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# 911 & Porsche

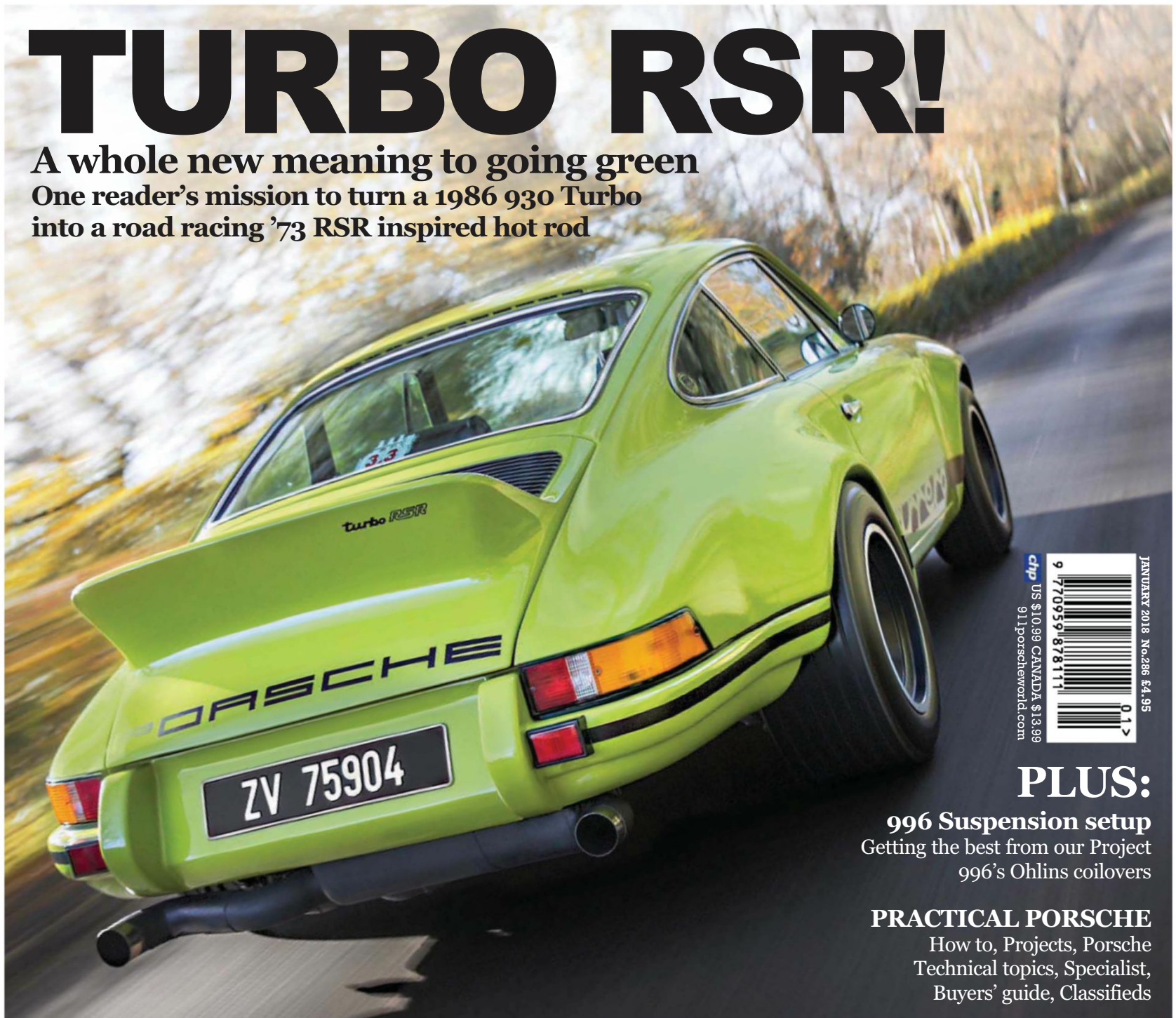
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Digital copies and subscriptions: [pocketmags.com](http://pocketmags.com)

911 & Porsche World is distributed worldwide by Seymour  
Distribution Ltd, Tel: 020 7429 4000, [info@seymour.co.uk](mailto:info@seymour.co.uk)

**chp**

**Printed in England**  
Garnett Dickinson Print Ltd; tel: 01709 768000

911 & Porsche World is entirely independent of Dr Ing h c F  
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© CHPublications Ltd, 2018; ISSN 0959-8782

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# UP FRONT

Porsche gives hardcore 911 fans what they want in the  
shape of the new 911 T

Joyous news! Porsche has been listening to the vocal anguish of the  
real Porsche enthusiast and at last built a driver focused 911 that isn't a  
limited edition GT. Enter the 911 T. OK, so Club Sport might have been  
a better moniker, but let's not moan too much here because I reckon  
that now, finally, there's a 991 that I'd quite like to drive.

I had my 'Ratner' moment with the 991 some time ago, deriding it as  
rather less involving to drive than the 997 and just too big for UK roads  
anymore. The usual C2 sweet spot combined a torque light 3.4-litre  
engine with incompatible gearing, while the S was bloated and wide.  
And then the turbos arrived to change the character of the 911 forever,  
but at least they managed to mask the eco gear ratios with oodles of

“ I love the fact that the 7-  
speed manual gearbox has  
shorter gear ratios ”

mid range. And interestingly, while 997 prices are rock steady at £50k+  
for good, late C4Ss and £65k+ for GTs, secondhand 991 prices are  
sliding well below that, despite being the newer model. Something is  
not quite right there.


But back to the 911 T. OK, I haven't driven it yet and, as I scribble  
this, I hope we'll be able to get a first drive in the next issue, but I  
reckon it will be more than the sum of its parts. It's lighter by a mere  
30kg, but I love the fact that it's sans rear seats and the side glass is  
thinner and there's some sound deadening removed. But more than  
anything I love the fact that the seven-speed manual gearbox has  
shorter gear ratios. Hurrah! With no need to up the power (370bhp is  
more than enough), closer ratios will give the T the added zing that the  
991 has been without since its launch. A case of better late than never.

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ALL THE PORSCHE NEWS AND VIEWS

# NEWS

New 911 T puts focus on the driver \* Boxster and Cayman GTS get 365bhp punch \* Mega Macan revealed \* Porsche 'Passport' car sharing in US \* Monster Gemballa 991 Turbo \* Boxster based 356



## THE NEW 911 CARRERA T: A PORSCHE FOR PURISTS?

Porsche respins the basic 911 Carrera with shorter gearing and lightweight features

Porsche's latest 911-based special has been revealed. The Carrera T sports shorter gearing, lightweight components and several features not available on the standard 911 Carrera. However, the new T's engine output has been pegged at precisely the same 370hp figure as the basic 911 Carrera.

At a glance, the new model looks a little like a cut-price 911 R. As standard, there are no aerodynamic extras, just the standard Carrera coupé body with its relatively narrow hips and simple silhouette. Inside, the Carrera T also mirrors the last-generation R with features like fabric door-release handles, rear seat delete (though

these can be added for no cost) and a standard spec that discards the PCM multimedia system in favour of a distinctly bare bones pair of storage bins. Again, the PCM system can be optioned back in for no additional cost.

The T also gets its own seat design based on the Carrera's sport seats but with centre panels in Sport-Tex fabric. Unlike the standard Carrera, Porsche is also offering full bucket seats as an option on the Carrera T. Mechanically, however, the Carrera T is a very different proposition from the hardcore R. For starters, it uses the same engine as the latest base model 911 Carrera. In other words, it's a 3.0-litre twin

turbo motor as opposed to a naturally aspirated screamer. That said, Porsche has taken the unusual step of tweaking the T's gearing for both manual and PDK options courtesy of a lower final drive.

The seven-speed manual and PDK gearboxes are fundamentally the same transmissions as the standard Carrera's. However, the shorter final drive effectively lowers the gearing across the ratios. Our understanding is that the T in fact uses the gearbox specification from the Carrera S. That means a shorter 3.59:1 ratio final drive for both gearbox options compared to the 3.44:1 final drive of the basic Carrera.

Next up on the T's spec roster are

Porsche has revived the 'T' suffix to create the 911 T, a lighter and more driver focussed 911 built in the spirit of the ltd edition GT models. Using the narrow, standard bodyshell, it uses the 370bhp twin turbo flat-six, with shorter gear ratios and Sports spec PASM. Rear seats are a delete option, side glass is thinner and overall weight is said to be down by 20kg





several weight-saving features. For starters, the rear and rear side windows are thinner gauge glass. Sound deadening has also been reduced and the aforementioned standard deletion of both rear seats and the PCM system all contribute to what Porsche claims is a total weight reduction of 20kg versus a base Carrera with comparable equipment.

All told, Porsche says the impact of those detail changes amount to a marginal 0.1 second improvement to 4.5 seconds in the T's zero to 62mph sprint time compared to the Carrera. The T reaches 125mph 0.2 seconds sooner than the Carrera. The shorter gearing also has an impact on efficiency and emissions. Combined fuel consumption for the manual model drops from 34mpg to 29.7mpg, while CO2 emissions increase from 190g/km to 215g/km.

Another special feature for the Carrera T

involves its chassis specification. As standard, the T boasts Porsche's Sport PASM suspension, an option that's not available on the standard Carrera. It runs 20mm lower than the Carrera's standard passive suspension and 10mm lower than the non-sport PASM option. The T is also available with Porsche's rear-wheel steering option. Once again, that's a technology not available with the base Carrera.

Further distinguishing items include interior accoutrements such as a smaller diameter GT steering wheel, a short shift manual gearbox mechanism and the T interior package which involves contrasting leather stitching and coloured seat belts. And the price for all this driver-focused spec tweakery? The T slots into the 911 range at £85,576. That puts it neatly in between the base Carrera and Carrera S on the price list. The Carrera T is available to order now from your local Porsche Centre.

## 'T' IS FOR TRANSCENDENCE

Will the new 911 T be greater than the sum of its parts?

How much of an impact will the new Carrera T's detailed changes including that relatively modest weight reduction and the shorter gearing make on the driving experience? On paper, the tweaks do not look dramatic. However, Porsche has form when it comes to creating seemingly little-changed specials that somehow add up to much more than the sum of their modest parts.

Peruse the spec sheet of, say, a 987 Cayman R or any of the 911 GTS models to date and you won't find any truly dramatic mechanical changes. But, somehow, the subjective driving experience those models deliver conspires to transcend a mere objective assessment of their on-paper properties.

You'd therefore be brave to bet against the new T delivering in a similar manner. Whatever the T turns out to be like as a driver's car, however, one thing is for sure. If you're interested, you'd better hurry. An all-new 911 is due out next year, so the T won't be available for long. In other words, if you hang on long enough to find out what it's like to drive, it might be too late to put in an order. It may not be a limited edition model, then, and you should have no problem placing an order. But like other 911 specials, trying before you buy probably isn't an option.





## 718 GETS THE GTS TREATMENT

More power for Porsche's mid-engine model

Porsche's precision product planners have been at it again. Their latest effort is the new 718 GTS in Boxster roadster and Cayman coupé form. Both models pack precisely 15hp more than the existing 718 S Boxster and Cayman.

That makes for a grand total of 365 metric horsepower and precisely 5hp fewer than the base 370hp 911 Carrera model. In other words, the 911's status as Porsche's premium sports car model remains. As for performance, the extra power shaves 0.1 seconds off the zero to 62mph sprint, but only provided you option PDK. Porsche is not claiming an improvement over the 718 S PDK model's 4.6 seconds to 62mph for the GTS. However, the GTS's top speed improves from

177mph to 180mph for both manual cars and variants with Porsche's seven-speed PDK dual-clutch gearbox.

Of course, the GTS badge means more than just a modest power uptick. It also comes with a carload of goodies that are normally found on the option list. For the 718 GTS, that includes the response-sharpening Sport Chrono package, electronic torque vectoring plus a mechanical limited-slip differential and the PASM adaptive suspension system. The latter lowers the GTS by 10mm over the standard 718 chassis while Sport PASM, lowering the suspension a further 10mm, is available as an option for a modest £168 outlay. The GTS also comes with a sports exhaust system as standard.

The final part of the GTS package involves style. That starts with Sport Design bumpers front and rear and extends to blacked-out light cluster internals, again front and rear. Black tailpipes, black logos and 20-inch satin-finish wheels complete the GTS look. Inside, you'll find the GTS's signature Alcantara seat centres on the standard Sports Plus chairs, plus further lashings of Alcantara on the steering wheel, centre console and arm rests.

The 718 GTS is available now from your local Porsche Centre. Prices for the 718 Cayman kick off at £59,866, while the Boxster model starts at £61,727. Both prices include a complimentary stint complete with one-on-one instruction at Porsche's Experience Centre at Silverstone.

Boxster and Cayman GTS in traditional GTS launch colour. Power for both is a mighty 365bhp – not bad for a humble flat-four!

## OUR TAKE

### ANYONE FOR T?

Porsche has gone and done it again. With the new 911 T, Porsche is proving that it knows exactly how to press enthusiasts' buttons. In a roundabout way, Porsche is also proving just how appealing the basic 911 Carrera remains.

In many ways, the 911 T looks like a meagre effort. The press release that accompanies the new model is titled, "The new 911 Carrera T reduces weight for increased performance." That might be true in the strictest possible objective sense. The T is lighter. And Porsche is claiming improved acceleration.

But it's only 20kg lighter and we're talking about a piffling one tenth of a second quicker to 62mph. What's more, if the T does indeed use the gear from the standard Carrera S, then anyone who has driven the latter can confirm the only very slightly shorter gearing hardly makes for a frantic Tarmac-rally-style driving experience.

And yet despite all that, the T remains an implausibly alluring package. A lot of that is down to the core appeal of the basic 911 Carrera. It's a great looking car with a fantastic engine and a fabulous chassis. So the idea of honing that package, if only just a little, for the sole purpose of increased driving enjoyment is compelling.

What's more, in an age where throwing numbers at the problem of creating performance cars has resulted in massively more capable but not necessarily more enjoyable machines, a car that only barely improves on paper makes for something of an anti hero. Just the simple use of fabric seat inserts where luxury leather is normally *de rigueur* adds some tingle to the T's proposition.

Of course, the fact that the new T looks absolutely fabulous in the launch photos doesn't hurt. But in the end, the appeal of a car like the new 911 Carrera T defies logic and rational exposition. It's a car you will buy with your heart, not your head.





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## 440BHP MEGA MACAN REVEALED

Most powerful variant yet of Porsche's mid-sized SUV

Give it up for the new Macan Turbo Exclusive Performance Edition, all 440bhp and 169mph of it. The quickest and most powerful Macan to date, it's also the most expensive, rocking the price lists at a hefty £86,267.

For that you get 40hp more than the standard Macan Turbo from the twin-turbo 3.6-litre V6 motor, plus another 50Nm of torque. All told, the Performance Edition is good for 62mph in a piffling 4.4 seconds, in part thanks to the nifty Porsche Traction Management (PTM) all-wheel drive system. Average fuel consumption on the Combined cycle is 29.7 mpg, with emissions pegged at 219 g/km of CO<sub>2</sub>.

A high-performance brake system is standard, distinguished by 390mm grooved brake discs. The Performance Edition also rides on a computer-controlled Porsche Active Suspension Management (PASM) sports chassis, which is tuned to match the 15mm lower ride height. Further performance-oriented features include the Sport Chrono Package and a sports exhaust system.

Of course, since this is a model brought to you by the Porsche Exclusive Manufaktur department at the Leipzig production site, there are plenty of hand-finished and unique extras. 21-inch 911 Turbo Design wheels with lateral spokes painted in high-gloss

black, LED headlights and tinted LED rear lights are just the beginning. Elements on the front spoiler, rear apron and side blades painted in Carmine Red are also particular to Performance Edition. The "Macan Turbo" model designation on the tailgate is likewise painted in Carmine Red underneath the gloss black "PORSCHE" lettering. What's more, Porsche's 'colour to sample' paint finishes are also available at extra cost.

Inside, the cabin features a black leather interior with several Alcantara elements. The Garnet Red bolsters for the front seats were designed exclusively for this car. That colour is used also for other elements including the contrasting stitching, the embroidered "Turbo" lettering on the headrests, the seat belts, the bezel of the Sport Chrono stopwatch and the vehicle key wallet.

The aluminium PDK gear selector has further been intricately finished with leather in Garnet Red and a "Macan Turbo Exclusive Performance Edition" logo has been added to the customised door entry trim strips and the dashboard trim. The front seats, rear seating and steering wheel are heated as standard. The Macan Turbo Exclusive Performance Edition has limited availability and is available to order now from your local official Porsche centre. First deliveries begin in January 2018.

Mega Macan packs 440bhp from twin-turbo V6. Coming from the Exclusive Manufaktur dept it features plenty of bespoke extras in keeping with its £86,267 price tag

## PORSCHE PASSPORT LAUNCHES IN THE USA

A novel approach to year-round access to multiple Porsches

First it was the way car purchases were financed that was revolutionised. Now it looks like the very notion of conventional ownership is on borrowed time. That's what industry experts are predicting and it's why Porsche is experimenting with a new car sharing programme in the USA.

Known as the Porsche Passport, it's described as a subscription programme which provides members flexible access to Porsche vehicles via a mobile app. Based in Atlanta, Georgia, the month-to-month subscription programme offers frequent vehicle exchanges, unrestricted mileage, and on-demand access for up to 22 different Porsche models.

Two membership levels known as Launch and Accelerate are available. Launch includes on-demand access to eight model variants such as the 718 Boxster and Cayman S, as well as the Macan S and Cayenne for a monthly fee of \$2000. Accelerate up the ante to 22 model variants including 911 Carrera S, Panamera 4S, Macan GTS and Cayenne S E-Hybrid SUVs in addition to the vehicles offered in the Launch package. The monthly fee for the Accelerate package is \$3000.

Membership plans include vehicle tax and registration, insurance, and maintenance, as well as detailing for the fixed monthly fee. To sign up, Atlantans can download the Porsche Passport app available on Apple and Android devices to apply for membership. Both plans require a one-time activation fee of \$500, and membership approval is dependent on a background and credit check. Once approved, the vehicle will be delivered to the member's requested location in metro Atlanta. Users can schedule same day or future vehicle exchanges through the Porsche Passport app. Exactly how the costs add up compared to conventional ownership of a single Porsche would be a complex calculation. But for some the novelty of access to a large range of Porsches will no doubt make the scheme very appealing.





# FIRST EXIT WUPPERTAL

The Destination for Classic Porsches







Image: Gemballa

## GEMBALLA'S MONSTROUS 828HP 911 TURBO

Because you can never have too much power

To paraphrase Samuel L. Jackson, we give you the Gemballa GT Concept. When you absolutely, positively have to blow everyone else off the road, accept no substitute. Yes, there may be cars that boast bigger numbers than the 828hp and 702lb ft that Gemballa's new GT Concept brings to the supercar party. But then 911 Turbos tend to punch above their weight.

Put it another way, what with a zero to 62mph time of 2.38 seconds, zero to 124mph in 7.5 seconds and a top speed of 224mph, it's hard to imagine any car pulling a gap in the real world with this monster.

If you're wondering how all that is achieved, there's more to it than a quick ECU remap. It all starts with bigger inlet and exhaust ports, freer flowing manifolds and enlarged valves. The compression ratio, meanwhile, is reduced which in turn is countered

by uprated turbos capable of greater boost. Deep down in the block, Gemballa has specified stronger connecting rods. Finishing touches include an all-new exhaust system and new maps for both ECU and PDK gearbox.

In typical Gemballa form, the GT Concept looks every bit as homicidal as the performance figures. Bolt-on arches extend the front and rear tracks by 30mm and 50mm respectively, while a massive rear wing, epic sill extensions and a hefty front splitter round out the aero and body styling package.

As for pricing, we're talking €25,490 for the body bits, €7150 for the 21-inch rims and €49,800 for the engine upgrades. That makes for a grand total of €88,440, or roughly £70,000 in old money. But then if you had to ask, you probably couldn't afford it. Head to [gemballa.com](http://gemballa.com).

The latest über Porsche Turbo from Gemballa. Well, you weren't expecting subtle were you?

## STUNNING 356 REBOOT USES BOXSTER BITS

Old Boxsters don't die, they're reborn as 356s

It's a truth not universally acknowledged that old Boxsters are bonkers cheap. Which is probably one reason why Arizona-based Stärke has started chopping them up and turning them into 356 recreations. May we present the Stärke Revolution Speedster.

Stärke says any 986 or 987 Boxster from 1997 onwards can be used as a basis for the conversion. The idea is pretty simple. Take modern Porsche engineering and performance, add classic '50s style and you might just have the ultimate weekend toy.

Multiple options are available, starting with the Speedster CS for \$59,950, plus the cost of the Boxster donor car. That buys you a full rebody made from custom laminated glassfibre panels, with a hand-welded body subframe underneath. The paint job, meanwhile, is said to be a show quality two-stage finish buffed to a mirror shine.

Inside, the images show a cabin clearly based on the 987 Boxster. It's not clear if 986-based conversions will take their interior cues from the earlier model. Either way, the wheels are bespoke 18-inch Stärke items and the headlights modern Xenon units for maximum performance. The list of custom cosmetic and functional options is virtually infinite, but examples include full leather interior cladding, LED headlights and a full carbon-fibre body. As for performance, well, that depends on your choice of Boxster. But with models up to 320hp easily available, sufficient power can certainly be on tap.

Of course, this isn't the first time Porsche's modern mid-engined models have been respun to look like a 356. As we covered in a previous issue of *911&PW*, Californian shop West Coast Customs did the very same thing in reportedly converting a 987 Cayman into a 356 for none other than teen sensation Justin Bieber.

If the Stärke Revolution grabs your fancy, head on over to [www.starkespeedster.com](http://www.starkespeedster.com) to find out more. Deposits for build slots

start at \$2500 and, when you consider how cheaply early Boxsters can be acquired, the end result would be an awful lot of visual and driving bang for your buck.

