motion shaft damaged. He took the car to Steve Winter at Jaz Porsche, "Who gave me a nice long job list", and then, after a short gap, returned the car to Steve who removed the 'box. The damage was too extensive for a repair, so a reconditioned 'box was sourced from Holland, and James took the opportunity to have the

lowering springs and Eibach anti-roll bars – but not too low so it wouldn't go up the driveway at home.

"The whole suspension was knackered" is his blunt evaluation of his 996's chassis, but unlike most of us his response was to pull the car apart on his grandad's drive. In the process of fitting new coffin arms and cross member arms on the rear he grappled with the corroded heat shields, eventually having to re-drill and re-thread the holes to fit new shields, which he modified slightly to get over the hubs. He polybushed the top control arms, pushing the old bushes out with a tool he made up himself, and fixed the glassfibre undertrays by blending in new matting to the material to re-strengthen them. He even made up his own mesh for the front air intakes (to cure the infamous problem of leaves and debris collecting in front of the rads and rotting them out), but disliking the appearance of mesh at the front has found a way to mount them halfway in, so they're all but hidden from the outside. It's all really clever stuff, and the more photos I see of work in progress the more my eyes widen in admiration.

To drive this black C2 with its factory aerokit

“ Buying the car aged 21 was quite an achievement in itself ”

is an inspiration.

Then again, as an aircraft mechanic who spends his days working on the mighty Airbus A380, perhaps the intricacies of the 996 Carrera are small fry in comparison. He bought the car in late 2014, and runs it alongside a tuned Ford Fiesta ST; the Porsche is only the third car that he's owned.

Not long into his ownership the alternator

RMS and the IMS replaced, and a full Scart exhaust system fitted. He then drove the car in this form before deciding to refresh the suspension, preceded by a lot of research beforehand. I know that feeling with my own 996, because there are a lot of options out there. James knew he wasn't going to track the car, so eventually decided on Bilstein B8 dampers, teamed with o.e. Tequipment

Right: Like most in this test, James has left the 996's engine well alone internally. It has its issues, but power isn't one of them at 295bhp – more than enough for modern roads and not too much so that you're in trouble if you work it hard







Steve Kochli's 996 C4 was a bargain at under £10,000 and he's gone his own way with mods. Gold centred, split-rims look great pushed wide in the arches. Porsche Tequipment front end, GT3 side skirts and RPM carbon-fibre ducktail all work well. Chassis mods extend to lowered H&R springs

is a real pleasure: it feels tight and together, but retains much of its original ride quality. The Scart exhaust, sourced from France, is also switchable, and in its 'quiet' setting is rather discreet, something it definitely is not in 'loud' mode! It's a great reminder of just what a good car the 996 Carrera is, and with the 3.4-litre lump pulling enthusiastically at the top end I don't feel like I actually want any more performance from a road car. Most of all, to have this Carrera in such fine fettle is a real achievement for an owner who has shown that a traditional hands-on approach can still succeed in the Porsche world.

My head is turned next by a really eye-catching Basalt Black 996 that's just turned up, belonging to Steve Kochli. Take a good look at his beautiful 996 and you'd never believe Steve paid under 10k for this car: it says a lot for how 996 values have grown recently, and also how fastidious work and carefully judged mods can result in a car that looks far more than the sum of its parts.

There have been plenty of Porsches in the Kochli household, with Cayennes and Caymans, but his first 996 replaced a B5 Audi

RS4 that had been tuned to 500bhp. Although he had originally looked at 993s, he settled on a 996 C2 and was not disappointed, describing it to this day as a 'lovely' car. However, after the sheer shove of the Audi it did feel a little slow, which is why he decided to part-ex it for a tuned 996 Turbo with Ruf mods including their suspension. Although really, really fast, Steve found it numb and 'heavy' to drive, its one party piece as he puts it was "Being the Millennium Falcon". Prices were on a steep climb at the time, and Steve felt uneasy about doing the station run in the car, so decided to chop it in at Ray Northway. He had in mind a Boxster to retain some Porsche driving fun but take the financial pressure off, but then got the call from Ray that the buyer of his 996 Turbo was part-exing this particular 2000MY Carrera 4 manual coupe, and would that be of interest? "I fell in love with the car when I saw it", recalls Steve, "And at this money I felt I could do with it what I liked". A plan to modify it soon developed.

This 'eBay car', as Steve calls it (he's a canny buyer), has fantastic presence. I can't help smirking at all those people, over the

years, who have moaned about Porsche's bright interior colour offerings during this period. Just like 996s as a whole are rapidly being re-evaluated, I've a hunch that the bold choices like Savannah may well be seen as very 'period' in years and decades to come, and hence desirable.

It takes a little while to work out why Steve's car looks so appealing but slightly different, but the answer is down to his careful selection of body addenda. Feeling that the GT3 look wasn't for him, he actually settled on a Porsche Tequipment front apron that's originally marketed for the Boxster, and teamed it with mk2 GT3 side skirts, and an RPM Technik carbon-fibre rear ducktail spoiler. The results – clothed in a fresh coat of Basalt Black – are absolutely stunning, and perfectly complemented by split rim alloys in gold, mounted slightly further out due to wheel spacers.

The Basalt works so well with the Savannah, but even here it's the subtle modification that makes the effect all the more powerful. Steve replaced as many details as he could in black, breaking up the swathes of

Savannah trimmed Recaros? No, they're Corbeau buckets, actually, retrimmed in Savannah and a fraction of the cost. Right: We love the gold centred wheels. A change from the ubiquitous GT3 option





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Same car, different approaches. The gulf between Steve Kochli's eBay parts special 996 and RPM's latest CSR build is many, many thousands of pounds, and that is the beauty of the 996 currently. It can be very much tailored to the individual

Savannah that can be a little overpowering in factory specification. There's the ubiquitous centre console delete, à la GT3, which gives the cockpit a more traditional '911' look, along with a Cup wheel from Gert Carnewal. The gorgeous bucket seats are by Corbeau, a quality but more cost effective solution than Recaro, and trimmed in genuine Porsche leather; there's even the Porsche crest embossed in the head restraint.

On the mechanical front, Steve's work has centred around returning this C4 to match fitness, but he's fitted a set of H&R lowering springs, and replaced the standard exhaust with Dansk Sport back boxes and Top Gear sport cats and X-Pipe.

I just can't get what Steve paid for this car out of my head when I drive it. Yes, he's had to spend money to get it into this condition, but the car has appreciated in value, too, so he's not looking too bad on the balance sheet, and given his success on eBay the spend isn't what you might think either. I particularly like the way this C4 drives: it finds really nice traction today on a very cold, slippery surface at Longcross, and handles in a very predictable manner. All the controls feel fresh, and the engine sings away happily – the Dansk back boxes are their quieter offering,

and the subtle increase in volume suits my own taste. At times it's difficult to tell a sports exhaust has been fitted, but the more aggressive note is there when you work the engine harder. All in, this is a beautiful car that shows just what can be achieved with the 996 when some imagination is brought into action.

We move next to a gen 2 car, and a 996

enough to overpower the M3 running alongside the track, but otherwise is as discreet as a Speed Yellow 996 Carrera can possibly be.

Under the engine lid however is one of the firm's well-known Silsleeve engine rebuilds. The Lokasil liners are machined out, and replaced by Nikasil liners with an increase to

“ I can't get what Steve paid for this car out of my head when I drive it ”

that has starred in these pages before, albeit a long time ago. We make no apologies for incorporating this Carrera 2 from Autofarm again, as its 3.9-litre engine shows what can be achieved if serious work – and money – is spent on drastic performance upgrades. The fact that this Carrera looks standard – and it is, bar the suspension geometry – makes it all the more shocking.

This is actually Josh Sadler's own car. It runs on M030 factory suspension and has a Milltek exhaust that on full power is loud

3.9-litres achieved via the bore size. When the engine was rebuilt it had new piston rings, Autofarm's upgraded intermediate shaft and tensioner, new Variocam chain guides and solenoids, reconditioned cylinder heads and new cylinder head to crank carrier bolts including the latest generation of gaskets and seals. With the benefit of Schrick camshafts and the aforementioned exhaust, it makes 385bhp at 6900rpm and 332lb ft of torque at 5180rpm, both significant increases on the 320hp and 272lb ft of the standard car, giving



The C4 chassis is perfect for today's greasy, winter conditions. Opposite page: The 3.9-litre Autofarm car is a real wild child





Autofarm car has serious internal mods, with a capacity increase to 3.9-litres and 385bhp and significant increase in torque

it in effect mk2 GT3 performance.

What's it like? Very, very potent has to be the conclusion. Driven normally there's very little difference to the standard car, and it picks up cleanly and without fuss. But when you're more aggressive with the throttle – and if you can get past thinking about the noise from the exhaust – it's clear that there's a substantial increase in performance here. We're not talking just a bit more ferocity at the top end, rather a wall of torque that shoves the 996s forwards with such force that at times the front end seems to rise slightly like that of a powerboat. It's a brilliant sensation, quite old fashioned in a way, the sight of a 911's nose clawing the air, and I'm sure from the outside it doesn't look anywhere near as pronounced as that, but from the driver's seat the sudden rush of mid-range acceleration is truly exhilarating.

Of course, while most of us might crave that kind of engine, the reality is that compared to lowering springs or a different rear spoiler, serious engine work is very expensive. Reckon on spending from £15,000 for this particular conversion and rebuild.

However, seen within the frame of reference of an engine rebuild after one of the dreaded terminal M96 issues, going that bit further by increasing the capacity at the same time is a lot more tempting. If you're already facing a big bill, one drive in this car will make you sorely tempted to spend that little bit more.

One other aspect of the Autofarm car that I note down is the way it turns into corners. It may have 'only' the factory M030 kit (firmer dampers, lowering springs, thicker anti-roll bar), but with a geometry setup by Autofarm it has a fantastically keen approach to turning into an apex. It's amazing what a good setup can do to even what is ostensibly just a 'standard' car.

Our final two cars are differing examples of the 'CSR' model developed by specialists RPM Technik. The blue Carrera 4, in part developed by the firm, and the Vesuvio car a complete RPM CSR car.

Mark McConnell's blue 1999 C4 has a retro twist, a theme that RPM also then evolved into an official offering within the CSR range. "I see many modified cars where people seem to either concentrate on performance

for track days or cosmetics", says Mark, "But I really wanted a really nice sports car that went well, but that was also a nice place to sit and that made me smile while I drove it. Fitting the latest technology such as satnav, Bluetooth, music streaming etc was also important as it's used every day for travelling all over the country. Overall, it all needed to look and feel credible – to be like Porsche might have made it at the factory."

Mark's car has had an engine rebuild by RPM Technik using Hartech liners and a closed deck conversion. It now runs a lightweight flywheel and clutch with the underdrive pulley conversion and Evans waterless coolant. The engine breathes through a full sports exhaust including the headers, and there's a 997 GT3 short shift kit. Suspension is Bilstein's top PSS10 fully adjustable kit, with Powerflex bushes and a geometry setup similar to a GT3. Fuchs style wheels play to the retro theme, along with the ducktail, and that's a theme that is carried through to the interior, with the brilliant Pasha style trim to the seats – which are actually 997 sports seats. Mark has had them trimmed in

Autofarm 996 is that rarest of things – a 996 in a bold primary colour. GT3 split rims a popular choice. Lights mark this as a gen 2 car and differentiate from the often maligned gen 1 front end





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Mark McConnell's RPM modified C4 has a massive spec with a rebuilt engine, using Hartech liners, plus lightweight flywheel and sports exhaust and headers. Suspension is Bilstein PSS10 and GT3 geometry

the style of the 50th anniversary 997 model, and then incorporated Alcantara trim pieces around the cabin such as on the doors. The rear seats have been removed, and a half cage now sits in their place, but as Mark mentions, there is also that modern tech incorporated that strikes a balance between the old and the new.

It's immediately obvious once you're behind the wheel that this is a more aggressive car than the ones already driven today. The ride is firm, as Mark has set it up to be, but it is also

finding great traction out of the slippery corners and feeling less nervous than the rear-drive examples here today.

Mark's fleet includes some other interesting performance cars, but I can see how this unique Carrera is something that maintains its appeal even in distinguished company. It's comfortable enough that it could be used as a daily drive, but it must always feel very special every time he eyes it across the car park, or opens the door on a dark, damp, winter's morning.

cars. The exterior colour helps too, I think, an unusual but great choice when almost everyone at the time was going for the ubiquitous silver.

Breaking down the spec of the car into sections, the exterior has a GT3 front bumper with mesh, there are side skirts and the RPM ducktail spoiler, with fresh Michelins all round, while inside there's a complete colour change from red to dark grey/black Alcantara and leather, with colour-coded stitching and seat backs (in Vesuvio), a new Porsche carpet set and CSR-branded dials.

The performance modifications consist of a CSR exhaust system, BMC air filter, short shift kit, lightweight clutch and flywheel conversion, IMS upgrade and a CSR LSD for the drivetrain; a performance friction brake fluid change, caliper overhaul and replacement discs and pads for the brakes; and for the suspension a KW suspension kit, the rebushing of front and rear lower arms with Powerflex inserts, an Eibach anti roll bar kit (hollow) and a geometry set up.

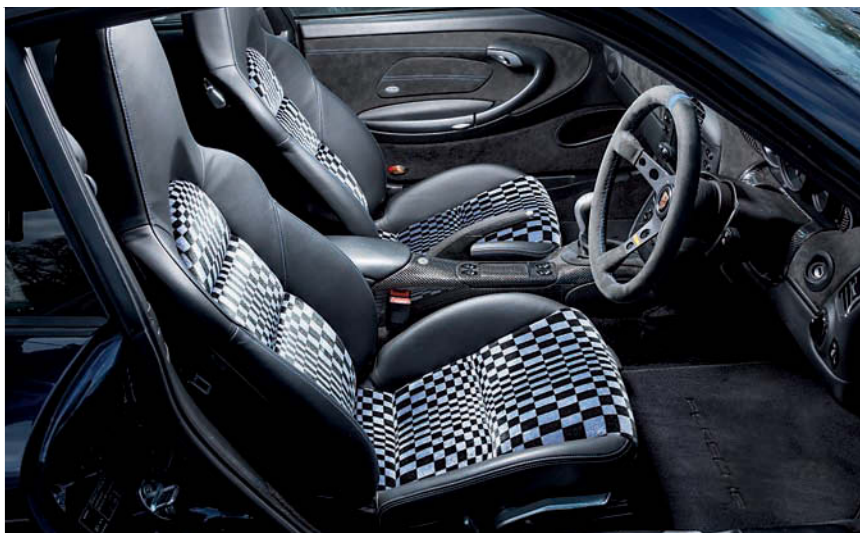
All in, those modifications cost the owner around £38,000, on top of the price of the donor car. So building a full-spec CSR isn't cheap, but what you end up with is a car that feels a very long way removed from the

“ Pulling strongly this is much more the GT3-lite experience ”

nicely controlled, and I never get the feeling that it's simply crashing into potholes or over ridges. Roll is almost negligible, and the engine is so immediate, right there in the cabin with you, pulling strongly through the mid range and to higher revs. This is much more the GT3-lite experience, and it actually works well with the four-wheel drive setup,

Our 'full' RPM CSR is the car in which I drive to the photoshoot in, having picked it up from RPM's workshop that morning. I had first seen the car a few weeks previously when it happened to be on their premises, and it caught my eye immediately, brilliantly channelling the retro themes we love about old Porsches into the late 1990s generation of

Fuchs wheels are the defining external feature of the RPM modded cars. Not cheap, but they look great. Interior is a retro inspired feast of Alcantara and Pasha







The RPM CSR could be termed as the 'factory' car here seeing as it's RPM's latest build. Unlike the rest of the cars, that feature standard or modified Bilstein suspension, the RPM car has KW Variant 3

original 996 Carrera – and for most people in a very good way. This is a far more direct, boisterous machine than the original car, one that's still perfectly comfortable and usable every day, but that wears its performance styling with pride, and announces it to all with a deep, gravelly exhaust note that growls at low revs and sings higher up the dial. The revs rise and fall quickly thanks to the flywheel conversion, and the short shift kit makes the gearchange feel extremely direct, with the same stiffness particularly from cold that you'll find in any GT3.

The car's chassis behaviour and engine are well matched: everything has a directness of feel, the KWs giving a firm ride but with just enough elasticity in the first portion of their response to maintain enough comfort on the M25 so that the car doesn't become tiring. But it's when we're off the motorway and onto the lanes around the photo location that the car

really comes into its element, the exhaust noise ricocheting off the high Surrey hedgerows and thick woodland, and the steering having that precision that only a well-sorted, upgraded 996 seems to be able to offer. Everything is instinctive, never requiring a second thought before an input is made. It's a really appealing package, the CSR, combining thoroughness and quality of build, especially in the visuals, with the performance and hardcore feel of Porsche's more exclusive, high-powered models. Whether retro-influenced or more modern in CSR interpretation, it's another strong case for using the 996 as a starting basis.

Actually, that's probably a sentiment that could be applied to all the cars here. Some show the brilliance of the standard car when restored to how it should be and then given a personal twist, while others naturally reflect a more extensive brief – and budget. But

whether spanning on the driveway or comprehensively evolving the interior at significant expense, these are all 996s that justify the increasingly large amounts of money that are being spent on the cars. It reminds me how the 996 Carrera is coming of age in styling terms, but also being rightly appreciated for being the right sort of size for a 911 (in modern terms), and of retaining classic 911 traits like great steering, a typically 911 handling repertoire (especially when setup right) and of course, a classic flat six noise. As one owner remarks to me on the day, "I don't see much appeal in the latest 911s. They're too big, and not fun enough to drive. Even if I was to go out and spend £25,000, I don't know what I could replace this car with that would give me the same satisfaction." Having driven this collection of cars, I think he has a good point. **PW**

CONTACT

With thanks to all the owners who brought their cars along on the day, and to:

RPM Technik:
rpmtechnik.co.uk

Autofarm:
autofarm.co.uk

Jaz: jazweb.co.uk

Interior retrim is all part of the RPM CSR ethos and adds a fair bit to the cost of the build. It does lift the cabin ambience over the standard 996 though, particularly as interior standards were never that great in the first place



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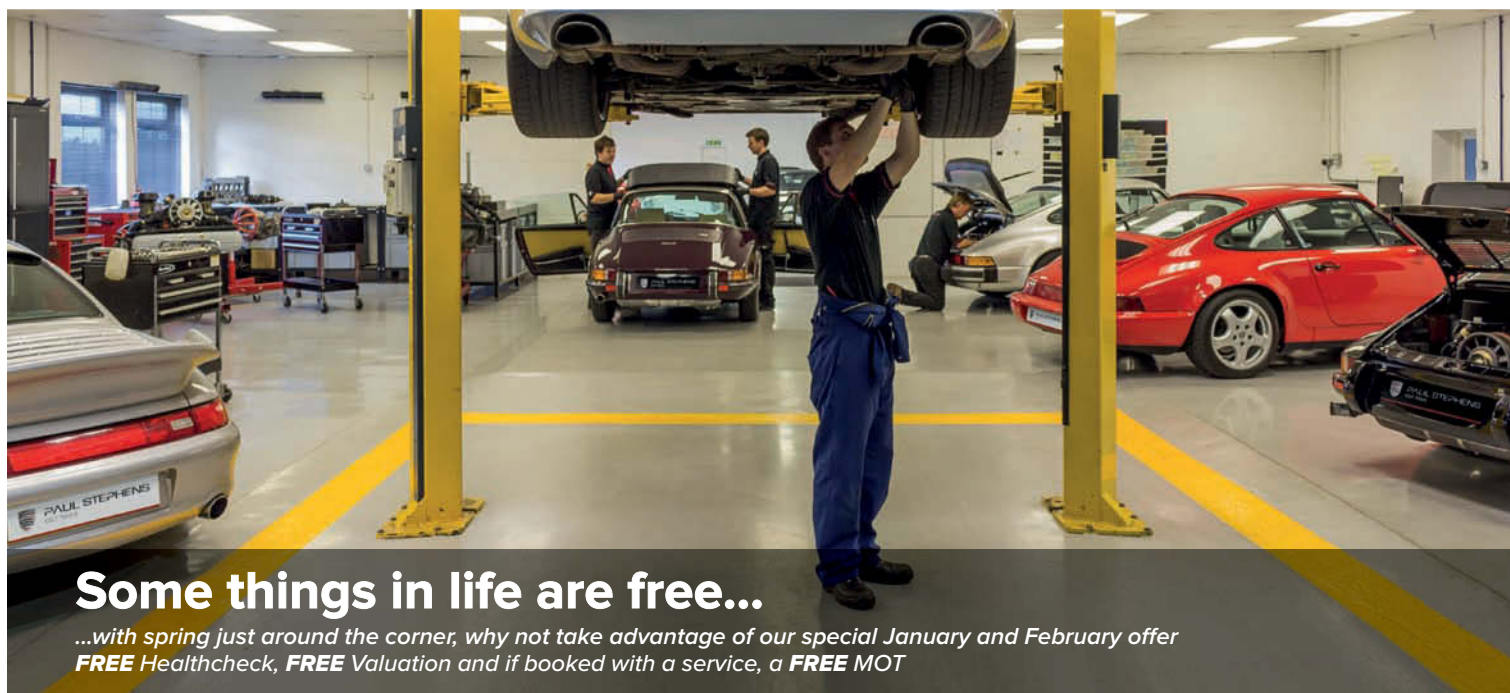
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RUF IN THE UK

We've driven plenty of Ruf's creations, but very rarely do we get to try one on home ground. With a new Ruf importer in the UK, that's going to change. To celebrate we drive a proper RHD Ruf RtR

Words: Adam Towler
Photography: Antony Fraser

“The good news for you”, I say as I turn to snapper Fraser with my most optimistic facial expression, “Is that it's Canary Yellow.” This is important, because both of us are looking

skywards as the incessant rain continues to fall heavily, and if it had been a black car there's a very real possibility it might just have been consumed on the page by the sopping wet woodland surrounding Longcross test track. The not so good news for me, perhaps, is that it has 645 turbocharged horses and that they're deployed through the rear wheels only. Today may be as much an exercise in restraint as anything else.

Still, you don't get an invite to drive a new Ruf in the UK and decline because it's raining too hard. I mean, it's a Ruf, after all. And anyway, I suppose I should just be thankful it's not the 802hp version of the RtR. Now that would be really exciting.

That we're here at all is down to the existence of a new official importer of Ruf for the UK. This father and son-run operation – Richard and Mark Sekula – have been in the motor trade for many years, and have worked with Ruf for the past decade anyway, so the jump to official status seemed a logical one. There are no plans currently for a flash London showroom full of cars: that goes against the Ruf ethos, where virtually every car is unique to the customer that orders it, and travelling to Ruf's Pfaffenhausen HQ, meeting the Ruf team, driving a car on their roads and getting immersed in the process is all part of the buying experience.

It's worth pausing to reflect on just how rare yet how 'official' these Rufs are: they retain a much-envied reputation as far more than just modified Porsches. In fact, they're production cars in their own right, Ruf being officially recognised as a manufacturer.

Most intriguingly of all, Ruf is the only company that has access to body-in-white Porsche 'shells'; it doesn't have to strip down new cars to build up its own creations, it gets a brand new 'shell' delivered and then builds the car up completely by hand, assigning its own VIN number – beginning 'W09' in case you wondered – in the process. Ruf can and does convert Porsches at a later stage in their lives, but these always retain their original Porsche VIN and don't have quite the same cachet.

Typically, there'll usually only be around 30 cars made of each main model before the firm moves onto the next evolution,



Yellowbird reimagined? The colour does it as do the intakes on the top of the rear wings and, of course, the signature Ruf wheels

although there's no figure set in advance, which puts the relative rarity, or otherwise, of official Porsche products like the 911 R into sharp focus. While Ruf always shies away from comparisons with the Stuttgart mothership, for obvious corporate reasons, it's not hard to imagine wealthy buyers unable or unwilling to acquire an 'R' at hyper inflated prices approaching this tiny manufacturer in search of something equally potent, driver-focused and 'special'.

wilfully functional apertures for frontal cooling, through to the trademark cutouts in the rear arches – rather more stylised than those simple NACA ducts on the original Yellowbird – and on to the GT3 RS style rear wing. Somehow it manages to look even wilder, even more extreme, than Porsche's own GT3 RS, and this is only the 'narrow' body in Ruf parlance, or in other words, the same as the factory Turbo body. The 'wide' Ruf body is seven inches wider than that across

available with a manual gearbox. This particular car is highly unusual – even by Ruf standards – of being the less powerful engine, with the manual 'box, in right-hand drive. Talking to Marc Pfeifer at Ruf in Germany, this car was built to be a particularly useable device but also one that offered more traditional driver involvement. They'd never say that was different to Porsche's current 911 Turbo, but I will: the factory Turbo is a car that spends a lot of the time doing everything for you, whereas the RtR promises to put the driver right at the centre of the action. Marc also elaborates on the reasoning behind the choice of different engines: "If we have a customer who wants to focus on performance from 0–160mph, then we recommend the DFI engine, which also brings with it the best response, torque vectoring, launch control and the option of the PDK gearbox. From 0–60mph this car is faster. But for the real speed junkies, interested in 160–210mph, then it has to be the Mezger, with its one thousand newton metres of torque." I feel a strong desire to have a go in a Mezger RtR.