We're liking this. If you're going to build a Porsche kit car, then use a Porsche as the donor. On the floor Boxster prices make it the perfect choice





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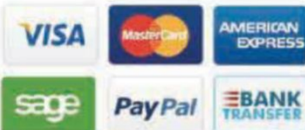


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PRODUCT BRIEFING

# ESSENTIALS

The tempting trinkets that enhance Porsche ownership

## MODERN AND CLASSIC

A modern wheel with classic overtones. So says BBS of its latest rolling stock, known as the BBS CC-R. On sale in spring 2018, the new rims are manufactured using BBS's flow forming technique, which enables a high-volume production process to create wheels with both low weight and high strength. The distinctive styling is partly a function of the spokes being CNC milled from the rear. What's more, five graphite-coloured spokes overlaid with five diamond-cut Y spokes lend a distinctive '3D' look with added visual depth. However, due to that diamond-cut finish BBS does not recommend the wheels for winter use. Initially available in 19- and 20-inch diameters, BBS says 21- and 22-inch options will follow. Pricing has yet to be announced, but you can keep track of developments at [bbs.com](http://bbs.com)



## NEW FROM DANSK

It seems that hardly a month passes than Dansk releases yet another 'must have' repair part for classic Porsches – and this month is no different! First up is the complete rear engine panel to fit both F- and G-model Porsche 911s, although strictly speaking this is the correct part for the G-series cars, as the curve of the F-model is slightly different. An accurate replacement panel for the F-models is now being developed. Then there's what Dansk refers to as the 'Banana-style sports exhaust', which is available in the well-known SSI quality. With a great sound and finish, it will go perfectly with your SSI heat exchangers and heater control boxes. Available for F-series cars (92.210SSI + 92.211SSI) as well as the G-series (92.201SSI). Finally (for now!), how about adding a little 'bling' to your 911, whether it's an older F-series, a G-series or a later 964? These chrome-plated wiper arms will brighten up your car no end and are available in both left and right format. For details, log on to [jpgroup.dk](http://jpgroup.dk)



## MOUNT UP

One day, the world will look back in wonderment and quite possibly horror at the way so many of us are currently nose down and glued to those peculiar slabs of microelectronics. Like it or lump it, we are in the age of the smartphone. Of course, a smartphone is a pretty handy way of adding all kinds of cutting-edge functionality to any car. Apps like Googlemaps have the edge on even the latest factory-fitted car navigation. The problem, of course, is mounting the little blighter. Step up Rennline, specialists in all manner of Porsche-specific clobber. Rennline's solution involves customised magnetic smartphone mounts designed for a wide range of Porsches, including the air-cooled 911 item shown here. Once fitted, you simply add the thin metal plate to the rear of your handset and you're good to go. Prices start at \$45 plus taxes and shipping from [rennline.com](http://rennline.com)





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## MESH, NOT MESS

Ah, the golden hues of autumn. The crisp morning air. The early setting sun. That and the metric tonne of rotting leaves and other autumnal detritus collecting in your radiator intakes. Say what you want about Porsche's move from oil to water cooling, but there's something very odd about its refusal to fit mesh grilles over the radiator intakes on most of its mainstream sports car models. But fear not. Rennline can help. It has developed a range of custom-fit mesh grilles for a range of Porsche models. The trick, of course, is to ensure that the grille doesn't just stop rubbish from entering the air intakes but also ensures plenty of airflow. Rennline says it conducted extensive hot weather testing in a 997 using various different grades and arrangements of grille and arrived at a mesh with no discernible impact on operating temps. Order your grille set from [rennline.com](http://rennline.com)



## BUMS ON SEATS

For reasons unknown to academic research, leather has become the go-to material for premium car seat covers. Which is odd because it's rather prone to scratches, abrasions and discolouration. That's particularly true of the driver's seat, which can take a real pounding. Enter the new Colourlock Leather Fresh Kit. Designed for DIY use, it's said to revitalise the original colour of car leather. Available in 46 standard hues, Colourlock says it is a direct supplier to Porsche and can guarantee a perfect colour match. The kit is available in 30ml, 150ml and one litre sizes. 150ml is said to be sufficient to colour an entire car interior and prices for 150ml of dye start at £21.99. You'll find a wide range of kits, dyes and accessories along with drop-down menus covering just about every official Porsche leather colour at [colourlock.com](http://colourlock.com)



## A TREAT FOR YOUR TRANSAXLE

Porsche's four-pot transaxle models are enjoying something of a renaissance in interest and popularity of late. And why not? After all, they boast a properly sorted front-engine installation with the engine pushed well back in the chassis and the gearbox mounted at the rear for optimum weight distribution. When it comes to new cars these days, only full-on exotics offer such a well-honed arrangement. The problem, of course, is that models like the 924 aren't getting any younger. Which is where parts specialist Woolies Workshop can help. Among their latest treats for ageing transaxle cars are these shiny new brake disc backing plates. Available for both early four-stud 924 models and later 924S and 944 models, prices start at £47.99 a pop. You can find the plates plus the rest of Woolies' world of transaxle wonders at [wooliesworkshop.com](http://wooliesworkshop.com)







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## PREMIUM PEN HOLDER

Attention owners of the latest 911 Carrera 4S. Porsche has been pinching the exhaust tips from your cars to make these snazzy penholders. At least, that's one way of reading what is, admittedly, a somewhat ambiguous product description. What we can say for sure is that genuine Porsche exhaust tips from the aforementioned model have been used to create this fancy-pants pen holder. For the record, the holder measures 17.5cm high by 10cm long and is made of aluminium. It's also a limited edition item with just 911 copies due to be produced in Germany. And, no, we don't know if this pen holder is a cut-price alternative to ordering a set of new exhaust trims for your C4S, but we are officially not recommending it as such! Either way, you can pick up this premium penholder on a plinth from **porsche.com** for £200 including VAT.



## YOUR FIRST PORSCHE

Speaking of the Carrera 4S, here's the all-new official kiddie version, quite literally known as the Baby Porsche 4S. Finished in classic gunmetal with red soft-touch seating accoutrements, it's designed to suit little Jimmys or Jimmyettas aged one and half to three. Details include Porsche's 3D tail lamp clusters and thin-strip LED driving lights as seen on the second-generation Type-991 911 models, among other nods to Porsche's latest 911 model. Classic Porsche cues including five-spoke road wheels also appear. And while we're pretty sure high-tech options like active rear-wheel steer don't feature, you will appreciate the easy-to-hold security steering wheel, the mechanical horn and especially the extra-wide tyres made of a whisper-quiet material. Phew. Could be the perfect Xmas present for £100 from **porsche.com**



## PORSCHE CUP

For many a flat-six fan, going racing in the likes of a Porsche Cup car is but a distant dream. But here's a way of getting access to some Porsche Cup action on the cheap. Yes, it's an actual Porsche cup with a bona fide competition connection. Part of the burgeoning Martini Racing collection, the cup pays tribute to the 917 longtail racer from the 1971 season. The outside surface features the vehicle motif in red, white and blue, while inside the cup base is the iconic number 21. The whole shebang is made of fine porcelain in Germany and marked with a limited edition number. You can grab yours from the online shop at [www.porsche.com](http://www.porsche.com) for £20 including VAT or pop into your nearest Porsche Centre and peruse the rest of the Driver's Selection range. It's crammed with goodies that will impress even the most committed Porschaholic.





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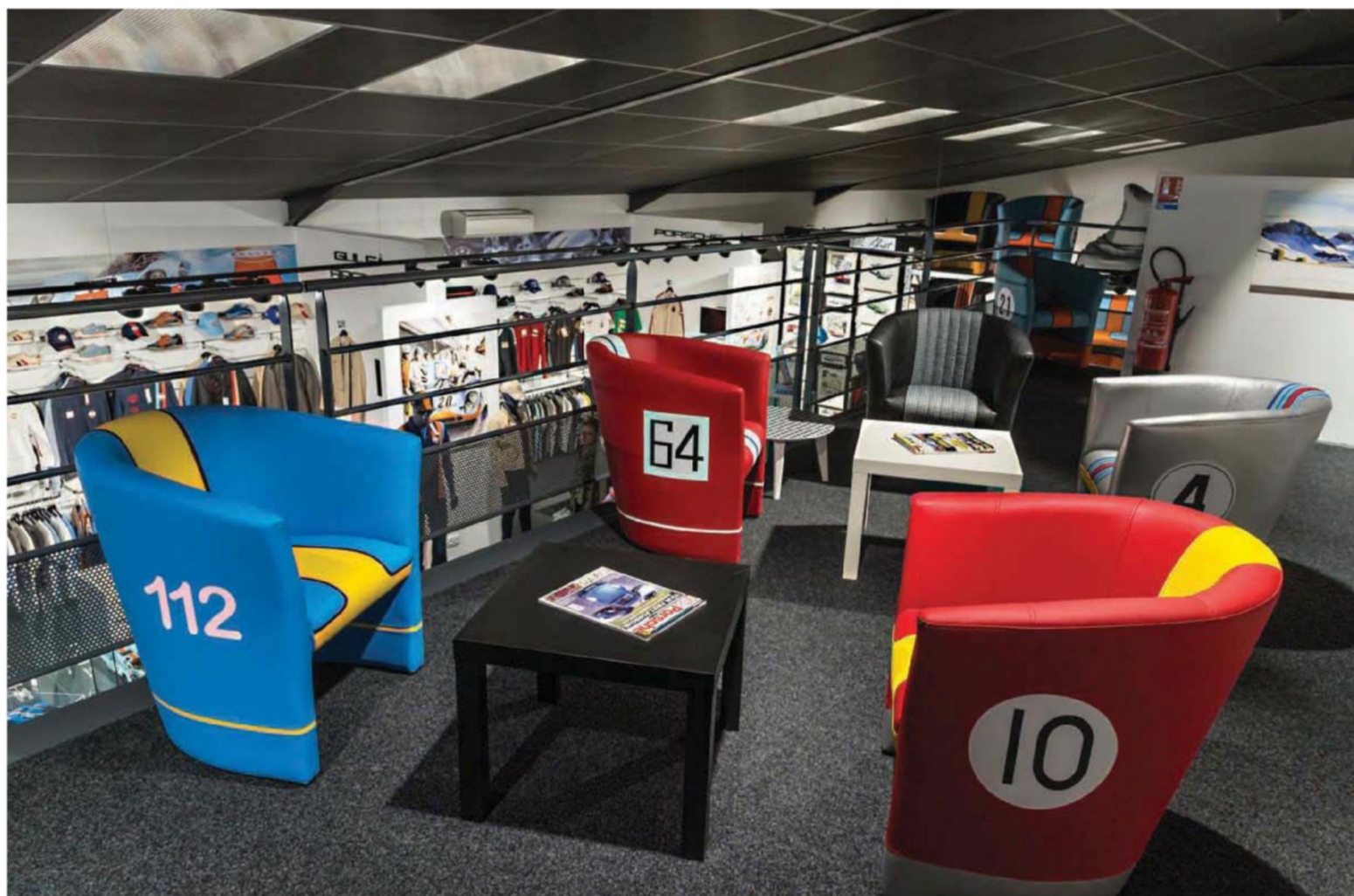
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# TOYS ARE US

If you happen to be in Eastern France, Selection RS has opened a new Porsche gift shop, with related ephemera to suit everyone. If you're not passing by, you can always look on-line

Words: Johnny Tipler Photography: Antony Fraser

**S**uits you, sir! I try on a slinky Jo Siffert bomber-jacket, and check myself in the mirror. Oh yes! But my colleague shakes his head: 'You need a hat to go with it,' and if I look around I'll probably find something suitable. We've come to Vesoul in the Haute-Saône region of eastern France to attend the opening of a brand-new Porsche souvenir shop, Selection RS, where the world of Zuffenhausen is your oyster.

Selection RS's new premises is a combination of toy shop, fashion boutique and designer outlet, selling every conceivable slice of Porcine ephemera that might appeal to you and me, the Porsche fan-base. Located beside a hill road in the Vesoul hinterland, the industrial unit is fronted by a car park where a Porsche tractor stands sentinel, and within the showroom, a Carrera GT and 918 Spyder grace the proceedings, borrowed from a couple of local owners for the day.

There's a surprisingly large variety of Porsche-orientated artefacts, ranging from casual clothing and race apparel to scale models – in ready-made and construction kit form – books, magazines, posters, artworks; and then you get into the more bizarre stuff that bears no relationship to Porsches, such as vintage headlight-

shaped table-lamps, kitchen knives, beach towels, watches, cuff-links, tea services and clocks; strange fruit for all but the most hard-core Zuffenhausen buff to aspire to, but still you wonder who's going to patronise an out-of-town shop that's marketing single-marque paraphernalia. The real answer to the success of a place like this, which is all about models and clothes and ephemera, is the internet: it's all mail-order, so you can locate it anywhere you feel like. 'We could live without any showroom at all says founder, Bertrand

miniature, presented as 1:18 scale models, from the earliest 356 right up to the very latest 991 Coupe, plus Turbo, GT2 and Cabriolet, 718 Boxster and Cayman. Racing cars, too, including the obligatory 917, 906, 910 and Carrera Cup cars. Bertrand is enthusiastic: 'it's a nice presentation, so people can see how the company evolved, through the 2.7 RS and 996 GT3, and so on.' Some are pretty rare, too. As Bertrand says, 'you cannot buy some of them because they have not been produced for maybe 10 years now, so those are coming

Are you sitting comfortably? Porsche inspired pod seating at Selection RS

“ Selection RS is a toy shop, fashion boutique and designer outlet ”

Vien, "because with the internet we don't need it, but we are really passionate about Porsches and we want to see our customers, we would like to laugh and chat with them, so we have created a nice meeting point here."

While he bustles around making final preparations for the opening I take a closer look at his wares. I'm drawn to the long run of scale model Porsches lined up in a cabinet: it's a history of the marque in

from our own collection, but the ones with prices marked are the ones which are in stock. People who know the models can say, "oh, I had this one, I remember that," and those who don't know Porsches that well can discover the extent of the model range.' There's a good cross-section of manufacturers, including Spark, Minichamps, Tecnomodel, Norev, Schuco, GT Spirit, Cult, AutoArt, plus kits, of course, by Tamiya, Revell and Gunze Sangyo, and





Above: More seating.  
Right: Martini and  
Gulf liveries  
dominate the clothing  
ranges

there's a working model of a flat-six engine by Franzis, with all the moving parts visible.

There's a certain amount of take-it-or-leave-it in the shape of Porsche logo'd crockery and cutlery and stuff you don't really need, but the artworks and fashion are of interest. Among the artists whose work is featured are modern-day French Impressionists, including watercolourist Laurence Henry, and Caroline Llong who produces dramatic large-scale acrylics of Porsches. There are a few originals hanging, but mainly prints, because, as Bertrand admits, 'until now we've sold only prints rather than originals, whatever is easy to sell on the internet, so we are not selling pieces for 4000 or 5000 euros, though maybe we can in the future, but first we must see if there will be enough people coming here.'

There's Porsche Design luggage as well as other case-makers, all calculated to fit in one Porsche or another, and different ranges of apparel, from Hunziker T-shirts through Porsche Spirit own-brand jackets, plus driving shoes, hats (though none to my taste), ties, belts, scarves and hoodies. I

particularly like the leather armchairs, which are not only comfortable but quite spectacular, upholstered in the coloured liveries of 917 race cars. 'The seats are a big success,' claims Bertrand, 'especially because the price is good, and there is also a special offer: we sell them individually for 250 Euros, or two for 450 Euros.' He's got all bases covered: there's even a range of

including, I'm delighted to note, a couple penned recently by your correspondent. Magazines too, including this one, so it is a pleasant area to relax in, sustained by an espresso from the downstairs café-bar, and maybe it will grow as a rendezvous for local petrol-heads. The surrounding glitz and glamour should certainly convert any waverers to the cause of Porschedom.

“ The glitz and glamour would convert any Porsche waverers ”

car covers and car cleaning products, mundane items, in contrast to the general timbre of the items on offer, but it's rather like when you grab a litre of oil at a gas station, just in case.

The library on the mezzanine floor features a collection of Porsche books, and I thumb through the collection of tomes on hand; these aren't for sale, though he does stock a selection of marque literature,

Bertrand describes how he got Selection RS off the ground: 'I had my own collection of 1:18 scale model cars, and seven years ago I found a 997 Turbo for a very good price and I thought, let's buy four of them, keep one for me and sell three, so I sold those, and then I found some 1:43 scale cars, and I also sold those as box sets, and gradually, month by month and year by year our garage filled up with Porsches in little

Selection RS's  
Bertrand Vien with  
his restored 912,  
which he found on  
eBay and collected  
from London







boxes. Then we started sending out newsletters to our clients and all the time I was accumulating customers' email addresses in an Excel database, and soon we had 100 clients. Five years ago, we created the Selection RS website to show our range of items, but we didn't push it at all, we were quite relaxed about it, and we were selling most of our stock at swap-meets, in Belgium, in the Netherlands, Germany, Italy and France. It was hard work, but rewarding. Then, four years ago, we decided we would try to develop the business and make Selection RS much bigger, so we started to advertise in magazines, and took on two more people to help us out. We increased the stock by buying in many items, and we started to sell not only model cars, but also clothing and accessories like watches, luggage, and so

on. So, three years ago we suddenly had a lack of storage space because the garage was full, so we set about finding a space here in our city, and we found this building, which we divided into three sections: showroom, warehouse and dispatch. Our turnover increased quite fast, and now we sell 20 times more than when we started.'

Bertrand anticipates customers travelling from the immediate vicinity as well as from neighbouring countries like Germany, Switzerland and Luxembourg, or indeed, passing through from further away. But it may well be that it's on-line business that sustains them. 'We have more and more customers from the United States, Canada, Australia, and unfortunately we will probably never see most of them here.' Another likely source of trade is the Porsche clubs, and there is every chance that they could show

up: 'they are organised on a regional basis, and each year they try to find something for their members to do, a special activity or an interesting place to visit, so this could be a place for them to aim for as a focal point; the region is nice and we are also on the road to Stuttgart for many of the French owners, so they can go and visit the Museum and stop here en-route. And, just two days ago, we already had a request from a club in Switzerland, and two weeks ago we received a club from Champagne, even though we were not officially open.'

Porsche takes a mellow view of operations like Selection RS. 'We are still a small company, but there is no equivalent in the marketplace, and even Porsche doesn't have the same space with so many items on display and available to order on-line. Only the Museum shop at Zuffenhausen, which is

Predictably, models are hugely popular. Selection RS stock a huge range, with some rarities included



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Above: Porsches at Le Mans! Right: Books, books, books. Has any marque been written about more than Porsche?

very nice and very spacious, but they have less items. So, there is nothing to compare with us, and it is good that we have a very good relationship with Porsche.'

At the rear of the building is the stores, whose shelves are piled high with the same objects as you see in the showroom, plus the dispatch bay. For the opening ceremony, the red carpet passes an enclave for classic models, while the rest of us – the majority, it has to be said, of water-cooled Porsches in attendance – are kettled in a larger parking lot. Amongst the classics is an orange 912, Bertrand's own car that he managed to finish restoring just in time for his grand opening. 'I found it on eBay, nine years ago in London, and a friend checked it for me and said it looked OK, and so I bought it for £7000, which was a good price then. There were some parts missing but the guy found them, and it was

running, so I drove it to the ferry at Dover. But arriving in Calais, a friend came with a trailer to pick it up because I didn't feel confident about crossing the whole of France with it. The original colour was Bahama Yellow, and when I bought it, it was red, but my favourite colour is tangerine, so

the opening, and here we are.'

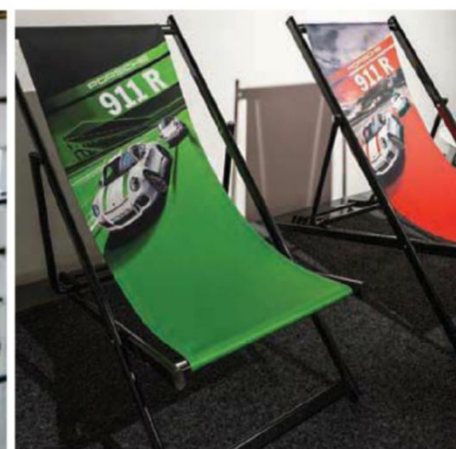
Would you let your best friend loose in this toyshop? Would you even trust yourself? There are so many temptations – and my colleague and I are abstemious only because there's no room for trinkets and fripperies in our Cayman. Best of luck

“ We are abstemious, but only because there's no room in our Cayman ”

More models and some great racing liveries. Right: Expect to see plenty of these Porsche deckchairs at Le Mans next year! A Gulf liveried table lamp. Well, we've all wanted one of those!

I decided I will make it tangerine. So, a friend and I dismantled the car and another friend painted it, but after it was finished I left it in my garage and didn't touch it, so it was painted and almost finished, and then two weeks ago I said let's make it ready for

and well done to Bertrand, then, because he is indulging himself in what I might have perceived as a project for myself – running a model shop, that is – and with the benefit of on-line shopping as mainline back-up, he's making a serious go of it. **PW**








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## YOU WRITE, WE READ

# LETTERS

Got something to say? Need to express an opinion on the Porsche world? E-mail us on [porscheworld@chpltd.com](mailto:porscheworld@chpltd.com)

### DEAR JOHNNY...

I'm thoroughly enjoying reading about Johnny Tipler's transformation of his Boxster, particularly as I undertook an upgrade to a near identical car last year. Slightly older and blue, rather than silver, but a completely straight 986 3.2 S and also with 45,000-miles.

What a colleague cruelly described as the 'Legally Blonde car' (I had to look it up on Google as well!) was given some attitude by going down the same route as Johnny. Slight pang of guilt in pulling a perfect car apart, at least until a taxi backed into it at traffic lights, but then everything changed. Bigger dark grey wheels? Of course. New set of sticky tyres? Yep. Lowered suspension? Absolutely. Sports exhaust? You've got to, for the noise and the extra power. So far, so similar to Johnny.

Knowing Johnny's penchant for changing bumpers and adding spoilers, he shouldn't be disappointed to hear that what followed was a reproduction GT3 front end with splitter and a meaty spoiler at the back. Engine was left alone apart from a service and an ECU tweak. Do you really need that 997 3.8 Johnny? A short-shift and lightened flywheel is worth the effort.

And there's more. I threw in some safety equipment, threw out some weight, added some vinyl wrap and stickers and the metamorphosis was complete. From 'Legally Blonde,' to what is known in the Toyo Tires Porsche Championship as a 'Full Fat' Class A Boxster race car.

We'd love to welcome Johnny along to experience what can be achieved with a 986 Boxster and then maintained and tweaked thanks to the genuine camaraderie of everyone involved. Our website is kept updated at [porscherracingdrivers.co.uk](http://porscherracingdrivers.co.uk)

and our race weekend Saturday night BBQs are highly recommended  
**Phil Churchill**

**Steve Bennett replies:** Phil, as long as you don't start taking fashion tips from Johnny, you'll be fine. 'Legally blonde?' Yes, we had to look that one up, too, but I'm not going to embark on an explanation here! Good luck with the racing...



What happens when the mods get out of control. Also known as 'going racing.'

### PORSCHE AND LE MANS

I gave up reading the F1 obsessed motorsport press some time ago, so it was only through *911&PW* that I learnt that Porsche was pulling out of the World Endurance Championship in favour of Formula E. My reaction? Indifference I guess. Well, certainly indifference to the WEC decision, but as for Formula E...

Sports cars first. I can't be the only person that failed to get excited about the LMP1 919 or indeed its Audi and Toyota rivals. And I can't be the only one who could barely tell them all apart with their broadly similar liveries. Racing cars should excite and inspire, but the high tech marvels did very little for me, and if a race car fails to inspire fans, then really what is the point. But, of course, the point, as eloquently put in your pages, is marketing. Porsche wanted to push its hybrid technology in its traditional sports car arena. We should have been excited at the return of Porsche to the top tier of sports car racing, but it was all just too contrived, cynical even.

I don't blame them for pulling out of the WEC. With Audi gone and only Toyota to race against what's the point, and anyway, three Le Man victories on the bounce is mission accomplished. But Formula E? I mean c'mon, talk about jumping on the marketing bandwagon. Yes, it fits in with the electro future of the company, but where's the excitement and the passion? And which bland plug in drivers are they going to install? Actually, does it really matter. A Duracell bunny would do.

But wait, I gather (thanks again *911&PW*) there might be some light at the end of the tunnel with an F1 return in 2020. Really? Well perhaps Porsche could have some input into shaping the rules for the new F1 engine regs. After all they've made some crackers in their time. I recommend something with twelve cylinders, perhaps horizontally opposed and extremely noisy. Nah, that will never catch on!  
**James Travis, via email**

### DELUDED MODIFIERS

The postman has just delivered the latest *911&PW* (Nov 2017). I usually save it for when I get home from work, but sometimes take it with me. Sometimes I take it with me in my Porsche no less, as long as it's not peeing down, or there's salt on the road. Yes, I'm a bit precious.

Really, though, the reason for this missive is to enquire as to whether you might be interested in featuring my early Cayman 2.7. It is, I believe, quite rare. Well, quite rare compared to most Porsches in the pages of *911&PW*. Why? Because it's standard. Amazing I know, but your constant fiddling has quite put me off the whole modding game.

Maybe I'm just not brave enough, but I fail to see the benefits.

OK, the two 993s that graced the front cover were frankly gorgeous, but then a set of Fuchs or Speedline split rims tend to have that effect, but that's where I would have to draw the line. To then get the right stance to complement the wheels takes the cars out of their suspension comfort zone, which seems to have been proved time and again by you lot in the back of the magazine.

Still, I applaud you all for your constant efforts, and it gives me something to smile about every month. And seriously, if you've forgotten how good a standard Porsche can be, I'm happy to lend you all mine.

**Peter Cooper, via email**





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911&PW WRITERS ON MATTERS PORSCHE OR OTHERWISE

# THE USUAL SUSPECTS



DAN TRENT  
911&PW's man on the ground

New boy, Dan Trent, is conflicted about backdating and enjoys a 'ringside seat watching the next-gen 911 testing at the Nordschleife

## SINGER? IT'S JUST A 'NICE OLD CAR'

Last month you'll have seen me at the wheel of the rather lovely 'Dorset commission', a 964 sent by its UK-based owner to Singer Vehicle Design for one of its rather extravagant restorations. The resulting car is, by any stretch, a spectacular piece of work and the chance to spend a few days with it an utter privilege. What struck me most of all was the warmth of the reception wherever I went, both from Porsche nuts who recognised the Singer name and also civilians who just saw a 'nice old car'. Which makes a refreshing change.

You'll know what I mean, the 'flash git' stigma you encounter at the wheel of a modern sports car one of the less pleasant aspects of driving a newer Porsche. It's not as bad as you get in a Ferrari or something properly attention seeking but there's still a sizeable chunk of fellow road users ready to shut the door on you in traffic, ready to race

you to prove some unfathomable point or just make the predictable mid-life crisis jokes should your choice of car crop up in conversation.

You get none of that in a Singer-restored 911, despite the fact it costs considerably more than anything you could buy in a Porsche dealership. Up to and including that 'delivery miles' 911 R you didn't get on the list for and someone else is making a killing on.

Thanks to shifting exchange rates and the increasing values of suitable project 964s the total loss value for the Dorset commission is nearly three quarters of a million – way more than your entry to the world of Ferrari, Lamborghini or McLaren ownership and all that comes with it. Whether people realise it's worth THAT much or not they know they're looking at something special and yet there's none of the green-tinged envy. The owner also has a

Carrera GT in his collection and while I'm sure that gets more cameraphones and stares I'd wager it's probably a more stressful experience for that reason. No wonder his baby-blue retro-look 911 is the car he keeps close and uses the most.

'Old' cars have that effect on people, though. I remember driving through central London in a Ferrari 458 and being shocked at how aggressive and unpleasant some of the attention was. Contrast that with the choruses of 'nice car!' that followed my top down progress through the West End in a Mercedes Pagoda SL one time, the sense of being carried on a wave of positivity making an already pleasant experience even more enjoyable.

There lies the motivation to backdate. Should we be chopping up old 911s to look like older ones to achieve it though? Onto my next train of thought...



Subtle colour and old school looks are a disarming factor in non car folk's attitude to the Singer and classic cars in general



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



STEVE BENNETT



JEREMY LAIRD



PAUL DAVIES



KEITH SEUME



CHRIS HORTON



JOHNNY TIPLER



BRETT FRASER

## TO BACKDATE OR NOT BACKDATE

As an object a Singer-restored 911 is unquestionably a gorgeous thing. And just as brilliant to drive as the looks would suggest. Had I the money would I put it into backdating a 964 though?

I'm conflicted. Every generation of Porsche 911 has its own identity, context and appeal inextricably tied to the era in which it was built. They're not perfect – far from it in some cases – but to my mind that's what makes them interesting. The quest to reimagine the 'perfect' 911 is at the heart of Singer's restoration work. And the result is arguably as close to that as anyone has yet managed. But is that something we should be aiming for?

If there's a problem it's not with Singer's vision but with anyone else attempting the same thing. The benchmark has now been set and unless you're putting half a million in there's a danger it looks like a second-rate pastiche, either of Singer's work or the historic 911s such backdates seek to celebrate.

In defence, both the Dorset commission and a rather lovely Autofarm 911SC backdate I once drove were based on cars deserving

a second chance. The former was a worn-out, unfashionable 964 Carrera Tiptronic, the latter a heavily crashed SC. Neither a tragic loss to the pool of 'good' original cars, you could argue. And maybe I should stop being hung up on originality and adopt a more Californian approach to customisation, Stateside owners less precious about exploiting the amazing interchangeability of parts to mix and match between the various generations of air-cooled 911.

My money no object build? I'd be happy with a car that looked true to its period but with Singer style attention to the details. Meaning a similarly fastidious – and expensive – approach to 'blueprinting' everything from the engine and suspension to the pedal box and switchgear.

Quality dampers. Perfectly set-up brakes. All squeaks and rattles dealt with. Made to drive as it should but look as it did. The same would apply whether I was starting with an impact bumper 2.7, an SC, a 3.2 or a 964 Carrera. Saying that, if I was starting with a Tiptronic the temptation to go full backdate might yet get the better of me!



Dan's ideal Porsche build? A car that looks like the original, but concealing optimised and uprated running gear and better than factory build quality

## BACK TO THE FUTURE

Enough navel gazing over the morals of making old Porsches look like older ones – I've also enjoyed the next generation of Stuttgart product being put through their paces on the Nürburgring. I was there on another job and had some time to kill, an unseasonably clear autumnal day seized by everyone in the Industry Pool as the last chance to grab some testing laps before winter. And Porsche was there in force, a convoy of camo-clad prototypes rolling into Nürburg just as I left my hotel to set up trackside and enjoy the show.

If you've never watched the Industry Pool sessions it's a fascinating way to spend a couple of hours. And underlines just how important Nürburgring testing is for everyone from Hyundai to Lamborghini. And how goddamn hard those guys drive, hour after hour after hour.

Of the Porsche contingent I was struck by a 718 Cayman that was noticeably more rapid than the others circulating. Two days after I got back came the press release about the new 365ps/360bhp GTS model, closer examination of the pictures revealing that was what I'd seen. Say what you like about the four-cylinder cars, it looked seriously fast and composed. Also of interest were the 991 Turbo and next-generation 911 test mule. On approach they're hard to tell apart but the full-width deployable rear wing of the new car is the

giveaway. This alone will be the most obvious visual difference; what lies beneath will be revealed in due course but safe to say if there are electric motors there's also a proper flat-six, too!

Interesting too there was a GT2 RS in attendance, with little seemingly to prove after 'that' lap. Why was it there? I'll work on the basis it was keeping tabs on the Lamborghini Huracan Performante also present and ready to step up should the

Italians go for a cheeky lap time. Neither was especially going for it, leaving the sight and sound of an Ultraviolet GT3 RS with Manthey Racing stickers the most stirring Porsche-themed sight. Whatever it was up to the driver was clearly pushing hard and having a lot of fun in the process, the searing howl of a high-revving, naturally aspirated flat-six audible through the trees some time before the car appeared and a blessed contrast to the flat-sounding turbos.



New Cayman GTS looked seriously fast and composed around the the Nürburgring during an Industry Pool day



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# THE CANNONBALL 911

Back in the days when driving was an adventure, Bill Warner entered his then near new 911T in the legendary Cannonball road race, which crossed America. Fast forward 46-years and he still has the very same 911 and the vivid memories of racing sea-to-shining sea

Words: Matt Stone Photography: Bill Warner/*Car and Driver*

**Y**ou may recognise Bill Warner as the Founder and Chairman of the Amelia Island Concours d'Elegance, held each March on that charming resort island in Florida. This is true, but M. Warner is a man of so many more facets and dimensions: he's a husband, father and grandfather. A Jacksonville area businessman. A charitable philanthropist. Military veteran and reservist. An accomplished sports car racer of considerable talent, and an enthusiastic car collector. Noted motorsport photographer and author. At a recent concours dinner, he was introduced as "enthusiastic," "benevolent," "genuine," and "magnanimous," true descriptors all.

And in November of 1971 he did what every clear-thinking, married, father of one with a pregnant wife travelling salesman would do – cashed in his chips and bought a brand new Porsche 911 – for \$7900. "Like everyone else, I really

wanted a 911S" Warner wistfully recalls, "but an S was nine grand, and who could afford that?" So he "settled" for a modestly yet meaningfully equipped carbed, 140bhp '71 911T coupe. The white over hound's-tooth and black coupe came with chrome steel 912 style wheels and hubcaps, plus air conditioning, and that was about it. Warner justified this purchase for his growing family thusly: "I figured I'd do most of the driving, wife Jane would sit in the passenger seat, my son would fit in the back, and the new baby and babyseat would also be fine in the back." Great plan – until they learned that Mrs. Warner was carrying twins. Bill got to keep his "sports car toy" and Jane had a new Buick stationwagon within a few weeks.

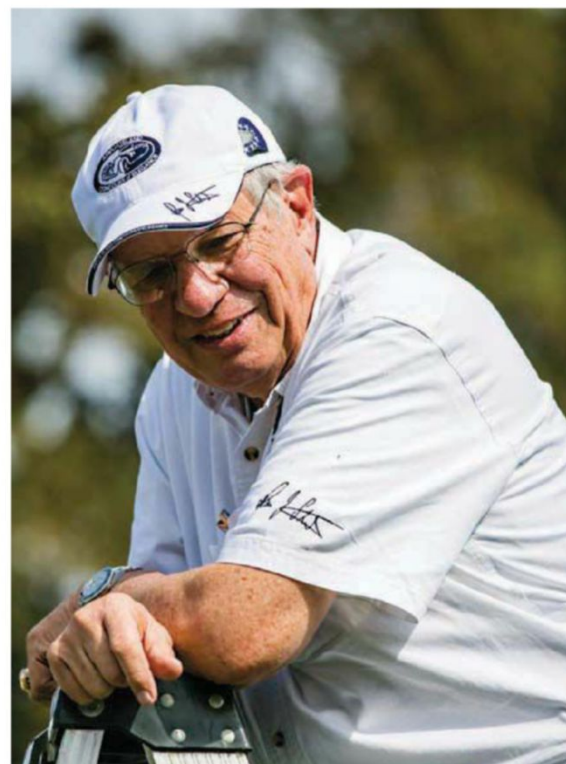
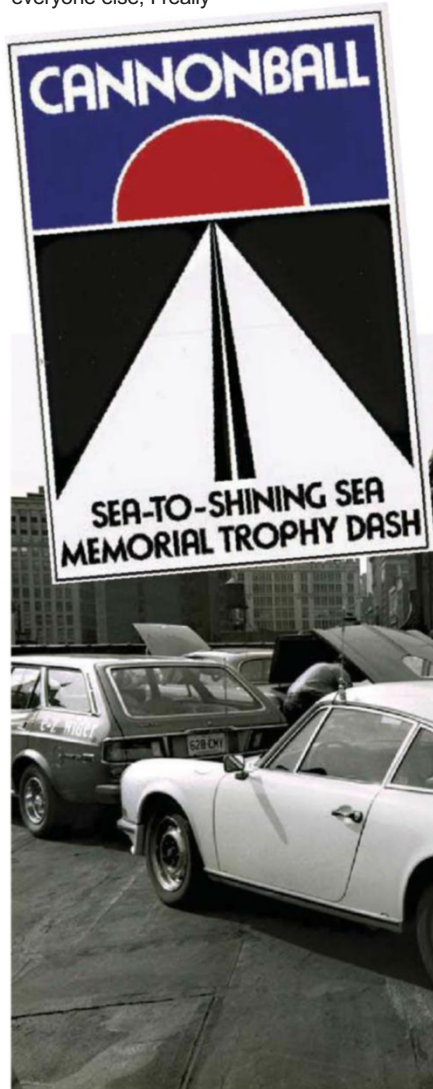
The 911 was intended as Warner's every day driver, which it was for several years. He travelled extensively around the South as a salesman, in the water system and filtration business, putting about 30,000 miles a year on the car in the first three years he owned it. He kept it mostly original, but ultimately elected to build a larger, supposedly hotter engine for it: the original 2.2 was replaced with a built up 2.7.

Being a sports car and racing enthusiast and photographer, living and working in and around Jacksonville, Florida, home to places like Brumos Porsche (and Racing) and guys like Hurley Haywood and Peter Gregg who became his friends, Warner found himself in the middle of the racing scene in the mid-1970s; not far from either the Daytona or

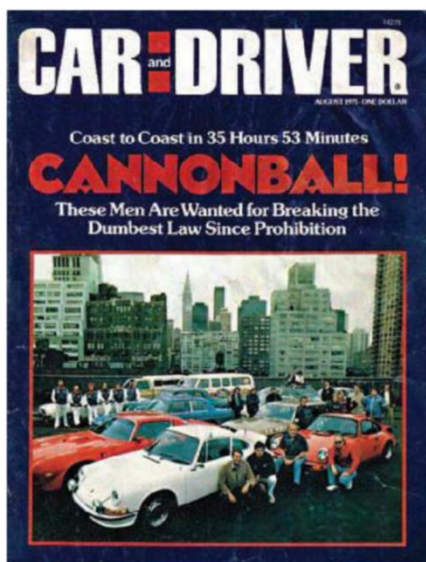
Sebring raceways. He went go karting one night with Haywood, Gregg and *Car and Driver* magazine Editor Brock Yates, one of the founding fathers of the (even by then) legendary Cannonball Baker Sea-to-Shining-Sea Memorial Trophy Dash underground unofficial cross country race; Yates and Dan Gurney, aboard a Ferrari 365/GTB-4 Daytona, won the first Cannonball in 1972. The event was contested again in the fall of 1973, this time with Yates in his own modified Dodge Challenger, finished second. And during the Warner/Gregg/Haywood/Yates karting grand prix session, Yates announced that he intended to run another Cannonball.

The rules were relatively straightforward in concept if not always execution: get yourself, your companions and your vehicle of choice from the famous Red Ball Garage in Manhattan, New York City, to the Portofino Inn hotel in Redondo Beach, California, as quickly as you can, by any route you choose. Vehicle choice was absolutely open, and over time has run the gamut from MGBs to surfer style vans (packing jury rigged massive fuel tanks) and motorhomes, to Cadillac limos to Ferraris. The magic number to accomplish all this seemed to be 36 hours, a time that was ultimately met and beaten often. The other unwritten rule was not to injure or kill yourself or anyone else along the trail. What measures needed to avoid America's Highway Patrol officers was up to each team. Most teams left the Red Ball in the middle of the night to avoid NYC's choking commuter traffic, with the

Below left: Bill Warner (left) and Tom Nehl on the roof of the Red Ball Garage in New York the day before the start of the 1975 Cannonball. Below: Bill Warner today







Left: Front cover of Aug 1975 *Car and Driver* with Bill's 911 up front and with Bill and Tom Nehl crouching left to right. Right: At the finish, Portofino Inn, Redondo Beach, California



intent to arrive mid-afternoon in SoCal a day and a half later with the same goal in mind. Rather than a barrage of screaming cars all blasting into Manhattan at the same time, the vehicles pulsed out at staggered intervals, and the team that made it across America in the least total elapsed time was the winner.

As the events were run in mid-November, some careful route planning was required in order to avoid snowy weather, rain and other conditionally mandated road closures. Google in those days consisted of a paper folding map of the US Highway system, a yellow marker and a flashlight. Drivers would usually alternate every few hours so the other could attempt to catch a little sleep. Fuel and pit stops needed to be quick and efficient. Shopping bags full of peanut butter sandwiches, candy bars, Vitamin C tablets and Thermoses filled with coffee stood for provisions. No internet and no cellphones – although Citizen's Band (CB) radios, and police scanners were common. Over time, there were all female teams, semi-ringer ProAm teams consisting of varying numbers of enthusiast participants and heavy hitter racers (kinda like, oh, Dan Gurney and the late Tony Adamowicz). Over time, fast cars have proven successful, but even more so are teams that run smart, "fast steady" speeds, avoid the law and mechanical breakdowns, and get better than awful fuel mileage.

Warner, being a racer himself and a general lover of travel and adventure, thought this all sounded like fun, and Yates opened the door. Bill had never been to California, and thought this a novel way to get there, so he steeled himself to enter the third, 1974 running of the Cannonball.

What to drive: the answer was as obvious and close as his driveway, his trusty 911 of course. Warner picked up a 31 gallon plastic "endurance" spec fuel tank (from the George Stone/George Drolsom Carrera racer) for the trunk of his 911 – figuring this would up his highway fuel range to as much as 600-miles per tank. He added a Carrera style rear ducktail, and a Porsche Motorsport front spoiler, plus a set of ancillary driving lights. A lot of thought went into wheel and tyre selection. Bill ultimately deciding to stick with his stock steelies and relatively narrow tyres; for in the Cannonball high speed cornering prowess isn't a high priority, but straight-line smoothness, a lower aero profile, and less drag contributed to an easier drive and

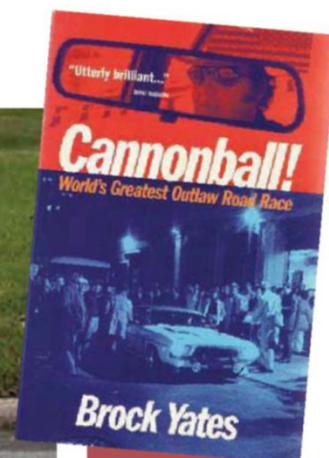
“ What to drive? The answer was obvious: His trusty 911 ”



Above middle: Bill greeting Hans Stuck at Amelia Island Concours, the event for which Warner is both Founder and Chairman. Right: The 911T today sitting behind the Brock Yates/Dan Gurney Cannonball Daytona







maximised fuel economy. They bolted in a CB radio, and a "Fuzzbuster" radar detector, which likely detected more airports than Highway Patrol cruisers. The car also ran a quad tipped sport exhaust at the time. An oil change and a full tank of fuel, and he declared the car ready.

His driving partner was to be Tom Nehl, also an experienced racer and IMSA veteran; Warner was initially thrilled at this pairing, until Nehl told Bill he'd need to drive all the night time stints, since he, Nehl, had terrible night vision, and couldn't drive fast at night. What

scintillating given Yates and Gurney's run in their screaming Daytona, which often topped 150mph and occasionally pushed 170.

Team White Porsche's strategy was to let the faster cars run the rabbit position, hopefully attracting most of the law enforcement attention, and mechanical setbacks. Although when conditions allowed, they did crank up the heat to 100–130mph in order to make some time, but 85mph was the most consistent average. Warner recalls the 911 running smooth and trouble free the entire way, often exceeding 500-miles per

interior is absolutely factory original. Bill chuckles at the notion of the rectangular outside rear view mirror, in that it's regularly postulated that "71 911s have round mirrors, and only for '72 did they get the rectangular piece." His car was produced in September of 1971, so it's not a stretch to imagine that by then, '72 spec pieces had begun arriving on the production line.

After 46 years of ownership and around 130,000-miles, the car was more than due a refresh, which it got in early 2017. So the previous 2.7 came out in favour of a carefully built and prepared 2.5 running "big heads and 46mm Webers plus a stock, single exhaust system." Warner notes that the new engine is good for 180–200 horsepower, and that it's a lot stronger than was the previous 2.7 or the original 2.2. The new 2.5-litre motor with S cams and 46mm Webers was built by David Glenn of Flagler Beach, Florida. The aforementioned S/T wheels came off one of the late Peter Gregg's cars. This refresh also included new front and rear anti-roll bars, plus a longer 5th gear to help keep the noise and revs down for highway cruising. Its break-in cruise included a road trip, still with no longer pregnant wife Jane but no babyseats aboard, around New York, Connecticut and Pennsylvania. Warner says it's the car he'll never sell, and that it's already earmarked for his son to assume ownership duties when that time comes.

Brock Yates – magazine writer, book author, movie producer (of the Burt Reynolds Cannonball film), and SCCA TransAm competitor – the original Cannonballer himself, nicknamed The Assassin due to his direct, to the point and often acerbic writing style, passed away on October 5, 2016. **PW**

## FURTHER READING

For more on the antics of the Cannonballers look no further than founder, Brock Yates', excellent book documenting the whole mad affair, including a first hand account from Bill Warner himself of his 1975 Porsche run. Yates famously competed in the the first 1971 Cannonball in a Ferrari Daytona, with Dan Gurney. His final 1975 run was in a souped up GMC ambulance complete with bogus patient. And yes, they did get that past a curious policeman. Different times and not to be confused with the modern day wannabe events.

Bill's 911T was refreshed in early 2017, after 46-years of ownership and 130,000-miles

“Bill's strategy was to let the faster cars run the rabbit position”

could possibly go wrong?

Warner and Nehl elected to take a Southern route rather than the more northerly route many of the Cannonballers chose, hearing that the Highway Patrol in the northern mid-western states were alerted about the race, and was "waiting for them." The full results of Cannonball III are well chronicled in the August 1975 issue of *Car and Driver* magazine, and also in Yates' excellent 2003 book about the whole grand affair, entitled simply *Cannonball!* So we won't recount the entire sordid affair here, but the little white Porsche finished in 14th place, completing the entire near 3000 mile romp in 41 hours, 35 minutes averaging 69.9 miles per hour (including time down for fuel and pitstops). That speed might not sound

tank of fuel. He also said that "we underestimated the difficulty of the Cannonball." Their smooth, relatively modest pace wasn't met with the arrest rate they'd projected for some of the faster runners, hence the lower mid-pack finish. The last place car finished 18th. The overall winner was a Ferrari 246 Dino that set a new event record of 35 hours, 53 minutes averaging 81.0 mph.

Sans the driving lights, and the more recent swap to the set of Fuchs S/T wheels now on the car, Warner's 911 appears much as it did for its Cannonball run. The Brumos built 2.7 lasted and ran well for 30 years, the hound's-tooth seat inserts have been replaced once, and the car's had one repaint in its original colour. Save those seat inserts, the



Left: The interior remains largely the same although the seats have been long retrimmed. The engine has been rebuilt, with the old 2.7-litre unit making way for a more powerful 2.5 with between 180bhp–200bhp



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Basalt black with black leather  
25,000 miles.....**£33,000**



**911 (997) "2S" 3.8 (05 - 2005)**  
Silver with black leather  
34,000 miles.....**£32,000**



**911 (997) "2S" 3.8 (06 - 2006)**  
GT Silver with black leather  
66,000 miles.....**£30,000**



**911 (997) "2S" 3.8 (06 - 2006)**  
Basalt black with black leather  
67,000 miles.....**£29,000**



**911 (997) "2S" 3.8 tip (55 - 2005)**  
Silver with black leather  
50,000 miles.....**£28,000**



**Cayman "S" 3.4 pdk (13 - 2013)**  
Agate grey with black leather  
37,000 miles.....**£40,000**



**Cayenne "GTS" 4.8 tip (59 - 2009)**  
Lava grey with black leather  
53,000 miles.....**£27,000**



**Cayenne "GTS" 4.8 tip (09 - 2009)**  
Carmen red with grey leather  
36,000 miles.....**£26,000**



**Cayenne "GTS" 4.8 tip (59 - 2009)**  
Basalt black with black leather  
60,000 miles.....**£25,000**



**Cayenne "GTS" 4.8 tip (58 - 2008)**  
Basalt black with black leather  
61,000 miles.....**£24,000**



**Cayenne 3.0 diesel tip (62 - 2012)**  
Meteor grey with black leather  
54,000 miles.....**£30,000**



**Panamera 3.0 diesel tip (12 - 2012)**  
Basalt black with black leather  
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**PORSCHE WANTED (2003 TO 2014)**



# BLOWN AWAY

Words: Johnny Tipler  
Photography: Antony Fraser

It's 40 years since the first Ruf turbo hit the highway, and we reprise the experience, back to back with a 30-year-old Ruf turbo R. Plus: we take part in a Ruf trackday, and Alois Ruf tells us about the concepts behind his latest Yellowbird



**T**he Swabian blacktop leading away from Pfaffenhausen is smooth, straight and, before long, sufficiently hilly to throw in some nicely cambered corners; it's our happy hunting ground when we try out Ruf's amazing supercars, and our annual pilgrimage in late September is no exception.

This time, Alois has generously presented us with the original Ruf turbo

3.3 Coupé from 1977, the car that kick-started the entire Ruf oeuvre. Our turbo-titan friend had taken over the family garage business in 1974, and immediately began to indulge his predilection for forced-induction 911s. Not only did Ruf up the performance levels considerably, he massaged the bodywork in a distinctive manner, too – and this, don't forget, was a full ten years before the Yellowbird CTR-1 cemented his

reputation as a giant slayer.