While the visuals couldn't be any 'louder' from the outside, the exhaust note at idle is actually quite subtle, simply murmuring away in that deep, potent but restrained way that heavily turbocharged Porsches always seem

“ It is but a small stretch of the imagination to picture the 991 GT2 RS ”

Take the RtR we have today. It is but a small stretch of the imagination to picture the rumoured future 991 GT2 RS with a similar horsepower output, also rear-wheel drive, and just maybe, featuring a manual gearbox. It is quite a startling combination.

The first thing that strikes you about the RtR is the way it looks. 'Aggressive' doesn't even begin to cover it, from the brutal presence of the front splitter and almost

the rear haunches...

As mentioned already, there are two engine choices on the RtR, the turbocharged model in Ruf's current 991-based range. The 645hp option is based on the A91 engine found in the current Turbo and Turbo S, and can be ordered with either a manual or PDK transmission. The 802hp engine is the good old Mezger motor in a particularly angry state of tune, and for obvious reasons is only

Below: You'd be concentrating too with 645bhp going through the rear wheels on damp Tarmac. Note manual shift. Porsche won't build you a manual Turbo, but Ruf will



“ The RtR promises to
put the driver right at
the centre of the action ”





For the 'standard' 645bhp RtR, Ruf uses the DFI engine from the current 991 Turbo. However, they do completely strip it down and rebuild it with new internals and reworked turbos. Beyond that, they're not saying. Over 800bhp is possible from the RtR, but that requires the Mezger engine

to have. Naturally, the system from the engine back is all bespoke to Ruf. What Ruf does to the flat six is also veiled in secrecy, but it is taken apart and rebuilt with new internals, and the turbochargers are re-worked, too. Boost pressure, the oil system et al, is also different to Porsche's own offering.

I open the driver's door and the inside is to a yellow and shiny black theme, but naturally it's still recognisable as a 991. Yellow stitching is a highlight, with lots of black leather and grey Alcantara. Behind the roof lining and roof pillars is Ruf's trademark rollcage (IRC) that is fitted to all its cars, while the yellow dial faces have a subtle Ruf logo on them. Turning my gaze to the centre console, the switchgear is mainly blanks, with just the 'Sport' button that catches my eye. The button to activate the lifting mechanism for the front axle is hidden from view.

First impressions are based around just how easy it all is. I think it's a fair assumption to think that a car that looks like this one, in this colour, with nearly 650bhp, might be a bit

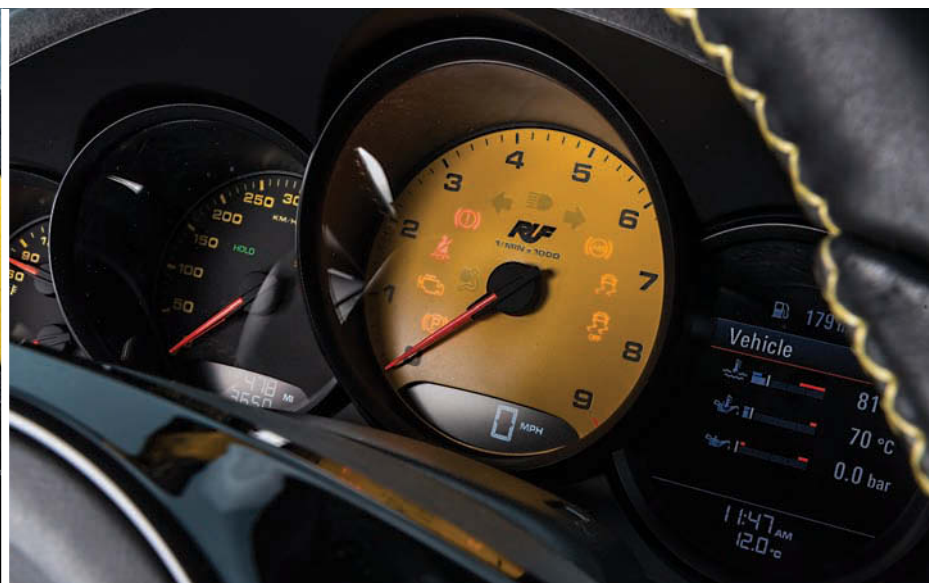
of an animal, but frankly it's one of the most refined and easy to drive 911s I've driven in a while. Clutch pedal effort is very low, and the steering moves in my hands with very little resistance. It's very direct, even at low speeds, but it's as though Ruf has very little time for the current fad of adding weight to EPAS steering setups to make them seem as though they have more feel. I get the feeling that like most 991s, the RtR is going to communicate more through the seat of the pants than through the rim of the steering wheel, but it's nice that it's up front about it all. Pfeifer won't be drawn on exactly what the firm has done to make the 991 steer like this, as it's apparently a new development. Sure, not having a driven front axle must make some difference on its own compared to the regular 911 Turbo, but I'm intrigued all the same. The suspension is also a "combination of different parts", again aimed at making this car as habitable as it is ferociously fast.

Driving a heavily turbocharged car with a slick manual gearbox is a really relaxing

experience. It reminds me of the old gen 1 997 Turbo, where it was possible to amble along, off boost, and to let the car be the epitome of docility. Somehow you don't get that in quite the same way in a PDK-equipped machine, because a little bit too much throttle and it'll change down a gear, creating more noise and fuss, and while quick changes are so efficient, sometimes it's just nice to chill out and change gear at your own pace. The RtR isn't a handful in these conditions, despite its specification on paper, because unless it's on boost it's a rather meek personality. Wake those turbochargers, though, and it's then a very different proposition.

Turbo lag is minimal, but at low revs it is still a factor. You can use this to your advantage as described in the paragraph above, and you can always rely on that pause masking any rash throttle applications, especially in conditions like these. However, by the same token it's a warning that if not heeded must make for maximum excitement in double quick time. With the electronic

Below and right: Ruf attacks the interior, too, with swathes of leather, Alcantara and shiny black bits, plus some yellow detailing







The Ruf RTR generates impressive amounts of lateral grip despite losing drive to the front wheels

safety net in place this results in little more than an unseemly jerk as the wheel sensors detect the impending doom and the power is suddenly cut and brakes applied. Switch the PSM off and, of course, you're suddenly on your own. Now what you do with your right foot becomes absolutely crucial, but so progressive is the throttle mapping that you

complemented by a subtle sigh as the pressure is realised again with a gearchange. I can only imagine what it must be like as an overtaking device out on the public road: point, squirt, past, I'd guess, all done before you can finish saying those three words.

Predictably, the ceramic brakes offer massive retardation, and it's not a great

that the directness of the steering and all of the grip the car generates doesn't seem to have been achieved at the expense of an uncomfortable ride. The RTR has poise but also a certain amount of 'give' that's really appealing.

All too soon this drive is over, and I'm left to reflect on a big and very yellow 911 with a massive punch that's also a really usable car. In fact, shorn of the aerodynamic devices front and rear and in a quieter hue this would be an everyday sort of 911 that also really entertained the driver. Oh, and also has enough performance to beat just about anything in a drag race.

There's something mystical about a genuine Ruf. Very few manufacturers can achieve that stature, let alone a tiny outfit like Ruf, but to spend even a brief amount of time behind the wheel of one feels really special. This RTR is a £350,000 car new, which does put it up against some formidable rivals, but at this price point it seems the actual amounts become less important, and exclusivity and quality rise to the forefront. The RTR certainly has those qualities and more. **PW**

“ There's something mystical about a genuine Ruf ”

can really meter out the torque very accurately; simply plant your right foot to the floor and all hell breaks loose...

With the knowledge that the RTR has some reasonable traction at its disposal it's time to let it stretch its legs a bit. Third, fourth, even fifth gear: it doesn't really seem to alter the acceleration a great deal. It is brutally fast, a mere squeeze adding on 10mph in an instant, the distant whoosh of the turbos

surprise to discover that the amount of cornering grip it can generate is tremendous. On one of Longcross's tighter curves, I run through repeatedly increasing my speed with more than a little trepidation each time, and despite the wet surface the RTR generates enough lateral G force that the brilliant bucket seats begin to dig uncomfortably into my all too squishy sides. In the dry, it must be outrageous. What's surprising, perhaps, is

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FIT FOR PURPOSE...

The mid-1970s was a time of upheaval as far as World Championship motorsport was concerned. The French-based controlling bodies – the FIA and FISA – seemed set on creating new rules to favour domestic teams but, as one might expect, Porsche had other ideas. The solution? The 936...

Words: Keith Seume Photos: Porsche Archiv

You can understand the frustration – maybe. World Championship sports car racing – in particular, Le Mans – had been dominated for several years by the likes of Ford, Ferrari and, of course, Porsche. The much-loved home teams of Matra and Alpine-Renault simply didn't get a look in – and neither did the Italian Alfa Romeos. Something had to change before there was another French revolution, and what easier to change than the rule book?

Porsche's 935 had been built to run under the FIA's Group 5 rules, the implementation of which had been delayed by a year, putting Weissach under pressure. However, as we discussed last month, Porsche rose to the challenge and the 935 became the dominant force in sportscar racing for several years.

But the FIA was under pressure to give others teams a chance, leading to the

decision to introduce a new Group 6 class for what amounted to 'two-seater racing cars'. The two principal teams pushing for this change were Alfa Romeo and – surprise, surprise – Renault. And by the end of 1975, the FIA was contemplating running cars from Groups 5 and 6 together in the same races.

From Porsche's point of view, this presented something of a dilemma. Its cars were undoubtedly the ones to beat in Group 5, but they wouldn't stand a chance against the proposed Group 6 entries in a head to head battle. If the two classes were to be merged, then no matter how well the 935s performed, they would always be overshadowed in the results by whichever Group 6 car took the win.

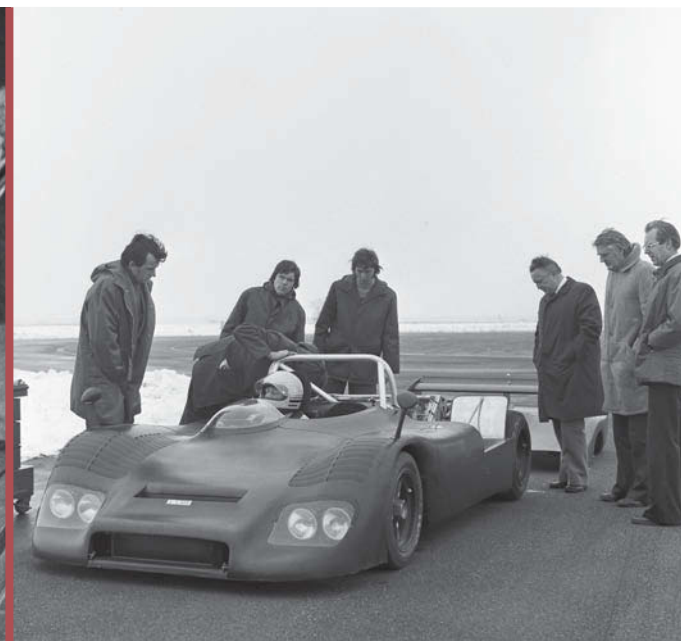
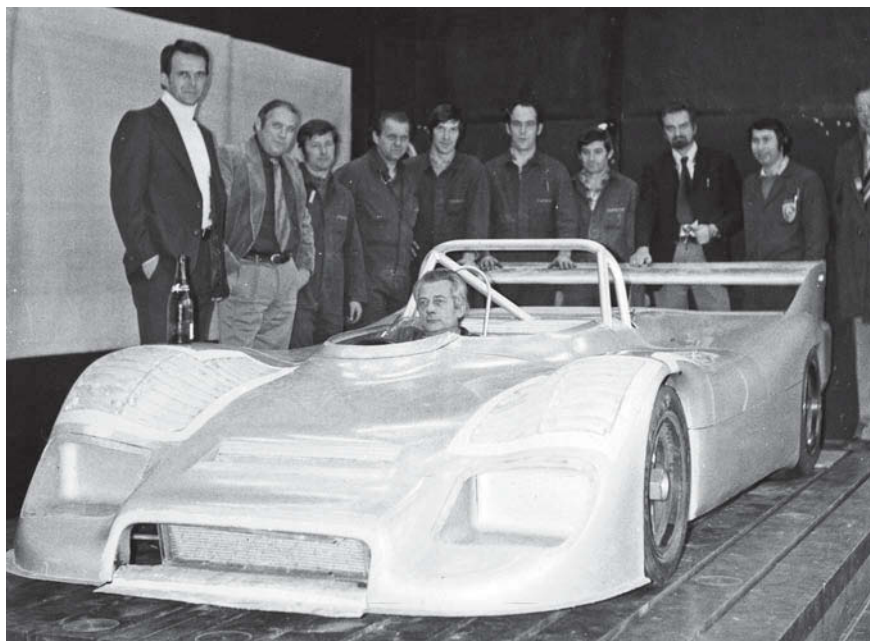
From Porsche's point of view, this was not a great situation. The company loved to promote its race successes in advertising and to say 'We finished fifth but we were

the best Group 5 entry' didn't really cut it. Far better to say 'We won', plain and simple... Although Group 5 was considered more important in marketing terms – after all, the 935 at least looked vaguely like a production car – the seeds were sown.

In the summer of 1975, Ernst Fuhrmann, then Chairman of the Board, along with head of engineering Helmut Bott and race team manager Manfred Jantke, made the decision to build a new Group 6 sports racer with which to (hopefully) take overall honours at prestigious events such as Le Mans, with Wolfgang Berger elected to be the project engineer and former Can-Am engineer Helmut Flugl as project leader.

Initially, the Group 6 project was primarily Fuhrmann's idea, and his suggestion came as something of a bombshell, especially given the timeframe. In September that year, Hans Mezger began work on what would be Porsche's first dedicated sports

Above: Le Mans 1976 and Gijs van Lennep (left) and Jacky Ickx celebrate their win. Check the gravel-rash and oil mist across the front of the 936 (#002). Clearly a hard race...



racing car since the 917.

The timescale for building the new car was incredibly short – here they were approaching Autumn 1975, with the intention being to compete in the 1976 WSC championship. Madness? Maybe, but remember, this is Porsche we're talking about – and a team comprising the world's finest race engineers.

Ordinarily, it's engine development which takes up the most time – look at the later Indycar programme for proof of that – but Porsche had an ace up its sleeve in that respect, for the 2142cc turbocharged flat-six used in the legendary (if ultimately not entirely successful) 1974 RSR Turbo and the 908/03 of 1975 was perfect in every way. Allowing for the 'turbo factor', this engine would fit right in with the FIA's 3.0-litre limit proposed for Group 6 cars.

Because the new car was to be lower and more aerodynamic than past designs, there had to be changes made to the engine to reduce the overall height. It would still feature a flat cooling fan, but the design and location of the inlet manifold, intercoolers and the single KKK turbocharger came in for revision.

The turbo was mounted low at the very rear of the car, behind the transaxle, with a Y-shaped inlet manifold feeding two slim intercoolers mounted either side, and slightly to the rear, of the cooling fan. As, initially at least, the new car would be used in shorter-distance events than the engine was originally designed for, Mezger and his team proposed that it could run at higher boost levels to produce more power – 520bhp, in fact, at 8000rpm, with 347lb ft of torque generated at 6000rpm. The power output was raised soon after to between 720 and 820bhp...

To improve weight distribution, the mid-mounted engine was located as far forward as practically possible, with a 235mm-long spacer between it and the transmission. The latter was the same Type 920 gearbox used in the 917s, the thinking behind this being that a) it was already available and b)

the output of the 'new' engine was not that much different to the power generated by the big 4.5-litre flat-twelve of the final versions of the 917.

The 936 was a big car – longer in wheelbase than either the old 908 or the 917. This was largely due to the desire on the race engineers' part to make the car as aerodynamically efficient as possible. The driver's seat was reclined more than in past designs, meaning the cockpit area was longer than usual, while the spacer between the engine and transmission added to the length, too. Together these helped push the overall wheelbase up to 2400mm – some 100mm more than the original 917.

As far as the suspension was concerned, at Fuhrmann's suggestion the engineers turned to the shelves marked '917 spares' – the front and rear uprights, and the hub carriers, were all borrowed from the older

model, as were many of the other suspension components and the majority of the braking system, including the big drilled discs and calipers.

Lightweight aluminium suspension wishbones that had previously been tried without huge success on the 917 Can-Am cars were dusted off and used on the 936, with anti-dive geometry built in to improve stability while braking from speed, and anti-squat geometry to keep the car level under acceleration to aid aerodynamics.

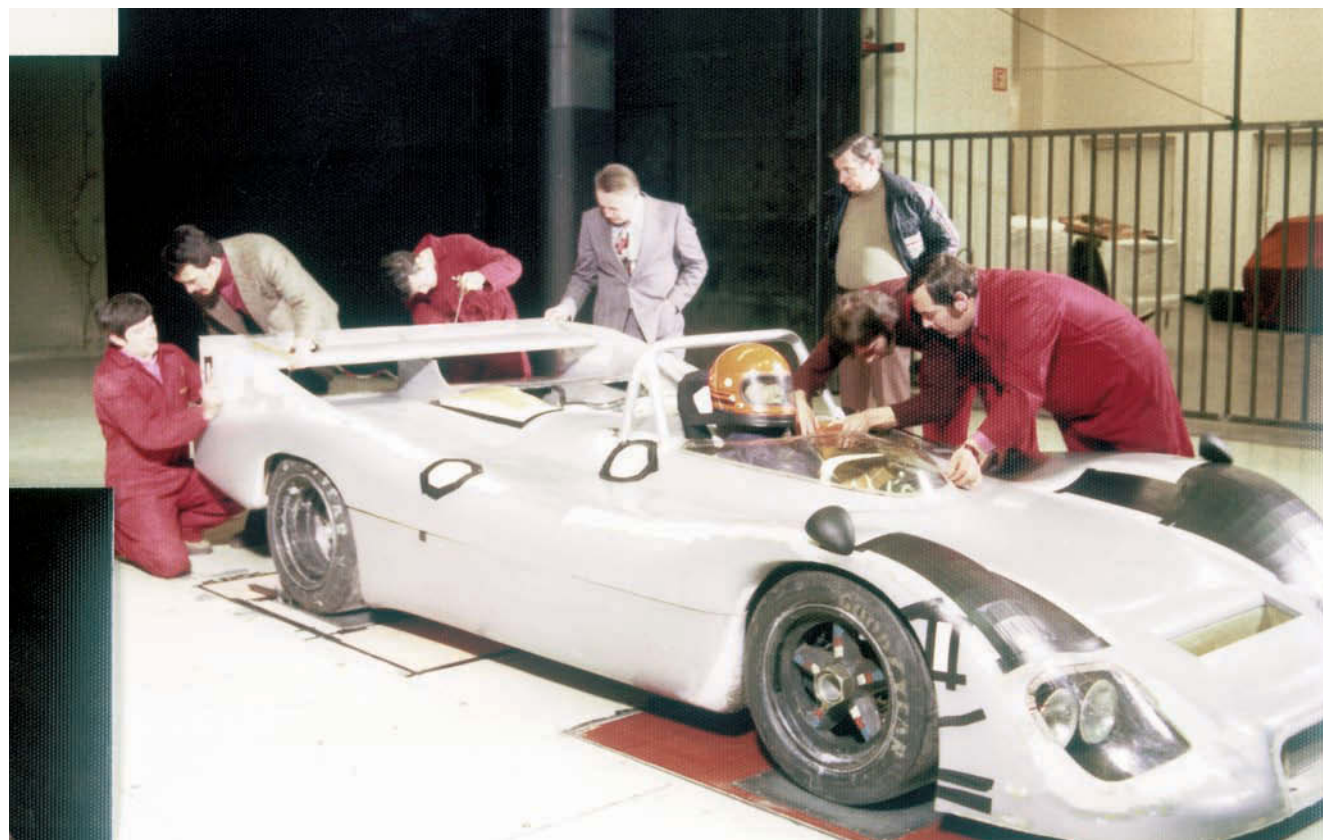
The basic chassis itself owed much to those of the 908 and 917, with a main tubular assembly, with bolt-in sections behind the driving compartment to allow removal of the engine. The main difference this time, though, was that the engine formed a stressed member, resulting in a claimed 28 per cent increase in torsional rigidity compared to the 917.

Above left: Weissach 1975/76, first 936 breaks cover, with bodywork that is clearly fresh out of the mould

Above: 1976 test at a snow-covered Weissach, with Helmut Flegl on the left, and Herbert Mimlet at the wheel

Below: The 1976 line-up, with 935 and 936. Left to right are Manfred Schurti, Rolf Stommelen, team manager Manfred Jantke, Jochen Mass and Jacky Ickx





Left: 1975/76 in the wind tunnel at the Stuttgart Technical University; Wolfgang Flegel (in a brown jacket), Helmut Bott (in a grey suit), Norbert Singer (in a blue jacket) look on...

When it came to sourcing the wheels and tyres, again the parts bin provided the solution – well, at the front at least. Here the 10.5Jx15 front wheels from the 917 were used, but at the back, Porsche was forced to use new 16-inch diameter BBS rims to accommodate the 14in-wide tyres permitted under the Group 6 regulations.

At the original meeting of minds when Fuhrmann suggested that Porsche enter the Group 6 class, one of the possible stumbling blocks was the matter of aerodynamic design, considering the short timeframe available to the team.

Fuhrmann's answer had been that the engineers knew enough about the subject, based on past experience, and that it

shouldn't present too much of a problem.

Indeed, the 936 borrowed many styling cues from the 917/30 Can-Am cars, the shovel-like nose in particular, while the extended tail with its raised rear spoiler bore more than a passing resemblance to the *Langheck* versions of the 917 coupé. Only the low-mounted dual headlights and the near-central seating position helped to give the 936 a distinct look of its own.

Wind tunnel testing took place at Weissach under the watchful eye of Norbert Singer, but much of the aero development was carried out in the field, so to speak, with lengthy test sessions at the Paul Ricard track in the south of France.

The outcome of this real-world testing

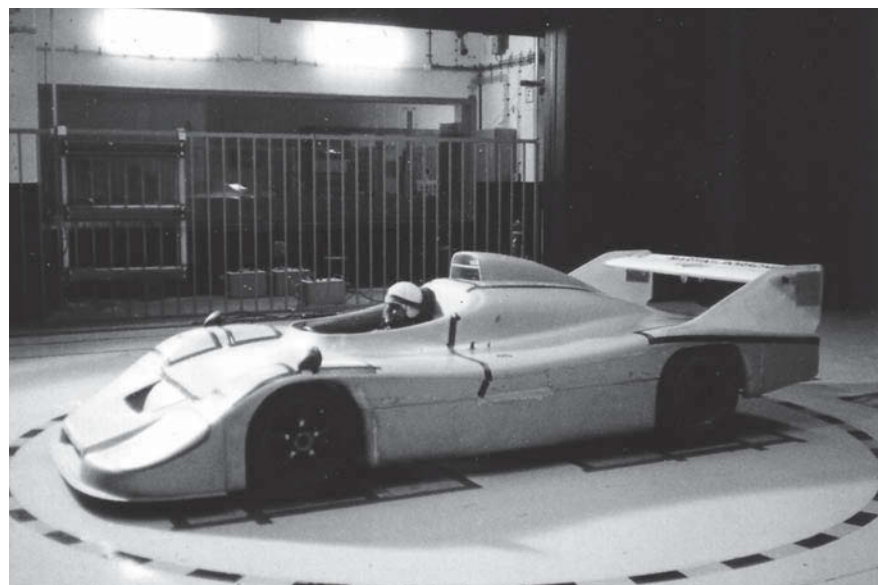
was to add a full-width 'splitter' across the front of the car and an extra 50mm-high spoiler at the rear, below the existing high-level spoiler. This increased the drag but had a significant effect on generating downforce, helping stability and traction on high-speed corners.

The whole project was clothed in secrecy – even Ferry Porsche was kept in the dark, although it soon became clear that he knew more about what was going on than everyone thought – in an effort to keep the news of Porsche's Group 6 contender from the ears and eyes of rivals Alpine-Renault and Alfa Romeo. Fuhrmann went so far as to suggest painting the car black to make photography difficult.

Following the test sessions at Paul Ricard, the 936 broke cover at the Nürburgring 300km event in April, just seven months after inception, still wearing its black paintwork, with just the distinctive Martini striping adding a touch of colour to the otherwise bland-looking bodywork.

Rolf Stommelen put the car on the front row of the grid, alongside a pair of Alpine-Renaults, but soon after the start, the heavens opened and the two French entries had a coming together, which allowed the 936 to take the lead. Unfortunately for Stommelen, a problem with the throttle cable slowed the car, allowing Reinhold Joest to take the win in a 908.

Another 'problem' was that the black paintwork made the car all but invisible in the gloom of a rain-sodden 'Ring. This meant that it didn't show up well in press photos, much to the displeasure of Count Rossi, boss of Martini and the team's principal sponsor, who had previously been a fan of its 'stealth' image. On its return to



Left: The 1977 version in the same wind tunnel, showing the revised rear bodywork, with raised cockpit sides and F1-style air scoop to aid engine cooling



Left: Working on the two 936s entered in the 1979 Le Mans. Location is the temporarily 'commandeered' workshops at Teloché, to the south-east of Le Mans. Gone was the familiar Martini livery – backing for this event came from the Essex Petroleum company



Weissach, the 936 was repainted white, as would be each subsequent example...