Visually, the turbo 3.3 has an understated Ruf front bumper, spoiler and air-dam panel with a huge oil cooler in the centre, flanked by twin vents and topped with headlight washers, contriving to emulate more the 3.0 Carrera RS than contemporary impact-bumper 930 styling. The rear is distinguished by a large whale-tail of IROC proportions, incorporating an oil cooler inside it, while





the rear bumper panel is less prominent than the regular factory Turbo, with no over-riders and minimal number-plate lights. It's fitted with Fuchs wheels and Michelin Pilot SX tyres on the front and back, 205/ 55 ZR16s and 225/50 ZR16s. The gorgeous Oak Green Metallic coachwork is complemented by the cabin upholstery, consisting of green leather with a blue, turquoise and mint checked tartan in the centre of the seats and seat backs.

Engine capacity rose from 3.0 to 3243cc by means of 98.9mm pistons and barrels, increasing power from 260bhp to 303bhp, without the benefit of an intercooler. The transmission features the Ruf 5-speed gearbox, a decade before the 930 received 5-speeds. The suspension was adjusted to match the car's new higher performance potential, with lowered torsion bars and Bilstein gas-dampers, and back in the day, a customer could

specify the kind of ride he preferred and the car would be set up accordingly. The 3.3 turbo tips the scales at 1250kg, a saving of 200kg over the standard 930.

I put it to Alois that, back in '77 with the turbo 3.3 he was way ahead of the game, as far as what Porsche themselves were doing with the 930: 'I felt on my first test drive of the 3.0 Turbo that the 4-speed was not a good solution; for me it was missing a gear, and, if it did have an extra





gear, the car would be a lot more driveable, especially with the power delivery of that engine, and this is why I built the first RUF turbo as a 5-speed. And that 5-speed is based on a 915 gearbox, the same as the 915 gearbox that Porsche used in Le Mans which had a stronger ring and pinion, and this is the gearbox that we used for this prototype. Then after that we started the development of the RUF 5-speed that was based on the original 930 gearbox which had all the stronger gears. The 930 gearbox was a derivative of the 917 gearbox, which was capable of transmitting 1200bhp of turbocharged power, and that had much wider and thicker gears, and that was the base gearbox for the 930, and then we put on an extra gear and this is how we came to the dog-leg 1st. We knew that if we went opposite reverse gear we'd have an extra space that is not used, so we have that shifting pattern. The dog-leg idea came from Le Mans, because they needed a take-off gear and that was the dog leg gear.

I personally find the shifting pattern of the dog-leg 5-speed much more pleasant than the later 915 gearbox. For example, if you change up to 5th in the 915, or any other modern 5-speed where the notch is to the upper right, you have to do it at very high speed, and you have only one hand on the steering wheel and then you look for the

parts supply was slow. 'We never made enough,' he says; 'initially, the price of the gearbox was about 10,000 DM, and I thought nobody would be so crazy as to buy that gearbox, because if you ordered a new car you had an option to have it as a 5-speed, which would cost you 5 to 600 DM for an extra gear, whereas in our case you

Ruf turbo R is based on the 993 Turbo and gets a useful power increase to 490bhp. Below: Original road test from Germany's *Auto Motor und Sport* magazine showing typically lurid tyre smoking antics

“ I felt that in the 3.0 Turbo, the four-speed was not a good solution ”

gear; but with the old dog-leg gearbox, when you were going from 4th to 5th, you just pulled the lever down and you were not searching for a gear.' Numbers made of the turbo 3.3 were small, partly because Alois was at first conservative in his expectations of customer interest, and also because

had to replace the gearbox and that was 10,000 DM as an exchange, so I thought nobody will really order that, but after the press reported that it was a completely different car there was a big demand. But the problem was the wait for the parts; no matter whether you ordered 10 or 100, it





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- Tupac Shakur



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was 18 months until I got the pieces.'

Our second contender for the Ruf badge of honour is the turbo R (note lower-case t). To be clear(ish) about the nomenclature, the 993 generation of Ruf was the 'turbo R' and the 996 generation was the 'R turbo'. The turbo R was based on a wide-body 993 Turbo, contemporary with the CTR2 and CTR Sport, which were more expressive at that time. According to PR man Marc-Andre Pfeifer, 'Ruf sought to build a car that was technically two or three steps ahead of the regular 993 Turbo, without it being too noticeable from the outside. Some major

parts were changed, like the front and rear bumpers, and we always had special wheels, suspension and brakes, but mostly technically focussed. Then of course the cognoscenti see that the rain gutters are missing, so the turbo R is the perfect enthusiast's car because you can enjoy the driving without everybody noticing what it really is. People who know a bit about the 993 Turbo series see something is different but they don't really know what it is, and in the interior it's the same thing, with subtle changes like the Ruf mats and Ruf pedals and Ruf steering wheel. The leather is

special, and the whole interior was made to lightweight spec with a special pair of seats, and it was completely individualised to whatever the customer wished to have. The turbo R is lighter, because we keep the interior and the equipment more minimalist, but the car feels good with the extra horsepower and the extra performance. As an option for somebody who wanted to be a little wilder than the standard 993 Turbo but not as crazy as the CTR2, this was in between – a wolf in sheep's clothing.'

Powerplant is a twin-turbo 3.6 flat-six. 'The 993 Turbo S came out at the same

The turbo R is poise and perfection on the road although we didn't check out the claimed 204mph top-speed

Styling cues are relatively subtle, with Ruf styled front apron and cooling ducts at the rear







Where it all started. Ruf enlarged the 930 turbo engine to 3.3-litres a couple of years before Porsche got round to it and developed a five-speed gearbox, based on the 915 'box

Got to love that interior combo and the wonderfully '70s check cloth inserts. Right: This early car pre-dates Ruf's own five-spoke wheel design, so Fuchs it is

time, with 450bhp, causing 993 Turbo owners to look for possibilities to upgrade without spending another 200,000 German marks, and the Ruf turbo R looks less intimidating than a 993 Turbo S, but with 490bhp it performs better.' Both our test cars are non-sunroof versions: 'normally you can say 85- to 90-per cent of Ruf cars were made without a sunroof, especially the newer models; they go 330 to 340kph on the autobahn, and due to cabin pressure and wind turbulence not many people want to have a sunroof anymore.' Nothing so self-indulgent as a sunroof for us, then!

The Swabian blacktop is calling. We're generally untroubled by traffic and we give best to mega farm machinery. I start off with the silver turbo R, and it's the sensation of the immediacy of its performance that's most striking; that get-up-and-go, and it's alive in every sense, from the feel through

the steering wheel – perhaps surprising given the all-wheel drive chassis – the feedback from the ride via the firmer dampers, the response to the throttle, and the very fast acceleration it provides. The book says it can go from 0 to 62mph

shifting into the slots between 2nd and 3rd. The steering is perfect around the bends, and engenders a feeling of confidence in the planted poise – as you'd expect from a finely hand-crafted car that's clocked a scant 28,750km mileage.

“It's beautifully finished inside, with wonderful matt green leather”

(100kph) in 3.6 seconds and to 124mph (200kph) in 11.8 seconds with a top speed of 204mph, and I wouldn't question that. The brakes are firm, but they require quite hard pressure, and the gearbox is a six-speed G50, requiring some deftness when

My co-driver is Alois's son, Marcel, and we switch cars, so I've gone back in time, handling the turbo 3.3 and its 5-speed 915 gearbox. It's beautifully finished inside, wonderful matt green leather, almost a camouflage colour that matches some of







the green in the tartan and the colour of it is simply gorgeous with its matching Fuchs wheels as well. It would have seemed very plush in the late '70s. The 3.3 turbo's acceleration is vivid, if you compare it with a

are spot-on, from pedal accessibility, the relationship of pedals to steering to gear shift is fabulous, and, like all subsequent Rufs, this is a car that was way ahead of its time. Although it's 40-years old, the 1977

the one aspect that makes the car feel a tad dated. I reflect that, with the 4-speed 930, you're relying on the guts of the turbo to do the business for you with the acceleration, whereas with a 5-speed 'box, clearly you have much more of a feeling of the vigour of the car via the turbo; it brings a new versatility to the driving experience, coupled with some delightful popping and banging from the 3.3 turbo on the over-run.

Snaps taken, we drive at no less a focussed pace back across the farmland roads to the Ruf enclave that dominates this Bavarian backwater. There's little similarity between our two charges, save that they're both hand-built with the same kind of attention to detail. I'm keener to find out from the man himself what's in store with the latest Yellowbird, the 2017 CTR.

Above left: 3.3-litres and 303bhp, compared to the standard car's 3-litres and 260bhp

Life begins at 40, they say. Ruf's original turbo has weathered well, although at the wheel JT is showing signs of advanced wear!

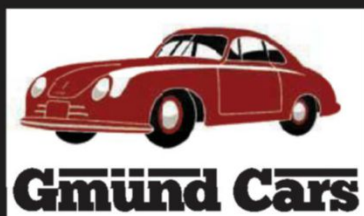
“ Like subsequent Rufs, this is a car that was way ahead of its time ”

930, and the response to the steering input is positive, the ride is just fabulous – you feel the tiny undulations in the road, but not in an adverse way; it's just communicating the ground it's covering. The ergonomics

car does have more personality than the turbo R, and of course it may not be as quick but there's obviously more of a period ambiance about it. Here, too, the brakes demand firm pressure, and that's perhaps







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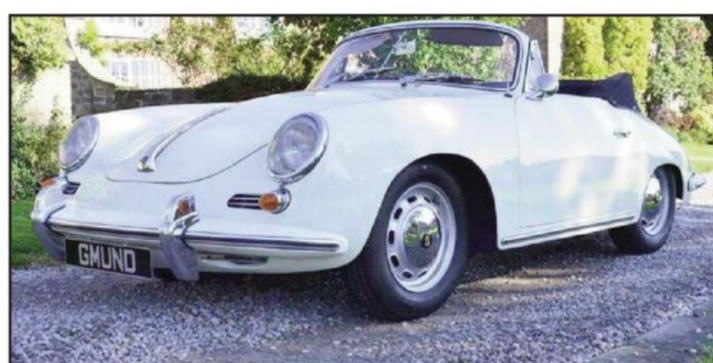
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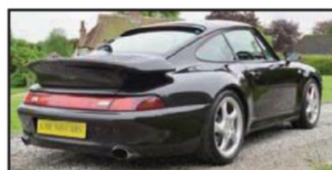
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# YELLOWBIRD



**S**o, 30 years ago, the Yellowbird CTR-1 consolidated Alois Ruf's reputation when it trounced the world's supercar fraternity in a track test at VW's Ehra-Lessien proving ground. And at this year's Geneva show Alois introduced the latest Yellowbird, the 2017 CTR.

It is just as innovative as the last two Ruf models we sampled last year, the so-called Ultimate with its carbon-fibre body/chassis, and the SCR that's basically a 997 GT3 RS clad in classicised 964-style bodywork. The latest CTR is nothing if not radical. The thinking was to recreate the whole Yellowbird philosophy in a modern way, based on a central monocoque with built-in roll cage and front and rear sub-frames carrying powertrain and suspension running gear, clad with carbon-fibre body panels.

The 2017 CTR Yellowbird takes pride of place in the showroom, while a second car (presently a promising mint green hue) is under construction in the workshop. It looks like nothing so much as a racing car in-build. We gaze at the spectacle on the hoist, its component parts plain to see, while Alois provides the guided tour. 'It's a very strong central monocoque. You see the crash structure in the front, a subframe made in lightweight steel; this is also where the supports are for the front axle and the wishbones. This is bolted onto the monocoque just like the rear subframe structure. This is all new, so it borrows

nothing from the existing 911s, apart from the silhouette; it's an entirely new car. The yellow car in the showroom is the same structure as we have here.'

It's a bit uncanny: you have the impression that you're looking at a classic 964-era 911, but beneath the skin lives the integral rollcage within the monocoque, which serves to stiffen the body structure. 'The chassis is a carbon monocoque with carbon skin, and the front and rear wings, doors and lids are in carbon-fibre. The rear

and also allows more room between the structure of the car and the wheel, so the unequal length double wishbones are unimpeded and we also have a very direct response to the longitudinally-mounted shock absorbers.

Longitudinal dampers also give you more space in the trunk.' On the yellow Geneva show car, the transverse dampers are visible through the rear window, though they won't be on display in production versions; 'too much dust and road noise in the cabin,'

*It's a 911, but not really as we know it. This is the Ruf CTR Yellowbird rebooted for the 21st Century*

“ Beneath the skin lives the integral rollcage with the monocoque ”

subframe serves to cradle the engine, and at the front we have three water radiators; the oil is cooled via a heat exchanger.' It has horizontal inboard springs and damper units, operated by pushrods – similar to the mid-engined CTR-3 – and you can also see the drop link pick-up points for the anti-roll bar. The engine is a water-cooled twin-turbo 3.6 flat-six.

'The horizontal spring and damper units have separate reservoirs to stop them getting too hot, operated by a pushrod arrangement from the front suspension, which keeps the un-sprung weight inboard

says Alois. We'd have them underneath a glass panel for novelty value.

How does Ruf comply with TÜV approval for a car like this; do they have to crash a car, for instance? 'Fortunately, we don't have to crash a car because we are a small volume manufacturer, so the virtual crash on the computer is sufficient, together with all the engineering work and the calculations, and that is expensive enough.' The 2017 CTR encapsulates the latest concepts in racecar design, rendered roadable, yet ostensibly it recalls an early '90s 911. 'Yes, and the main idea is to bring





The man himself. Alois Ruf talks us through the 2017 CTR concept

back the feeling of the original Yellowbird from 1987, which was the first car that didn't have rain gutters, so of course we have this feature in the 2017 car.' There's a pair of NACA ducts either side of the rear wings below the three-quarter windows – familiar from other Ruf's like the RCT, though more dynamically configured: 'these air intakes are a new feature,' Alois explains; 'they are for the combustion, for the engine to breathe, and this one is the air intake just for the intercoolers.' Slats in the rear bumper panel recall the Yellowbird, too.

Back in the showroom we contemplate the Yellowbird show car. Sure, it bares many typical Ruf retro-classic hallmarks, but like the extraordinary SCR, there's more to the 2017 CTR than meets the eye: look carefully at the door, and you see it's

about 30mm thicker than a regular 911. 'We sent this car to the gym and made it sportier, built some muscles, and the wings are wider than the 930; in fact, they are the same width as a 959, but it's not that obvious because we went with more body

we moved the headlamps 20mm further outwards than they would be on the 964. It's all more homogenous, and with this extra 20mm the front wings don't look so fat anymore.'

The wheelbase is 70mm longer than

“ Like the SCR, there's more to the 2017 CTR than meets the eye ”

CTR No2 in construction. Note central carbon-fibre tub with front and rear spaceframes attached

and more curves so it still looks subtle and it's also better for the aerodynamics, too. I was never particularly a fan of the wide-arched look; the whole side of the car has moved outwards. And you will notice that

the 993 – the same as a 997 wheelbase – achieved by moving the rear axle back by 50mm. 'So, we have 5cm more bodywork ahead of the rear wheelarch, and 5cm less behind the rear wheelarch, and 7cm behind







#### CONTACT

Thanks to Stena Line for the sumptuous North Sea crossing, Harwich to Hook-of-Holland, [stenaline.co.uk](http://stenaline.co.uk)

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Man and machine. You'd be pretty happy too! Below: Computer rendering shows just how radical the 2017 CTR is under the skin. Indeed it shares very little with a 911 or Porsche of any description at all, save for the 3.6-litre twin turbo flat-six, but even that will be extensively fettled by Ruf

the front wheelarch – and the eye doesn't catch it because the car has a longer door. Let's say the shape of the good old 911, the car that we love so much, just went into another evolution, but without becoming bulky like the 991s are today.'

The brawny 2017 CTR's biceps sport other details, too, like the flush door handles and oil filler in the right-hand rear wing. 'That was in the first CTR as well, and it still works for putting the oil in and checking the oil level. The headlamps are an entirely new design with LED technology, and so are the turn signals and

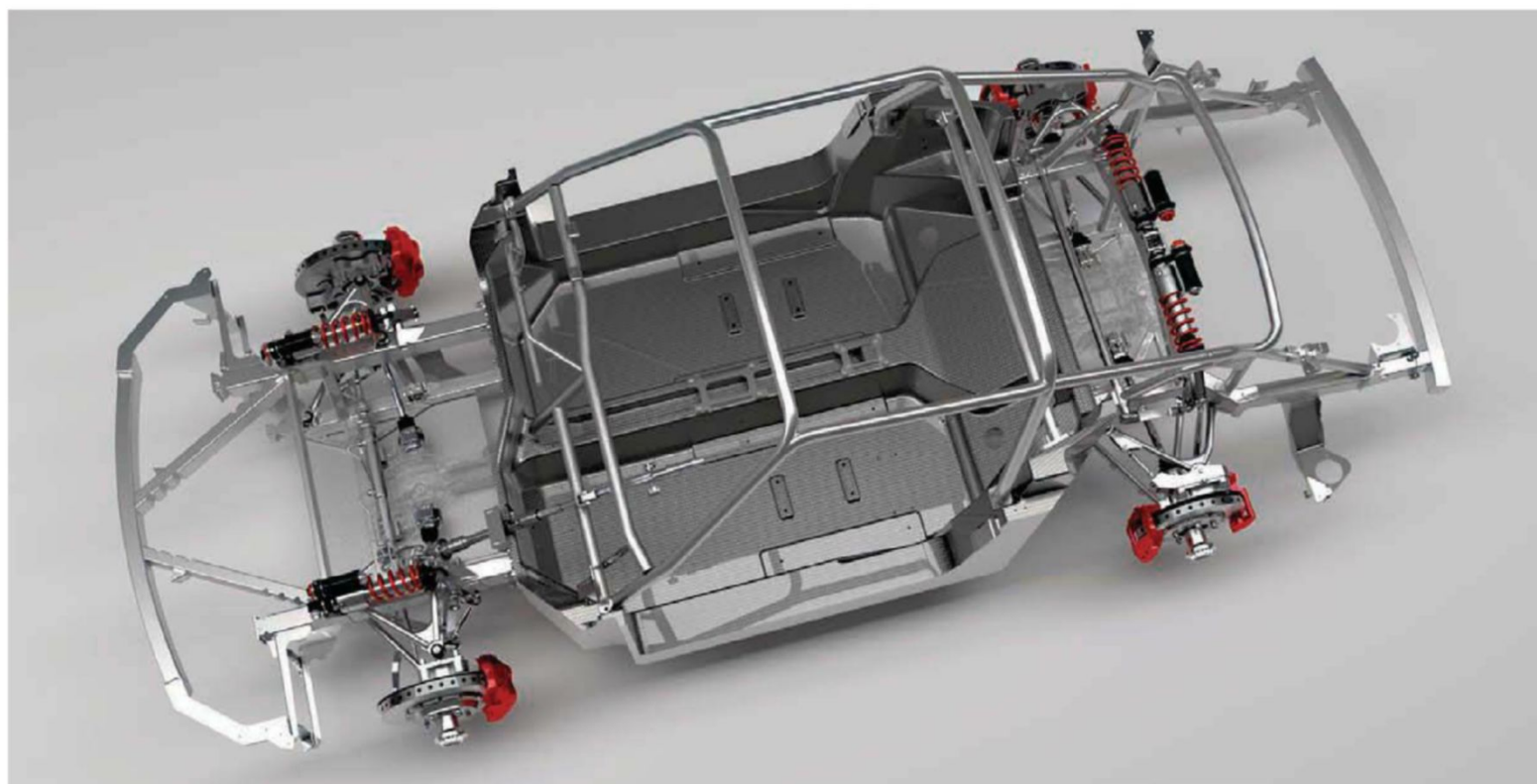
the tail lights. Another subtle difference is that the tail lights are 40mm larger, and we moved the whole fender outwards so it doesn't project such a huge arch.' The wheels are 19in Ruf wheels shod with Michelin Pilot Sport Cup 2s, 245/35 ZR 19 on the front and 305/30 19s on the back.

Over the next two years, Ruf will produce just 30 of the 2017 CTR Yellowbird.

'It's classic, but it's ultra-modern. The suspension, the chassis, the structure, these are all things that have never been available in a 911 previously; this is all entirely new, it only has the familiar shape. It has been my

dream to come up with this combination of a car that carries the spirit of something that we originated 30 years ago, and combine it with more modern technology. I call it an analogue car because it will be minimalistic as far as electronic devices are concerned. It will have ABS and a stability system and the rest is in the driver's brain and butt!'

There's no mistaking the passion Alois feels about his new creation: 'This car was built from my heart for the people who feel it with their heart.' We'll drink to that; sometime soon it will be a going concern, and we can't wait to have a go. **PW**





# WHEN THE GOING GETS RUF



**T**he Ruf get tough – and it doesn't come much tougher than a trackday at Hockenheim – at least as far as high-speed cornering's concerned. That series of sweepers into the start-finish zone is awesome.

At least once a year the Ruf family clubs together for a rally in a blissful scenic location, which often incorporates a trackday session on a race circuit. Numbers vary, and Ruf owners at this year's gathering number a dozen cars, plus a few regular Porsches of the GT3 persuasion, as well as our road-trip Cayman.

We're greeted at the trackside Hockenheim-Ring hotel by Alois's PA Claudia who's arranged a presentation and dinner for the Ruf-owning (and aspirant owner) attendees. Alois and Estonia are late, having had a slight altercation en-route from Pfaffenhausen in their SCR, squeezed onto the barrier by an errant Golf in an autobahn contraflow. No matter, little harm done, and the party goes ahead.

In gorgeous sunshine, the Ruf and Porsche

cars form up in the pit-lane, divided into three groups according to competence – and I am flattered to be directed into the 'most experienced' one. First up, we are shown onto an expansive skidpan within the paddock where a pair of instructors demand we emulate their GT3-style antics on the coned route around the Tarmac. PSM is turned off, and I dial the Cayman's wheel-mounted settings round to Sport Plus. Some drivers perform better than others, even in my 'experienced' group. Two hoses are gushing, so as I'm circulating the car is getting a drenching. 'More aggressive application of throttle and brake,' my instructor yells at me through the window, 'and use just 1st gear,' so I jab the pedals accordingly, relying on tyres and the Cayman's mid-engined poise whilst twirling the wheel to avoid rotating the car.

Next up, I have had the thrill of driving the SCR really hard on the wide expanses of the actual circuit – an awe-inspiring experience in itself – and judging braking distances is key

because I'm travelling extremely fast, using all the revs and diving into the turns, aiming at marker points on apexes, riding the kerbs a little bit and powering out onto the straights. It is a thoroughly riveting exercise, and I am very warm indeed. The instructor in his 996 GT3 dictates the pace, followed as closely as possible by a retinue of Ruf's and a handful of modern 911s, and each one takes it in turn to follow him, so after completing a lap when you've been right behind him you peel off and the next guy follows on behind the instructor. Is he being kind to me? I have the SCR pretty well up behind him, and on the longer straights I have no trouble holding onto him. I fancy I can brake later into the turns but he is swifter out of them. Anyway, it's academic as it's so much fun, lapping a circuit with such a poignant depth of history as Hockenheim has, in amongst the Ruf fraternity. They're staging the German GP here in 2018, and it will be amusing to reflect that I've driven the Sachs-Kurve flat, in an SCR, ahead of the stars.

Quite a line-up. They're not all Ruf's, but the vast majority are and make for a quite a demonstration of Ruf's illustrious history





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Words: Chris Chilton Photography: Richard Pardon

# SILVER MEAN MACHINE

It's the fastest 911 yet and the first 911 that Porsche has seen fit to enter into the 'supercar' arena, with a price tag of over £200,000. But is this road racer just too focussed for anything other than track? And then there's the collectability status. We drive and find out in a one off opportunity





I can think of a few things you might be mindful to utter having stepped out of a new GT3 after a big strop. Something blasphemous is a strong possibility. 'What is the going rate for kidneys on eBay?' is another. The one thing you can't imagine pronouncing is that the GT3 has the potential to be a really great car – if only it had another couple of hundred horsepower.

But that's what you're looking at with the new GT2 RS. It's an outrageous car and

one that comes affixed to a set of numbers bigger than the ones on an OAP's telephone. Seven hundred horsepower. Two hundred and eight thousand pounds. Two hundred and eleven miles per hour.

And another set of numbers that are absurdly tiny. Like two-point eight seconds to 62mph and 6m 47sec to lap the old Nürburgring Nordschleife, the latter a feat which helped snatch the production record from Lamborghini almost before the Italians had managed to hang the certificate on the dunny wall.

At £207,506 before options the GT2 RS doesn't just go like a supercar, it's also priced like one. If this was a Ferrari, we wouldn't bat an eyelid, but Porsches, even 911s, have always been kind of sensibly priced, haven't they? For context, the current UK 911 range starts at a comparatively modest £77,891 (hey, I said 'comparatively'), and even the GT3 only costs £111,802.

And if you want a new, road-legal Weissach-developed 911, the GT3 is your only alternative to a GT2 RS. The GT3 RS







is coming, but not until 2018. It's not like the regular GT3 is anything less than sensational though. Can the GT2 really justify a near-£100k mark-up? And has it traded some personality for pace by swapping a screaming naturally aspirated engine for a mega-power turbo one?

carbon bonnet, aggressive front wing vents and towering rear spoiler make this look more like a GT-spec racer than road car. But it's those gaping front air intakes, giant square holes feeding air to the radiators barely hidden behind the front bumper that really make your knees tremble.

specially calibrated PSM stability system and Porsche's PCCB carbon brakes are standard. The exhaust system is made from titanium, worth a 7kg saving alone, and the rear window from a special thin glass that saves weight like the old Perspex screens and is as bad for visibility, but keeps US legislators happier.

Subtle is ain't! The GT2 RS is a rolling mass of scoops, skirts, diffusers and a massive rear wing

## “ Can the GT2 RS really justify a near £100k mark-up? ”

We've come to Porsche's Silverstone Experience Centre in search of some answers – and we've been met by ominous grey clouds and the liberal quantities of rain they've just deposited on the cold Tarmac. But if the sky looks menacing, it's got nothing on the GT2.

Talk about intimidating: the exposed

And it's more than posturing. The GT2 has the goods to back up the swagger. Twenty-inch centre-lock wheels at the front; 21s at the back, wrapped in obscenely wide 325-section rubber. Numerous body parts, including the front wings made from carbon fibre reinforced plastic. There's a magnesium roof skin, four-wheel steering, a

But this particular car goes even further. It's received the optional Weissach package, which adds £21,042 to the price and removes a further 30kg from a kerbweight that at 1470kg is only 40kg above a GT3's. In Weissach spec carbon is used for the roof panel and even the anti-roll bars, and the wheels are made from magnesium to reduce overall – and particularly un-sprung – weight by a significant 12kg. And to make sure no one confuses it with your common or garden GT2 RS, Weissach Pack cars feature a body colour stripe that runs over the bonnet and roof.

And we haven't even mentioned the

Left: As denoted by seat script, this Weissach edition benefits from an extra 30kg of weight saving. The cage is part of the Clubsport package





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## 911 GT2 RS

<b>Model tested:</b>	911 GT2 RS
<b>Engine:</b>	3.8-litre flat six
<b>Transmission:</b>	7-speed PDK
<b>Body style:</b>	2+2 Coupe
<b>Top speed:</b>	211mph
<b>0-62mph:</b>	2.8secs
<b>Power:</b>	690bhp at 7000rpm
<b>Power:</b>	553lb ft at 2500-4500rpm
<b>Weight:</b>	1470kg

engine yet. Rated at 690bhp (700ps) and 553lb ft, it makes a massive 118bhp more than the 3.8-litre Turbo S unit it's based on, and 80bhp more than the previous GT2. There are bigger turbos and an uprated cooling system including a system that sprays the intercooler, while active engine mounts help control the motor's mass within the chassis under track loads.

Like both of those cars, this new RS comes exclusively with Porsche's seven-speed PDK transmission, but unlike the Turbo-badged cars, it sends its power from there to the rear wheels alone.

Which gives you pause for thought when you slot the familiar 911-shaped key into the slot to the left of the steering wheel. And

pause for momentary panic when you twist it and the flat six erupts into life. The current Turbo and S are deeply impressive machines, but they're a bit short on sonic kicks. This one is shockingly LOUD.

So is the interior. A quick look on the configurator reveals you can choose sober all-black trim, but the default seems to be this car's black and red combo that looks like it was modelled on Hugh Hefner's bedroom. Still the trimming is as good as in any other 911, which means excellent, and the kit list is strong. You can ditch the climate control and big-screen multimedia system if you really want, but most people will leave them in. You can also opt to remove the rear cage by leaving out the

Clubsport Package, or you can go the other way and add a front half. And you can choose three types of seat – a regular adaptive sport seat, or one of two different styles of proper buckets.

Slotted into the most extreme of those available seats it feels very similar to the current GT3, except the rev counter is redlined at 7000rpm, instead of the naturally aspirated car's nine, and the analogue speedo to the left that nobody looks at is calibrated to 400kmh (249mph).

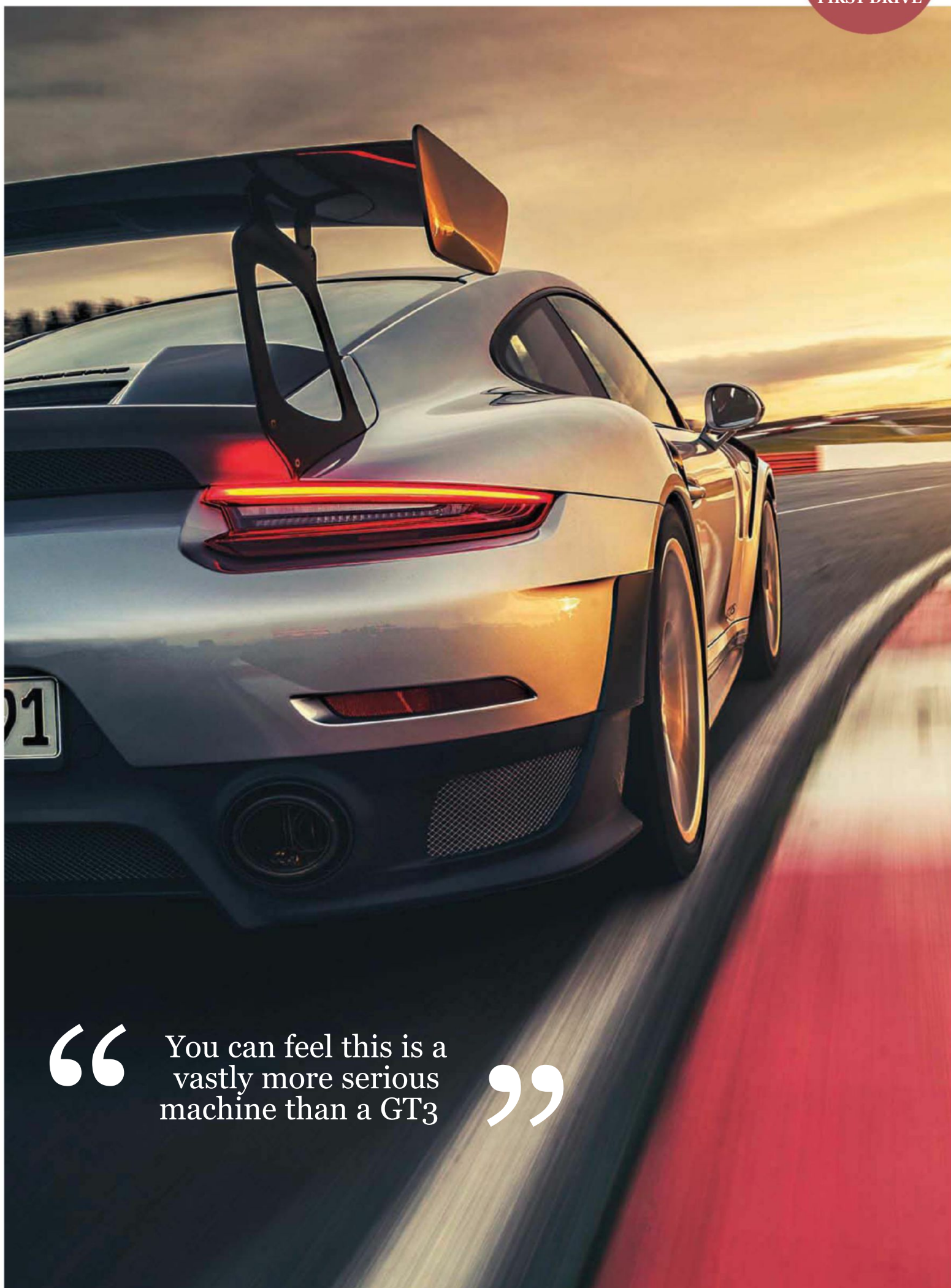
The moment you pull away, though, you can feel that this is a vastly more serious machine than a GT3. Apart from a touch of Autobahn-friendly slack around the dead-ahead the GT3's steering is fabulous.

You would be hard pushed to describe the GT2 RS as an attractively styled car. It's more a brutally styled one

It doesn't take long to realise that the GT2 RS is a vastly more serious machine than even a GT3







“ You can feel this is a  
vastly more serious  
machine than a GT3 ”





But it's got nothing on this. With proper competition-style Rose joints in the suspension the GT2 RS responds to inputs immediately and communicates everything with total clarity. Can we finally put that old one about electric steering being rubbish to bed?

Whipped through some testy little B-roads the GT2 reveals iron-grip body

damp corners and you can send the nose wide, while cracking open the throttle foolishly will do the same to the back axle.

Crack it open on a straight, dry stretch though and it feels like someone on the horizon has just switched on a giant electromagnet (a really trick one that attracts carbon, plastic and aluminium, too...). The noise is rich, deep. The volume

a normal or sport setting, though in either mode the damping is noticeably tighter than on the GT3, the priority skewed towards body control at the expense of comfort.

The big difference, though, comes from those Rose joints. They help contribute to the handling precision but also contribute to a noticeable increase in vibration from both axles, felt through your seat and hands. There's less sound insulation in the GT2 RS, too, and more noise as a result.

In one sense, the GT2 is easier to drive than lesser 911s. It has huge reserves of power and, more importantly, for a road car, torque, meaning you never have to think twice about multiple-car overtaking manoeuvres. Compared to a manual GT3, whose 9k redline is actually difficult to reach on the road, the GT2's power is readily accessible. And of course having the obligatory PDK transmission means you can just slot the lever in Drive and forget about it when you're stuck in traffic.

But the inferior refinement makes it a far more tiring car than a GT3. Don't get me wrong, you could drive anywhere in the GT2. But you could imagine getting out of it

The GT2 RS's prodigious turbo power is available just where you want it for road use

“ Compared to the GT3, the GT2's power is readily accessible ”

control, and the combination of the rear-wheel steering and torque-vectoring diff does such a brilliant job of turning the car on tighter corners you'd swear this was mid-, not rear-engined.

And even in these damp conditions the scary-looking bespoke-compound Michelin Cup 2 rubber offers massive stick. Having said that, push clumsily on really tight,

immense. Unlike the GT3, it's you, and not the flat six that does the screaming as the force of the acceleration thumps you in the back. It's all you can do to notice how impressive the lack of turbo lag is.

There's a clear trade-off for the RS's spectacular ability to respond and communicate, though. You still get adaptive dampers and the choice of running them in

Mean and moody. Never has a 911 looked quite this menacing and its performance lives up to its dark, brooding looks







having arrived at Spa for a trackday feeling like you'd just got out of it after your first stint in a 24hr race.

We're not heading to Spa today, but we

WWII airfield Silverstone is wide and flat and has a cruel habit of making even seriously quick cars feel slow. But the GT2 is impervious.

levels are incredible, but crucially, so is the stability.

Straightlining Maggots then wiggling through Becketts, we're faced with a run of cones halfway through Chapel designed to shepherd yesterday's motorbike trackday crowd into a shorter track configuration than we're using, and it spoils our run onto the infamous Hangar Straight. Not that you'd know it by the numbers on the speedo at the end of it. With the little digital readout at the rev counter's base piling on the digits like a petrol pump's at full-flow, by the time we climb on the brakes for the right-hander we've clocked almost 160mph.

Porsche's PCCB ceramic brakes are standard, of course, and respond to a firm stab of the middle pedal by slicing that

Our man Chilton at the wheel. Interior trim not to his taste and we can't say we blame him

“Grip levels are incredible, but crucially so is stability”

do have the full Silverstone circuit at our disposal this afternoon, so after getting the measure of the GT2 on the road we head back across the M1 and down the A43.

Created from the remnants of an old

I'm not sure what speed we hit along the old pit straight, but it feels like too much when the seriously fast and slightly off-camber Copse corner appears at the end of it. But the GT2 doesn't flinch. The grip





speed in half as if it was the sort of thing every car could do. But above the braking power and the outright speed, the thing I'm really struck by is how much less intimidating the GT2 is to drive than you'd imagine. You can dive into corners on a trailing throttle and climb all over the right pedal on the exit, and while you can feel the weight shift around when you do it, everything is clearly telegraphed. You never feel like you're about to be caught by surprise and flung off the road.

Mind you, unlike the old you're-on-yer-own-matey 996 GT2 this one does give you the security of a pleasingly lenient (in PSM Sport) stability control. And much as

I enjoyed the stick-shift GT3 I'd driven the previous week, with everything happening so fast I was pretty grateful for the PDK at Silverstone.

All too soon the session is over and I'm waved in. I could have gone on all day, and just as importantly, so could the GT2. It's a car that's friendlier than it looks, but also one you'd enjoy really growing to understand as you got under its skin and worked out how to really get the most from it.

And the 'Ring record proves just what this car is capable of when driven by someone who really does know how to do that. It's a two finger salute to anyone who thinks the 911 is in some way undeserving of being

talked about in the same breath as conventional supercars.

If you're one of the handful of people lucky enough to be able to stick down what'll end up being the thick end of £250,000 after the inevitable trip to the options list, you won't be disappointed when you finally get behind the wheel.

But at the same time the GT2 RS inadvertently serves to remind us how great the other cars in the 911 range are, and at a fraction of the price. Far from being overshadowed, for instance, the GT3, with its purer throttle response, 9000rpm redline and more exciting soundtrack, looks like more of a bargain at almost £100,000 less. **PW**

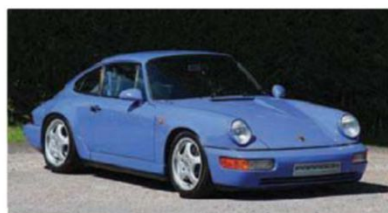




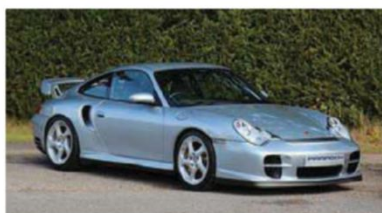
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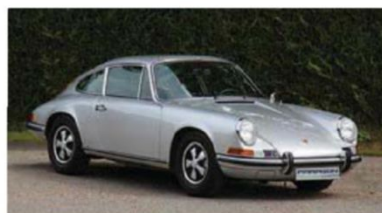
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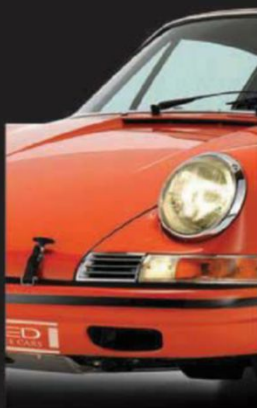
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Words: Keith Seume Photos: Tom Gidden

# A WALK ON THE WIDE SIDE

When Jon Miller sought ideas for a project to showcase his restoration business, he needed to look no further than Porsche's back-catalogue of legendary road-racers. Drawing inspiration from the mighty 2.8 RSR, he created a 930 Turbo hot-rod quite like no other





**T**here's no way you can ignore it, whether it's the colour, the RSR-inspired wide-arched styling or, when playing hooligan, the distinctive flutter from the wastegate as the turbo reaches peak boost. As a means of transport for the shy and retiring, it's a complete failure – as a thrill-seeking ride for a blue-blooded Porsche enthusiast, it's game on!

Let's turn the clock back to 2012 and imagine the scene: in deepest Ireland, the owner of a specialist Porsche workshop is scanning eBay one night. Come on, admit it, you've done it, too. You're on the search for that elusive bargain, the one that nobody else has bid on. If you're quick, you can click 'Buy' before somebody else spots 'your' bargain. As owner of Classic Carreras based in Limerick, County Clare, Jon Miller was on the lookout for a project, something

which he could use to showcase his company's skills.

His winning bid grabbed him a bargain 1986 930 Turbo in black with deep red interior. Sounds good, you might think, but there was no available service history, the mileage was the wrong side of the magic 100K mark and, worst of all, it had a blown turbo. Or so the seller believed.

But, recalls Jon with a smile, 'Upon getting it home and stripping down the induction system it turned out that the blown turbo was actually nothing more than a blown seal, so that was a result.' Sadly that appeared to be about the only plus to a project which at this stage looked set to start with a whole lot of minuses.

Initial inspection showed that the Turbo had the usual rot in the kidney bowls and bumper mounts, so whatever course of action Jon chose to take, it would have to

start with a strip and repair. Over the next few weeks, the unsuspecting 930 was torn apart, reduced to a pile of parts on one side of the garage, and a bare shell on a trestle on the other. Jon taped off some areas of the bodywork which he didn't want blasted for fear of damage, and then sent the shell away to be stripped. It came back as the usual scare story, but not one which caused Classic Carreras any nightmares. After all, restoring older Porsches was their speciality.

Jon tells us, 'We are primarily a restoration business, but 90 per cent of the work is Porsche, covering everything from service work to engine rebuilds, full restorations and backdates. In fact, everything except gearboxes and trimming work is done in-house. In recent times we've also been catering for the newer water-cooled models, both regular servicing and preventative maintenance.'







The bottoms of the 930's B-pillars looked rather colander-like, as did the sills. Cutting away the lower portion of the rear wings revealed kidney bowls that were virtually non-existent. The first repairs were made to the bowls, followed by the sills. 'Normally I'm a stickler for using genuine Porsche panels,' says Jon, 'as others don't usually fit that well, but on this occasion I tried a Dansk one for size and it didn't seem too bad. I decided the

rear. But as any of the Porsche cognoscenti will tell you, the profile of the genuine RSR flares is subtly different to that of the stock 930 panels.

As only the best was going to be good enough, Jon ordered a set of the correctly-shaped flares from Ben Coles and set about modifying the stock panels accordingly. This was no five minute job, as both front and rear wings needed plenty of attention to get things

while the sills were still off the car, Jon made up new oil lines and threaded them through the sill (unlike the early 911s where they sit exposed) in an effort to clean up the lines. It may have been a lot of work, but the end result was definitely worth it. It's one of those details which you don't notice until somebody points it out to you, and those kind of modifications are often the deciding factor in what determines the difference between a good rebuild and a great one.

Jon loves sun roofs – especially those fitted by Porsche – but the one fitted to the Turbo from new had to go. After all, it didn't really fit in with the whole RSR-style ethos of less is more. A steel 'delete' panel was thus welded in place, leaving no trace of the missing sun roof.

Other little tricks included reworking the dash top, so that it resembled the early single-speaker design – it's another subtle change that doesn't smack you in the eye, but makes all the difference. More obvious was the change made to accommodate the early 'long hood' conversion, requiring the installation of a new front slam panel and bulkhead. That in itself is relatively straightforward but Jon also wished to fit a large fully-functional front-mounted oil cooler.

The RSR front bumper moulding could

Above: To the casual observer, it looks like any other RSR replica, but then you spot the 'Turbo RSR' decal and the unique exhaust system. The engine note is the dead giveaway...

“ I just wanted a wide-arched long-hood with go to match the show... ”

time making it fit would be similar to backdating the genuine sill panel, so went with the Dansk.

'I wasn't trying to recreate a particular car – I just wanted a wide-arch long-hood with go to match the show...' says Jon. Among the decisions made at an early stage was to build an RSR-inspired beast, a relatively straightforward conversion one might be forgiven for thinking, given that the Turbo already comes with wide arches front and

to align correctly. Offering up the rear RSR-style GRP bumper moulding, for instance, suggested the flares needed to be moved from their natural position to align correctly. It took some fiddling on Jon's part but once his work was done, the result was spot-on, with the wheel sitting bang in the centre of the arch, and all panels in perfect harmony.

The front wings needed a fair amount of massaging, too, to get the flares to fit correctly, but no short cuts were taken. And

Below left: An eBay purchase, the donor car was a down at heel Turbo, which looked OK at first sight...

Below: ...but close inspection showed it was rotten in all the usual places. Kidney bowls were almost non-existent





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accommodate this, but the front panel of the shell couldn't without restricting airflow. Jon's answer was to cut into the bulkhead and fabricate a duct which would direct air that had passed through the cooler down under the car. Using a hand-fabbed panel, it's an elegant and functional solution to keeping the engine cool.

Aside from attention to any remaining areas of rust, this fairly much took care of the bodyshell, but there was one area under the car that needed to be examined in detail if one of Jon's proposed upgrades was going to be possible: fitting a G50 transmission into a car designed to accept the old 915-based 930 four-speed gearbox.

The original transmission is strong, true enough, but its four widely-spaced ratios relied on the torque of the 3.3-litre engine to make up for the lack of gears. Simply installing a five-speed 915 from an early 3.2 Carrera wouldn't work as it would wilt under

the strain, so Jon looked into swapping to the much-improved G50 – but that won't fit straight into the earlier shell as the torsion tube gets in the way. OK, so you could cut the tube away – a 'simple' solution as the plan was to install coil-over suspension – but that didn't appeal to Mr Miller.

OK, so what's the alternative? How about shortening the G50 by 29mm so it would fit? And that's just what he did, or rather that's what gearbox maestro Mike Bainbridge did, shortening the bell-housing and input shaft by the requisite amount to allow the new trans to fit the 1986 shell. At the same time, Mike installed a Quaife TBD (torque biasing differential – the modern take on the traditional LSD) along with the fifth gear ratio from the '89 Turbo 'box for better motorway cruising, as Jon had some long trips in mind, such as attending Le Mans Classic, a round trip of some 1400 miles...

When it came to the matter of suspension,

from the start Jon knew that the stock torsion bar set-up had to go, making way for a fully adjustable and infinitely more sophisticated coil-over set-up, front and rear.

Such a design is great for all the obvious reasons, but does place more strain on the bodyshell, in particular the upper shock mounts at the rear. With this in mind, he fabricated some gussets to weld around the shock towers at the front of the engine bay, and also added some strengthening under the car between the rear crossmember and the adjoining bodywork.