However, prior to this first event, it had been announced that there would indeed be

merging of the two Groups, Porsche now chose to concentrate its efforts with the new car on one event, the Le Mans 24 Hours, where it would also run the Group 5 935s.

cruised to what can only be described as an easy victory ahead of the Pescaolo/Jarier Alpine-Renault and the Joest Racing 908/03. One month later, the same car won the 500km event at Imola. Now all eyes were turned to Le Mans...

For this event – the event which was, in reality, the 936's *raison d'être* – Porsche fielded both 936s, chassis #001 and #002, driven by Joest/Barth and Ickx/Van Lennep, respectively. The Ickx/Van Lennep entry sported new rear bodywork, with a raised 'bulge' behind the cockpit and a tall Formula 1-style air scoop to duct cooling air into the engine bay. The rear spoiler and sideplates were increased in height, while the driving position of both cars was lowered, helping to make them both more efficient aerodynamically.

Lack of preparation time before the event meant that neither car underwent much testing, which did lead to some anxiety in the pits as drivers complained about the intense heat in the cockpit, generated by the front-mounted radiators. The new lower seating position had resulted in the drivers' feet ending up closer to the radiators, causing extreme pain after an extended period of driving.

The team tried various remedies, including special hand-made asbestos boots(!), while Helmuth Bott worked on the idea of water-cooling the drivers' shoes! In the end, it was a case of 'grin and bear it' for the drivers...

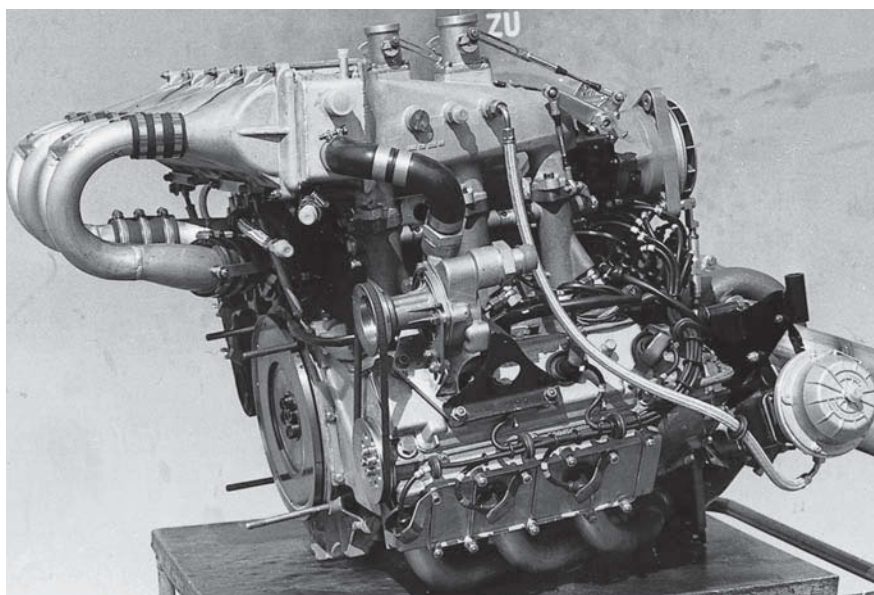
The Joest/Barth entry lasted for 14 hours before rocker-arm problems and a broken driveshaft put paid to their efforts, but the Ickx/Van Lennep 936 proved unassailable, crossing the line in first place having covered 2964 miles at an average speed of

Left: For 1978, the 936 was powered by a 2120cc engine with twin turbos and water-cooled heads, producing 580bhp at 8500rpm

“ The Ickx/Van Lennep 936 proved unassailable, crossing the line first... ”

separate races for Group 5 and 6 cars, with the Manufacturers' Championship contested in Group 5. As the 936 project had been created as a reaction to the possible

Another 936 (chassis #002) was built in time for the second race of the year at Monza later in April, this particular car being driven by Jacky Ickx and Jochen Mass. It





over 123mph. This marked the third victory for Ickx and the second for Van Lennep. It was time for celebration.

This was an historic victory, for Porsche

By the end of that first season, between them the two 936s had achieved six outright wins, one third and one fifth, plus the DNF at Le Mans. Six wins out of eight

by Jürgen Barth and Hurley Haywood, the latter by Jacky Ickx and Henri Pescarolo. In the event, the Ickx/Pescarolo car developed engine problems early on, so Ickx – by now Porsche's star driver – joined the driver line-up for the other 936. After a problem with the fuel-injection pump, which saw the car drop to 41st place, the trio of drivers gradually overhauled the opposition until, just a few minutes before the end of the race, the engine suffered a broken piston.

With blue smoke trailing from the exhaust, Jürgen Barth had the unenviable task of nursing the car home – and to victory. Two Le Mans, two wins. Things couldn't get much better. Or could they?

In 1978, three 936s were entered, chassis #003 completing the line-up. But it

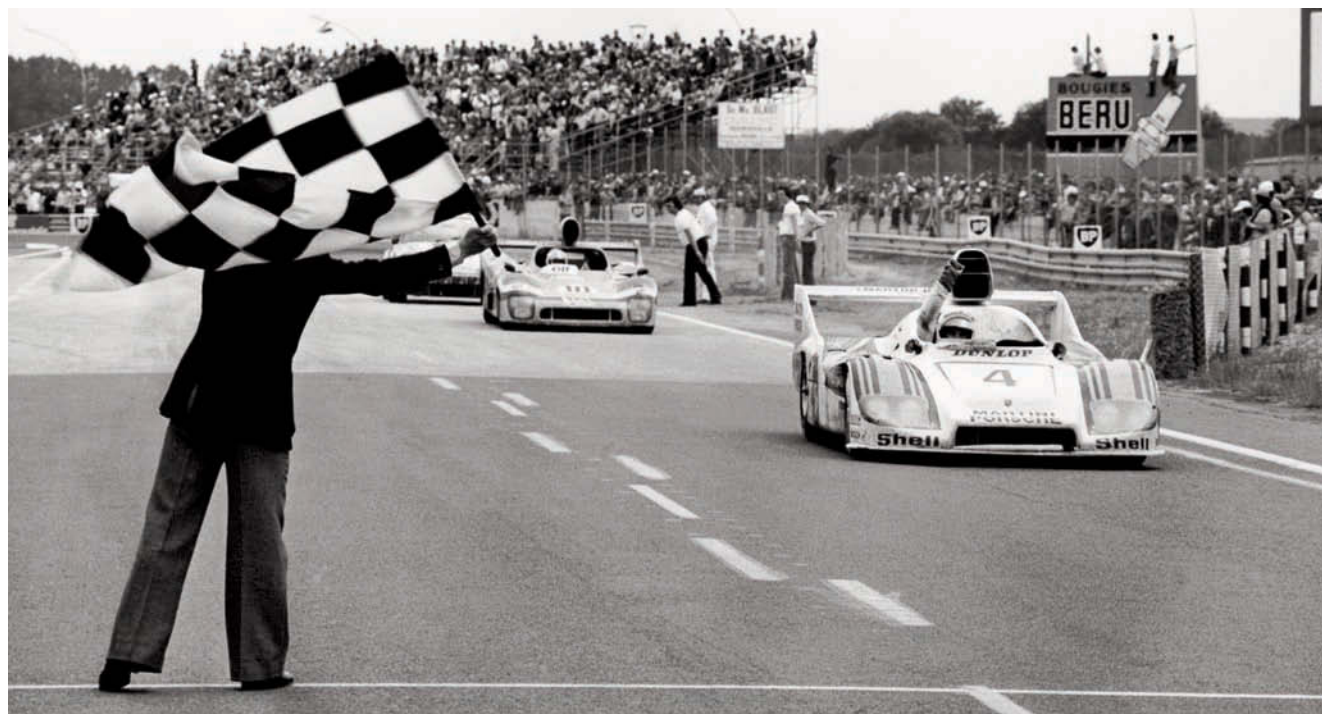
Above: Chassis #001 finished second overall at Le Mans in 1978, driven by Barth/Wollek/Ickx. The event was won by an Alpine-Renault

“ Porsche decided to set its sights on an outright victory at Le Mans again... ”

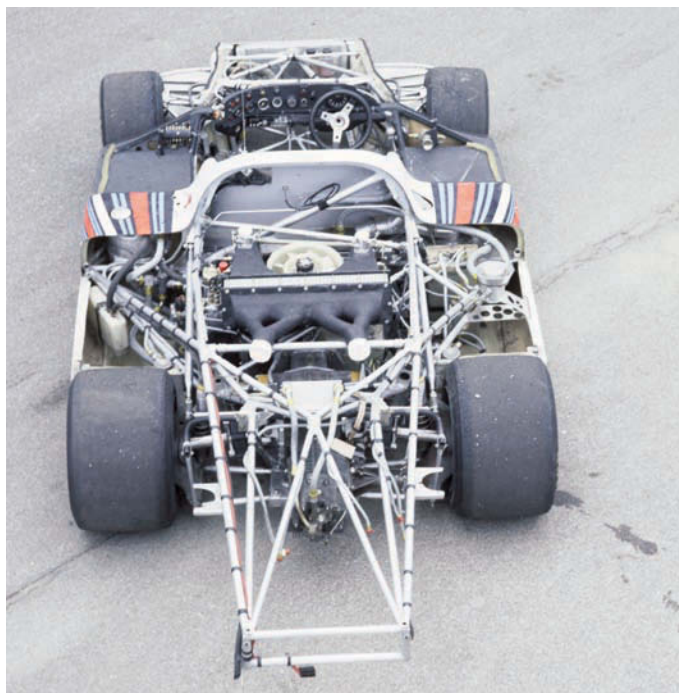
won Groups 4, 5 and 6, and the American IMSA category. It was also Porsche's third outright victory at La Sarthe, and the first time the Le Mans 24 Hours had been won by a turbocharged car.

events entered was not a bad record for a car which took so little time to develop.

In 1977, Porsche decided to set its sights on an outright Le Mans victory yet again, with both #001 and #002, the former driven



Left: 1977 saw the second win for the 936 at the Le Mans 24 Hours, chassis #001 being driven by Jürgen Barth, Hurley Haywood and Jacky Ickx



was not to be a repeat performance. With Jochen Mass at the wheel, chassis #003 crashed out of the race in the 19th hour, while Haywood/Gregg/Joest in #002 finished third overall. The #001 car of Barth/Wollek (later joined by Ickx following the retirement of #003) finished second overall behind an Alpine-Renault, following problems with the gearbox.

Chassis #001 and #003 returned to Le Mans in 1979 but without luck. The former, driven by Wollek/Haywood and now running in the colours of Essex Petroleum, retired in the 19th hour while running fifth, while the latter (Ickx/Redman) was disqualified following an alternator failure.

In 1980, there was no official works entry, but Ickx and Joest competed in Joest's own car – designated a 936/80 and bearing the chassis number 936004 – which was running in Martini colours. Built from parts

supplied by Porsche, it was leading at the 19th hour, but gearbox problems hampered their efforts, dropping the car back to finish second behind Jean Rondeau's, er, Rondeau – the first time a manufacturer had won Le Mans with his own car.

That, you might think, would be the end of factory involvement at Le Mans with the 936, for management seemed to prefer the idea of competing with the new-fangled front-engined water-cooled cars, aiming for class wins. But a relaxation of the Group 6 regulations for 1981 gave Porsche the opportunity to have one last crack at Le Mans with the 936.

Chassis #001 was prepared for Mass/Schuppen/Haywood, while #003 was readied for Ickx/Bell. Both cars ran in the colours of Jules cosmetics and featured engines that had been developed as part of the Indycar programme. It is said that

chassis #003 was literally wheeled out of the Porsche Museum and into the race shop to be prepared for battle, and few could have expected it to win. But win it did, leading from start to finish, with only scheduled fuel stops slowing its progress.

Its sibling suffered clutch and then injection pump problems, slowing it to a lowly (by Porsche's standards) 12th overall. After the event, #001 eventually made its way into private hands, while #003 was wheeled back into the museum once more. This marked the end of the road for the factory-built 936s, with Joest's own #004 continuing in regular competition up until 1984, accompanied by a Kremer-built 936.

Built for one purpose – to win in Group 6 and most importantly at Le Mans – the 936 will go down in history as one of Porsche's most successful designs ever to take to the race track. **PW**

Above left: 936/78 laid bare, showing the aluminium tube chassis based on experience gained with the 908 and 917

Above: Race debut at the 1976 Nürburgring 300km. 'Stealth' paintwork wasn't popular with the sponsors...

Below left: Joest Racing added a roof to its 936 to create the '936C' to compete in the new Group C class in 1982

Below: Salzburgring 1976, Jochen Mass on his way to a win...



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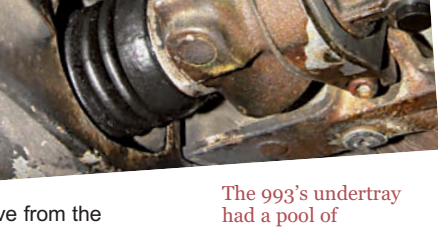
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TECH: HOW TO

DIRECTION ACTION

You may not be able to overhaul your 993's or your 964's leaking power-steering rack, but you might – just might – be able to save on the cost of removing and refitting it by doing that part of the job yourself. Or perhaps, once you have read what follows, you will decide to leave well alone, and have a professional tackle that for you, too. Story and photos by Chris Horton



Cards on the table. Removing and refitting your 993's steering rack – and the 964 is broadly similar – is not a job for the faint-hearted. Strictly speaking, it requires neither expensive genuinely 'special' tools nor heavy lifting equipment, so you could – in theory, anyway – tackle it on axle-stands on your driveway, but that is surely a last resort, a methodology to adopt when all else fails. There can be few better examples of a car whose major components appear to have grown organically within one another, with

seemingly little thought given to how they might need to be removed and replaced.

Why, then, showcase the work here in such great detail? Partly, of course, to assist and to forewarn those who, suitably equipped, might wish, and be able, to have a go at it themselves. Partly to demonstrate to the rest of us why it could be a more sensible idea to farm it out to someone with the necessary abilities and facilities – and who, ideally, has done it at least once before. Partly because, well, it's just interesting. And not least because if you can do it yourself – effectively turning your own

spare time into cash – the satisfaction you will derive from the experience is immense.

Man on the spanners is Robin McKenzie, proprietor of independent specialist Auto Umbau in Silsoe, Bedfordshire. It's his own car that he's working on, having realised that there was an inexorably widening puddle of Dexron III hydraulic fluid on his garage floor, where the 911 had been standing for the past few weeks. (Unsurprisingly, Robin has no shortage of other Porsches to drive on a daily basis,

The 993's undertray had a pool of hydraulic fluid on it, all coming from the rubber bellows at each end of the steering-rack housing – which should be as dry inside as they are outside. Removing the rubber bung for rack's centralising screw confirmed it: that area should be bone-dry, too

Preliminary tasks are to detach outer end of each track rod from adjacent hub, and then to unscrew the outer part of each rod from the inner section, which is the part directly attached to the rack itself.

Butchered locknuts, now requiring an adjustable wrench to grip them, were evidence of poor workmanship in the past, presumably when tracking was being adjusted. (New ones cost £14.41 each plus VAT!) Inside the car, undo and remove the nut and bolt securing the bottom end of the steering column (arrowed) to the pinion shaft, just visible below the blue hose. Later you may need (carefully) to open up the clamp with a small chisel so the splines separate more easily



including a recently acquired 924S project.) Closer inspection soon showed that both of the rack's concertina-style dust covers were not just damp with said fluid, but dripping with the stuff (the 993's plastic undertray was holding a considerable amount of fluid, as well), and that meant the internal high-pressure seals had failed. No alternative

but to strip the rack and rebuild it.

I faced the same situation with my first 924S in 2010, and on that occasion not only removed and refitted the rack (which, to be fair, is a much simpler set-up), but also rebuilt it with a roughly £50 kit of parts sourced from the US via ProMAX Motorsport. The resulting how-to story appeared in the May 2011 issue.

Robin, however, routinely – and I think wisely – contracts out specialised work of this nature (in this context to Western Power Steering in Bristol; www.westernpowersteering.co.uk), on the entirely reasonable premise that an expert in the field will do it more quickly and cost-effectively than he ever could, and not least because the unit comes back not

Disconnect the two hydraulic pipes running from the engine-driven pump, but leave untouched the transfer lines on the rack housing.

Third photo on this top row shows one of the bellows pushed aside, and one end of the steering rack itself, extended towards the left side of the car: that will later need to be moved from one side to the other for access to the spanner-flats on the inner tie rods. Undo and remove the four cap-head clamp screws – if necessary carefully heating with a small gas blowtorch to free the thread-locking compound, and so minimise the risk of a breakage.

Oil-soaked and thus ultra-slippery bellows proved very difficult to remove with rack in situ, but it was just possible to slide in the required pair of 19mm open-ended wrenches, after one had been slimmed down with an angle-grinder (see text).

One safely holds the rack, the other turns the tie rod screwed in to it. Second photo on this bottom row gives a clearer idea of what you are dealing with. And last two pictures show just how badly the bellows had been eaten away by that leaking fluid



TECH: HOW TO



just surgically clean but also pressure-tested.

It was, then, a 'game' of two halves, with a roughly two-week hiatus for the rack to be overhauled. (WPS normally turns them round in a few days, but this time Christmas got in the way.) It wasn't the easiest of tasks – my photographs can only hint at the bloody-minded inaccessibility of some of the fixings that have to be dealt with, although I suspect a left-hand-drive car might be easier – but with hindsight both of us would agree that if there are any tricks of the trade they are a) to cut off and discard the old rubber gaiters, rather than to attempt to preserve them; you will save yourself much time and aggravation, and b) to accept the fact that, during the removal process at least, you will

be generously bathed in hydraulic oil.

As far as equipment is concerned, it's the usual spanners, sockets, extension bars, screwdrivers and so on, plus possibly a ball-joint splitter, an angled pick for dealing with the gaiters and, most importantly, an extra-thin open-ended 19mm spanner – and ideally a pair of them. Those are required to undo the connection between each inner track rod and the end of the rack proper, in the restricted space between its outer housing and the front subframe. Robin modified one standard wrench by slimming it down with an angle-grinder, but better to buy one or two purpose-made items before you start. Add a torque wrench, plus an M8 tap for cleaning out the holes for the rack's

four mounting screws (mess those up and you could be in big trouble without a Time-Sert repair kit), and you're all set.

Parts-wise, you are looking at a pair of those bellows, plus four copper washers for the two hydraulic-pipe connections. You could possibly reuse the old ones if they are undamaged, but it would be a shame to have to venture in there again if they later leaked. The insulating pieces between the rack housing and its mounting clamps should be reusable – this car's were – but again fit new ones if in any doubt, although bear in mind that those could be rather more difficult to compress when you refit the clamps and their screws, demanding even more care to avoid damaging the

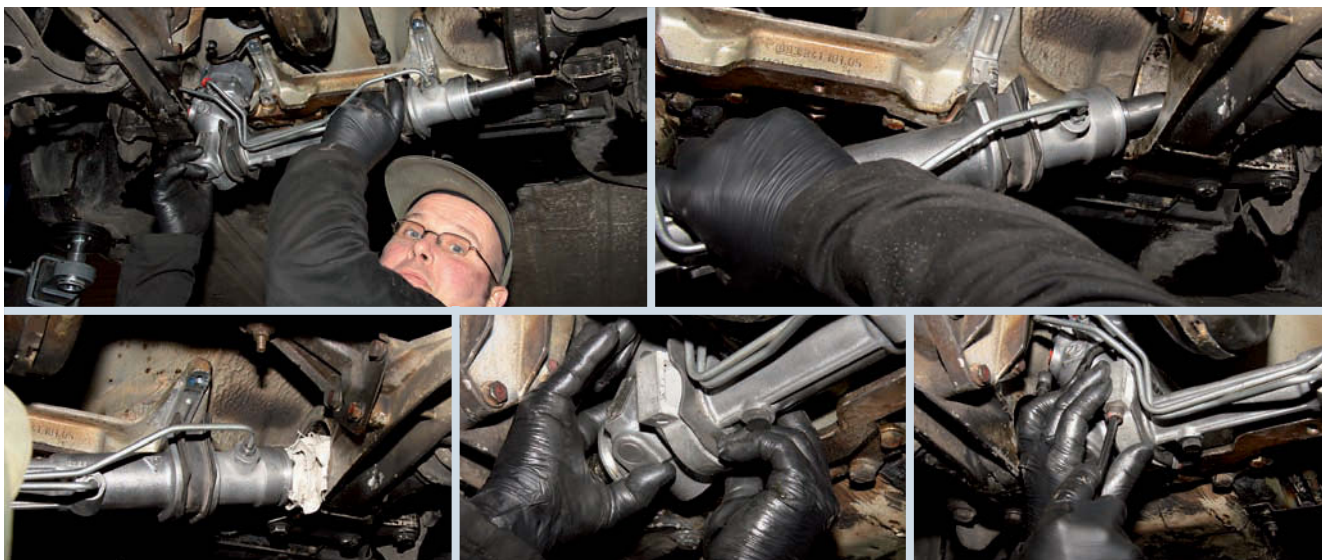
Detach the rubber sleeves round the housing, and then, by pushing the rack itself towards the driver's side, pull the passenger's side of the outer housing down and away from the hole through the subframe. Now push the rack fully back again so that it clears the hole on the other side, and ease the entire assembly down and away from the car. It is at this stage that you might need an assistant to open up that clamp inside the footwell, and you will have to ease the hydraulic lines free from each other in the way that seems most appropriate – but obviously without levering them, and so risking damage. Penultimate photo in this group shows the space left by rack's removal, and also the unusual positioning of the brake servo. Note mounting holes on the crossmember, and also the hole in the floor leading to the steering column and its securing clamp. Final shot shows rack ready for overhaul, plus the crucial pair of 19mm open-ended spanners



And this (far left, top) is how the same rack looked a fortnight later. Close-up below it shows protective plastic caps for pipe connections, best removed – or at the very least loosened – before you install the housing in the car. If not, such is the limited space, they can be the devil's own job to pull out. Note also the temporary sleeve over the splines on the pinion shaft: nice job. It's advisable to fit a new rubber seal between the top of the pinion housing and the floorpan. As you can see, the old one was quite badly perished. Tie-rod gaiters are obviously new, too: quite a difference. Protect aluminium against corrosion with some suitable wax-based spray, especially where clamps will fit. Good idea also to clean out the threads in the crossmember: you want those fixings to screw in easily and reliably, first time

Easing the housing back into position is a direct reversal of the procedure that you used to get it out: push the rack itself from one side to the other, as necessary, in order to allow one end after the other to pass through the apertures in the crossmember, while at the same time pushing the pinion housing back up against the floorpan (don't dislodge the rubber seal) and, of course, slipping the feed and return pipes beneath the transfer lines. Not easy, and hard to describe in anything other than broad terms, but certainly possible.

Note the cloth wrapped round the end of the rack to protect it against the crossmember. Make sure the end of the pinion shaft is engaged with the clamp at the bottom of the steering column before you attempt to fit and tighten the rack screws. Those are long enough to allow them to pull the rack housing up into its final resting place, if necessary, but naturally you must not force the issue: if there is any significant resistance find out why and rectify, or you risk causing a lot of damage. Tighten all four screws to 45Nm



THE KNOWLEDGE

You have to admire, even if grudgingly, the way Porsche designed the 964's and the 993's front suspension, with the ends of the steering rack threaded through the lower part of the subframe and thus, like some fiendish puzzle, seemingly impossible to remove without laboriously detaching half of said suspension. This layout came – one hopes, anyway – not from a desire just to be awkward, but partly from a quest for technical integrity, and partly from the way the cars were designed to be built up as a series of sub-assemblies – although unsurprisingly the 996, despite what appears initially to be its greater complexity, is in this respect much simpler to deal with. And was no doubt even easier and cheaper to put together.

Either way, you have to tackle the job like peeling away the layers of an onion. So – in broad outline – wheels off, and disconnect the track-rod-end ball-joints from the hubs. Remove the undertray to reveal the steering-rack housing (and the brake servo; you might have wondered where that had been hiding all these years). Unscrew and remove each outer track rod from its inner section, and then either push aside the two rubber gaiters (difficult, especially when they are drenched in oil) or cut them away with a sharp knife. This will reveal two areas on each side whose 'flats' are designed to be gripped with 19mm open-ended spanners, and thus to allow the inner track rod to be unscrewed while you counter-hold the end of the rack. You will

need to push the rack from one side to the other to render them accessible in turn.

Next, undo the two banjo bolts securing the main longitudinal hydraulic pipes running from the back of the car (don't disturb the pipes passing across the front of the rack housing, and certainly not when later refitting the rebuilt unit) and then, inside the cabin, reach down into the footwell to undo the pinch-bolt securing the steering column to the pinion shaft. At some stage you will probably need gently and carefully to open up the clamp with a suitable chisel or screwdriver blade in order to allow the splined shaft to slide free more easily. Back under the car, remove the four cap-head screws securing the rack-housing clamps to the subframe, and pull the clamps clear.