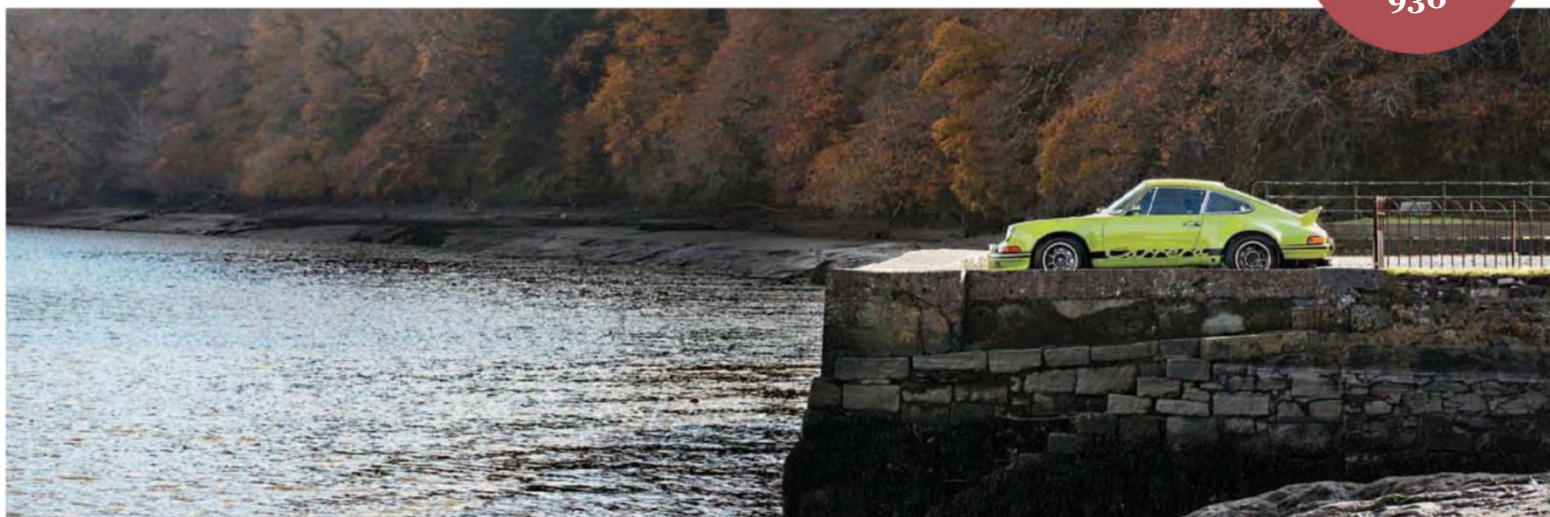
Things were moving on apace, but the details continued to flow. Look again at that dashboard. I know, we've already told you about the speaker grille, but did you notice the lack of fresh-air vents, or the 'missing' switches between the main gauges? Little things that you wouldn't find on a 1970s-era RSR, so they had to go. He also stripped the door frames of their black anodising, and

**Above: Whole dash has been backdated, with no more fresh-air vents, minor switchgear or radio. Rennsport shifter requires some effort**

**Below, left to right: Seats are Recaro Rallye IIIs, as fitted to Fiat Strada Abarth; Momo steering wheel features embossed leather horn push; Plaid inserts use material from the Porsche 914 palette**







Above: Resting by the banks of the River Tamar at Pentillie Castle, near Saltash. Chartreuse Green means the car stands out wherever you leave it parked!

polished them to a mirror-like shine as part of the backdate programme.

Originally Jon was delighted to have found a perfect early 'long hood' bonnet, a rust- and damage-free steel original. But then he later had a change of mind and purchased an aluminium replacement in the interests of weight-saving. This was then modified to accept an offset 'through the hood' fuel filler, a modification which, in turn, led to the decision to fill the now redundant fuel filler flap on the passenger-side front wing.

A Carrera RS-style ducktail engine lid was installed and subtly modified to accommodate the Turbo's intercooler, which sits horizontally across the top of the left side of the engine bay. It's a tight fit under the lid, and an extra slot needed to be cut to allow adequate airflow over the cooler, but once closed, you'd have to look closely to see that this was anything other than a normally-aspirated RSR replica.

So, with the shell now ready for paint, Jon turned his attention to some of the mechanical aspects of the project, starting with the brakes. The 930's trademark 917-derived aluminium calipers were stripped, anodised in black and then rebuilt, looking better than new. But installing the new transmission highlighted another 'problem': the pedal assembly needed to be swapped to the later type to take into account the hydraulic clutch actuation.

Jon continues: 'A RHD G50 pedal box was surprisingly [or perhaps not in the current market] difficult to come by, but I eventually found one and stripped it down. The pedals went for powder-coating and the rest for plating. Meanwhile new bushes and a master cylinder were ordered, leaving me with a kit of parts to assemble...' Let's just

say, there's more to a pedal assembly than you might first think.

As part of the suspension conversion, Jon chose to raise the stub axles on the front struts, the purpose of which is to lower the car without unduly affecting the suspension geometry. Taking the original components, he ground out the welds holding the stub axle forgings to the strut bodies and re-welded them 19mm higher up. He then welded in the lower perch for the new coil spring conversion from Rebel Racing and added gussets to give some extra strength, along with a bump-steer kit from Elephant Racing.

At the rear, the original aluminium trailing arms were vapour-blasted and treated with Gibbs, the 'magic' stuff in a can which

on roast turkey and watching reruns of 'The Sound of Music'...

Back in the Classic Carreras workshop, the bodysell looked glorious and inspired Jon to press on with the rebuild. 'I had no choice but to start with the wiring loom,' he says, 'however, as I'd removed a lot of the Turbo's added extras, I realised I didn't want to reuse the original loom as it would have a lot of redundant wires and connections.'

'Instead, I bought a new, earlier, front to back Turbo loom and an SC front loom. For the most part this worked out OK but there was some head scratching going on figuring out what went where and what I'd have to modify!' Classic Retrofit provided one of their excellent upgraded fuse box assemblies,

“ It simply screams 1970s ‘in your face’ attitude, and we love it! ”

protects bare metal from corrosion. Think of it as WD-40 on steroids. All ancillary parts, such as brake backing plates, caliper mounts, hub assemblies and the like were either powder-coated in black or cad-plated.

Time for paint... But what colour? Jon wanted it to be a 1970s hue, and drew up a short list of possibilities before settling on the wonderful 226 Chartreuse which you see before you. It's not the most common of colours, but simply screams 1970s 'in your face' attitude, and we love it! Prepping the bodywork and applying the paint took care of Jon's Christmas and New Year for 2014/15 – well, it beats consuming endless variations

which feature modern blade fuses and relays for the headlight circuits, as well as a programmable CDI ignition unit.

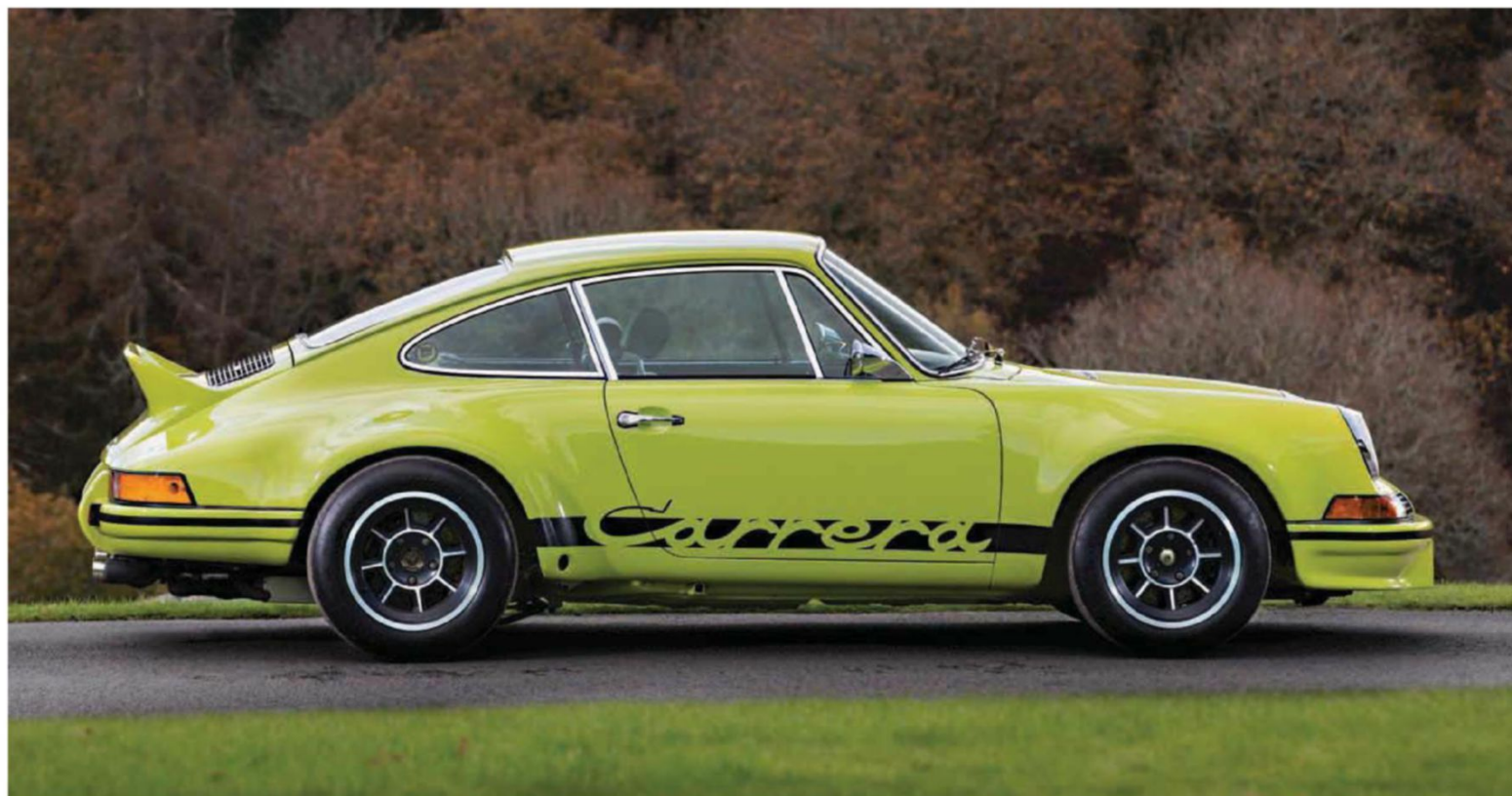
The suspension was reassembled with the coil-over conversion, the struts having first been powder-coated in the original green. The steering rack was also overhauled and built back up with new track rods fitted with Rose-joints in place of the regular ball-joints to marry up with the bump-steer kit. Weltmeister anti-roll bars were fitted front and rear, too.

The doors were built back up, the polished frames looking a treat against the Chartreuse. Early on in the project, Jon had

Below, left and right: Level of detailing is impressive, with no component left untouched by Jon's skilled hands. Rebel Racing coil-over suspension conversion is state of the art







managed to pick up a pair of NOS (new old stock) Hella 4004GT door mirrors – elegant, streamlined items that fit in perfectly with the period style. And then it was time to look at the interior...

The seats are something a little different to the norm, being a pair of rare Recaro Rallye III buckets, which feature tilt backs for rear seat access. First released in 1980, they

are warm, too, as heated seat pads were included in the retrim!

The same plaid material was also used on the rear seats, while the door cards were covered in black Connolly hide and equipped with home-brewed leather pull straps. The door check straps were made by Jon and feature 'Porsche' embossed into them using a press tool made by – you guessed it – the

slightly raised, unlike some other similar conversions which end up hiding the handbrake lever almost out of reach.

Check those gauges. Late-style instruments they may have been, but now that North Hollywood Speedometer have worked their magic, they look spot on for the early-'70s look Jon was after. In fact, you end up doing a double take when you notice the 'silver dot' tachometer incorporating a turbo boost gauge. A Momo Prototipo wheel adds the finishing touch to a very classy interior.

Wheels and tyres? We thought you'd never ask. Rather than go for the rather more obvious satin-anodised Fuchs, Jon chose to buy a set of 8J and 10Jx15 PAG (Campagnolo) replicas from Group 4. Normally finished in the original gold hue, they were ordered bare so they could be finished to match the car. First they were powder-coated in black, and then the rim and the spokes were diamond-cut back to bare aluminium, before each wheel was then clear powder-coated. The result is a unique look to a classic wheel.

As for the tyres, there was only one choice as far as Jon was concerned: Michelin TB15s, the fronts being 18/60R15, the rears

Above: Re-routing the oil lines through the sills has left the car with a clean side-profile. Black Carrera script works well with the Chartreuse

“ Jon chose to buy a set of PAG (Campagnolo) replicas from Group 4... ”

were the third incarnation of Recaro's classic Rallye seats, the first of which appeared in 1967. The seats Jon found were in dire need of retrimming, and still had the original mesh-style headrests. The latter looked too modern for the car, so were replaced with earlier-style headrests which needed some modification to fit the Rallye IIIs. Now retrimmed in black leather with Porsche 914 lime green plaid inserts, they look (and feel) just great – and

multi-talented Mr Miller himself. Similar straps serve to operate the tilt mechanism on the seats, too.

One feature you can't help but notice is the gear shifter. It's a Rennsport shift lever from Rebel Racing, installed using one of the company's 'RSR raised tunnel shift towers', to give its full name. Basically this raises the shifter to bring it closer to hand but also allows the stock handbrake to be used, albeit

Below left: Front luggage bay features a hand-embossed leather liner. Through the hood fuel filler is braced in position with adjustable struts

Below right: 3.3-litre engine now has SC cams, hybrid turbo and headers, helping boost output to around 360bhp







23/62R15 in size. Their classic 'race tyre' look matches the RSR styling perfectly. But, as he wistfully says, the tyres cost more than the wheels...

The engine is the turbocharged 3.3-litre 930 unit which came with the car as standard, but fully rebuilt and subtly reworked with a K27/19 hybrid turbo and TIAL wastegate, SC cams, light flywheel and a set of equal-length headers (with heat!). The result is a package that delivers around 360bhp and sounds simply awesome through the custom exhaust system...

Which brings us to the matter of what does it drive like? Now, as someone who has built his own personal interpretation of how a hot-rod Porsche should be, I'm fully aware of how one man's dream may be another man's disappointment. I didn't know what to expect when I slid behind the wheel of Jon Miller's Turbo RSR rocketship (and that's what it promised to be...). Jon had already warned me to keep my foot to the floor when starting from cold, but that didn't prove necessary as it turned out. Two, maybe three seconds and Woomba! The flat-six burst into life. Now for some fun.

'You're the first person to drive the car after

me,' Jon laughs, anxious to see what somebody else thinks of his baby. Well, let's see. First impressions after even just a few yards are that the clutch is heavy (no surprise there), but so is the gear shift and the throttle pedal. I hoped the shift would ease off once the transmission oil warmed up, or was it just me, more used to earlier gearboxes?

Jon confirms I'm not alone in this judgement: 'The gear change is about the only thing I wasn't entirely happy with; it was a bit experimental and if I kept the car I would probably adapt a 964 shift to fit. The throttle pedal is standard, though, and I never really noticed any problem. In fact, I'm not sure you'd want too light a pedal on a Turbo!'

And he's not wrong there. Once the oil had chance to come up to temperature, it was hard not to take the boosted flat-six up to the red line, just to experience once again that seductive, adrenalin-inducing rush of acceleration which, in this case, is capped with a fluttering 'whoosh' as the wastegate opens. Damn, it's fast in a wholly controllable way – fast enough to get you in trouble, obviously, but also docile enough in delivery to give you the impression you can remain in control.

The TB15s inspire confidence in the dry, but become a little skittish in the damp. Their inflexible sidewalls remind you that not all our roads are as billiard-table smooth as they might seem, but they grip when warm like any race-developed tyre should. The turn in is sharp, the sound is stunning, the handling sublime. All in all, a true credit to its creator.

Returning the car to Saltash-based specialists Williams-Crawford, where it is currently for sale, it was with a mixture of happiness and sadness that I handed back the keys. Happy because I'd just had a great day out behind the wheel of a pretty spectacular car, but sad that it isn't mine. But it could be yours – all it would take is a phone call...

Throughout my 40+ years as a journo, I've been blessed with the opportunity to drive a wide variety of 'interesting' machines, some of which were memorable for all the wrong reasons. Jon Miller's 930 backdate, however, will remain imprinted on the memory for being one of the finest hot-rod builds I've had the pleasure to experience. It feels tight, it looks a million dollars and goes like the proverbial. Perfect? No – no car ever is. As near as dammit? Oh yes, indeed... **PW**

Above left: Group 4 PAG Campagnolo wheels have been given unique finish

Above: Hella 4004GT mirrors and polished window frames look perfect on this car

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#### THANKS:

Jon wishes to thank 'My long suffering wife Elaine, who just lets me get on with it(!) and the lads in the workshop for suffering my constant stream of ideas.'

Our thanks to Ted and Sarah Coryton of Pentillie Castle for the use of their estate for our photoshoot. Pentillie is a family-run award-winning wedding and events venue, with five-star accommodation, set in the centre of a 2000 acre estate. It is located on the banks of the River Tamar at St Mellion, near Saltash, Cornwall. Tel: 01579 350 044 pentillie.co.uk



Left: Fat Michelin TB15s fill the wide RSR arches perfectly. Licence plate is an indication of the project's Irish roots





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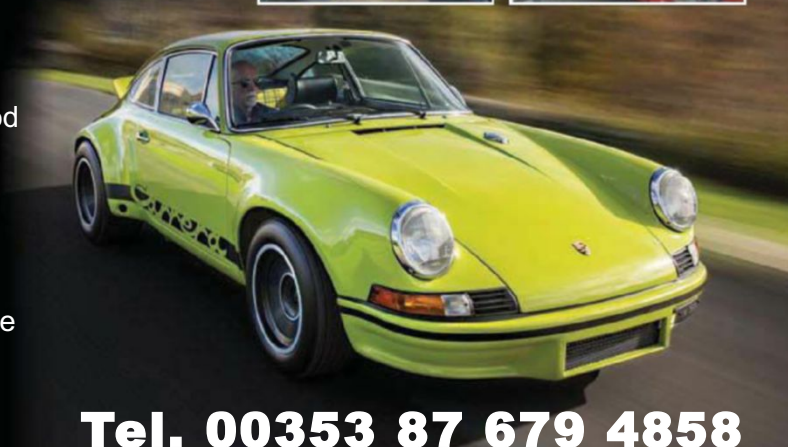
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Words: Steve Bennett Photography: Antony Fraser

# HANDLING WITH CARE

Bennett heads to Center Gravity for the ultimate in chassis setup and to get the best from his Ohlins coilovers from suspension guru Chris Franklin. Has he achieved handling Nirvana at last?



**F**irst up I would just like to thank all 911&PW readers for your patience. I realise that my never ending quest for suspension Nirvana has been something of a trial and that yes, maybe I'm trying to achieve the impossible. But at least nobody can question my diligence and willingness to explore all possibilities, a quest that has seen me transition from factory M030 sport suspension to a standard Bilstein B4/Eibach set to Ohlins coilovers. Look at it this way: Perhaps I'm doing this so that you don't have to!

And what exactly is it that I'm looking for? Well, put simply, a suspension setup for my 996 Carrera 2 that will work on typically ragged British B and A roads, but with the

emphasis on the former. Maybe that's because I live out in the sticks and so spend a lot of my time on such terrain, but let's face it, most UK blacktop is pretty awful and awful enough to justify specific suspension settings. It should be possible but, to achieve it, something bordering on bespoke seems to be required and certainly not something that comes straight out of a box and largely developed for smooth – think German – Tarmac. A suspension setup that doesn't work well on UK B roads is – in my not so humble opinion – not fit for purpose.

Bespoke is the key, and with coilovers comes that bespoke option to fine tune the bump and rebound characteristics of the damper, albeit within the

confines/parameters of the springs. A coilover setup also allows for bespoke ride height options, too. The Ohlins kit, then, seemed to be the way to go not least because of Ohlins' huge success on track, road and rallying and as suspension choice for the likes of Singer. If it's good enough for them, then it's certainly good enough for me. Oh, and Ohlins were keen to help in my quest too with factory support, but I'm getting ahead of myself a little here.

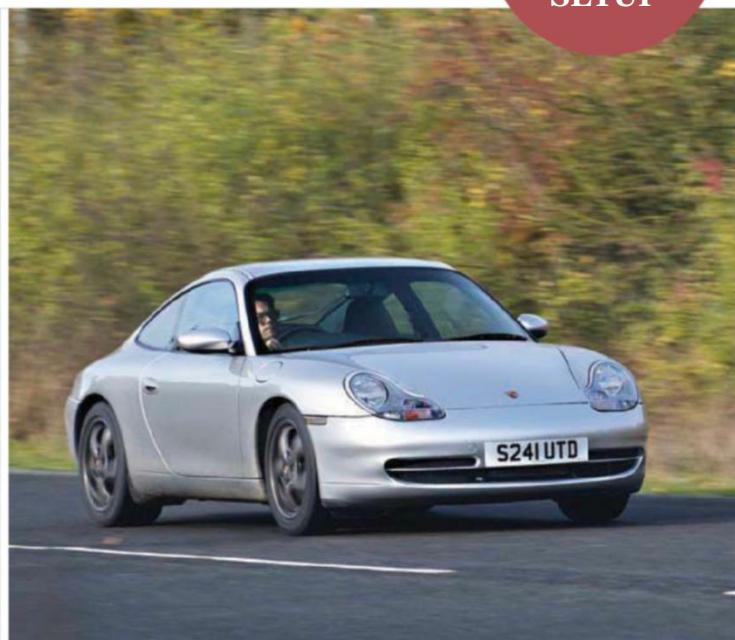
You will recall that the Ohlins POZM100 kit was fitted speedily by UK distributors Design 911 at its Essex base. The task was made all the easier thanks to suspension components that were largely new and so were easy to remove, with none of the typical 996 seized fixings. Setup was as per

Bennett's 996 on Center Gravity's chassis rig

Below: The suspension doctor will see you now. Center Gravity's Chris Franklin tries to ascertain exactly what it is that Bennett is striving for in his suspension quest







Above: Ohlins coilover kit has prompted this chassis overhaul. Setup and ride height options are numerous. Right: On the road. Ride height is that of Porsche's own X74 sports suspension option

Ohlins' out of the box recommendations in terms of front and rear ride height and damper adjustment and the car was given a basic geometry alignment, so that the wheels were pointing in the right direction. Basically the suspension was on, but what to do with it beyond that was open to question. Or to put it another way, this was just the start.

To leave it like that would have been an absolute travesty, but I do wonder how many people actually do? I had some vague notion of fiddling around with damper settings etc, but soon realised that this would be futile and a waste of the infinite

options in adjustability offered – not just from the Ohlins kit, but also from the huge adjustability offered by the 996's complex suspension, combined also with the camber adjustable RPM/Eibach front and rear coffin arms that I've been running for some time. In short I needed help, but fortunately I knew exactly where to go: Center Gravity.

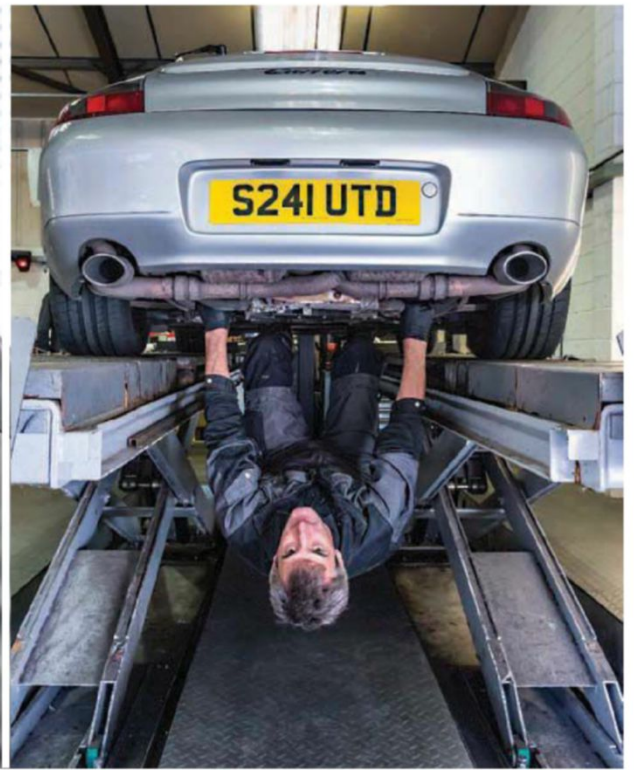
This family run business is spoken of in near reverential terms by suspension setup fetishists and junkies and its list of Porsche clients reads like a who's who. Spookily, head honcho, Chris Franklin – the suspension whisperer himself – had been following my haphazard progress in these

pages and had clearly been expecting my call! Aided and abetted by son Pete, daughter Holly and wife Jayne, I knew that I was going to be in safe hands and that surely handling/suspension Nirvana was but a day away. "Unlikely," was Chris and Holly's blunt but realistic assessment on my 8.30am arrival at their near Nuneaton premises, but at the end of the day we would be a lot closer.

But surely, I reasoned, I now had all my ducks in a row? New suspension arms where required? Tick. New coffin arms all round? Tick. New Ohlins coilovers? Tick. Blimey, I'd even gone and fitted a brand







new set of N-rated Michelin Pilot Sport 2s (at Chris's recommendation), and those don't grow on trees in 17in sizes. Ah, yes, my 17in wheels. If that isn't commitment to the pursuit of hardcore ride and handling and a two-finger salute to the shallowness of style over function 18in wheels and beyond, then I don't know what is. In short I was questioning the expertise of Chris and crew before they'd even started, albeit in my head in a 'how hard can it be' sort of way.

If suspension and geometry setup were

with an analogy that summed up exactly what I wanted: a 996 that would stick to the tail of a well driven Subaru Impreza on a typical B road. In other words something that's perhaps more akin to a Tarmac rally car. This seemed to please Chris no end. He was also happy to be tackling a 996 C2, a model that he rates as being the best starting point to achieve the ultimate in modern Porsche handling. A basic Carrera 2 – the enthusiasts' choice as ever. And so to start...

Handling is as much about feel as it is

is effectively the characteristic clonking of worn suspension components. It's a double pass on that front, as it should be in view of the recent programme of suspension renewal.

Onto a stretch of dual carriageway and the 996 is showing a tendency to self steer under acceleration. It's not massive, but explains why it needs a constant guiding hand. Likewise it's troubled by cambers, too, drifting to the left or right. Chris can clearly pedal and on to some B roads he's pushing hard. Direction changes are not what they should be and the steering feels light or lighter given that the 911's rear engine location is partly responsible for its characteristic feel. There is also a slight wayward swing from the rear. Again, this is a 911 rear-engined characteristic but this feels more pronounced. And there's something else that Chris has picked up on from the very get go: It's stiff, particularly at the rear, which is what I've been banging on about for ever.

Back to the workshop and it's time to work through the various findings and see if they can be explained by the initial geometry check and then corrected. There is a sequence to be worked through here and Chris starts with the dampers by placing the car on four pads in the workshop floor, which jiggle the suspension

Above left: Chris fitting yet another new suspension arm to Bennett's 996. Above: Monkey man. Hanging from the suspension settles the bushes. It's fun, too

“ Handling is as much about feel as it is geometry and figures ”

a religion, then Chris Franklin would qualify for the dictionary definition of an evangelist. Never before have I met someone in this business with quite the same level of passion and zeal. And in order to achieve his aims, he doesn't start with the car, but the owner. "What was it that I wanted from my suspension setup and ultimately my car?" Well, I trotted out my B road mantra but under further questioning I came up

geometry and figures. Or – as Chris puts it – "feel is real." Therefore the process starts on Center Gravity's well worn test route, which encompasses varying roads, cambers and surfaces, with Chris at the wheel. Almost immediately we're hard at it on a mini roundabout on which the nose refuses to connect with. Town centre cobbles test the efficiency of the dampers and allow for the 'snooker ball' test which

Below left: Brand new Michelins. Nothing but the best. Chris marks up where tyres are wearing indicating camber and toe issues







Porsche's X74 ride height setup sees the front axle height at 128mm and the rear at 138mm. Bit of rake at the rear helps shift some of the weight to the front, which is no bad thing with a 911

as if on a washboard and test the dampers over different frequencies. It's no surprise I guess that the Ohlins pass the test, but you never know and a rogue damper is not unheard of.

Tyres next. Again no surprises, they're new, manufactured week 33, 2017, so very new in fact. Chris really rates the Michelins above any other Porsche N-rated tyre and they certainly have a certain 'chewy' compliance to them. It's reassuring to think that whatever work we do with the suspension will be transmitted to the Tarmac via new rubber. However, the tyres do throw up signs that the camber and caster are slightly out at the front, which account for vagueness and wandering tendencies.

Time to get the car on to Center Gravity's chassis rig to check over the suspension components. My confidence in the myriad of suspension arms is largely borne out but Chris's eagle eye spots a couple of worn suspension arms at the rear. It's not a massive deal but it's better to replace them and they're in stock in Chris's suspension cupboard. Interestingly, while the shelves for the modern generation Porsches are

positively groaning with stock, those for the earlier air-cooled 911s – and in particular pre '89 cars – are decidedly sparse, thanks to the relative simplicity of those early machines.

Of more concern, Chris spots that the engine mounts are completely shot. This could well account for the slight swing from the tail combined with the above worn suspension arms. A new pair are sourced from Euro Car Parts and delivered within the hour and fitted up with a modicum of brute force to get the old ones off. They're fluid filled, or at least they were. The date stamp on them reads 1999, so they're undoubtedly the originals. My wallet is taking an unexpected hit...

Right, so now we really do have a clean bill of health for the suspension in all areas, so everything done from this point can only enhance and improve. It's time to start tweaking and adjusting, but not before the car is pre-loaded with weight at the front to replicate a full tank of fuel. This is how the factory set up is achieved and forms a starting point. Following this Chris carries out an initial geometry setup to "square the car up" and get the wheels generally

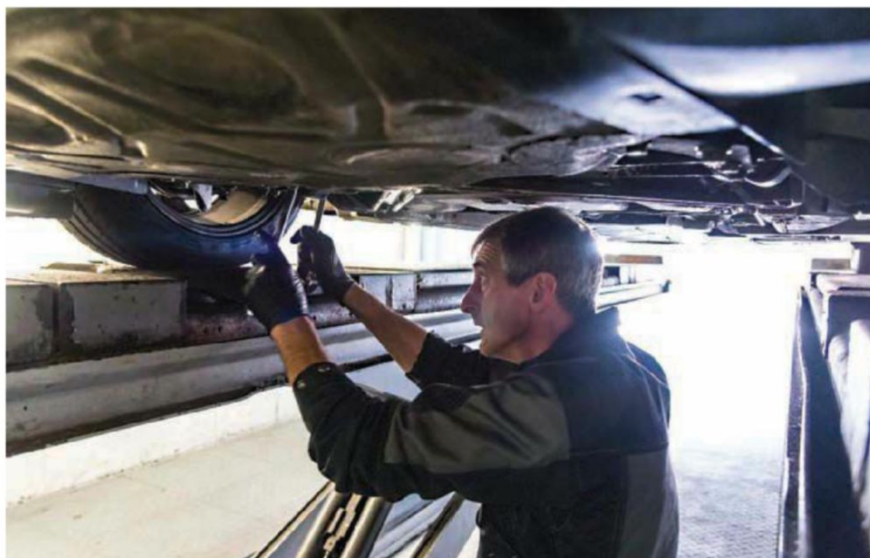
pointing in the right direction.

Chris describes what we're looking for as the alignment of 'the three cherries', which is to say correct ride height, corner weights and geometry. Ride height is the starting point with everything else following. For the record, before we started the car was sitting lower at the rear than the front, which would also account for some of the steering variation and wandering. Chris suggested that we go with a known Porsche ride height and we pondered between M030, GT3 and X74, settling on the latter, which features a 30mm drop. In Porsche parlance this is a fairly hardcore setup in terms of springs and dampers, but of course we were only interested in the ride height side and the subsequent geometry as a result of. Spring rates and damper settings are exclusive to the Ohlins kit.

In this guise the car doesn't sit as low as it did with Ohlins' own 'out of the box' recommendation. Now we have a front axle ride height of 128mm and a rear axle ride height of 138mm. A bit of rake is no bad thing with a 911 and helps shift a bit of weight forward for better turn in.

Within the ride height process, the corner

Starting with ride height and corner weights, then geometry, Chris expects to have to run through two setup iterations before everything falls into place







## CONTACT

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[centrgravity.co.uk](http://centrgravity.co.uk)

weights are also attended to. Unlike some coilover systems the ride heights and corner weights are adjusted via the damper body on the Ohlins, not the spring preload. The trick is to balance the car diagonally from corner to corner. Chris describes it rather like balancing a wanky stool and adding a beer mat here and a beer mat there until it's level. Achieving an absolutely perfect balance is near impossible with any sort of car, so it's a case of getting as close as possible. Another point worthy of mention is that all of the above is achieved with the anti-roll bars disconnected, so the suspension is effectively in a passive state. If connected they would, of course, exert their own forces.

Adjusting the ride heights and corner weights of course affects geometry, too, so Chris is back into the myriad of adjustments which will then have their own effect on the ride height and corner weights. This may sound like a never ending game of chasing one's tail, but Chris reckons on one to two iterations of geometry and corner weight adjustment before "the cherries click into place" – not on a fruit machine, obviously, but on Center Gravity's Hunter 'Hawkeye'

chassis rig, which works not with the usual lasers, but cameras.

If all this sounds kind of complicated and time consuming, that's because it kind of is. There is much to be adjusted on a Porsche, but then it's a precision tool and it's worthy of precision set up, too. And if you ever find yourself at Center Gravity having your own Porsche set up by Chris or Pete, then it's well worth watching them in action as they move around your car with choreographed precision. You will also learn a lot, too.

And so finally we get there. Chris is happy, the car is set up to Porsche's X74 spec. The dampers have been set to fully hard and then wound back 15 clicks at the rear and 15 (from a possible 30) clicks at the front. So it's time for a test drive as the light starts to fade.

The mini roundabout is dispatched first. Chris throws the nose in and it sticks resolutely. On the dual carriageway there is no drift under acceleration and cambers refuse to throw it off course. At my behest we wind the dampers back another couple of clicks because there is still a sting in the tail, and then it's my turn to see if I'm happy with the outcome. So am I? Just a bit.

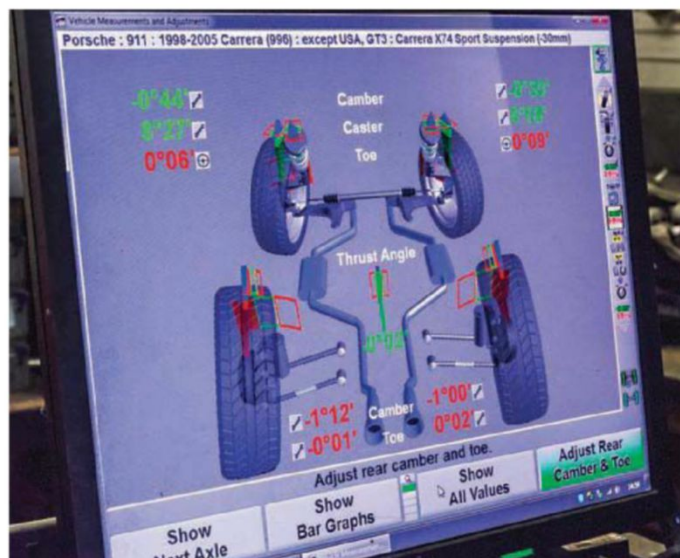
On some fast and varied roads Chris calls the corners and encourages me to press on, like I need any encouragement. My 996 has taken on the precision of a heat seeking Exocet missile. There is a balance to it that starts at the rear and works its way forward in true 911 style. The steering requires just a minimum of guidance to keep it on the straight and narrow and direction changes come with that lovely rear end pivot unique to the 911. The car has never felt so alive and it makes a current 991 feel inert. Oh, and the steering feel and feedback is to die for. That hypothetical Impreza wouldn't stand a chance!

So, mission accomplished? Oh, we're so nearly there, but as Chris so rightly called right at the start of the day, the spring rates are more than a tad too stiff, particularly at the rear. It's not so much that they throw the car offline, but the crash when it comes is not pleasant and you're always waiting for it to spoil the drive. So right now Chris is working with Ohlins on an alternative, softer spring rate.

What was that I said about patience at the beginning? Hang in there. It's going to be worth it. **PW**

*It's been a long day, but it's finally time for a test drive. The end result is a transformation*

*Below middle: Engine mounts were shot and so probably not helping with all that weight swinging around. Below: New ones duly fitted*







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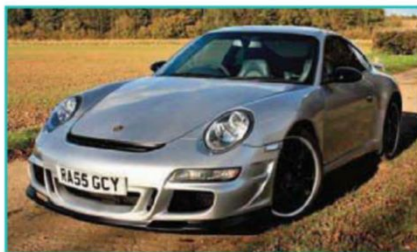
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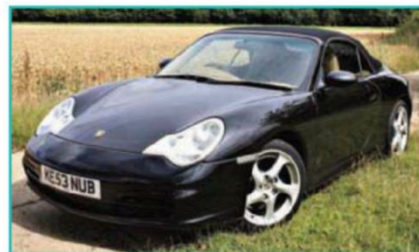
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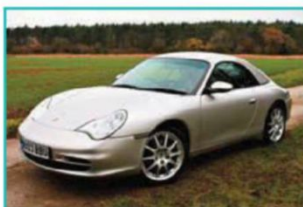


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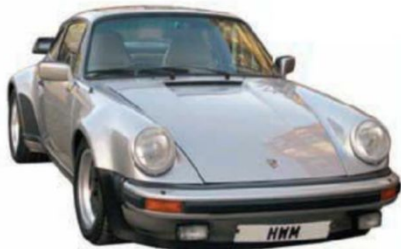


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# TECH: HOW TO

## THIRD TIME LUCKY?

The second-generation Cayenne Diesel – and by implication the contemporary Panamera and perhaps in time even the Macan models – would seem to have a voracious and expensive appetite for exhaust-gas recirculation valves, certainly if the 2011 car shown here is anything to judge by, now on its second replacement in just three years. But the job is not for the faint-hearted or the impatient, suggests Chris Horton. Photos by the author



It is fair to say that far too many modern cars, for all of their positive attributes, are victims of their own sophistication – and of their makers' quest for both environmental 'friendliness' (increasingly and some might say unrealistically forced upon them by power-hungry politicians) and ultra-compact packaging. Figuratively squeezing a quart of hard-working machinery into a pint pot. Perhaps a hefty dose of so-called built-in obsolescence, as well; you don't want to

build them so robustly that you eliminate any repeat business, do you?

There can be few better illustrations of the problems this brings the end-user – that's us; we Porsche enthusiasts, and even those to whom they are merely ego-massaging luxury cars – than the second-generation Cayenne Diesel shown here. Brand-new in 2011, it would have cost its first owner around £45,000. He was doubtless persuaded to part with his money by its suave combination of style and fuel-efficient performance, by its

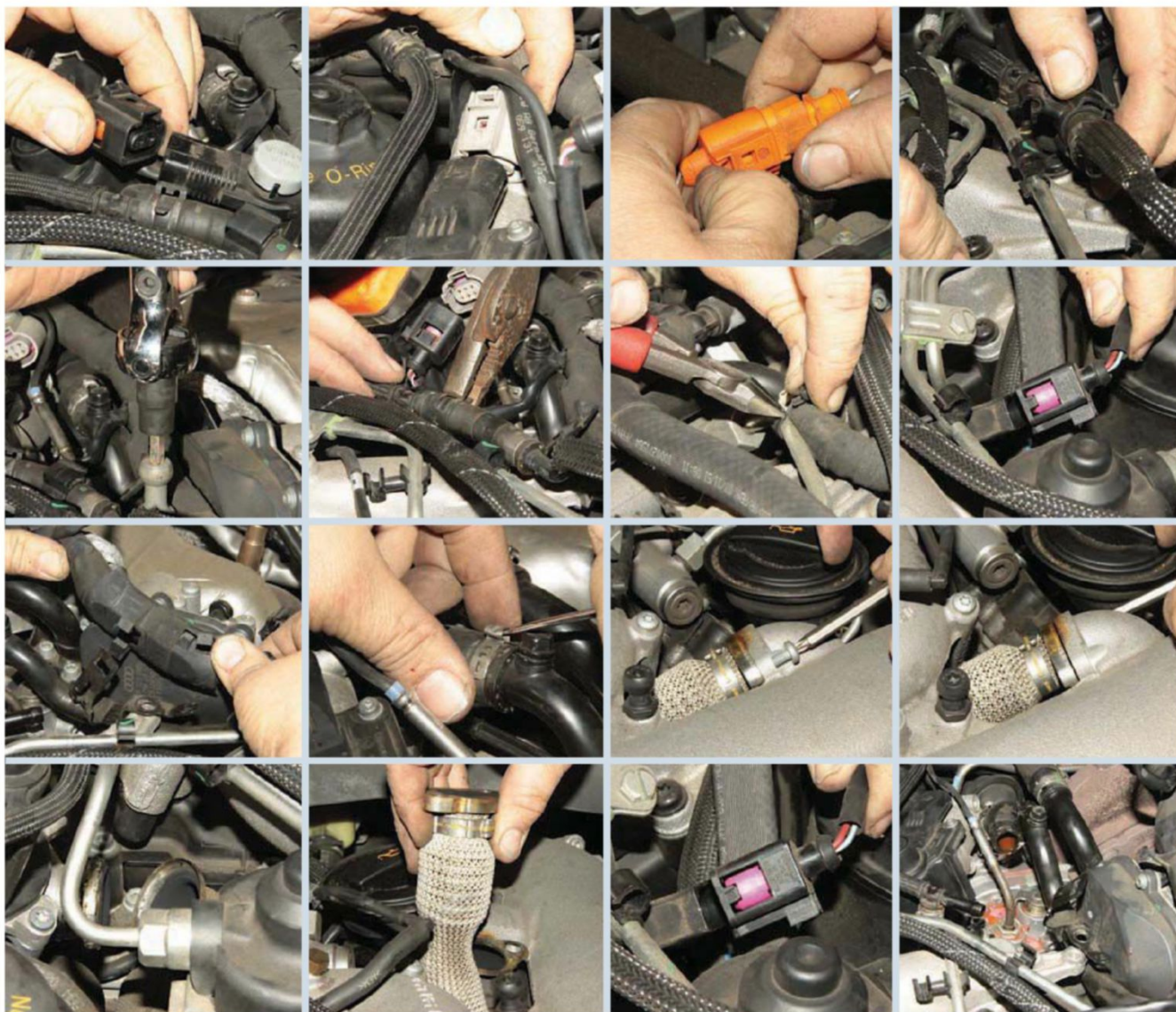
solidity and consequent safety, and not least by the notion that he was buying quality; something that would last the distance.

And, in a way, it is lasting the distance. According to Britain's Society of Motor Manufacturers and Traders, the average age of UK cars when scrapped is today just short of 14 years. At nearly half that figure this one, with its zinc-protected body shell, is in structural and cosmetic terms just as good as new. With care – demonstrated by the observable longevity of the many other

'Old' (but actually not that old...) and new heat dissipators (above) suggest the latter may have been redesigned. One hopes so, anyway. Photo immediately above that shot will give you some idea of the hardware you will need to take off and replace



Combined EGR valve and heat dissipator (or heat-exchanger, perhaps) is mounted at the rear end of the engine, between the two banks of cylinders (facing page, top). That alone makes access rather challenging – find yourself a suitably safe stool or trestle to stand on – and then there is the small matter of the literally several dozen hoses, pipes and electrical connections that must be separated. We've shown the bulk of them in the group of photos on the right, with still more on the next spread, but do please note that this feature is intended primarily as an overview of what needs to be done, rather than as a definitive, workshop-manual-style guide. If you know what you are doing the work is just time-consuming rather than difficult – and remarkably few tools are needed. If you *don't* know what you are doing, on the other hand, then you will be well advised to leave the task to a professional. At least you might now appreciate why the bill could appear to be so steep... In truth, it would be a lot quicker, easier and seemingly cheaper to replace the EGR valve alone (and it is available separately), but there remains the obvious risk that the heat dissipator is as gummed up inside as the valve itself, and you will end up doing the job again in the fairly near future. But then based on the experience of this car's owner, maybe you will anyway...



## WHAT GOES AROUND COMES AROUND

I hesitate to recycle previously published text – in the same way that it's far better for diesel engines not to ingest their own exhaust gases – but sometimes there is no merit in rewriting something for the sake of it. Shown in bold type below, then, is essentially the (remarkably prescient!) answer that I gave reader Peter Robbins in September 2014, after he wrote to ask why his 40,000-mile Cayenne Diesel might have illuminated its check engine light, or CEL. His local garage suspected a diesel particulate filter (DPF) problem, and tried to carry out a so-called forced regeneration, he told me then, but this was unsuccessful.

**"I suspect this is something we are going to be hearing a lot more about, as diesel-powered Porsches become both more commonplace and inevitably older. I spoke to Robin McKenzie at Bedfordshire-based Auto Umbau, and he kindly offered not only his knowledge and practical experience, but also some apparently faulty hardware for me to have a look at. (And to take to pieces for further investigation and analysis...)"**

**"We had a car in showing those same symptoms a few months ago," Robin told me. "We thought it was a DPF fault, and tried giving the vehicle a fast run to get it hot enough to clear itself, but that made no difference. We then tried to do a forced DPF regeneration using our Durametric diagnostic kit, but that**

**didn't work, either. Likewise our VAG-COM unit – and eventually I discovered that only the official Porsche system tester allows this process to be undertaken. What the fault-code list *did* tell us, though, was that there was a restriction in the flow through the EGR valve – the exhaust-gas recirculation valve – rather than it being anything to do with the DPF."**

Always wanting to do the best job possible, and to fit the best-quality replacement parts, Robin rang his local Porsche Centre. 'I wanted to see if it is possible to clean out these units, but my contact in the parts department suggested that not only would we need a brand-new one, but also that fitting a new valve alone probably wouldn't solve the problem. We would need what Porsche calls the heat dissipator to which it is attached, and although you can buy the valve separately, it does routinely come with this dissipator. That seems to be a device linked to the cooling system, and which presumably reduces the temperature of the exhaust gas before it enters the valve.'