Now for the clever bit (and do bear in mind this relates to a right-hand-drive car; if yours is a left-hooker you might need to extrapolate as necessary). Extend the rack fully to the left, protecting its machined surface from scuffing against the admittedly softer light-alloy subframe by wrapping it in a piece of cloth. This will allow you to pull the right-hand end of the housing down towards you, and clear of the steering column, at the same time as you manoeuvre the disconnected but still unhelpfully rigid hydraulic pipes around the pinion housing, and then from beneath the transfer pipes. Once that's done – which could take several minutes and many expletives – continue to angle the housing down towards the driver's side, and then pull the still

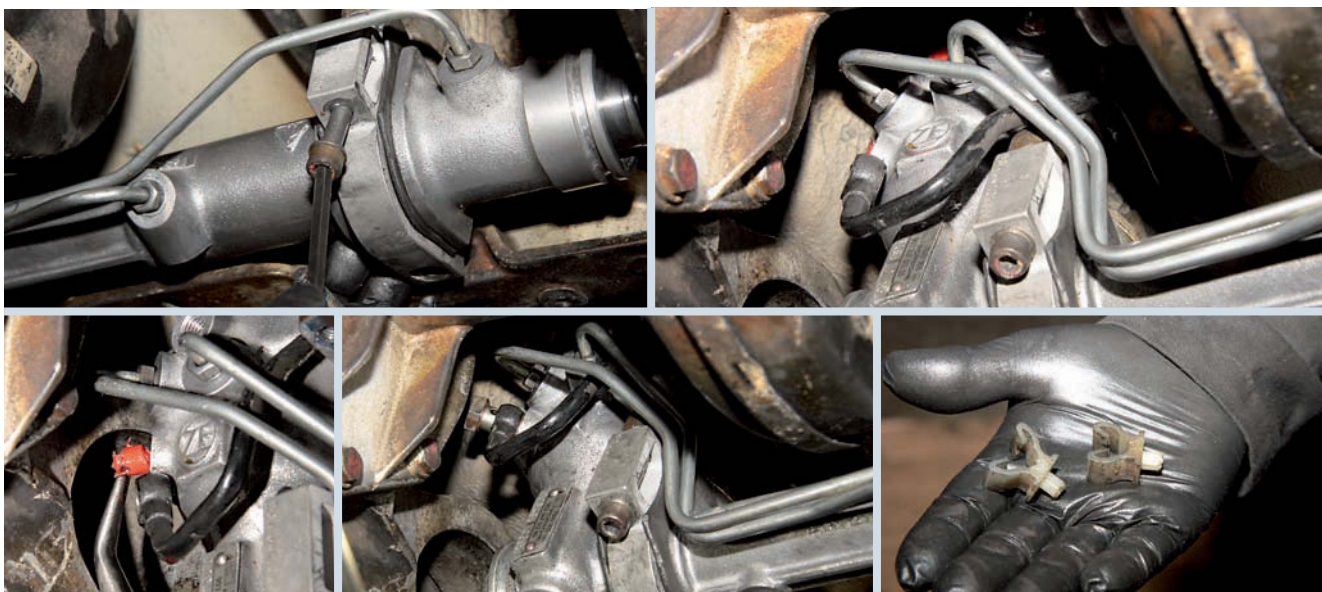
extended left-hand end of the rack out of the aperture in the subframe.

Reassembly, unsurprisingly, is a fairly straightforward reversal of this procedure, but with the added complexity of simultaneously wriggling the disconnected pipes back into position and passing the input shaft back up through the hole in the body, to be reunited with the steering column. And don't forget your foam-rubber seal, whether new or original. You will also have fun and games reconnecting the banjo bolts, with the appropriate copper washer each side of the 'banjos' (a word to the wise: loosen the red plastic bungs *before* you refit the rack) and, as we've suggested, will most likely break the nylon clips securing the pipes inside the tunnel. But we won't tell anyone, promise.

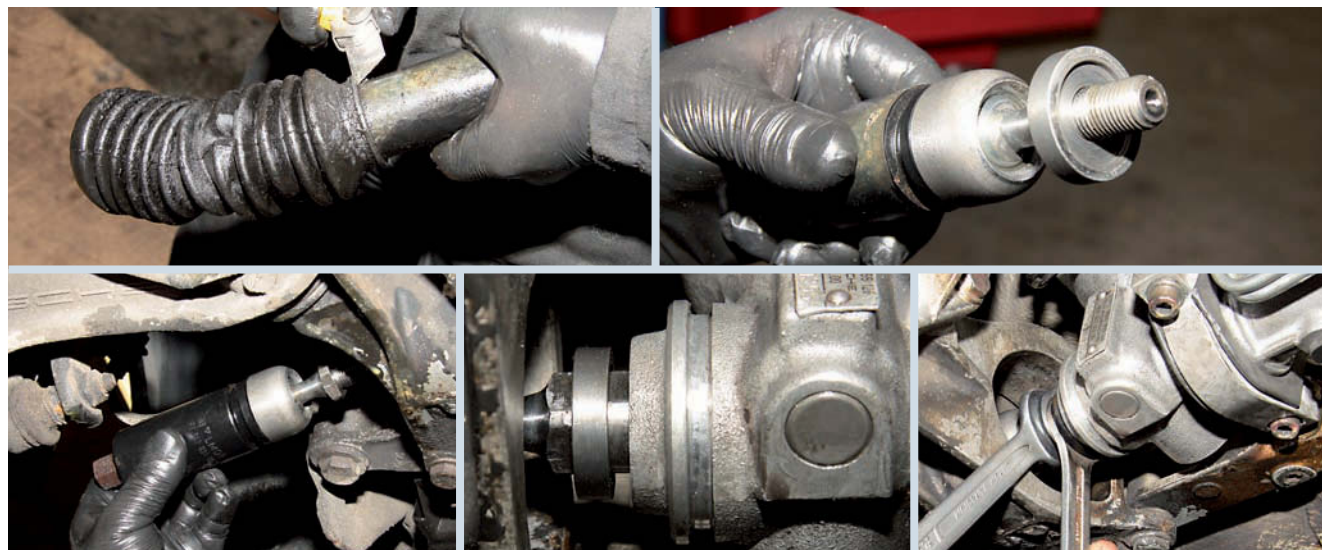
Final jobs will be to refill the hydraulic system with the required quantity of fluid (be certain which one your car needs) via the reservoir in the front luggage compartment and then, having set the front-wheel toe-in as accurately as possible by eye and a tape measure, carefully and slowly to drive the car to the nearest appropriate garage (even if not a Porsche specialist) to have the alignment fine-tuned. Fluid capacity of the naturally aspirated Carrera's system is approximately one litre, and that of the Turbo (which also serves the power-assisted clutch) 1.7 litres. Add as much fluid as you can, then run the engine to pump it round the pipework, adding more as necessary to bring the level back up to the maximum mark.

Bottom three photos summarise perhaps the most exasperating part of the job. The plastic plugs were in so firmly – and so hard to reach – that we thought they must have been threaded.

But no, just tight – hence earlier advice to loosen or remove them. (Protect holes with tape instead.) Next task is to fit new copper washers either side of the 'banjo' at the end of each feed/return line, and then not only to refit those nylon clips, inside the central tunnel, but then to secure the pipes within them. But they will almost certainly break...



TECH: HOW TO



Refitting the inner tie rods is somewhat easier than removing them: the absence of both a damaged rubber gaiter and copious quantities of slippery fluid means that you can actually see and crucially grip the workpiece. Note the orientation of the circular spacer. How tight? Good question. There is undoubtedly a figure somewhere in the literature, but since you are relying on open-ended spanners there is no way that you can realistically apply it. The simple answer is as tight as you can with wrenches of this modest length

threads in the crossmember. Budget, too, for a rubber seal between the top part of the rack's pinion housing and the underside of the floorpan, where the shaft passes through into the cabin – the old one will most likely be perished, as was this car's.

Be warned, also, that you will probably end up breaking one or both of the nylon clips holding the hydraulic pipes to the centre tunnel, immediately behind the rack. Sadly, they appear to be unavailable from Porsche, although personally I don't see

their absence as any great disaster unless you are aiming for 100 per cent 'originality'. (On which note it is worth pointing out that another advantage of having your existing rack overhauled, rather than buying a 'new' one – which will itself most likely be a rebuilt unit – is that you get back the same one that came off your car. That was a consideration for Robin McKenzie, and I would probably feel the same way.)

Additionally, you might want to pre-order new locknuts for the outer track rods

(this car's had become rather rounded, presumably from some inexpert attention with the necessary open-ended spanner, or even an adjustable), and perhaps new track-rod ends. Perforce the front-wheel alignment must be set at the end of the job, and again it would be both annoying and unnecessarily costly to have to do that again if at the next MOT test the ball-joints were found to be worn, or their covers damaged. Either way, you should fit new ball-joint securing nuts, too. **PW**

FACTS AND FIGURES

Western Power Steering charged Auto Umbau's Robin McKenzie £200 including VAT to overhaul his 993's rack. An exchange unit from Euro Car Parts is currently listed at £469.99, plus a £131.99 surcharge should you have no repairable unit to start with. OE-quality bellows or gaiters cost £6.09 each from Euro Car Parts or, from Porsche, £4.48 each plus VAT. If you need inner tie-rods Euro sells those for £92.99 apiece, or for £128.99 per side you can buy a complete inner and outer track-rod assembly. All of those Euro Car Parts figures include VAT.

Other items that you might need will most likely have to come from Porsche itself, via your local Centre's parts department. The rubber seal between the rack housing and the body costs £20.58, and the two rubber insulating sleeves between the housing and its securing clamps £4.05 each. The four copper washers for the

hydraulic connections cost a total of £10.08. Ball-joint nuts cost £3.20 for two. (Note that all of those figures exclude VAT.) The rack's operating fluid is Dexron III ATF for earlier cars (like this one), and Pentosin CHF11S for later models – and crucially they MUST NOT be interchanged or mixed. Dexron III is widely available from motor factors. Pentosin costs £18.96 including VAT per litre from Porsche, or its equivalent (and most of the major oil companies do one) typically around £15–£17 including VAT from a good motor factor.

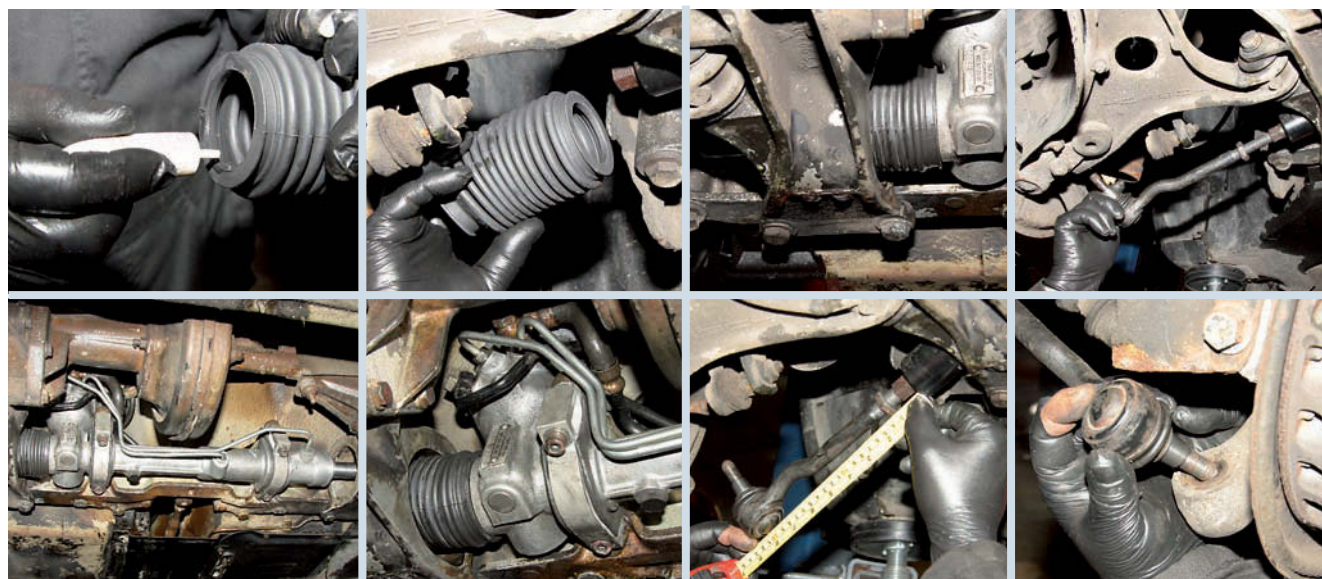
As far as labour is concerned, you are looking at around seven hours, and obviously the cost will depend upon your chosen specialist's rates. These days £80–£100 per hour plus VAT is a ballpark figure. And don't forget the cost of having the geometry reset. This writer's local tyre depot charges around £50 including VAT for a basic front-wheel toe-in check.

In terms of equipment, you will need the

usual workshop hand tools, plus at least one slim-fit 19mm open-ended spanner – and preferably two. We assumed these would be easy to track down via the internet – and undoubtedly Snap-On vans will either carry them or be able to obtain them for you – but only after much frustration discovered a Facom item (18mm at one end, 19mm the other) on the Prime Tools website ([www.primetools.co.uk; 01761 410918](http://www.primetools.co.uk;01761410918)). Cost is £16.92 plus VAT.

You will need a ball-joint splitter to separate the track-rod ends from the hubs, a small gas blowtorch to help loosen off the steering rack's clamp bolts, and an M8 tap and wrench then to clean out their threads in the light-alloy crossmember. Add some penetrating and releasing fluid, corrosion-preventing grease for reassembly, and not least a bottle of thread-locking compound, and you are good to go. Oh, and the patience of a saint would be quite useful, too...

On the home straight now: special P-80 rubber lubricant (available from Auto Umbau, and used primarily for fitting windscreen and other seals) helps the lip at the end of each bellows slide easily and smoothly into the groove in the rack housing, after the moulding has been passed through the aperture in the subframe. Even so, it will take a bit of time and effort, but make sure the rubber really is seated correctly; there is no securing clip. Refill the system with the correct fluid – Dexron or Pentosin, depending on the age and model of the car; check carefully with the handbook or your supplier. Refit and adjust the outer track rods such that they are both the same effective length, and both wheels are pointing as straight as possible, and then have the toe checked and set (and ideally a full alignment carried out). Job done!



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TARETT ENGINEERING

From small acorns... Tarett Engineering's business model follows so many in the Porsche world, as a Porsche rebuild becomes a small home business and eventually a full-time, full-on career

Words and photography: Matt Stone



Ira Ramin is a diehard road racer. While living and going to school in and around the greater Los Angeles, California area, he began his racing endeavours with a highly modified Chevrolet Vega. The Vega was a generally unremarkable compact automobile, produced by Chevrolet in the early '70s as an answer to Volkswagen and all the Japanese imports that were making sales inroads on the American brands. Chevy had the Vega, Ford the Pinto, and American Motors the Gremlin. Humble as it was, the Vega had some game, like rear-wheel drive, rack and pinion steering and front disc brakes. Ramin cranked a lot of performance and fun out of this car, but at one point realised that, no matter what he did, it was still a Vega, and that none of the money he ever put into it would increase

its value so much as a penny.

He felt a real sports car was needed, and spotted a derelict Porsche 912 parked and abandoned looking, obviously not running. He dug into the car a bit, assessing that it needed "everything", but was for sale. By the time he was able to sell his Vega and entertain the 912, it was sold to someone else. In as much as 912s weren't highly prized at the time, nor did they cost much, he quickly found another; this one, a sad and rusty '66, he recalls, "was in worse shape than the first one I looked at." No matter, he bought the car for \$650 (this being two and a half decades ago) and dismantled it to the nubbins. He went to work on major rust repairs and a thorough restoration and performance build and, as was common practice at the time, upgraded it to the look of the then current 911. The car came out well, and he liked it. Once again, he wanted something more yet

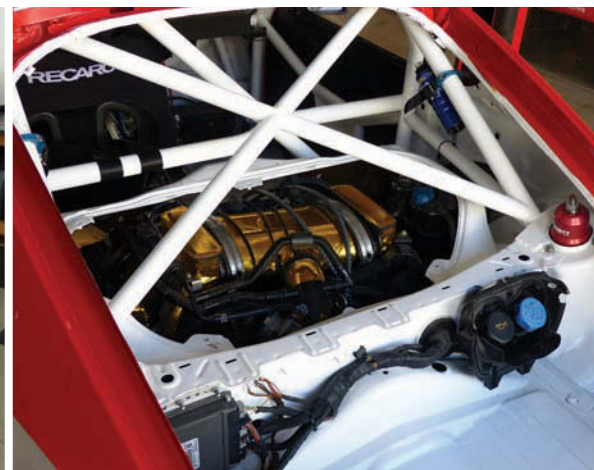
similar, which of course meant the step up to a 911.

He found the 911 that suited him, in this case a now highly desirable 1970 911S. The first thing he set about developing for it was high performance anti-roll bars. Ramin was at the same time a mechanical engineer by education and by trade, working in the robotics industry, which was already beginning to develop and grow in Southern California. This honed his engineering chops, and offered experience that would help toward his ultimate goal, launching and owning his own business. His 911 was his rolling development lab, and Porsche Club America friends were among his first customers.

Like most embryonic business ventures, he founded his then part time company at home, in the garage and on the dining room table. Ramin recalls his wife "being a really good sport" about coming home from work

Ira Ramin (left) and the Tarett Engineering crew. Ira started his business on the back of a personal 912 rebuild, which morphed into a 911S, and then a full on career in Porsche race prep and suspension mods

Customer Cayman is a no expense spared, full race build, featuring the full gamut of Tarett's product range



to find a small group of strange guys in the living room, at parts tables, assembling suspension kits and components, preparing them for shipping. His "Shipping and Receiving Department" was the hallway leading to his front door, where he met his United Parcel Service drivers each day to accept component deliveries, and ship out that day's completed orders. He also remembers many nights that he and his wife would sit and watch the TV while bagging parts up for the next day's shipping. After a while, this part time job began growing to a full time job, and he ultimately let go of his regular engineering gig, dedicating himself 100% to the building of his own business. He had a family he needed and wanted to pay attention to, so something had to give, and the security of a full time salary job was what went. His wife maintained her job outside of the Porsche business in the name of some steady income and its necessary health insurance benefits.

Ramin finally set up shop in a small industrial space and then the business really began to grow. And what does Tarett mean, you ask? It's a contraction of his children's names: daughter Tara and son Brett, the company's webmaster. He originally produced goods exclusive to air-cooled models, but as the water-cooled cars became more prevalent, and with them came increasing demand for performance and track day goodies, he expanded into them. The evidence of this demand lay right

in front of him: "I remember one time going to the track and seeing three water-cooled cars. And the next time there were five. And soon 8-10, so this obviously was the future of the market" he recalls now.

Even though it all began for Tarett with anti-roll bar kits, his product lineup began to grow somewhat organically from there; he would either see an existing product that he felt could be reinvented and improved upon,

grown to a small cadre of full time employees, including an in house designer that models everything on computer; Ramin has also invested heavily in component printing and rapid prototyping technology. "Having this capability in house saves lots of time and many thousands of dollars wasted in metal prototypes that end up getting tossed away." This technology allows Tarett to "print" an engineering and

“Tarett has invested heavily in rapid prototyping technology”

or respond to customer demand for something new. His first "retail outlet" was the back of his pickup truck; he'd head out to club track day events with a truckload of product and sell parts or take orders out in the parking lot. Ramin, now established for more than 23 years, has twice moved to larger and better premises, sells customer direct and to a variety of racing teams and other outlets that stock his components, plus he stocks and supports a few other complementary product lines. The days of the printed catalogue are behind him and much of the industry, as his full stocklist can be found online; he ships product worldwide.

His wife no longer needs to sit on the couch bagging parts, as the Tarett staff has

dimensionally correct plastic piece that can be used for mocking and measuring on cars and jigs, with changes made quickly and relatively inexpensively. Everything is engineered and built to racing and/or aeronautic standards of quality and finish.

Tarett's product line is extensive, including fixed and fully adjustable anti-roll bar systems, drop link kits for virtually every Porsche model (in some cases more than one kit for the most in demand models) plus control arms, Monoballs and a variety of camber plates. He estimates that his annual cost of materials includes at least \$100,000 a year for spherical rod ends, indicating how many he uses in production. Ramin is also very enthusiastic about a new co-marketing arrangement with JRZ



If Tarett is well known for one particular product line, it would be its extensive range of adjustable anti-roll bar kits and drop link kits for just about every Porsche

TECH: SPECIALIST



Left: Ira Ramin has swapped the home garage and dining room table for a proper office in his own workshop and warehouse. Boxster is Ramin's own racer. There is, he says, no substitute for testing new products on track

Suspension Engineering Performance Dampers which can now be configured exactly to match Tarett suspension and customer needs, and bought from Tarett along with the balance of an anti-roll bar or control arm kit.

You will notice there is no machining equipment in any of these photos; while Tarett designs and specs out each product it produces, the actual machine and plating or other finish work is handled by a small group of tightly regulated subcontractors. We asked Ramin about this: "We're lucky that there are so many good production level machine shop businesses out there that have already invested the tens and

"ratchet" style adjuster that mounts, into existing pre-drilled holes, just below the shifter, so the driver can easily, but not accidentally, release the safety catch and adjust roll stiffness from in the car. Ramin encourages everyone to "adjust the roll stiffness one notch at a time. I remember one time I was running in the wet, and the car was pushing like crazy. I felt a bar adjustment would fix it up, so I clicked the bar up two notches. I spun out on the next turn." So change, test and try in digestible increments.

Tarett's current San Diego County, California location includes administration, design and development, sales, quality

the shop is occupied by two committed looking race cars. Ramin still loves to race, and says "there's no replacement for testing out new products than on the race track, in your own car, so you know and can control the variables." He loves the mid-engine balance of the Boxster and Cayman, and the fact that they can often be purchased or race built for slightly less cost than a comparable 911. Although it's easy to "go to the moon on anything." Both cars were built to compete in the highly competitive weight/horsepower POC GT4 class.

The white Boxster is Ramin's own car, running a relatively stock 3.2-litre 986 S engine with about 238 horsepower at the wheels. As you'd expect, it's stuffed full of Tarett Engineering Suspension products, including front 996 swaybar kit, front extended drop link kit, rear 986/987 "bladed" swaybar kit with in-car controller, front and rear tie rods and toe links with bump steer adjustability, front and rear Pro-Series 4130 LCA and tension link kits, JRZ RS Pro coilover dampers with remote canisters, front and rear upper strut mounts and camber plates. Non-Tarett branded hardware includes a full roll cage, competition wheel studs and lug nuts, deep oil sump kit, X-51 style oil baffle, semi-solid engine and trans mounts, third radiator kit, underdrive pulley, shifter raiser, lightweight flywheel, Guard LSD, 60in rear wing, a front spoiler and a stainless steel race exhaust. Not to mention carbon-fibre door panels

“ Ramin loves the mid-engine balance of the Boxster and Cayman ”

hundreds of thousands of dollars into the computer managed machines needed to produce our products. I've thought about it, but the equipment and tooling investment is huge, and the resources exist at affordable prices, so for me right now there's no return on bringing it in house."

One particular trick bit of kit that really caught our eye is the in-car driver adjustable anti-roll bar system. There's a handsomely machined and finished

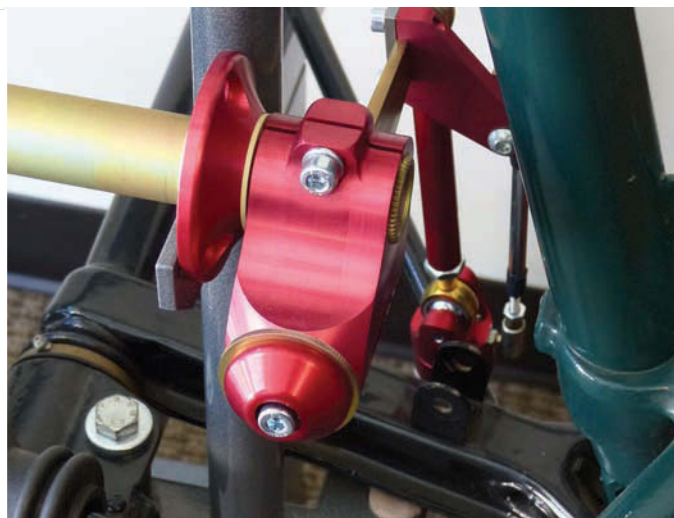
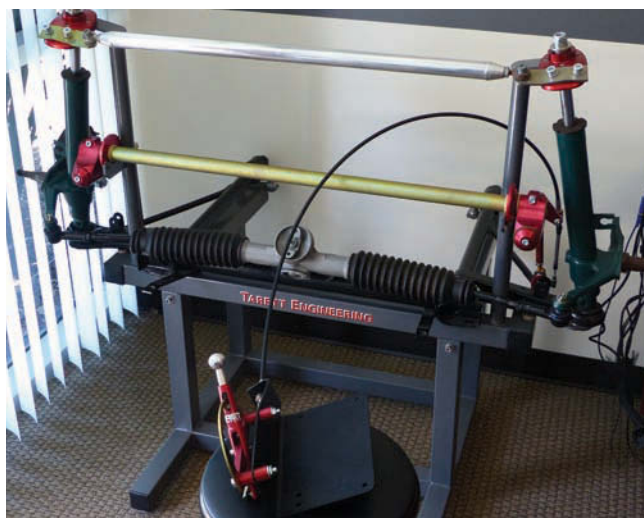
assurance, warehousing, kit assembly, shipping and receiving, and customer service. Ramin's staff's goal to the extent possible is to have everything in stock at all times, so they can fill customer orders quickly and completely, and pride his company on superior customer service. This entire shop is casual yet Penske Racing immaculate and organised.

There is no service or installation shop on site, and at the moment the back area of



Left: Interior of red Cayman racer features elevated shifter and in-car, driver-adjustable anti-roll bar system

It's not all about water-cooled at Tarett, as this front suspension set up for an early air-cooled 911 proves. Note the driver adjustable, anti-roll bar control. As with all Tarett's stuff, engineering and finish is first class



and a few other weight management measures. Still relatable to a street Boxster, but no longer street legal.

The red Cayman has all the same stuff as the Boxster, and then some. It is a customer car, with which Ramin has helped with the build, and for which Tarett has donated a big chunk of its catalogue. This crimson racer is the guy that had all the luck in the sense that it is virtually a "cost no object project" with an owner who wants the best of everything. The car was stripped clean to its foundation, and then fully caged with everything new, fresh, powdercoated, and the best. It runs a 2.9-litre 987.2 engine good for about 275 horsepower and a six-speed 987 transmission with custom gear ratios. It will be detuned to meet the POC GT4 class weight/hp requirements. It will be starting out in the POC GT4 class, but will later have a bigger engine to race in a

faster class, with the rest of the car built with more power in mind.

Additional hardware seen on the Cayman include: Tarett front and rear bladed swaybar with in car controller, 997 RSR uprights on all four corners, 997 RSR front

power steering pump, Bosch ABS system, built-in air jack system, competition shifter and cables, and currently being installed and programmed is a pro-level MoTec dash, power distribution module. Major kit.

Tarett Engineering is the primary sponsor,

“The crimson racer is virtually a ‘cost no object’ project”

subframe, carbon-fibre rear diffuser extending fully to the front splitter, carbon-fibre roof, wings, Cup front flares, hood and rear deck, Lexan windows, six-piston front brake calipers and four-piston rears, stainless steel competition headers, three-piece racing wheels, Motorsport electronic

along with ERP, JRZ, Lucas Fab, StopTech, Numeric Racing, Jongbloed Modular Wheels and Swift Spring.

Both cars were semi torn down at the time of our visit, nor anything like street legal, so our driving impressions will have to wait until another (track) day. **PW**



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THE TEAM

STEVE BENNETT

996 C2/944 LUX



Some progress at last. Last month's MOT means that at least the 996 is back on the road.



Very soon it's going to be fitted up with Eibach/RPM's new adjustable bottom suspension arms.

KEITH SEUME

912/6 'EL CHUCHO'



It's winter and I live in Cornwall, so needless to say El Chuchito largely remains under house arrest, and besides it doesn't have a heater! It means I can't attend to the minor jobs that still need doing, too.



CHRIS HORTON

924S, 944



Both cars are running well. The 944 is back in daily use (I never thought I'd be able to say that again!) and I gave the 'S' a good post-Christmas workout to help keep everything moving. Use it or lose it, and all that!



PETER SIMPSON

911 2.7 TARGA



Looking forward to some good weather so the engine can be pulled from the 2.7 for a strip down and rebuild. The body is still having welding done so I should have some good pictures soon!



BRETT FRASER

BOXSTER 3.2S



The guys from ePorsche took a quick spin in the Boxster the other day and don't think I need to worry too much about the coffin arms. On the other hand, the dampers could be past it and the clutch is heavy.



JOHNNY TIPLER

996 C2



As a single Porsche household now, I guess I'd better look after the 996, which is why it's at Autofarm having a new clutch and lightweight flywheel and having an oil line attended to, plus some cosmetic work.



ANTONY FRASER

996 GT3, SC, TRACTOR



As you will see on p116, I've been tidying up the GT3 and sorting the underside. Since scribbling those words, I've also found time to spruce up the interior and repaint the front seat backs. A big improvement.



CALIFORNIA DREAMING

Our man in LA, Matt Stone, needs his air-con working and now it does thanks to some fettling. Likewise a new alternator and battery has sorted the electrics and a general service has got the Carrera 3.2 running well



MATT STONE CARRERA 3.2

Occupation:

Freelance motoring writer/broadcaster

Previous

Porsches: None

Current Porsche:

Carrera 3.2

Mods/options:

Standard

Contact:

mattstonerama@gmail.com

This month:

A whole bunch of stuff including sorting electrical system, service and getting the air-con to blow cold

I previously reported on the electrical system charging problem I experienced during my several thousand mile trip to and around the Grand Canyon – the system was over and erratically charging, which luckily only blew out a pair of headlight bulbs, and no other systems or components that I could identify. The result was the need for a new alternator/regulator/diode pack, sourced and installed by my usual go-to specialist, Callas Rennsport in Torrance, California. With all the lights back up to snuff, a new battery surely strong enough to refire the engines aboard Titanic, and the electrical system charging normally and consistently, it was time to address a few other problems that made themselves known on the above noted Grand Canyon visit that touched parts of four states: California, Nevada, Utah and Arizona.

So it was back into Tony Callas' hands for a few more mild maladies: something was wonky in the high/low beam headlight switch which constantly popped the lights

up to high beam every time I hit a bump or touched the stalk. Callas said that there is some adjustment inside this switch and his first recommended approach was to remove the stalk from the steering column and attempt to adjust it. The other problem is that my long sporadic AC unit had once again stopped cooling effectively, so we needed to assess the R12 content levels in the system, address any problems, and top up the charge. Finally it was oil service time again, which meant a proper Porsche "red" filter and a sump full of Joe Gibbs Racing high zinc 20/50.

Callas advised that "sometimes the high beam switch adjustment thing works, sometimes not" so they ordered in a new piece just in case the answer was "not." The piece alone costs around \$300, so naturally I was hoping for "works" instead of "not." Tony sat at his desk, and fiddled with the guts of the switch, and told his techs to reinstall it – they did, and it worked. Being a now near 30-year-old electrical part, he couldn't assure how long it would continue

Matt Stone's Carrera 3.2 keeping good company. Note front end protection AKA a car bra! Something that's never really taken off in the UK for some reason



Monster road trip took in Grand Canyon, California, Nevada and Arizona. But hey, that's what a Porsche is for



to work, but it was worth taking a chance on instead of automatically going to the new \$300 piece. It worked that day, and has continued to, thus so far so good. The guys then dug deeper into the AC system and discovered a small check valve inside the plumbing that was sticking, thus hampering the flow of R12 coolant through the system; this piece again appeared repairable, so they pulled it, cleaned it, and reinstalled. The system only needed a couple pounds of refrigerant to fill, which was also done. And miracle of miracles, the system once again blew cold air, and so far continues to. The oil service was performed with no fault or drama, we installed new windscreen wiper blade refills; done for the day and hopefully for a while.

Naturally, after several thousand miles of touring, with at least two days of it done in steady rain, the car was filthy, top to bottom. So it was time for a mega detail job. I considered having a pro-mobile detail service come out to do the job; some are very well equipped, with ramps for lifting the car up for a proper undercarriage and

chassis detail, plus engine, polish, wax and all the rest. But given that I had the garage space, and a more than ample supply of detail products, I decided to just give it the mondo buff myself, which meant clearing the other car out of the garage, parking the Porsche diagonally across it, putting it up on four heavy duty jackstands, removing the wheels and diving in.

I first attacked the engine compartment, which needed only mild cleaning and rubber and plastic treatment, to look near showroom fresh. The suspension was next; as each corner got a thorough clean with biodegradable degreaser, glass cleaner, and a variety of brushes and scrubbers to get the brakes, suspension arms and wheel wells acceptably clean. Ditto the rocker panels, and lower fascias, beneath the bumpers, and such. Again more plastic, vinyl and rubber treatments as needed. I gave long hard pause to my polishing and waxing agenda, and everyone seems to address this job differently. After a thorough washing, I began with an exfoliation treatment using Mothers Detailing Clay, to

remove surface contaminants and smooth the paint. Then I fired up the machine orbital polisher (MOP) with a Mothers pre-wax cleaner/polish containing no protectant or wax, but solely intended to clean, polish and perfect the paint. From there I went strictly old school, using Meguiar's Gold Class Plus Premium Paste Wax, applied by hand, using a large foam applicator pad. You know "wax on, wax off." Everyone has their opinion about what products to use and why, but IMO, nothing has the glow and shine of genuine carnuba wax. Not the fastest nor easiest process, but a hard, durable, glowing shine, especially because the paint beneath it was properly cleaned and prepared. Makes all the difference, and then some.

Naturally, the interior was deep cleaned, and all the rubber was treated with protectant. I washed and waxed both sides of the wheels, treated the tyres, bolted them back on, dropped the car to the ground and went for a drive. It was several days of back and knee challenging work, but the result was worth it. And I'm still sore all over. **PW**

At Matt's specialist of choice: Callas Rennsport in Torrance, California, where they got to the bottom of various electrical and air-con gremlins

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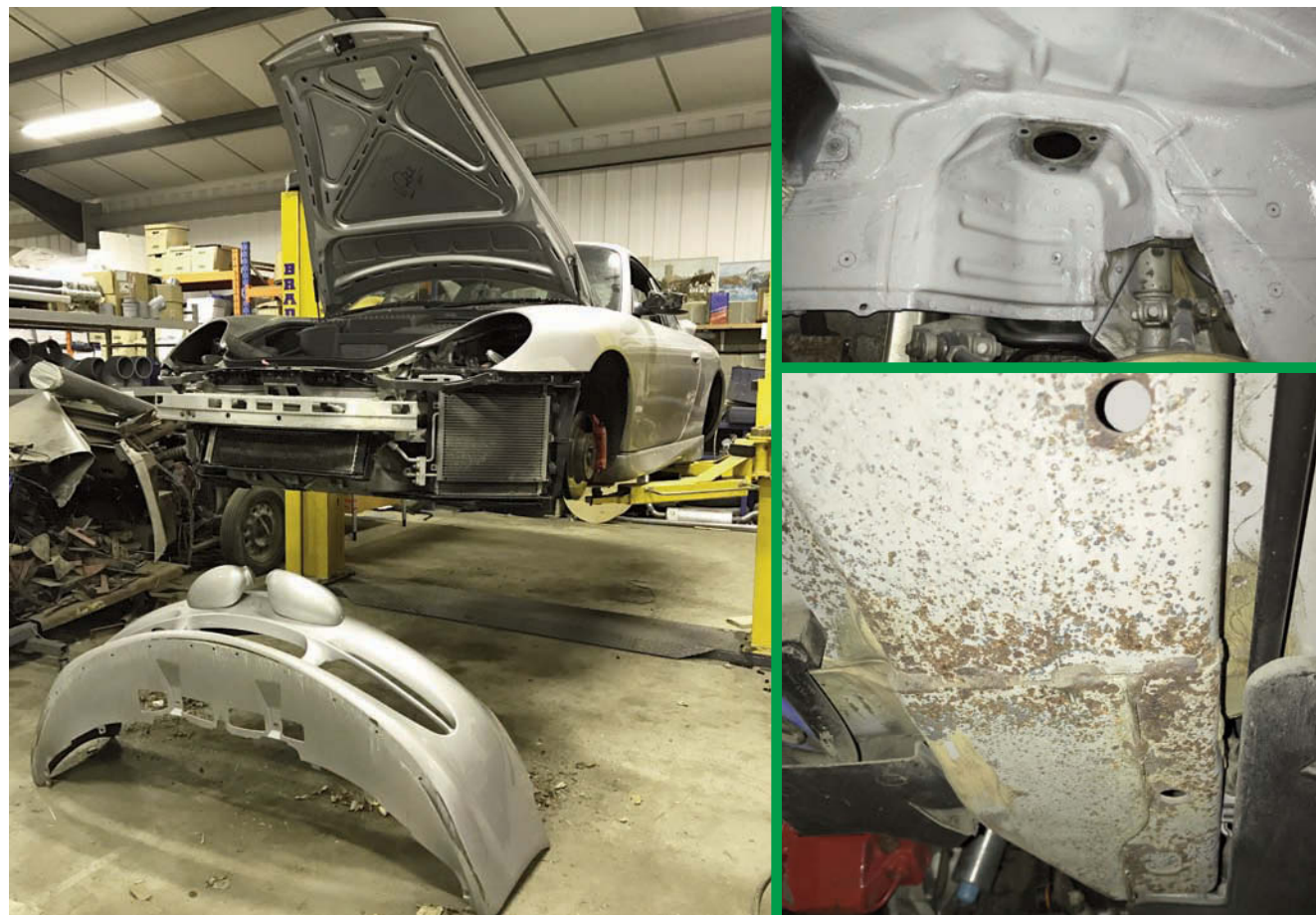
Below left: Matt gets to work with the lotions and potions in a two day detail blitz. Below: Outside at Callas Rennsport



TECH: PROJECTS

PROJECT GT3 TIDY UP

Recent ice-blasting shenanigans revealed a generally sound GT3 underside, but with the exception of a few scabby bits. Fraser has set to with the wire brush and primer, plus he's had the front apron and mirror shells painted, too

ANTONY
FRASER996 GT3,
911SC,
JUNIOR
TRACTOR**Occupation:**Freelance
photographer**Previous**

Porsches: 911SC

CurrentPorsches:
996 GT3, 911SC,
Junior tractor**Mods/options:**GT3 modified with
Cargraphic exhaust
and DMS remap.**Contact:**antonyfraser@mac.
com**This month:**Tidying up the bits
that generally don't
see daylight, in
preparation for
project GT3 sale...

Far left: On the lift at friend of Fraser's, known simply as Dobson. Front apron and mirror shells removed for repainting. Underside attacked with a wire brush, primed and Waxoiled

Great strides for the GT3 and its underside. Last month's dry ice blasting experience revealed a car in need of a little TLC below the waterline, and that is exactly what it's getting! Keen types will be aware that GT3s (certainly of this vintage) were not blessed with any kind of under-body protection beyond a hollow gesture of primer and some plastic mouldings. Typical of Porsche's "less is more" philosophy – the less you get, the more you pay. But enough griping; time for some work.

Everybody needs a Dobson – an old friend, and planet Earth's most useful human being. And, crucially, a man possessed of a number of vehicle lifts, one of which I'm able to occupy for a few days to get to grips with the task at hand. And this is a job that would otherwise be impossible. Wheels off, plastic shielding off, and all is revealed. Predictably, there's plenty of surface rust where the paint hasn't been protected by plastic undertrays, but it's not too bad elsewhere. A small angle grinder with a wire brush attachment is the thinking man's weapon of choice here. It munches through the scabby bits like a hungry mongrel, leaving patches of clean, bare metal. I treat these areas with a rust preventer, then... Well, actually, nothing yet, because I'm still at it, but the next step is a liberal coat or two of primer, followed by good old fashioned Waxoyl over the whole thing

and poked into whatever nooks and crannies I can get to. Porsche may care about the extra few grammes of extra weight, but I don't, so expect liberal quantities!

The rather stone-chipped and bottom-scraped front bumper has been away at my favourite paint shop, the Glover Brothers, as have the mirror shells. They're back in the workshop now, resplendent in their new silver sparkle. The bumper will be the last thing to go back on, just to make absolutely sure it doesn't get damaged. Interestingly, I had thought it didn't look too bad before, but I have to say it's waaaaay better now.

Once the exterior's complete (later today...) I will be turning my attention to the interior. Largely speaking, it's not bad, but the seat shells have had a direct hit or two from photographer's clutter, so they'll be coming out for a tidy up and a re-spray. Tempted though I was to bling them up with the body colour treatment, I've chickened out and decided on plain old black; boring, but original.

So, why all the feverish activity? Well, regular readers may know that I've been trying to sell the car for a while, and I think that, while it's excellent mechanically, the details have been letting it down. In the next few weeks, it will be going either to auction or eBay, so time will tell if I'm right, eh?

But what then? Well, the good news is that the GT3's departure will (let's hope) release

funds to tackle the other two epic motors in the Fraser fleet, namely Mrs Fraser's SC and tractor.

The tractor has been whiling away the hours at the local farm machinery workshop; safe and dry, but it's not really progress, is it? Mechanically, it's not at all bad (if a little, ahem, smoky from cold), but the whole thing needs blasting off, tidying up and spraying. Its last owner, a Dutch farmer, had thrown a bit of paint at it, so we won't be destroying any original patina, and it would be nice to see it looking shiny at last. The good news is that all the badges and bits of chrome trim are intact, which will save a small fortune. I think we'll add a "farmer's wife" seat to each mudguard, to create a three-seater along the lines of the Matra-Simca Bagheera. But, er, with better ventilation.

The SC is, in truth, a bigger project, if we're to get it right. It's a sound enough car really, but it's a hundred and one slightly different colours, with masking marks everywhere, and it really wants a full, everything-off, glass-out re-spray, cutting out all the little bits of rust and really going for it. Will it get it? We'll see, because it's as much about time as anything else. Certainly, the most pressing thing on the list is the terrible gearbox. Expect to see some action in that direction in the first quarter of 2017..! Crikey, I've just made a bold statement in print. Let's hope I live up to the hype. Wish me luck selling the GT3... **PW**

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CAYMAN: THREE YEARS ALREADY

Kieron Fennelly isn't regretting swapping his 993 for a Cayman 2.9. Three years and 25,000-miles in, the Cayman has been pretty cost-effective to run and entertaining to drive, although he has now lost his garage to Mrs Fennelly's Karmann Ghia



KIERON FENNELLY

**2009
CAYMAN 2.9**

Occupation:
Freelance writer
Previous Porsches: One
Current Porsche:
Cayman
Mods/options:
Standard
Contact:
kieronfen@talktalk.net
This month:
A new battery, front discs and pads and a car cover about covers it!

Life with the Cayman has been pretty straightforward for our man Fennelly. Maybe that's because he's resisted the temptation to mess around with it, unlike the rest of the 911&PW crew

One of the chaps at Northway asked me recently whether I regretted parting with my 993. I certainly would have made money if I'd hung on to it, but the point was to have a Porsche I could use every day and an 18-year-old non air-conditioned classic was no longer appropriate. Once you start worrying about a car you tend to stop using it so I bit the bullet and in 2013 swapped the 993 for a gen 2 Cayman which, if it lacks the sense of occasion of the 993, goes almost as well and steers even better. And in three years, I have driven the Cayman over 25,000 miles. I covered another 8000 miles in 2016,

including a foray into the former East Germany where, unlike the western half of the country, the Autobahnen tend to be much quieter and you really can bat along comfortably at any speed you like. This once again underlined the absurdity of the Cayman's gear ratios: the intermediates are too high, especially second and third, and sixth is too low – 3000rpm gives only 72mph. With half the engine capacity, our petrol BMW 116i does 100mph at the same engine revs in top. I tried a 718 and found (basically the same) gear ratios hardly mattered: turbo assistance meant the thing just flew in any gear above 3000rpm, but for me, the linear nature of turbocharged

acceleration removed much of the emotion and excitement of the rising power curve of the naturally aspirated car.

In the summer my better half treated herself to a VW Karmann Ghia, something she had threatened for years, so the Cayman (age before beauty etc) was banished from the garage to the drive and my Christmas present was a car cover. The VW adds a new dimension (days) to journey times, but generates more smiles and waves than any car I have ever been in.

The trials and tribulations of Jeremy Laird and his gen 1 987 'Croc' are usually what I turn to first in 911&PW (after reading the editorial, of course). Even though as he



Far left: Cayman with very distant relative, Mrs Fennelly's Karmann Ghia. Left: Putting the Cayman through its paces at Castle Combe



admits much of his angst is psychosomatic, I can understand Jeremy's concern: in his 997 Essential Companion, Adrian Streather opines that Porsche should have abandoned the M96 engine design when the 986/996 range was facelifted in 2001, not waited until 2008. The 9A1 closed deck design is just better engineering, as I suspect Barry Hart (founder of Hartech) could have told Porsche 20 years ago...

At 65,000 miles, my 2.9 uses no oil that I can discern and if I worry about anything it is peripherals like the cooling system where there have been questions about the pipe unions, especially the joints with the radiator just visible in the front left wheel arch. So if I went down any preventive maintenance route, it would probably involve renovating the system with new coolant, pipes and clips and of course a new water pump. So far the only 'additional' servicing I have had done is an annual oil change when Porsche's schedule (as with virtually all modern cars) indicates two years. I also had Northway change the gearbox oil at 57,000 miles, though my only very minor concern is a gearshift which has become looser.

Although the 981 has a plusher and better finished cabin, my seven-year-old 987's has worn quite well and I have never lost the impression that it was better assembled in the first place than my 993's

interior, which admittedly probably had a harder life before I acquired it. This year I had to replace the (original) battery. I had been aware of living on borrowed time for over a year and sustained it with indulgent trickle charging, but the cold snap in December caught me out one evening. Although the engine was still hot, death was so fast the battery had not even the strength to rotate the crankshaft twice, which usually suffices. The AA man who arrived very quickly performed an electronic autopsy confirming that this was indeed a dead parrot and he seemed surprised the battery had lasted so long.

Another service item I was glad to change was the front brakes: the brake pedal had long felt a shade too spongy so when the sensor started to flash intermittently, I combined fitting new discs and pads with the annual oil change. The major service in 2015 had cost £440, so I was slightly taken aback to get a bill for twice that until I saw the OE discs, pads, shims and sensors cost £460 before VAT. However, to put that in context, servicing had cost me a total of £586 for 2014-5, so £1600 over 25,000 miles is still inexpensive motoring at this level.

And Cayman motoring is special, and like Jeremy, I seek out the B roads whenever practical. It has become something of a

truism to say that a Cayman flatters one's driving abilities, but I proved it comprehensively at a Castle Combe track day. After some tuition, I thought I was circulating pretty efficiently, following the approved line, the Cayman's tyres singing merrily and my entry and exit points consistent. I was almost feeling pleased with myself until I climbed behind the wheel of some other makes, both front- and rear-wheel drive: suddenly, as if in a dream, my previous smooth mastery had evaporated and I looked like a beginner again. Of course, the 987 is not perfect and you don't have to be Mark Webber to realise that with a firmer suspension and lower profile tyres it could corner much faster, but then, as GT3 owners have discovered, the car becomes less attractive for everyday use, which in my case is why I bought it.

The 987 Cayman remains for me the perfect compromise: practical, relatively economical and a supreme driver's car. Sometimes I aspire to the 2.7 981 though these are not yet in my price range and I wonder whether the later chassis removes some of the fun; as regards the 718, no doubt it will find plenty of takers and may even outsell the 987/981 generations because Porsche marketing is nothing if not clever, but I think it's a swizz that it's only a flat four, turbocharged or not. **PW**

Cayman is a very flattering car to drive on track, with mid-engined, flat-six layout keeping weight transfer in check for efficient cornering



Cayman benefited from new front discs and pads. Old ones were looking rather secondhand. Pedal feel much improved, not to mention braking

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MAKING PLANS FOR 2017

Like so many 996 owners, Adam's plans for 2017 centre mainly around sorting the suspension, but which way to go? Standard or modified? Other than that, though, he says he's going to drive and enjoy it. Good man



**ADAM
TOWLER**

996 C2

Occupation:
Freelance
journalist

**Previous
Porsches:** 944S2

**Current
Porsches:**

996 C2

Mods/options:
Standard – so far

Contact:
adam@adamtowler.
co.uk

This month:
I've been agonising
over suspension
options. I've even
had a suspension
checkover at Center
Gravity. More on
that in next
month's issue

Adam puts his 996 through its paces at the Longcross test track and discovers understeer. Lots of understeer, actually

More than anything, what I want to achieve with my 996 Carrera in 2017 is to enjoy it. I feel that so far I have obsessed perhaps a little too much on what needs doing, rather than focusing on the very many things that are so right about it.

Alas, that's simply my approach to cars, something that's personal and unique to all of us. I have friends who drive the wheels off their ageing performance cars and rarely give a thought to all the elements that could be improved, replaced, revitalised. That's not me; apart from anything, my job as a roadtester is to analyse and critique cars,

often, new ones. If I didn't notice this stuff I'd be fairly useless in that role, but it's not so easy to switch all of that off when you climb into your own, 16-year-old, 80,000-mile car, with its inevitable signs of age.

Undoubtedly the biggest task of 2017 is to revitalise the car's suspension. This has been grinding on for a while now, but with good reason: I've been researching the best way to move forward, based primarily on what I want to use the car for. I've listened to countless opinions – almost all of them contradictory to the one before and after it – and tried in the meantime to evaluate where my car sits. I'll know more about the latter by the time you read this, but a recent

breakthrough diagnosed a small element that's probably causing the subtle vibration I've been feeling. Frankly, I was elated about this, because once you know what's causing a problem it really clears the mind.

More than anything, I still can't quite decide what I eventually want the car to be. I know I'll never use it on a track, so the temptation to go crazy with almost infinitely adjustable suspension and lightening it is, well, all a bit superfluous. The trouble is, most of us, me included, love all that stuff – the adjustable top mounts, the bucket seats et al. Not only that, but if I'm really honest the standard seats aren't the most comfortable – I find myself torn between



Very artistic and very cold. No pampered, garaged existence for Towler's 996



thinking 'yes they're so original, and in such condition, of course I should leave them in the car', to, 'wouldn't it be great if I really sat in, rather than on, this seat; why don't I put these on a shelf and buy some Recaros'. It's the same with the car's body, because as much as I like the way the gen 2 Carrera looks, when I saw one of RPM's latest 996 CSR conversions the other day I immediately found myself drawn to its GT3 frontage and duck tail rear spoiler.

I think I've learnt to relax about the M96 engine, adopting the more fatalistic viewpoint common with all long-term owners of these cars. Fellow journalist and 996 owner Jethro Bovingdon warned me it would take about six months. And he was right. After the momentarily sticking tappet drama, I've been surprisingly languid about

the whole thing.

In 2017 I'd like to undertake another big journey with the car, especially so once I feel I have it really dialled-in to my liking. One intriguing proposition is a mooted Spa/Ring trip for a mate's 40th later in the year, but that also raises the question of whether to venture out onto the circuit with it once we've arrived. Perhaps I'll hire something instead once we get there! You might think I'm being overly paranoid about this 'no track' rule, but honestly, the sheer wear rate of driving a car hard on a circuit is way beyond what a car will experience during even committed road driving. And let's face it, these cars don't have the best reputation for track reliability: if I took it easy it would probably be ok (as if!), and if I had an engine rebuild with a few mods to

improve oil pick up etc I'm sure it'd be great, but... Nevertheless, the lure of completing at least one lap of the 'Ring in your own car is always strong.

I'd like to take the car on the Autobahn and let it stretch its legs. I might shy away from maxing it, but it would be good to see a big number on the dial – like 150mph, maybe. It would also be nice to take it back to Porsche in Stuttgart, too – a sort of homecoming. We tend to use press cars for trips into Europe, but perhaps on one occasion I'll use the 996. Forget adding the mileage on, cars are for using, and given I have no intention of selling, either in 2017 or beyond, then what does it matter anyway? Owning a 911 should be about driver enjoyment and hopefully 2017 will bring plenty of that. **PW**

Suspension is top of the agenda for 2017. Modern Porsches have a complex set-up, particularly at the rear and are very sensitive to wear. Any 996 still running around on its original suspension/dampers is now going to feel rather tired



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A BRIDGE TOO FAR?

Modern Porsches – and many older ones – are masterpieces of what you might call 'packaging', unfailingly cramming a huge amount of high-tech hardware into what is inevitably a limited space. I spend a lot of time looking at normally unseen areas of Stuttgart's (and Leipzig's) finest and, as someone who recently needed three attempts successfully to cut a sheet of plywood for a loft hatch in my house, always marvel at the practised, almost casual ease with which the engineers make everything fit together so neatly. It's as if the cars have grown organically, rather than been designed and assembled by mere human hand.

But therein lies the rub for we DIYers – and in many instances for the professionals, as well. My how-to feature elsewhere in this edition shows Auto Umbau's Robin McKenzie battling to remove and refit his own 993's steering rack, and just a few days after I photographed that I was at BS Motorsport (www.bsmotorsport.co.uk; 01296 658422) watching technician Rob Hayers tackle a coolant leak in a 2010 Cayenne Turbo. It's not the sort of job this renowned air-cooled specialist would normally take on, but a local garage needed a quick turn-round to sell the car it had taken in as a part-exchange, so proprietor Neil Bainbridge and his team had been prevailed upon to have a go.

The leak – unsurprisingly, since it has become quite widely known in these petrol V8s – was from the cast-alloy 'bridge' linking the coolant passages at the rear of each cylinder head, and specifically from the push-and bonded-in pipe stub on the left-

hand side, and to which is attached a rubber hose, most likely to the nearby heater. Co-incidentally, it's almost exactly the same issue that I looked at in these pages just last month, in 997 GT3s. Porsche does seem to put an inordinate amount of faith in what amounts to glue to hold together certain rather important parts of its cars.

The solution is to remove said bridge piece, and replace it with an updated and modified item which – surprise, surprise – replaces the daft push-in stub with a pukka, threaded job, rather like the sort of thing you would have expected to find in a 1970s Austin or Ford. (One wonders who came up with that genius idea...) The part alone – number 948 106 161 5R – costs the best part of £200 including VAT, which is a bit steep for something that probably costs all of about 20 quid to make, and in any case shouldn't even be necessary, but in a car of this nature and likely value it is not completely beyond the bounds of acceptability.

How, though, to fit it? The bridge pipe is barely visible, jammed tight between the back of the engine and the bulkhead, and you don't have to be an experienced mechanic to guess that it's going to be a whole world of pain to get at. Porsche says take out the complete power unit – well, it would, wouldn't it? – and as a result the labour alone is going to set you back the thick end of £2000. Add the cost of the pipe, and the coolant – which you will doubtless be told cannot be used again – and the inevitable 'sundries', and you are looking at more than £2500. Plus VAT. And even when your car is

worth £50K – or perhaps precisely *because* it could be worth as much as £50K – that is going to sting a bit. I think I would be incandescent.

Rob, though, was confident that he could do it without recourse to heavy lifting gear, and so, while not doubting him for a second, I was naturally keen to see how the job went. I arrived at about the halfway stage of the dismantling process, with the coolant drained and the inlet manifold removed (which, let the record show, you have to take off for access even to this engine's starter motor), and the bulkhead-mounted wiper motor out of the way for (slightly...) improved access. He had even managed to undo and remove the eight M6 screws securing the bridge pipe to the cylinder heads.

Separating the casting from the engine and then the vehicle was a somewhat different matter, though. Even after Rob had removed the fuel rail and the longitudinal coolant pipe, both running forward in the valley between the cylinders, there was no room to lift the bridge, with the problem compounded by a hard-pipe connection on its right-hand side, running down and around the side of the cylinder block. (There is also one on the left-hand side, although that is a flexible item, and so slightly less painful to deal with.) In the end he had no alternative but to take off the plastic undertray and access the area from beneath. (And there was no lift free in the busy workshop, so all that had to be done with the aid of axle-stands. Such fun.)

Fitting the new bridge piece was no less awkward, with the added responsibility of making sure that the

four mating faces with the cylinder heads were correctly sealed with new gaskets – you really don't want to do this job more than once per car. It was no less crucial to ensure that the two lower pipes were correctly sealed with new 'O'-rings and washers. Even so, with a total labour time of around 12 hours the job came in at comfortably less than it would have cost doing it the official Porsche way.

The morals of the story are clear. That ingenuity and determination – not to mention expertise and experience – can often achieve excellent results when it comes to fixing 'unfixable' issues, or even just hard-and-expensive-to-fix ones. And that, despite its complexity, this is one of those value-adding jobs, requiring time and patience rather than dozens of special tools, that you could tackle on your own driveway. Indeed, as Porsches of this nature age, and pass down the automotive food chain, you might have to do so simply to avoid having to scrap the car.

But also, and perhaps most significantly for anyone about to buy a second-hand V8-engined Cayenne, that it will pay handsome dividends to make sure that this upgrade has already been carried out, ideally with sight of an invoice (clearly showing the car's registration number and/or its VIN) from either a Porsche Centre or else a reputable independent. *Caveat emptor*, and all that.

Modern Porsches, eh. Whatever will they throw at us next? Oh, and if you want Rob Hayers to fix your Cayenne bridge pipe, I suspect you will have to ask him very nicely.



Top row: Kneepads essential. Removing manifold improves access to bridge pipe only slightly. Back and front views of new casting show mounting holes and mating faces with heads, plus hose and failed pipe stub. Above: close-up of new bridge shows how glued-in stub has been replaced with a proper threaded job. Longitudinal pipe prevents bridge being raised, but in the end that had to come off from below, in any case. New and old castings compared: has your car (or the one you are buying) been upgraded?

A JOINT DECISION

One of the other jobs under way in the Auto Umbau workshop when I was there for that steering-rack replacement (see page 102) was the refurbishment of their own 996 Carrera 4 project car (long story; some other time, perhaps), and on this occasion the renewal of the rubber 'boots' protecting the outer constant-velocity joints in the front drive shafts. Which, as you will see from at least one of my photos, were so knacker... – er, perished and split – as to be virtually non-existent.

Robin's assistant, Terry Parker, was the man allotted the proverbial short straw, and quickly discovered that Porsche builds – or specifies, anyway – its drive-shaft joints very slightly differently to just about every other car manufacturer on the planet. Or certainly the other constituents of the Volkswagen Group.

Normally, once one of these shafts is off the car you grip it firmly in a large vice and, with a heavy copper hammer, smartly tap the articulated outer end away from it, so that the circlip sitting in an annular groove near the end of the splined 'male' section is temporarily compressed enough to allow the two items to separate. (And the circlip's only real purpose is to keep the parts safely together while the car is being assembled, remember. Once the shaft is on the car they are not going anywhere unless as a couple.) It's a job I have done on several VWs without the slightest difficulty.

Here, though, it was obvious that this was not going to work at all. After cleaning away some of the grease – horrible stuff – Terry spotted that, far from being made from the usual round-section wire, and thus designed to compress into the groove on the shaft, the clip is a square-section item designed to expand away from the shaft, and into a groove within the joint. Continuing simply to hit the latter would ultimately do more harm than good, and the only way to release it would be to open up the clip via the small tang at each free end.

That required both a pair of suitable – ie small and sharp – expanding circlip pliers (luckily, Terry has some from his days at Vauxhall; they use a broadly similar set-up), and Robin's assistance with a hammer and brass drift. Even with two pairs of hands it wasn't that easy, but between them they did that part of the task in just a few seconds. On with the new boot, pack the joint with the required quantity of fresh grease (ie not too much), carefully tap the joint back on to the end of the shaft (whose chamfered end conveniently opens up the clip for the duration), secure the boot with its two new clips (see photo, right), and the job's done.

Er, not quite. Ever the perfectionist,

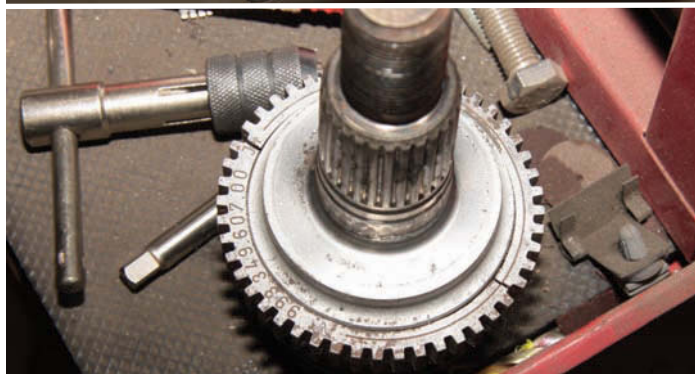
Robin had Terry carefully mask up the joint with thick tape, and then run it through their shot-blasting cabinet to clean at least the worst of the heavy corrosion off the ABS ring. One responded well enough, but the second – as you can see – turned out to be cracked in two places, presumably as a consequence of rust between the ring and the body of the joint, and the resulting irresistible expansion of the latter.

What to do about it? The ring (and note the 993 part number) is not available separately, so that would mean buying a complete new shaft. Which is not only quite costly, whatever the source, but also rather defeats the object of fitting a new gaiter. Second-hand, then? Specialist breaker Douglas Valley had a rear drive-shaft for a very reasonable £50, but unsurprisingly given their relative rarity (and also, one suspects, their consequent desirability), no fronts. And the solitary pair that Robin found on eBay looked like they had cracked ABS rings, too, strongly suggesting this to be a not uncommon problem.

In the end, then, Terry gave both now rust-free ABS rings a liberal coating of the aerospace-quality rust-inhibiting fluid they routinely use at Auto Umbau, and refitted the shafts to the car as they stood. 'I would have been a lot happier if there was just one crack in the ABS ring,' conceded Robin, 'but after you left I tried to force it off the drive-shaft joint, and there was no way it was going to move. If it ever does break we shall obviously know about it soon enough, either from the noise and/or the ABS warning light on the instrument panel, but I don't think it will be a significant safety issue. Besides, this is our own car, so we can quite easily monitor what's going on. Had it been a customer's we would have fitted a complete new or good second-hand shaft without question.'

So, yet another area of your 996/986/997/987 (or possibly even 993; delete as appropriate...) that you need to be keeping an eye on. Because, sadly, I would be utterly astonished if this was a one-off.

Rubber boots over 996 C4's front drive-shaft CV joints were 'shot': an obvious MOT failure, but easy enough to replace – in theory. Oddly, though, Porsche uses a square-section circlip to secure the joint to the end of the shaft, and that needs to be opened up with a pair of special pliers. Simply hitting the joint – as you might in, say, a VW, will achieve nothing. ABS rings were corroded enough to warrant a pass through the media-blasting machine – after careful masking to prevent contamination of the joints' internals – but one was found to be cracked. Not available separately, though, so for the moment old joint is back on the car and being monitored for further separation. Use the correct tool to tighten boot securing clips



FOR WHAT WE ARE ABOUT TO RECEIVE...

Where to buy parts for your Porsche? It's a question implicit in just about any repair job, and certainly in the vast majority of our how-to stories, but one with no simple answers. Or is it? I was chatting to a fellow 924S owner at a Porsche Club GB event a little while ago, and unsurprisingly it wasn't long before we got on to one of the topics that preoccupies most of we older-car owners. He was asking me for advice about his car's driver's door hinges, which for some reason were becoming ever stiffer and increasingly reluctant to move – although oddly, he reported, it appeared to be much more difficult to close the door than to open it.

And that *did* have an easy answer. It was almost certainly not the hinges causing the stiffness, I was able to reassure him, but the check-strap mechanisms that are designed to prevent the doors from opening too far. I faced the same scenario on my red 924S, disposed of back in 2012, and now both my current Stone Grey car and the left-hand-drive 944 are showing precisely similar symptoms. (Unsurprisingly the 968 uses exactly the same components, as well, so if you have one of those keep reading.)

I know from experience that it is a total waste of time to squirt any kind of instant maintenance spray into them, and even to take them off the car and then clean and lubricate them. Basically, I believe, the rubber/nylon inserts that are designed to exert a measured frictional force on the raised portion of the central arm swell with age (or quite possibly as a result of contamination by said maintenance spray), and then no amount of further oil, grease or any other kind of lubricant is going to have the slightest long-term effect. So you might just as well take them off (which involves removing the interior door cards) and consign them to the nearest skip.

Back, then, to that original question. Where to source replacements? In 2011 I bought two second-hand check-straps for the red car – for about a fiver apiece, I seem to recall, and to be fair they worked perfectly well for the remainder of my time with it. On this more recent occasion, however, having cultivated a working relationship with the trade parts department at Porsche Centre Reading, I simply bought four new ones. OK, so I am fortunate enough to get a modest discount (the same, broadly speaking, as any independent specialist), which you would not from your own local Centre (or from Reading), but even at full retail (£15.42 each plus VAT) they are hardly expensive. And not given the way they will make you feel about life with your Porsche again.

It was the same logic that led me to buy four door latch mechanisms. (I'm in this for the long haul.) Those, too, have become increasingly stiff (more so on the driver's side), such that the exterior 'trigger' is sometimes almost impossible

to move. Again one's first reaction is simply to lubricate them, perhaps after removing them – which is much easier than taking off those check-straps – but yet again that is unlikely to have much effect. The problem here, I believe, is wear in the spring-loaded pin that releases the rotating door catch, and no amount of oil will allow the genuine freedom of movement on which the devices depend. The latches are a bit more expensive, at £40.63 each plus VAT (retail), but again are worth every penny. You could undoubtedly save a few pounds by buying second-hand, but chances are that any such items will be suffering from the same problem as the ones you are replacing. Or very soon will.

The point I am making is that you not only have to shop around for parts for your Porsche, but additionally carry out your own cost-benefit analysis on any potential savings – and especially when buying used. And then you should at the very least know what a new part might cost you. (Possibly a lot less than you might imagine.) I think we should also be grateful – if that isn't too submissive a term – that so much of this stuff is still available from Porsche in the first place. I'm accustomed to scratching round for second-hand parts for my two E28 BMWs (or to do without; usually it's such a miserable business), but last year a friend of my wife needed a door latch for her 1994 Audi 80. (It's a genuinely immaculate, 'timewarp' car that she very prudently bought for £1600, after her previous one finally failed its MOT.) 'Oh, leave it with me,' I said airily. 'I'll get you a new one from the dealer in Aylesbury.'

'Sorry, mate,' I was told. 'They don't list those any more. You'll have to try the internet.' Er, no thanks, if it's all the same to you. In fact, I'd rather pull off my own fingernails. Anyway, long story short: wife's friend bravely trawls the depths of the web, and eventually turns up the required part from somewhere in Lithuania. (The first one she ordered, from Germany, failed to arrive. That's why I am usually so averse to buying used parts on-line.) All's well that ends well, then, but it was an eye-opener for me that another Volkswagen Group company can be so casually dismissive of its heritage when Porsche, to its great credit – and, no doubt, to its profit – by and large has exactly the opposite policy. But it will continue to maintain that stance only while we continue to buy the parts that it supplies. **PW**

Transaxle cars' door check-straps can be opened up for inspection, by bending straight the four securing tabs (arrowed), but better simply to buy new ones from Porsche: second-hand items may prove to be false economy. Door-latch mechanisms suffer from wear in the actuating pin (arrowed), but same logic applies. Buy new for long-term reliability. And just be thankful that you don't need the equivalent item for a 1994 Audi 80 (bottom picture, and see text)



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SHARED RESOURCES

It might have been fairly odd looking, but Porsche's 914 collaboration with VW resulted in a car that was genuinely ground-breaking in terms of its layout. It wasn't *the* first mid-engined sports car, but it was among the first and certainly the most affordable at its launch in 1969. Here's how to buy one

Once Porsche discontinued the 356 in 1965, Zuffenhausen became a one-model carmaker, reliant on the 911 launched two years earlier. Yes, the 912, powered by a four-cylinder Volkswagen engine, replaced the 356, but using the 911's body it was never a convincing lower cost alternative. Hence as the 1960s progressed Porsche, with its eye on cost synergies and global marketing, looked for a new product that could not only find new customers, but be developed and built on a sensible budget and thus therefore return worthwhile profits, preferably from North America.

The brief was to create something that looked completely different from existing Porsches, and with the kudos of being mid-engined, then still an exotic configuration. That car arrived in 1969, the 914, which would be built until 1976, when the 924 took over as the "budget" Porsche.

Then, as now, Porsche had a close

relationship with VW, and the distinctive – some say plain weird – targa-roofed two-seater was text book "out-sourcing". The body is said to have been styled by Guegelot Design in Germany (although there is debate as to the extent of this firm's input). Volkswagen supplied the monocoque body/chassis and all engines bar the six-cylinder unit, which was Porsche's. Karmann, another long time associate firm of Porsche and VW, carried out full assembly of the cars at its Osnabrück factory, with the exception of the six-cylinder cars which were partly assembled there before moving to the 911 line in Zuffenhausen for their engines.

Around 120,000 were delivered, a high proportion in the US. But the 914 never enjoyed the 911's kudos, probably because of its unusual looks and also because many regard it as more Volkswagen than Porsche. Hence for many years prices were very low, which discouraged restoration and even loving maintenance, which impacted

the survival rate. Values have risen of late but the 914 remains very much a "marmite" car – so for those who do have a taste for this interesting collaboration, what do you need to know before buying?

DESIGN, EVOLUTION

The first 914s used a four-cylinder, pushrod, air-cooled Volkswagen 1.7-litre engine, fuel-injected to produce 79bhp and 100lb ft torque, while the 914/6 had the overhead cam Porsche 911T 2.0-litre unit, with twin, treble-choke Weber carburettors and good for 109bhp and 116lb ft. The five-speed gearbox was the Porsche 901-series with a "dog-leg" first, positioned left and back, with the three-speed, "clutchless" Sportomatic box optional. The 914 arrived in the UK in October 1969, the 914/6 four months later.

The suspension was torsion bar at the front, coil springs on trailing arms aft. Steering was unassisted rack and pinion



The brief was to create something completely different from existing Porsches and the 914 certainly scores on that front



The utilitarian styling and running gear mask the more esoteric aspects of the 914, which centre largely around its mid-engined layout. Below: Engines were largely VW sourced and four-cylinder. A flat-six version did appear from '73 to '76

(power-assistance wasn't necessary given the minimal weight over the nose, and in any case was still quite esoteric then). Brakes were discs all round; the 914/6 had a few Porsche fitments including vented front brakes and a Porsche rather than VW steering column, while the gear ratios were different.

The 914 was intended to be an affordable car both for Porsche to build and customers to buy, but it didn't quite work out that way. Costing nearly £2100 in 1970 in Britain, the cheapest 914 was pricier than a Jaguar XJ6 or Range Rover. And that for a left-hand-drive only car that wasn't even clearly branded a Porsche – the cars wore "VW-Porsche" lettering on the tail, apart from in the US, where cars had no marque badging. Indeed in the UK, the motor trade publication Glass's Guide did not list 914s under the "Porsche" heading, but in a "VW Porsche" section.

In 1971 Pedrini alloy wheels were made optional. Early in the following year Sportomatic was dropped and in the summer the 914/6 went out of production due to slow demand, with under 3400 made, to be replaced by a 914 with a new 2.0-litre four-cylinder injected engine, a development of the 1.7 and giving 88–99bhp depending on market. At the same time the previously fixed-position passenger seat was made adjustable, and revised door trim fitted.

In August 1973 the 1.7-litre engine gave way to a 1.8-litre. US-bound cars ran Bosch L-Jetronic fuel-injection while European spec models switched to two twin-choke Solex carburettors. One year later new "impact" rubber bumpers were fitted, and Porsche's classic tartan interior trim was made available. August 1975 saw the 1.8 car discontinued, and the 2.0 ended in early 1976.

DRIVING THE 914

Getting into the car is awkward due to the low steering wheel. Once in, the driving position is good even if the seat padding

SPECIFICATIONS

914/4	1970–73	4-cyl, 1679cc	Bosch D-Jetronic	79bhp at 4900rpm
914 1.7	1973 (California)	4-cyl, 1679cc	Bosch D-Jetronic	71bhp at 5000rpm
914 1.8	1974–75 (US)	4-cyl, 1795cc	Bosch D-Jetronic	75bhp at 5000rpm
914 1.8	1974–75 (Euro)	4-cyl, 1795cc	Twin Solex	84bhp at 5000rpm
914 2.0	1973–74 (US)	4-cyl, 1971cc	Bosch D-Jetronic	94bhp at 4900rpm
914 2.0	1975–76 (US)	4-cyl, 1971cc	Bosch D-Jetronic	84bhp at 4900rpm
914 2.0	1973–76 (Euro)	4-cyl, 1971cc	Bosch D-Jetronic	99bhp at 5000rpm
914/6	1970–72	6-cyl, 1991cc	Twin Weber	109bhp at 5800rpm

Maintenance costs, 914, 914/6

914 minor/major service £250/£350

914/6 minor/major service £485/£615

Fit front brakes discs and pads £700

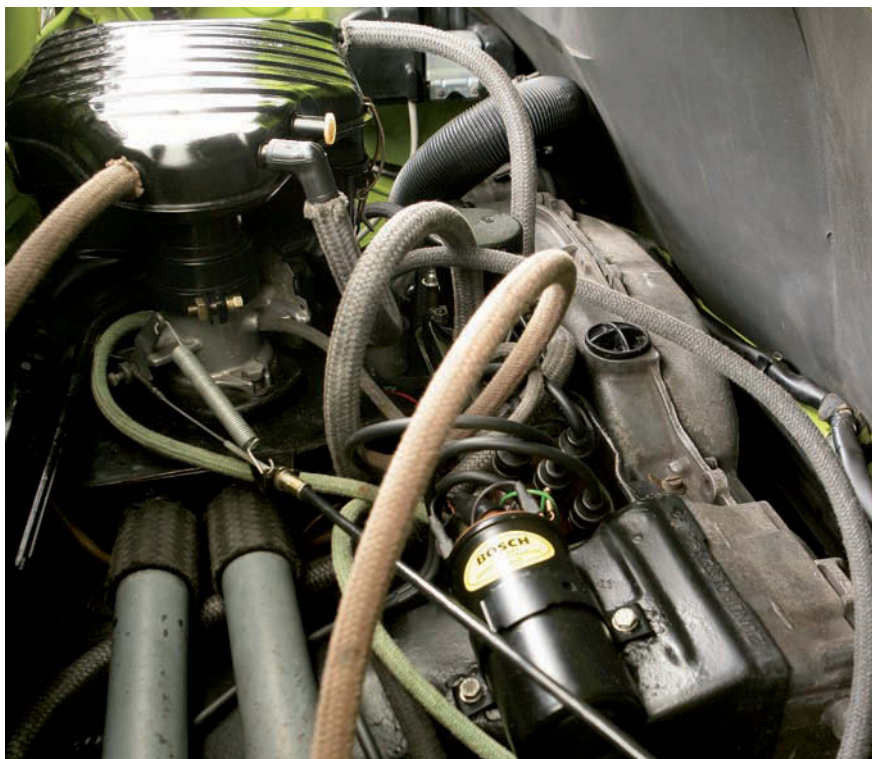
Replace clutch £850

Replace heat exchangers, 914 £1600

Replace heat exchangers, 914/6 £2500

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Servicing and parts costs are guide estimates; tyre prices from Longstone Tyres, Doncaster (01302 714072, longstonetyres.co.uk)



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feels thin. The wheel is bolt upright, and although the seat backs don't recline, the seats as a whole have a tilt adjustment. Your feet press traditional Porsche floor-hinged pedals. The cabin has a 1970s Porsche look and feel.

Fire up the engine and, on four-cylinder cars you're acutely aware of the Beetle connection, but once under way much of the VW clatter is swept away in the slipstream. The six-cylinder Porsche-engined 914 sounds better, but it offers little if any extra performance, and in any case the 914 does not feel under-powered.

The gearshift is challenging, though: reverse is where first normally is, with first in the usual second gear slot, and third, fourth and fifth all one slot up from where you'd expect. You must learn the first-to-second technique of easing the lever straight forward and letting it find its own way into the gate. The unassisted steering is heavy, and the 914 has, thanks to its good front/rear weight distribution well sorted, neutral handling.

WHAT YOU'LL PAY

Once a model has disappeared from eBay and Auto Trader, you know it has become collectable, and that you'll now need to look in the classic car advertisements. That said, asking prices for most 914s are nowhere near those of 911s of the same age and condition, and you'll see the odd "rolling project" for £4000 to £5000. Judging by what is seen for sale, prices for a 914

without serious rust and mechanical issues range from about £12,000 to £18,000.

A lot of engine swaps have taken place over the years, hence original "matching numbers" cars (those with engine and body numbers that match factory records) are worth extra. A Netherlands classic car dealer was asking £25,822 for a 1972 914 with matching numbers and in its original light green, while a trade seller in Italy wanted £27,300 for a red 1973 914 with 600 miles since a full restoration.

The 914/6 is worth more, but given its scarcity it is hard to put a figure on the premium. But when offered in top condition they sometimes carry 911-equalling prices, such as the fully restored Euro spec, matching numbers car that a Netherlands dealer had for sale at €115,000 (£96,700).

WHAT TO LOOK FOR ENGINE

The VW four-cylinder engines and the Porsche six are simple and tough air-cooled 'boxer' units. But all these years on, all the fours are famous for their collection of oil leaks. 'On the VW engines the pushrod oil seals are often dribbling,' confirms Kevin Clarke, a leading authority in the UK on the 914, and the 914 Register Secretary and 914 Technical Advisor at Porsche Club Great Britain. 'But these are easily fixed by installing new Viton "O" rings.'

Oil leak are likely from the front and rear of the engine, the culprits being front and rear main oil seals, while leaks around the

WHAT THE PRESS SAID

'With the Volkswagen engine the car is quick; the Porsche five-speed gearbox helps it to give its best from low revs and effortless cruising speed considering only 80bhp (DIN) is available. But what is really important is that the ride and road holding are so superb that it offers both the qualities of a GT car and a true sports car'

Car, October 1969

'In many ways this is really a Volkswagen 411 coupe except that the engine has been turned round to lie ahead of the rear wheels. This transforms the ride and handling to such an extent that the 914 sets new standards in this department for small sports cars.'

Autocar, 16th July, 1969

oil filter are caused by failed oil-cooler seals. The valve cover gaskets seep, too; it is important to use new gaskets after the valve clearances have been checked. 'Most leaks are easily cured – but for some of them, changing the seals involves removing the engine and gearbox,' Kevin warns.

The fuel-injection on the four-cylinder 914 is a reliable system, the only issue being the tendency of the engine to "hunt" on tick-over. 'The cause of the problem is a vacuum leak, or leaks,' Kevin explains, 'but many of the components can be reconditioned on an exchange basis.' Fuel hoses don't last forever: 'modern fuel rots the rubber from the inside out, as the old fuel hoses are not up to the current bioethanol spec,' Kevin tells us.

From the rear is perhaps the 914's best view. Impact bumpers hint at the 914's main market, which was North America. Prices are still pretty reasonable for what is an air-cooled Porsche





Interior is pleasingly simple, with fixed back seats and minimum switchgear and instruments. Right: Roof and targa hoop rely on rubber seals being in good condition to keep out water and wind noise

GEARBOX

These can leak as well, due to elderly seals, and worn gear linkage bushes can cause difficulty in selecting gears, though replacing them is not a difficult fix. Check for noises: 'Worn dog teeth, the gear selector ring and synchromesh ring on first and second gear mainly will cause gear crunching,' Kevin advises.

ELECTRICS

The 914's engine compartment can get very hot, and as a result the fuel-injection wiring loom can become brittle. 'We see that a lot on 914s that have come from hot climates, mainly California,' Kevin notes. Bad connections from the fuses and worn out relays can cause electrical problems.

SUSPENSION

The 914 suffers no particular problems in the chassis department, just the usual effect of sheer age of components. 'Worn out shock absorbers, ball joints, tie rod ends, wheel bearings and wheel alignment will cause the steering and handling to be affected,' Kevin tells us, 'but obviously replacing the worn parts with new will rectify the problem.'

BRAKES

If the car pulls to the left or right when the brakes are applied, it's a sure sign that one of the brake caliper pistons is sticking. 'This is due to tired rubber boots on the caliper letting in the damp,' says Kevin. 'Sending the brake calipers off to a specialist to be reconditioned will make them work like new again.'

BODYWORK

914s rust mainly from the inside of the car to the outside, a key problem area being under the battery tray. 'This spot on a 914 is known as the "hell hole",' Kevin reveals. 'If there's a hole in the body here, as a result of leaking battery acid washed along with water, it will allow water to get into the

main box section, and rust through the longitudinal inner sills. This will cause the body to sag in the middle, and the tell tale signs are very close door gaps, and doors that become difficult to open and shut properly.'

The floor pans can rust on the outer edges. This is caused by water getting in from the targa top and seeping down through the windows' rubber seals, while a rear window glass that rattles will also let in water.

RUBBER SEALS

The 914's targa roof makes the condition of rubber seals critical. 'Deterioration of the seals due to age and sunlight will cause water leaks around the glass where it meets the targa panel,' says Kevin. '914s commonly let a bit of water in here, and fitting new rubber seals always brings about a big improvement.'

INTERIOR

Many 914s were delivered in California, where the dry, often intense heat wreaked havoc on the interior trim. Look out for cracks in the vinyl seats and on the top of the fascia. If the heating effort is poor, it probably means the engine heat exchangers have rusted away. 'Stainless steel replacements are available from the Porsche parts specialist Dansk,' Kevin tells us. 'For many years 914/6 heat exchangers were not available, but Dansk now makes these in mild steel.'

VERDICT

Make no mistake: the 914, whether VW- or Porsche-engined, is an acquired taste, one with too much Beetle character for some, but gloriously eccentric and individual to others. This had held back values over the years, but prices are being hauled up in line with the rising classic car market, so if you fancy one, buy sooner rather than later. And be prepared for a Porsche that needs constant attention – remember that the very youngest 914 is now over 40 years old, so allowances must be made. **PW**

BUYERS' CHECKLIST

Engine is very likely to leak oil, at the front and rear, from the rocker covers and around the oil filter
Engine may "hunt" at tickover due to a vacuum leak
Fuel hose may have rotted away by now
Synchromesh can wear in first on second, causing crunching during gearshifts
A poor gearchange is due to worn bushes in the linkage
A sticking brake caliper will pull the car to one side under braking
Check entire body for rust – the condition of the battery tray is a sign of how much there is
Perished rubber seals on the targa roof will cause water leaks into the cabin
On US cars, fierce sunlight may have cracked the seats and dashboard

SPOTTED FOR SALE

Private seller

1975 914 2.0, red, black cloth, imported from US, described as in good condition, £9997, Poland

Sports car specialist

1970 914 2.0, red, black cloth, 79,000 miles, Weber carburettors, £17,750, Hampshire
www.mandmautomotive.co.uk

Classic car specialist

1971 914/6, blue, black cloth, European spec, fully rebuilt, €115,000 (£96,400), Netherlands
www.thegallerybrummen.nl



USEFUL CONTACTS

Kevin Clarke, 914 Register Secretary at Porsche Club Great Britain
porscheclubgb.com

DEALER TALK:

HENDON WAY MOTORS

Anthony Pozner has been at the helm of this north west London based Porsche specialist since the mid 1960s, and even after all these years driving a really good 911, in particular a 993-series Turbo S, is something he never tires of



How long have you been in the Porsche business?

Hendon Way Motors has been involved in Porsches, that is buying and selling, as well as racing and rallying them, since 1965.

What Porsches do you specialise in?

Our company specialises in the 911 more than any of the other models, and we believe most people realise our stock encompasses very early 911s right up to the rarefied modern limited editions. We have in stock, for instance, two 4.0-litre 911 GT3 RS models, one a 997 series, the other the latest 991 type.

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

The cheapest 911 we have in stock is a blue 1989 Porsche 911 Carrera 3.2 Cabriolet priced at £39,500. The most expensive is the above mentioned 2010 Porsche 997 GT3 RS 4.0, at £325,000.



Where do you get your stock from?

We found that many of our clients like to come back to ourselves either to part-exchange their car or, due to a change of circumstances, sell the car outright, so we can restock it. We also offer a commission sale service, where we will sell the vehicle on their behalf. The majority of the cars we have in stock we have therefore sold previously, which is a particular advantage as we then know the vehicle's history, background and provenance, and ownership details.

What warranty do you give, or sell?

We have been members of the Retail Motor Industry Federation since 1970, and we can give a warranty up to three years, which covers all aspects of the car – unlimited mileage and unlimited claims.

What's 'hot' at the moment?

The Porsches that are most in demand at the present time are the 911s of the 1960s, '70s, '80s and '90s, with a particular nod towards the 993 models. These represented the last of the short-wheelbase, air-cooled generations.

What's best value at the moment?

The 996 Turbo, with the Mezger designed engine block, offers amazing performance and value for money. We have in stock a 2002 911 Turbo coupe in black with 60,000 miles for £39,500. It has had only three owners, and has a full Porsche service history, new tyres, new service, and a warranty for two years.

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

A Porsche that we would love to buy back is a very low mileage, 1995 993 RS in dark blue, which we sold two years ago for £90,000. It was totally original and had been used very little and had also been extremely well cared for. The new owner took on a fabulous investment, which is now worth at least two to two and a half times the price he paid – he has obviously had a lot of fun driving it, so what more could he ask?

What car do you drive everyday?

I have been driving 911s since the mid 1960s, and when I can, I drive a 1998 993-model 911 Turbo S, one of only 23 right-hand-drive cars manufactured. Its build quality, roadholding and performance is an absolute delight, and the driving experience is something I never tire of.

What are your plans for the future?

Over the next two years we are having a new showroom built, to house approximately 30 cars, and we hope to have a small museum section, which will have photos and memorabilia from our over 50-year association with the Porsche marque, as well as a few cars that will hopefully be of interest to our clients.

Contact

Hendon Way Motors
393–395 Hendon Way
London NW4 3LP
020 8202 8011
hendonwaymotors.co.uk

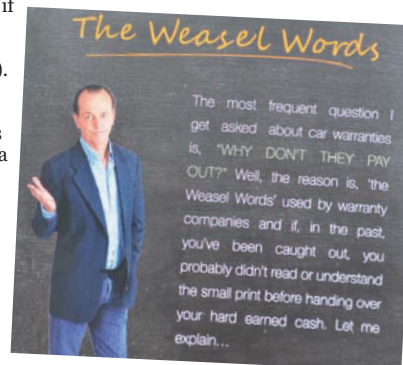
HELPING YOU RUN YOUR PORSCHE:

BUYING YOUR OWN WARRANTY

When you buy a used car from a dealer, it'll come with some kind of warranty. But did you know you can get a used car warranty without buying a car? This is nothing new, but what caught our eye was a claim by one firm, Warrantywise, and fronted by prominent motoring journalist Quentin Willson, who stressed that there are no 'weasel words' in the small print that some operators use to avoid paying out on claims.

Just a few on-line questions about the car, but no inspection necessary, and you can instantly cover your car. So we put a 2006 997 Carrera with 78,500 miles into the system, and what came out the other end was 12 months' cover for £143 a month, with no claim excess, up to £100 per hour labour including VAT and a single repair limit of £10,000 (enough for an early 997 engine rebuild if

it develops the dreaded terminal cylinder bore wear). Half that repair limit and the monthly cost drops to £101, and agree a £100 excess and it goes down to £86. Next, we doubled the value of the car and used a 911 Turbo of the same age as an example, and the costs were the same.



With Warrantywise making such a big noise about its straightforward dealings with customers, we'll assume there's nothing to worry about when you have to make a claim. But what only you can know is whether peace of mind is worth £1720 a year – would you feel "cheated" if you paid it and the Porsche suffered no problems? Visit warrantywise.co.uk

FINDING OBSCURE PARTS

Famous autojumble comes to London

The National Motor Museum in Beaulieu in Hampshire has been running its "autojumble" for 50 years, and to mark the half century the hitherto twice-yearly event has a third date for 2017, which is in London, on February 25th and 26th at the London Classic Car Show, held in the ExCel Centre near London City Airport.

It's to be called the Beaulieu Pop-Up Autojumble, and we mention it because the regular Beaulieu autojumbles are legendary sales, where if you look long and hard enough (there will be 60 stalls at the ExCel) you could well find that elusive part for your old, or perhaps not so old Porsche. Plus, along with the Car Club Square, it could help bring a real world touch to a classic car show that some feel tries to be too "posh", with wall to wall exotic classics.



CLASSIFIEDS

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911

**911 3.6 964 Carrera 2 2dr (G-reg)**

Here we have my Porsche 911, it has 2 keys, 2 remotes for alarm system, full service history with all books and leather folder, 6 owners from new, brand new MOT, has all old MOTs, mileage 90,279, HPI clear, had no accidents, drives without fault like a Porsche drives, hence the price it has a slight oil leak, any questions call. Tel: 01883 371984 or 07891 655267. Email: susannahsat@hotmail.com (Surrey). **£29,995**

P0317/032

**Porsche 964 Cup**

Original 1989 Cup car. Tel: +49 1726 628128. Email: dr.jean.clement@gmail.com (Germany). **£229,000**

P0317/025

911

**Unique 993 Turbo**

First owner: Porsche for 2 years; driver: Porsche CEO; condition: excellent (inside/outside); technical condition: 111 Porsche Approved Checklist ok! New Pirelli tyres, electric sunroof, Porsche service history, no accidents, momentary owner since 2001, 76,428 miles. Tel: +41 41 74 90 911. Email: jens.hawner@porsche-zug.ch (Switzerland) **£133,000**

P0317/033

Porsche 930 Turbo

Very rare one owner car, 67,000 miles, full main dealer history, 1986 subjected to a £40,000 conversion in Switzerland/Rinspeed, confirmation from CEO Frank that only 5x rhd cars were produced, 3x no longer in existence, possibly be only one in Europe. Recent upgrades include new Compomotive rims/original Gottis included, the side fins are removed but are included, a full Patrick Motorsport upgrade inc turbo wastegate, housing, headers, with heat and a new exhaust producing 390bhp, 1979 model, reg'd in UK in 1980, graphics inspired by Evel Knievel, if you are one of a few that doesn't like to follow suit and likes to be a little 'different' then this is the beast for you, chocolate bi leather with tartan trim, invoices for £11,000 recently and another for £5000. Tel: 07929 923688 or 01282 699699. Email: smithjulian@hotmail.com (Lancashire). **£79,995**

P0317/028

911

**1971 Porsche 911 Covin Speedster replica**

Volkswagen 1200 Beetle 1700cc, Porsche wide body Speedster replica (911 Turbo whaletail etc), looks and sounds awesome, based on a 1971 tax exempt (free road tax) air-cooled 1.7 twin Weber carb engine. I have just had 2 new Dell'Orto twin Weber carbs serviced and setup with a new twin linkage which all cost over £700, and new battery, drives well, sounds awesome, pulls like a train. I have owned the car for a year now, been my weekend car and will be very sad to see go, I am looking to buy an Audi so may consider a px. Doors on car are a bit stiff and may need adjusting, boot lid latch has been removed by myself as I once got locked out with a dead battery. I have all MOTs and taxes, bags of receipts and paperwork, 7 months' tax and MOT, 1700cc air-cooled, Cobra central locking alarm, Porsche alloys with 4 new tyres, 2 door, manual, petrol, electric windows/mirrors that all work, Alpine cd/iPod/mp3 unit, full Porsche interior, bucket style Porsche seats. Tel: 07930 419953. Email: marklnatoli@outlook.com (London). **£4100**

P0317/023

REGISTRATIONS

PORSCHE RELATED CHERISHED
REGISTRATION NUMBERS

CAB 911X	911 HDL
REG 911E	911 WVS
S911 LER	911 SCR
TON 997X	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
RSR 911T	D911 POR
RUF 911T	E944 POR

All on retention certificates
for immediate transfer

PCGB MEMBER TEL: 07711 349182
EMAIL: erha300@aol.com

P911 BUD

'P911 BUD' cherished number plate
Registration for sale, currently on
retention. Tel: 07759 691292 Email:
cemfleckney@gmail.com.

£1200

P0317/001

L911 BAD

Porsche cherished number

'L911 BAD', complementary number for a
special 911. Tel: 07415 252911. Email:
keithnicko@aol.com.

£3850

P0317/018

P911 SAB

Cherished registration

'P911 SAB'. Tel: +44 1628 633745.
Email: mocflyer@hotmail.co.uk.

£9950

P0317/009

**C'mon you SPURS!!**

Fantastic vehicle number plate for any
Tottenham Hotspur FC supporter or
player, 'YES THFC', held on a retention
certificate right now, so a very simple
process to become yours. Keep it on
retention for future use or put it on to your
car now, get in touch by email for full
details. Tel: 07040 209029.
Email: saltydog1@gmail.com.

£2500 or very near offer

P0317/007

944

Classic Car Insurance
CAROLE NASH
The care it deserves
0800 093 2953

9 - Apart

Parts specialists for 944

01706 824 053**944S2 1989 manual Coupe**

Satin Black metallic, Burgundy interior,
106,500 miles, I'm the 5th owner (last
owner 13 years), full service history
main/specialist, original books and
documentation, new Kenwood DAB
installed, Porsche indoor cover included,
fixed price £11,000, email me for more
photos. Tel: 07900 900928. Email:
julian.ahmed@hotmail.co.uk (Dorset).

£11,000

P0317/024

911virgin.com



Porsche wanted
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Call
Speak to

urgently
immediate
today
Terry or Tom

Porsches bought & sold**01895 255222****info@911virgin.com**

AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

Over 70 Porsches were among the more than 800 lots, the property of a single owner, that went under the hammer at an incredible bankruptcy sale in Italy in Nov. David Sutherland sifts through the results at the Duemila Ruote event



There's never been an auction like the 800 lot Duemila Ruote sale in Italy

Late November 2016 saw the largest and probably most extraordinary motoring auction ever, which included 77 Porsches of all types and ages, many of which sold for probably more than their market value. The Duemila Ruote sale, in Milan in Italy, was hosted by RM Sotheby's on behalf of the Italian government, which was seeking to recover millions of euros in unpaid taxes from a businessman, Umberto Compiano by selling all his assets including this vast automotive collection. During 30 hours of auctioneering €51.3m (£42.9m) was raised.

The heavily publicised sale attracted over 3000 bidders from 57 countries, many hoping to pick up a bargain from the 817 lots, none of which carried a reserve, and most having artificially low

estimates. 'This was effectively a repossession sale, hence everything had to go,' explains Peter Haynes of RM Sotheby's. 'The Italian government did not want to be in the position of being left with unsold lots. Estimates had to be low because a lot of the cars had no history – some hadn't run for years.'

The sheer breadth of what Compiano had amassed was breathtaking: fuel station signage, bicycles, many speedway racing motorcycles, hydroplane vessels and cars ranging from a 1990 Fiat Panda which sold for €13,440 (£11,235) which was nearly five times its estimate, to a 1966 Ferrari 275 GTB making €3.42m (£2.86m), over 40 per cent more than its estimate.

That a replica Porsche 550 Spyder chassis and body (not attached to each other) should sell for €39,780

(£33,250), four times the estimate gives you a flavour of how things went, as does a run of the mill 996-series 911 Carrera 4S coupe that made €49,280 (£41,200), £7760 over its top estimate, or a set of Porsche BBS wheels for €9360 (£7800), £1500 over estimate. The situation could be compared to how items placed on eBay for a 99p starting bid can end up selling at a high price.

'There's a lot of psychology at work in auctions, and the lack of reserves, low estimates and such a broad spectrum of values created a perfect storm,' Haynes tells us. 'A lot of people, including dealers, were bidding thinking they were going to get a bargain. As a result, everything went for quite high prices.'

The most expensive Porsche was a 29,200km (18,150 miles) 959 Komfort delivered in Padua in 1988

and having remained in Italy until now. Carrying an estimate of €600,000–€700,000 (£502,000–£585,000), it sold for just over €1m (£840,000). But the Zuffenhausen car that RM Sotheby's reckoned 'massively exceeded estimate' was the 1996 993-model 911 GT2 selling for €616,000 (£515,000) – but then whoever marked it with a €30,000–€35,000 (£25,000–£30,000) estimate was being more than a little unrealistic even compared to other, nominal estimate levels at the Duemila Ruote sale.

Prior to his business empire crumbling, Compiano's favoured Porsche was clearly the 911, the rear-engined icon accounting for all complete car lots apart from the above mentioned 550 chassis and 959, a Cayman S Rally, a Boxster, a 928, two 944s, three 968s, five 356s and a 2005 Carrera GT. Prices were as low as €20,160 (£16,850) for a shabby 1970 911T with no headlamps and a war zone interior which was four times its estimate, and by contrast a Carrera 3.2 Speedster made €291,200 (£243,400), almost double the estimate.

Impact bumper 911s from the 1970s and '80s have been the darling of collectors lately, and this sale did nothing to upset that trend. A 1987 Carrera 3.2 Cabriolet made €95,200 (£79,600), a more typical price at the sale being around €80,000 (£67,000). 930 Turbos, of which there were three, went under the hammer for between €95,000 (£79,400) and €128,000 (£107,000).

The prices we quote here

are the hammer price plus RM Sotheby's buyer's fee of 12 per cent plus VAT. But prices of some lots were inflated by the need to add 22 per cent tax owed to the Italian government, although this was clearly flagged up on the affected cars.

What if any impact the Duemila Ruote sale prices have on the classic and "young classic" Porsche market remains to be seen. But the sale, with 5000 attendees, certainly attracted a different kind of buyer and spectator, and almost seemed to mirror the populist political election upsets we have been seeing recently.

'Normally in these auctions you know many of the bidders, but at this event a lot of people came just to see what was going on and perhaps to bid,' Haynes reflects. '83 per cent of the bidders represented first time clients to RM Sotheby's, and many younger generation collectors participated, approximately 50 per cent of them under 50.'

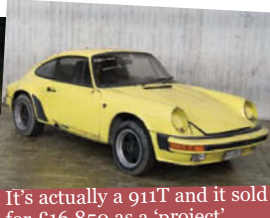
The sale, conducted in the Fiera Milano exhibition centre, set new records in auction logistics. RM Sotheby's had just 10 weeks from signing the auction contract to photograph and catalogue all lots, and transport them from Venice to Milan. 'The sale was just incredibly busy, with people queuing for up to two hours to register to bid,' Haynes reveals. 'If we'd had five times as many staff it still wouldn't have been enough.'

For the full list of what was for sale and how much each lot made, visit rmsothebys.com and look at the "Results" page – it's absolutely fascinating! **PW**

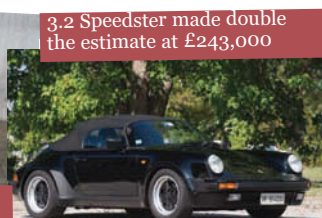
18,000-mile 959 Komfort went for £850,000



993 GT2 racer "massively" exceeded estimate at £515,000



It's actually a 911T and it sold for £16,850 as a 'project'



3.2 Speedster made double the estimate at £243,000



Three 930 Turbos sold at between £79,000 and £107,000

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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: lezdwes@gmail.com.
£3500

P0317/008

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, 'TUI2BO P' is currently on retention certificate and available for immediate transfer. Tel: 07840 090040. Email: alanhowt@hotmail.co.uk.
£3950 ono

P0317/045

BOSTOCK NUMBERS

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D BOSTOK D BOSTOC

J BOSTOK J BOSTOC

M BOSTOK M BOSTOC

R BOSTOK R BOSTOC

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Selling a set of perfect plates for anyone named Bostock, the family set is on the market, due to a move overseas. We have plates for A, D, J, M and R Bostock, take a look at the list, you can buy one or all of them if you wish, as we will of course split them up. This is the best opportunity that you will ever get to own your perfect plate, they're all held on retention certificates. Tel: 07849 398598. Email: onward@rocketmail.com.
P0317/002



Just Bad

Superb number plate for sale, a real head turning number plate that would set off any car, on retention certificate so a very simple process, get in touch for full details please, (JU57 BAD). Tel: 07849 398598. Email: onward@rocketmail.com.
P0317/034

REGISTRATIONS

BVV 911

Cherished number

'BVV 911', complementary 911 number for that special Porsche. Tel: 07415 252911. Email: keithnicko@aol.com.
£3250

P0317/021

T32IFLY

Private plate 'T32IFLY'

Easily transferred. Tel: 07883 466133. Email: ann.rawlins@ba.com.

£1000

P0317/035



Boxster 987 owners!!!

The finishing touch for your Boxster 987! A dateless reg that can only increase in value. Tel: 07763 719646. Email: pbeb@freeuk.com.
£2500

P0317/013



Andrew, Andrea, Andre, Andy??

This number plate is A1 for anyone named Andrew, Andre, Andrea or Andy, absolute bargain buy and will continue to rise in value. Imagine this on your motor, get in touch if you want it, it is on a retention certificate so a very simple operation, send me a message now. Tel: 07779 767605. Email: rugbytickets@rocketmail.com.
£1950

P0317/037



'JAZ 4911' private number plate

Private number plate, dateless number plate currently on a car, can be moved onto retention or onto your car, (JAS, JAS 911). Tel: 44 7944 494840. Email: pssall@hotmail.com.
£1000

P0317/041

REGISTRATIONS

MIO SWAN

SWANN or SWAN

Super number plate for anyone named Swann or Swan, it isn't often that you can get a perfect name plate, so grab this whilst you can, on retention certificate, at just £1999 it is a real bargain. Excellent investment for the future, pass it on to your children, can be used on any vehicle manufactured after 1994. Tel: 07020 923542. Email: saltydog1@yahoo.com.
£1999

P0317/036

P911 AFC



Porsche 911 Arsenal plate

Great plate for any Porsche 911, lovely plate for any Arsenal fan, the *ultimate* plate for any Gooner, player or fan with a Porsche 911, 'P 911 AFC', it doesn't get any better. It is on a retention certificate, so very easy process to become yours, imagine this rolling up at the Emirates! If you want it, get in touch now. Tel: 07779 767605. Email: ticktock88@yahoo.com.
£3500

P0317/043

GT03 DKT

'GT03 DKT'

On retention. Tel: 07711 713479. Email: bschalmers@hotmail.com.

£350

P0317/040

B9XST

'B9XST' Porsche Boxster plate

Superb number plate for Porsche Boxster, on retention and available for immediate transfer. Tel: 07779 125828. Email: adam.tallamy@gmail.com.
£1000

P0317/047



Cherished number plate 'CA13RRA' for sale

As I am Porscheless, I have decided to sell 'CA13RRA' which is as close to Carrera as you will get! Reg is on retention so immediate transfer available. Tel: 07768 182403. Email: srlandall@ataraxia.co.uk.
£3500

P0317/038

REGISTRATIONS



'FRY 911J' cherished registration

On retention certificate for easy transfer, please leave a message if I can't answer the phone. Tel: 07733 268700. Email: sgarters@gmail.com.
£1950

P0317/042

K11 XTA

'K11 XTA' (BO XTA) perfect plate for Porsche Boxster

Number plate on retention perfect for Porsche Boxster. Tel: 07799 061353. Email: carolineclaytonwright@hotmail.co.uk.
£1950

P0317/046

JJ1 9115

Registration for sale

'JJ1 9115', number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com.
£2000

P0317039

J4XXO

JACKSON, JACK, JACKO, JAXXO

Excellent personal number plate for anyone named Jackson, Jack, Jacko, etc, etc, 'JAXXO'. Overseas move forces the sale of this cracking plate, I have now put it on to a retention certificate to make the transfer of ownership simple, you can put it on your vehicle now or keep it until you want to, absolute bargain and sure to appreciate in value, £1500 or very near offer. Tel: 07020 923542. Email: saltydog1@yahoo.com.
£1500

P0317/044

PARTS



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

P0317/010

CLASSIFIEDS

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PARTS



Porsche 911 997 Gen2 rear tail light
911 997 Gen2 rear driver side lense, this is a used part from my car which I have replaced as this one is letting in water, the light works fine, brake, reversing and side light working as they should. The light is not cracked or damaged but a gap between the clear and red lense does let water in, it may be possible to repair or use as is for track day, new one over £500. Tel: 07894 465066. Email: kingers65@hotmail.co.uk (Omagh).
£250 ono, can post P0317/011

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). P0317/022

PARTS



Genuine 997 S Gen 2 exhaust system
Excellent condition having covered 17.5K miles, parts included are LH and RH silencers with clamps, LH and RH twin round tail pipes and clamps, centre box with clamps, £650 includes delivery in the UK. Tel: 07860 395079. Email: maweedon@icloud.com (Cornwall).
£650 P0317/049



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 P0317/048

PARTS



Great stereo for 911
Stereo taken from my 911 Carrera, 6 disc radio cassette with remote control, special speakers for parcel tray which are £300 to buy, brilliant sound. Tel: 07872 490760. Email: jimmydawson20032001@yahoo.com.
£200 P0317/005

Porsche 911 Fuchs wheels

Set of 6" x 16 and 7" x 16 Fuchs wheels, anodizing is excellent, no kerbing, red centres, £1495; also breaking 1987 911 Cab, window frames with quarter glass, £150 each; blue seats, clocks; mint rear engine lid, no spoiler, £395; side sills, wings, bonnet hood (small tear 1.5"), G50 rear suspension arms, drive shafts, loads of parts left over from previous 911 projects. Tel: 07974 758272. Email: julia.may@hotmail.co.uk (West Glamorgan).
£1495 P0317/019

PARTS

Early 911 parts

Early 911 M-type rear calipers, for solid discs, require refurbishment, £100 the pair; 911 exhaust silencer, 2 in 1 out, 1965-74, Dansk, steel, part number 92.210 1513, approx 3000 miles use, very good condition, £200. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire). P0317/004

Cayman/Boxster spacesaver wheel

As new, unused and complete with Porsche cover, wheel jack and brace, Porsche part number 996.362.130.01. From my 987 and avoids need to use the supplied repair gel, fits neatly into front luggage compartment, will deliver within 50 miles of Bristol or buyer collects. Tel: 01454 414118 (Avon).
£110 P0317/029

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 P0317/030

cmsporsche.co.uk
Telford, Shropshire

We repair and service (diagnostics) Porsche.

We sell used vehicles, new and used parts, and project prestige salvage for PORSCHE 911, 924, 944, 968, CAYMAN, CARRERA, CAYENNE and BOXSTER.
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CMS stock 1000s of used parts for all Porsche, from 1984 onwards.
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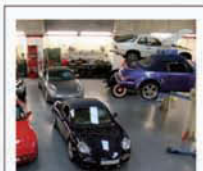
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TRIED & TESTED

With 911 & Porsche World's roving tyre kicker, Kieron Fennelly

911 3.4 CARRERA PDK 2012 '62' 16,000 MILES £55,995

The gen 1 991 was the last naturally aspirated 911 you could buy, and partly as a result used values are strong even by 911 standards. This handsome red 991 is over four years old, but still able to command almost 70% of its 2012 retail price. Registered in September 2012, its first two services were carried out at Porsche Leeds and third service at 14,514 miles in August 2016 by Northway Porsche, since which time the Carrera has covered fewer than 2000 miles.

This is a two owner car and, as Ray Northway explains, the second owner who lives locally is a typical Northway customer: "I service his Porsches and I've bought or sold three cars from him. He told me he had to trade down from the 991 to an M3 for financial reasons."

With due respect to the model from Munich, besides not being a Porsche, it is unlikely to have a specification with anything like the comprehensiveness of this 991. The 991 sits on unmarked 20 inch Carrera Classic alloys and the spacious cabin has the full leather treatment as well as the sports steering wheel. The console has buttons for Sport, Sport Plus, the sport exhaust and the dashboard is topped by the Sport-Chrono dial; electronics include PCM touch screen, satellite navigation and Bluetooth. In keeping with the air of luxury the headlining is in Alcantara and a Bose surround-sound system is fitted. An especially practical option is the provision of rear park sensors – the 911 is no longer a small car. Externally, the 911 is as unmarked as one could hope. A couple of stone nicks on the front valance reveal themselves only on close inspection. Tyres are Pirelli P Zeros, the fronts looking good for at least another 16,000 miles and the rears about two thirds worn, a measure of the 3.4's abundant torque.

Turn the key and the 991 fires with that wonderfully 911 sense of occasion, a refined but eagerly potent growl which conveys very much a "let's get on with it" message. That is certainly no hardship. The bolstered seats are immediately comfortable, 911 ergonomics are so efficient one doesn't even think about them and the ride the usual brilliant Porsche compromise between firmness and control. This car has PDK, which these days eight out of ten purchasers prefer. The shift quality of the alternative ZF seven speed manual was initially distinctly inferior to the Aisin '6' of the 997 and hardly an encouragement to opt for the manual 'box on a car in this category. I still find PDK a shade too inert in 'eco' mode and occasionally too frenetic in Sport Plus or even Sport positions.



It takes a good six miles before the oil temperature has climbed beyond 65° and I feel able to extend the flat six. Porsche claimed 350bhp for the Carrera's 3.4 and those horses are certainly all present and the 991 readily turns in a display of 'hold on to your hat' acceleration as the rev counter needle hurtles to the redline. For the base 911, this Carrera has so much go that it is a wonder why a majority of buyers still opt for the 'S' when each additional horse costs roughly £250 at retail prices. It has to be said, though, the 3.4-litre engine does have to be worked quite hard to access the power, unlike the 3.8.

A GT the 911 may have become: the cabin is wider and deeper, bigger than the 997's, but it is noticeably better finished: spending time in a 991 cockpit is a very pleasant experience. But if dimensionally the 911 is now altogether larger, it has not entirely left its sporting roots behind: there is still a pleasing level of aural feedback, the electric steering is sharp and reactive if not quite having the feel of the previous hydraulic system. On the damp, greasy secondary roads of west Berkshire this C2 will weave and squirm under even moderate acceleration, again a reminder, PASM not withstanding, in a 911 the driver is still in charge.

A low mileage 2010 Carrera 997 can be had for £15,000 less than this 991, but for the premium the buyer can avail of the last naturally aspirated 911s and this nicely presented and barely run-in C2 is a particularly fine example. **PW**



CHECKLIST

BACKGROUND

If you regard the 997 as a derivation of the 996, the 991 launched in 2011 is effectively the second generation water cooled 911. At first sight looking remarkably like its 997 predecessor the 991 had a completely new chassis, a wider body and a longer wheelbase. It did however carry over the same direct fuel injection 9A1 engine though the base Carrera acquired an uprated version of the 3.4 used in the 987 Cayman and Boxster S models rather than the previous base Carrera's 3.6. More refined and a shade less idiosyncratic than its predecessor, though still a ferocious performer, the consensus was that this altogether larger 911 had become more of a grand tourer than a sports car.

WHERE IS IT?

Ray Northway was the first Porsche-trained technician to emerge from importer AFN; in 1988 he established Northway Porsche which after a couple of early moves has operated from rural premises at Beenham, six miles west of Reading, since 1994. Servicing has always been Ray's main business, but he usually has a dozen or fifteen mainstream, but nevertheless interesting used Porsches for sale. "My interest has always been service and mechanical repair. The Porsches I deal in tend to come from and sell to service customers. I'd stock more, but that would distract from the workshop and I don't want that," he says. northwayporsche.co.uk
Tel: 01189 714333

FOR

Flawless two owner car with comprehensive history and very low mileage

AGAINST

Solid colour (Guards Red might not suit all tastes, though this reviewer likes it). PDK may put off old school enthusiasts, though manual versions are hard to find.

VERDICT

A nicely run-in, well specified 991 for a third off the list prices and from a reputable source.

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●

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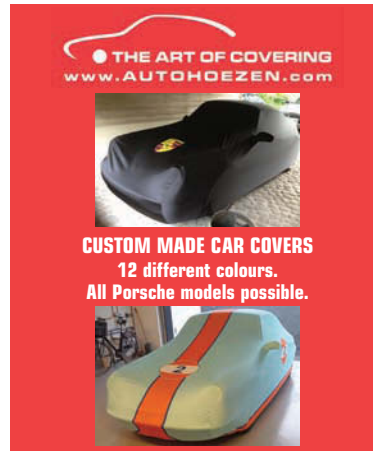
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Deadline for inclusion in the April issue is 9th February
(May issue deadline 16th March).

TRIED & TESTED

With 911 & Porsche World's roving tyre kicker, Kieron Fennelly

CAYMAN S 987 GEN 2 2010 '10' 22,771 MILES £27,995

Considering that it has been around for over a decade and that the UK has imported it at the rate of roughly 1000 per year, the Cayman is not exactly a rare beast is still relatively uncommon. Partly this is because for several years after its introduction Porsche was concerned to avoid direct competition with the 911 and marketing was always lower profile. For the same reason, no powerkit upgrades or even an LSD option were offered until the advent of the 981 range and the 911-beating 3.8 GT4. By then the 718 Cayman was on the horizon, a model now clearly differentiated from its 911 sister by the amputation of two cylinders.

The car tested is a second generation S 987, first registered in July 2010 which has had four owners. The service record shows the first service at 9629 miles by supplying dealer Edinburgh PC and a second routine intervention by Stratstone Jaguar in Wolverhampton in November 2014 at which point the odometer showed 17,171 miles. Since then the Cayman has covered only 5000 more miles in the hands of owners three and four. An invoice from Mid Sussex Porsche Centre shows a new ignition switch fitted at 21,881 miles in November 2016.

Nicely presented in white with a red Porsche flash on the doors à la 3.2 Clubsport or 2.7 RS if you insist, the Cayman exhibits few signs of wear. Front and rear luggage compartments are virtually unused and the cabin almost as new. Externally the paintwork is unblemished, including the vulnerable door mirrors. Only a couple of barely visible stone chips mar the front valance. The tyres are Michelin Sport Pilots, the fronts a little over half worn, especially the outer shoulders and the rears look fairly recent. The handsome Carrera 19 inch wheels with colour crested centres are unmarked. The second generation 987 Boxster and Cayman benefited from the completely new 9A1 engine which did away with open deck heads and intermediate shaft, frequent culprits in the litany of woes which beset the M96 engines. The S has the 3436cc direct injection unit which would endure until the advent of the turbo four 718 in 2015. For the Cayman 987 S it is rated at 320bhp and 273lb ft.

This car's semi hibernation over the last two years does not appear to have affected it at all: the Cayman responds to the throttle pedal with alacrity. The 3.4 pulls with zest from 3000rpm and above 5000rpm the induction howls intoxicatingly through to the redline, the slick gearshift positively encouraging the driver to swap ratios. The shift itself has none of the stretched cable slackness of higher mileage cars and the firm clutch again underlines the lack of previous use. The 987



Cayman is one of those rare modern cars in which the sensation of speed is very present: 50mph really does feel like 50mph and despite high gearing it is an easy car to enjoy at legal speeds. It is refined, but the driver always feels a part of the dynamics. Porsche's last generation of hydraulic power steering has much to do with this, providing wonderful feel and accuracy, and over the back roads of West Berkshire the Cayman is in its element. The ride on 19 inch wheels and low profile Sport Pilots is on the firm side, but over the broken surfaces of minor roads this six-year-old has the rattle-free precision of a much newer car.

This Cayman is well specified: besides the 19 inch wheels, the original purchaser opted for heated seats, embellished with embossed crests and the on-board computer with PCM touch screen navigation. The tinted rear glass is a questionable addition which impedes rearward visibility in dull daylight. The 9A1 3.4 is a proven engine: Porsche felt able to up its output to 350bhp and 287lb ft for the 2011 991 Carrera, so in the 987 S it is evidently far from being over stressed. Cayman build quality is comparable with the concurrent 997 and if it lacks some of the latter's character and outright performance, it is the driver's car par excellence for barely two thirds of the price. Even if there are fewer on the roads than Boxsters, there are plenty of Caymans for sale – Auto Trader shows over 400. If it is in your price bracket, this white S, which Ray Northway will service before selling, is definitely worth consideration. **PW**



CHECKLIST

BACKGROUND

The only real surprise with the Cayman was that Porsche waited nearly a decade before launching a Boxster with a roof. As Porsche rightly stressed, it was of course far more than that, its quite distinct identity emphasised by having a larger, 3.4 engine rather than the Boxster S's 3.2. A 2.7 base model soon joined the Cayman range and this increased to 2.9 with the arrival of the 9A1 engined second generation Cayman. Porsche always pitched the Cayman below the flagship 911 in terms of performance, though the difference between the Cayman S and the contemporary Carrera is small, but priced it over £20,000 below the 911 which has kept the two apart in the market place.

WHERE IS IT?

Ray Northway was the first Porsche-trained technician to emerge from PCGB; in 1988 he established Northway Porsche which after a couple of early moves has operated from rural premises at Beenham, six miles west of Reading, since 1994. Servicing has always been Ray's main business, but he usually has a dozen or fifteen mainstream, but nevertheless interesting, used Porsches for sale. "My interest has always been service and mechanical repair. The cars I deal in tend to come from and sell to service customers. I'd stock more, but that would distract from the workshop and I don't want that," he says. northwayporsche.co.uk
Tel: 01189 714333

FOR

Manual gearbox, low mileage, unblemished and relatively little used 'S' which feels taut and shows few signs of its almost seven years

AGAINST

19 inch wheels smart, but low profile tyres contribute rather unyielding ride. Tinted glass in rear window and side windows looks slightly odd and obscures over-the-shoulder and rearward vision.

VERDICT

as good an example of the later Cayman 987 S as you are likely to find.

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●

THE WAY WE WERE

TIME MACHINE

Looking back through the archives of *911 & Porsche World* from days gone by. What's changed? That will be everything and nothing...

MARCH 1998 (ISSUE 49)

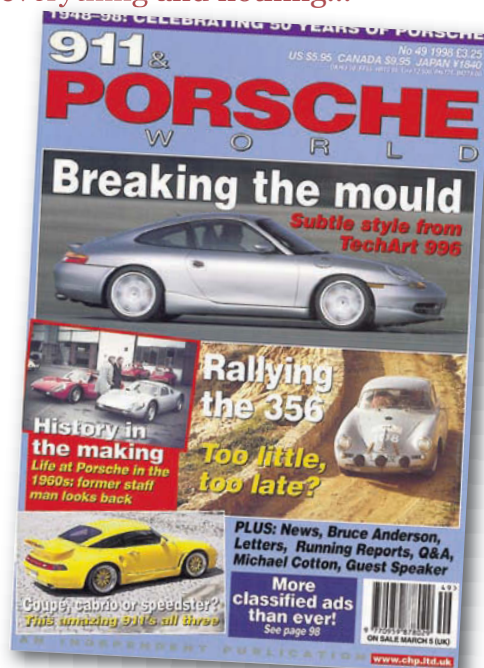
Back in time we go, reversing through the digital revolution to a time pre smartphone, pre social media, iPod, eBay, downloads, streaming, fake news, etc to March 1998. Doesn't sound that long ago does it, but it's near as dammit 20-years. Feeling old?

In the world of Porsche the 996 is but a year old and the Boxster just a couple. This featured issue itself celebrates 50-years of Porsche from 1948 to 1998, but who could have seen what was still to come, or that nearly 20-years into the future, the best selling Porsche would be an SUV called a Macan? Pretty sure that back in 1998 the term SUV has yet to be coined.

But there's plenty that doesn't change. Separated as they may be by time and technology these two issues feature the latest from TechArt. In the case of the March '98 issue it's TechArt's take on the 996 and it's surprisingly subtle, but then according to TechArt they were reflecting what was a sign of the times. Subtle was in and, let's face it, the 996 in standard form was nothing if not understated in terms of appearance and the way that buyers of the day would order one. Silvers, greys, blues and blacks were the default choices, to the extent that a red 996 is a very, very rare thing today.

Still we always had good old Gemballa to fall back on and the Leonberg outfit didn't disappoint with a wild, Speed Yellow 993 Speedster type creation, that was also, somehow, a Targa, too! Oh, and being Gemballa it was turbocharged with 600bhp and capable of 209mph...

As part of our Porsche at 50 celebrations, we devoted 10 pages to the recollections of South African, Andre



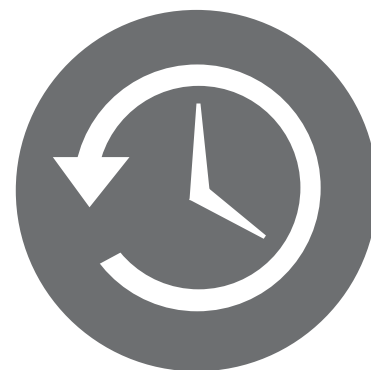
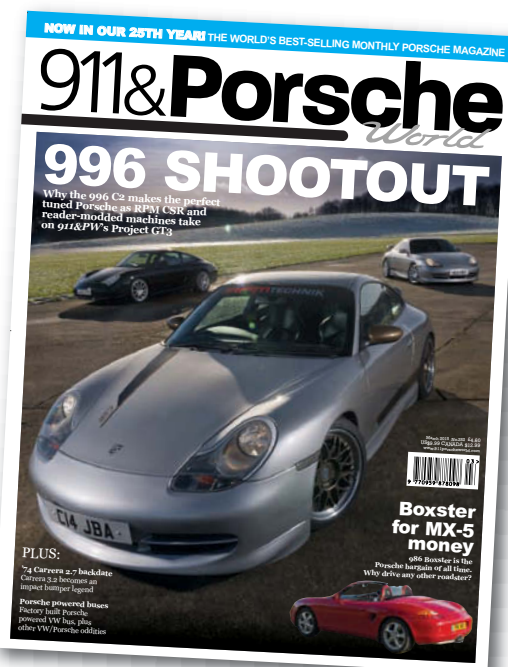
Loubser, who spent two years in the early '60s at Porsche in Stuttgart under the direction of the larger than life character, Huesche von Hanstein. If the gap between these two issues seems wide enough, then from 1998 to the early '60s really was a chasm, as Loubser recalls rather more formal times, when even at race meetings a suit, collar and tie was *de rigueur*.

News from *911&PW* itself was that we were but two issues away from going monthly. Exciting times.

MARCH 2015 (ISSUE 252)

What, have we run out of ideas? Back in the March 2015 issue we were conducting a modified 996 feature, and here we are again 24-months later at it again. In our defence? Well 24-months does equal 24 issues, but as was the case then, the 996 makes the perfect base for a modern modded Porsche, as many folk are now finding out for themselves. Including us here at *911&PW*. When this feature was put together the only *911&PW* operative with a 996 was snapper A. Fraser and his GT3. Now he's been joined by Tipler, Towler and Bennett, all with 996 C2s. Practising what we preach, that's us!

Keeping it all real we gathered a couple of early Boxsters and challenged the notion that ubiquity and price were seeing them fall prey to the Mazda MX-5 and Audi TT crowd being, as they were/are, in the same price ballpark. In order to scotch this particular notion, we got Keith Seume to pose and answer that question. Why, given the choice, would you opt for a rebodied Golf or a pastiche of a '60s British sports car over a mid-engined, flat-six Porsche? Why indeed!



MARCH 2007 (ISSUE 156)

Talking of Gemballa – as we were in issue 49 to the left – here we are again getting down to it with the Carrera GT based GT Mirage. Without turbos to tweak, Gemballa had to make do with fiddling around with the ECU, induction and exhaust, but they managed to take power up to 680bhp, with the promise of a twin-turbo version on its way. Sadly that never happened, as Uwe Gemballa was murdered in rather mysterious circumstances a couple of years later.

As in this issue, we found ourselves at the wheel of a yellow Ruf, albeit the legendary Yellowbird. To curtail any over excitement we drove it in Guernsey, where the speed-limit is famously 35mph. Seems cruel to keep a Yellowbird in such captivity, but there you are.

In homage to rallying past, we sent Antony 'Stig' Fraser into the forests of Northern England and Scotland for the RAC Rally. No, not the Lombard original, but the Roger Albert Clark version for historic rally cars, where Escorts and 911s still rule in places like Grizedale and Dalby forest. For some reason we chose to send him in a Tiptronic 997 Targa. It's a surprise that the bobble hatted rally boys didn't set fire to it.

From a people point of view we sent Johnny Tipler to frighten Karl Ludvigsen and Richard Attwood. Both took their respective grillings well and made for fine interviewees. Ludvigsen is, of course, author of the definitive Porsche tome, *Excellence Was Expected*. Attwood, meanwhile, scored Porsche's first Le Mans victory in a 917 with Hans Herrmann in 1970.



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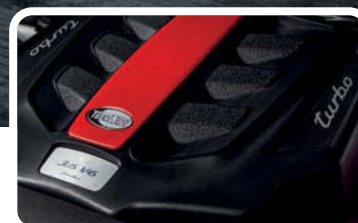
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