Robin bought and subsequently fitted the

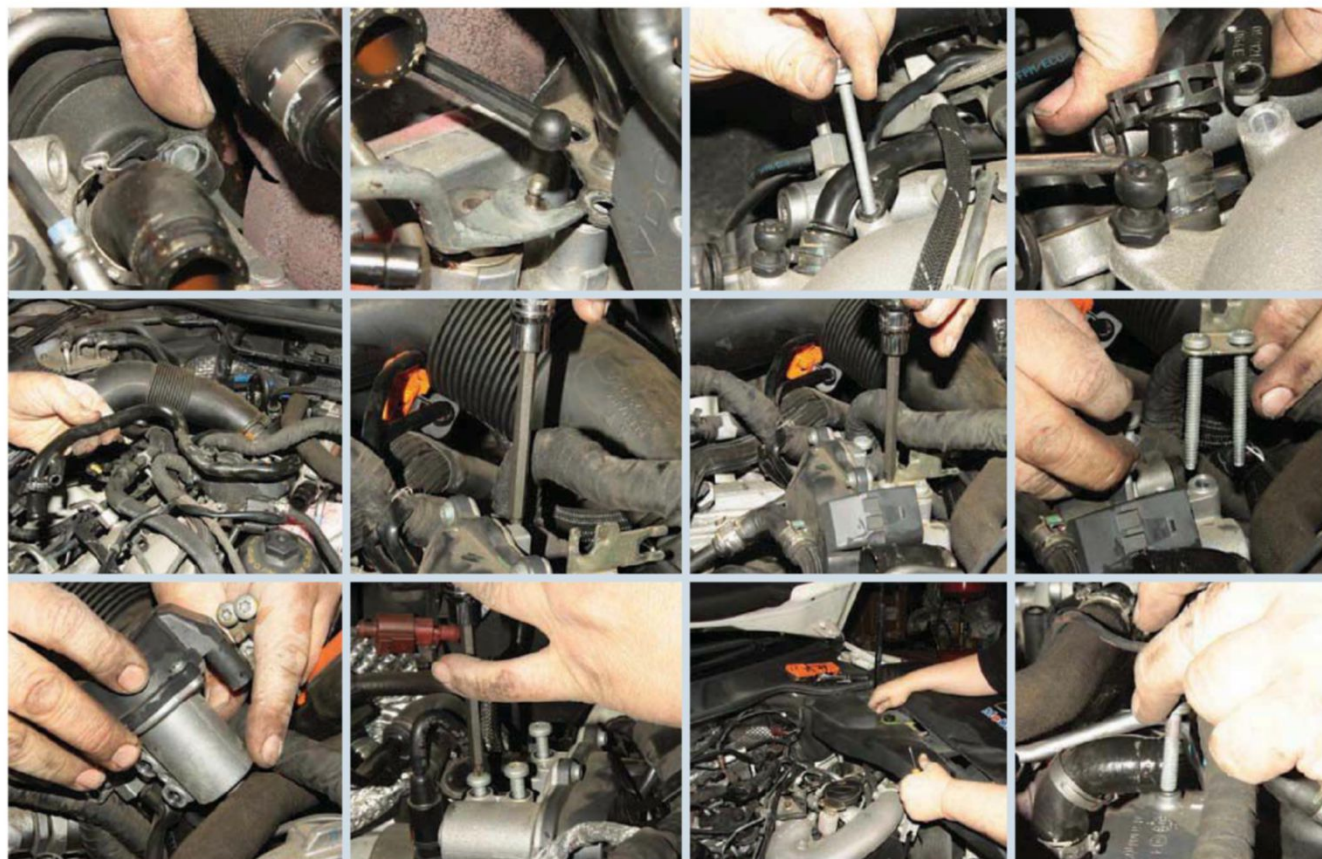
complete unit, reporting that although it seems relatively accessible, on the top of the engine block, and then back towards the bulkhead, it is not a job for the faint-hearted. 'Porsche allows about four hours' labour, but it took me nearer eight – although I charged the customer only for six. Part of the problem is reaching in over the top of the engine – you end up almost laying on top of it – but also disconnecting the small-diameter pipes from the exhaust system, and one of the fixing nuts is an absolute pig to reach.'

Did it work? 'Yes!' says Robin, with obvious relief. 'My customer wasn't exactly thrilled at the total cost – around £800 plus VAT – and it remains to be seen how long the new assembly might last before it suffers the same fate. But it got the car back on the road both quickly and efficiently, and to Porsche's original standards. Better than to risk doing much of the same work in cleaning out the old valve, or replacing that alone, and then finding that you have to repeat the process very soon afterwards.'"





# TECH: HOW TO



More of the same: note forked tool to separate ball-and-socket joint (top row, second from left) without damaging the relatively delicate plastic socket. Also signs of the liquid that has drained out of the top part of the cooling system. We'll come back to this on the next page. It all looks rather confusing, but take your own picture of each and every connection you separate – in the order in which you separate them – and they should be a pretty accurate guide for correct reassembly. Note that even a part of the plastic shrouding on the left-hand side of the engine compartment has to come out

German and specifically VAG/Porsche vehicles on the roads today – it might be expected (ignoring now the obvious threat from hybrid and electric technology) to serve for well over 20. But at what cost in terms of peripheral but essential replacement parts, and not least the labour to fit them?

In 2014 my colleagues at Auto Umbau, Robin McKenzie and Terry Parker, fitted a 2011 Cayenne Diesel with a new exhaust-gas recirculation (EGR) valve and its associated heat-exchanger. Their experience provided a timely and pertinent answer for what was then the Q&A section of the magazine; see the panel on the previous page. Total cost of the parts and labour was around £800 plus VAT, and while that might be argued to have been a modest proportion of the car's then value, it was a sizeable figure for something that ought to have been at least as durable as, say, the

engine itself. And you might expect that its entirely new, Porsche-branded replacement, perhaps re-engineered and improved since the car was first built, would have fixed the problem, once and for all.

Wrong. Or so it would seem. A few weeks ago Robin rang me to suggest that I might like to cover as a how-to story the EGR-valve job he was about to tackle on a 2011 Cayenne Diesel. Perhaps understandably, given the large number of Porsches that he and Terry work on, Robin had probably forgotten that I had covered something similar with him in 2014, but it became apparent that not only was this exactly the same procedure as back then – and I am always on the lookout for trends in component failure – but *exactly the same vehicle*. Clearly this warranted closer investigation. (The latest bill came to £1200. That was £654.09 for the combined EGR

valve and heat-exchanger, and £546.00 for seven hours' labour. All figures include VAT.)

That investigation is best described as 'on-going', and it will not be overly scientific. But I still have the car's original, factory-fitted EGR-valve assembly, salvaged from Auto Umbau's skip (partly because it seemed wasteful to throw away such a large and seemingly undamaged device), and I shall be doing my best to find out why it – and by inference its replacement – ceased functioning. One obvious suspect has to be the fact that the car spends much of its time running at low revs in central London, to a greater or lesser extent breathing in its own exhaust fumes. But then no manufacturer – and certainly not Porsche – warns of the likely results of that sort of usage when you pitch up to buy a vehicle of this nature.

Whether any diagnosis is achievable

Even with all of the apparently obstructing pipes and wires removed it is not obvious how the heat dissipator – to which is attached the EGR valve – is secured, but having the new assembly to refer to (far left) is a big help. 'O'-ring visible in that same photo seals the pipe stub into a fixed 'socket' on the engine, but it should come out without too much difficulty. Don't forget the similarly hidden smaller stub, though (top row, second from left), with a rubber hose pushed onto it. Oil line to turbocharger needs to be disconnected; don't lose the sealing washers, and better still buy new before you start. Final three photos in this group show that we are getting close, but heat dissipator is a tight squeeze between oil filter and turbo, and extracting it requires both manual dexterity and, frankly, quite a lot of upper-body strength





Nearly there – but even now one of the fuel-injector pipes needs to be disconnected. There should be no residual pressure inside it given the length of time the engine will have been idle, but take no chances of being sprayed by a potentially hazardous jet of diesel: cover the union with a suitably large piece of cloth as you crack open the union. The two photos on the right show the now obvious ‘prize’: halfway there, then...



without also destroying the EGR valve remains to be seen, but the ultrasonic cleaning tank over at Neil Bainbridge's BS Motorsport will figure in the process. (I would have liked to delve inside the second unit, as well, but the car's owner wants to carry out his own tests on that.) Either way, this story will have served its purpose if it not only alerts you to what is almost certainly a potential weakness within these cars (and the similarly powered Panamera and now Macan), but also shows you how to address it. Or, of course, why you might be better advised to let someone else, with the necessary experience and facilities, address it for you. Fools rush in where angels fear to tread, and all that.

Suffice it to say – and in a sense this, too, might be a valuable moral of the story – that, like Robin McKenzie, I do not believe on-the-car cleaning of the EGR valve with some miracle solvent sprayed through the air intake to be a long-term solution. Or necessarily even a short-term one. Likewise any of the cheap and supposedly ‘universal’ EGR-valve blanking plates that pop up with depressing frequency on the internet. One of those might do the job. But they are surely of questionable legality in terms of exhaust emissions (in the same way as ‘deleting’ a diesel particulate filter), and even if they are 100 per cent legitimate you still have to remove the valve in the first place – and then live with the

knowledge that, however flawed might have been its original specification, you have necessarily compromised your Porsche.

No, far better in my mind never to get into a situation like this to start with. How to do that? Well, in simple terms – and bearing in mind obvious road-safety considerations and all speed limits – whenever possible drive your diesel-powered Porsche like you stole it. It is not a guaranteed solution, and it will cost you some time and a little extra fuel. But it's a great start, and it has to be immeasurably more enjoyable than groping about inside the car's engine compartment because for the last three years it has done nothing more strenuous than the school run. **PW**

## THE KNOWLEDGE

If you choose to do this job yourself you will need only a few basic tools – but both the patience of a saint and perhaps the confidence of a time-served brain surgeon as you work your way through a veritable Chinese puzzle of hoses, wires, cables and pipes. And *still* there will be more to detach before you can even see the EGR valve and heat dissipator, never mind extract them.

One problem, as alluded to by Robin McKenzie on the previous spread, is reaching in over the engine (the valve is high up in the valley between the two banks of cylinders), but Terry Parker, man on the spanners this time round, solved that by placing the car on a two-post lift and removing the wheels, such that it could then be very carefully lowered until the brake discs were almost touching the ground. Failing that, find yourself some suitably secure stool or trestle to stand on.

You will need to drain and save the coolant (mop up any spillages immediately, to avoid the possibility of poisoning inquisitive children and/or pets), and obviously later refill the system. Be warned, though, that even then quite a lot of liquid might drain out of the heat-exchanger element of the EGR

valve, and end up in the aforementioned ‘valley’. Terry used a purpose-made fluid extractor powered by an air-line to suck it all out, but a good wet-and-dry vacuum cleaner should do the job, too. Again, correctly dispose of any fluid (this portion will probably be too contaminated to use again), and certainly don't be tempted simply to leave it on the engine to evaporate later.

Most of the fixings you will encounter are of the Torx variety, but you will need a good armoury of extensions and drivers to get at some of them. Hoses are secured either by the now equally commonplace Oetiker clips, which can be undone with an angled pick, and usually leaving them suitable for use again, but even if you have the necessary special pliers to retighten them are best discarded in favour of good, old-fashioned worm-drive clips. If not, some are impossible to refit, while the traditional ‘Jubilee’ clip or its equivalent can be tightened with a screwdriver, able to reach in where pliers cannot, and will do just as good a job.

Be careful when disconnecting the many electrical plugs that you don't break any of their securing tabs, and if necessary non-

destructively mark them so that you can easily identify them (and any other pipes and cables, for that matter) for foolproof reassembly. Alternatively, use your phone to take close-up photos. (It is not really our intention that you should use those published here for that purpose; we have tried merely to give an overview of the work involved.)

Finally, when you have peeled away the many layers of hardware, and the EGR valve and its heat-exchanger are seemingly free to be lifted up and away, make sure that you have undone all the fixing screws – the new unit will give you a good idea of where they are located – and even then be prepared for a titanic struggle. There is barely a millimetre between each side of the aluminium casing and the oil filter and the turbo, and you will wonder if it will ever come out. But come out it will, just as the new one will (just about...) squeeze back in again.

That alone is one of the many reasons why you don't want to do this job more than once, and certainly not more than once per car. But whether or not that proves to be the case surely only time – and perhaps the way you continue to drive it – will tell.

Reassembly is – predictably enough – a reversal of the dismantling procedure, but first make sure that you have (safely) sucked out and disposed of any coolant that had pooled in the valley between the cylinders, and also that you have extracted any components that ended up in the same area – and there will almost certainly be several of those, trust us. Black plastic connector (far right) was the single casualty of battle, but fortunately the replacement assembly came with a new one. Shaved ‘O’-ring, dating from when the previous EGR valve and heat dissipator had been installed in 2014, highlights one of the potential traps during reassembly, but is difficult, if not impossible, to avoid: you simply cannot see the stub as it slides into the engine block – although forewarned is surely forearmed. Either way, luckily this one hadn't been leaking

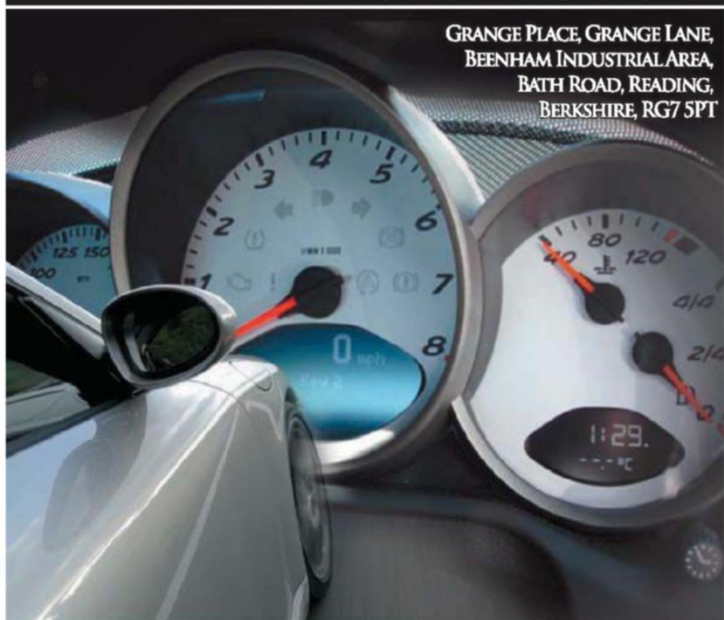




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## BEVERLY HILLS CAR CLUB

Alex Manos runs car club heaven, or Beverley Hills Car Club to be precise. Out of 130,000 sq ft he stocks over 350 cars at any one time and a third of those are Porsches, as we discover...

Words and photography: Matt Stone



Alex Manos caught the collector car bug in much the same way as did many of us – from his parents. He remembers his dad having a Jaguar E-type, and always begging him to go for a ride in the car with him. It made him happy then, and those memories make him happy now. His business began as many such ventures do – somewhat by happenstance, as an extension of his

hobby and obvious passion. Not so many years after he began driving, he bought an older Lincoln Continental that was generally solid and mechanically sound, but looked a little needy; he cut, buffed, polished and otherwise nursed it back to outstanding condition, and then of course someone wanted to buy it. And then one car became two, two became four and you can guess the rest.

Born in London of Greek descent, he was living in a Beverly Hills, California apartment

and decided that would be the name of his classic car business. Other than the few cars he sold from the apartment's dining room table, he never opened a customer location in Beverly Hills, instead in nearby Whittier, then moved shop to rented former new car dealership space in Downey. He started there with one garage bay, then took more and more of the car store property, until he quickly outgrew that.

He's since purchased a previously somewhat rundown but sturdy warehouse

Porsche sales makes up the bulk of Beverly Hills Car Club sales, with a wide and rich variety, including cars for restoration. Below left: Alex Manos with 964 Turbo, that's on its way to an international buyer. 911T Targa after an argument with a telephone pole, but probably worth repair, such is the value of classic Porsches now





Classic Porsches are what sell in California, which won't come as any surprise. BHCC's business model is pure buyer/seller. Cars are sold as seen, with no warranty



complex in an area of East Los Angeles called Boyle Heights, with about 130,000 square feet under roof in which to house inventory of classic, collector and late model sports cars for sale.

"When I went to the city for building permits and licenses, they couldn't believe that I wanted to put a car dealership in this old warehouse space because, in their minds, car dealers were big open lots with flags and balloons flying, and dancing animals around. I explained to them that my business marketing model relies heavily on the internet and thus driveby traffic wasn't of prime concern."

The buildings' prior use had been as set storage for Hollywood; the massive high ceilinged spaces often filled with stages, sets and props used for television; "It was pretty awful inside, dirty, and all the beautiful red brickwork and wood ceiling beams covered or painted over; it took considerable effort and expense to sand

and waterblast everything back to natural plus a fair amount of graffiti removal." More remodel plans remain in the works, although he has no intent to gloss over the urban warehouse nature of the property. There are two showrooms, a shop area, detail bays, an office building and huge spaces for inventory. In spite of the "Car

in pre-owned, as is condition, with no warranty.

Alex comments that BHCC's normal inventory level is around 350 cars and perhaps a third of that are Porsches on any given day. He sells more Porsches than any other brand, although does good business in Mercedes-Benz (particularly SL

“BHCC is a buyer/seller. All cars are sold in pre-owned, as is condition”

Club" moniker, BHCC isn't a club you have to join (just as it isn't actually located in Beverly Hills). BHCC is a buyer/seller, pure and simple, and will play any role in a transaction. They'll buy or sell a car straight out, take trades, and work multi vehicle, multi principle transactions. All cars are sold

roadsters), and stocks a yards-long row of E-types, plus all manner of etcetera inventory that he stumbles upon, is offered him, or taken in trade: A few old American trucks, Ford Mustangs, VW Type 2 vans, a Fiat Dino here, a Citroen SM there. Lots of Rolls and Bentley. The company claims to



BHCC will buy unfinished projects and undertake projects of their own, or just strip for parts





You might walk into Beverley Hills Car Club wanting to buy a Porsche, but with such variety of other marques on offer, your head could be turned. This being California, Alex Manos reckons that Mercedes are also very popular

be among the world's largest resellers of European classic and collector cars.

Condition and quality runs the gamut from barnfinds and parts cars to some very clean and rare machines. This allows Manos to offer inventory from the very reasonable to the more expensive, and "sometimes, people don't know what they

parts cars, but plenty of pearls as well: Most of the Porsche inventory is 911s from all eras, plus a handful are recent watercooled cars, and always a smattering of top shelf 356s. Manos confirms that chrome bumper era 911s remain white hot in the market right now. Particularly rare is the 1972 911E in Aubergene we spot in the large "Porsche

its next al fresco loving owner. One heartbreaker is the silver 1973 911T Targa, with low original miles and matching numbers that hit a telephone pole and is now a couple of feet shorter in the front. Fixing it will be a huge undertaking, yet breaking it for parts seems a crime.

There is a handful of terminally rusty 911 parts and project cars scattered here and about. Plus 914s on sale, too, for which the market has expanded considerably. A screaming yellow GT2-looking 993 racer also catches our eye.

Manos is pleased to serve a very international client base; he regularly buys and sells cars globally – such is the magic of the internet. His inventory comes from all over and a variety of sources; he doesn't often buy at auction, now and again picking up cars from other dealers for whom they just don't fit; some are cars he just spots here and there, but a great majority arrive

“ There are also many ‘project’ level cars, but plenty of pearls as well ”

want, they may come in to look at one thing, and 'discover' something that appeals to them that they didn't previously think of." He also feels it's critical to keep the inventory turning and fresh.

There are also many 'project' level and

room" – not everyone's top colour choice, but being a '72 with the much desired exterior oil tank filler door, and being a fuel-injected 'E' means this car will sell soon and for good money. A white over grey 964 Cab, with less than 70,000 original miles, awaits



Fancy a project? BHCC always have a few cars in stock that are suitable for the home spanner man



Repaint or leave as is? This 'rolling resto' look has its fans in the 356 world



over the internet, telephone or email. A particularly handsome black '91 Turbo was purchased from a local who called Alex for a direct cash sale. "For some people, it's a security thing – they don't want strangers knowing where they live and that they have special car(s) there, or they just don't want to go through the hassle of marketing and giving test drives, so with us it's quick and clean, we do the paperwork, they get a check and it's done." He's since sold the rare 964 on to an international Porsche aficionado client.

BHCC doesn't do ground up restorations, but has on occasion finished the uncompleted projects of others, and does a certain amount and level of repair and mechanical work on site, as demanded by the needs of the inventory. We asked about his most unusual Porsche story; "so far I've only ever had one 924. It was a rough early

car with needs, and I think I bought it for like \$800. I figured it would be good to have on hand so I could price it low and be able to advertise "Porsches starting at \$1500" and I thought it would be a good car for a young first time sports car buyer fix up with

me \$750 and I was just tired of looking at it so I took the deal and a few pennies loss."

Manos also maintains a thoughtful pricing philosophy: "there's no doubt, I'm in this business to make profit and a living, but when possible, I like to sell a car on leaving a

“ I like to leave a level of equity in a car for the new owner ”

their dad or something." The car stayed welded to his warehouse floor for several years, and he just couldn't move it.

"There's nothing wrong with good 924s, but this was just the wrong one and failed to catch anyone's eye. One day, a guy offered

measure of equity in it for the new owner. If he feels he got a great deal, or has made a little money when he drives away from here, then, of course, he's more likely to come back again, or refer his friends – word of mouth referral is critically important to us." **PW**



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## 1997 Porsche 993 Cabriolet-stock-08892

This stunning 1997 Porsche 993 Cabriolet with 60,058 on the odometer is shown here in arena red with tan interior. Clean Carfax. It comes equipped with a manual transmission, air conditioning, power windows, power steering, power seats, solid wheels, power soft top and includes the jack, spare tire and air compressor. A very presentable weekend driver that is mechanically sound.

**For \$46,500**



### 1967 Porsche 911-stock-08824

The 1967 Porsche 911 featured here is available in red with a black interior. It is equipped and upgraded with a 911T engine with a manual transmission, dual Weber carburetors and comes with Fuchs wheels. This is a very presentable car with endless possibilities. Don't miss this opportunity to climb into an early 911 ownership at a great price.

**For \$39,500**



### 1970 Porsche 911E Coupe-stock-08936

The 1970 Porsche 911E Coupe shown here with matching numbers is available in white with black interior. It is equipped with a 2.2 liter engine, air conditioning, Fuchs wheels, OEM radio and includes the spare tire and toolkit. An excellent original car and a very presentable example which is mechanically sound. This is a highly collectible Coupe.

**For \$59,500**



### 1987 Porsche Carrera Cabriolet-stock-08898

The 1987 Porsche Carrera Cabriolet shown here with matching numbers is available in its original color code #908 Grand Prix White with brown interior. It comes equipped with a manual transmission, air conditioning, power windows, soft top and includes the spare tire, jack and tool kit. The Carrera is a very desirable G50 Cabriolet which could use some light cosmetics. Mechanically sound.

**For \$33,500**



### 1972 Porsche 911E Coupe-stock-07539

The 1972 Porsche 911E Coupe shown here in red with black interior and comes equipped with a 5 speed manual transmission, OEM radio, one year only external oil filter door, cookie cutter wheels and includes the spare tire. Very presentable. Limited production. Same owner for many years and is mechanically sound.

**For \$42,500**



### 1986 Porsche Carrera Targa-stock-08996

The 1986 Porsche Carrera Targa shown here with 68,405 on the odometer is available in grey metallic with black interior. It comes equipped with a manual transmission, air conditioning, power windows, power seats and includes the jack, tool kit and spare tire. It is a very clean and presentable weekend driver which is mechanically sound.

**For \$42,500**



### 1981 Porsche 911SC Targa-stock-08891

The 1981 Porsche 911SC Targa shown here with matching numbers is available in burgundy with tan interior. It comes equipped with a manual transmission with 3.0-liter engine, air conditioning, Fuchs wheels and includes the spare tire, tool kit and jack. An excellent weekend driver that could use some light cosmetics and is mechanically sound.

**For \$27,500**



### 1980 Porsche 911SC-stock-08843

The 1980 Porsche 911SC featured here in beige with grey interior comes equipped with a 2.7 liter with a manual transmission, power windows, Fuchs wheels, sunroof and includes the spare tire. The Porsche has lots of potential and could use some light cosmetics. It has had the same owner since 1993.

**For \$19,950**



### 1989 Porsche Carrera Coupe-stock-08055

The featured 1989 Porsche Carrera Coupe with matching numbers (Certificate of Authenticity included) is shown in its original special order color code #178 Baltic blue metallic with tan interior. It comes equipped with a manual transmission, air conditioning, power windows, power seats, sunroof, MOMO steering wheel and includes the original owner's handbook, jack and spare tire. Excellent original car in a desirable color combination. Mechanically sound.

**For \$32,500**



### 1984 Porsche Carrera Cabriolet-stock-08834

This vibrant 1984 Porsche Carrera Cabriolet with matching numbers and 73,664 on the odometer is shown here in its original color code #810 ruby red metallic with tan interior. Gorgeous color combination. Clean Carfax. It comes equipped with a manual transmission with a 3.2-liter engine, air conditioning, power windows, Fuchs wheels, soft top and includes the spare tire, jack and tool kit. A very clean and presentable weekend driver that is mechanically sound.

**For \$39,500**



### 1969 Porsche 911E Karmann Sunroof Coupe-stock-08494

The featured 1969 Porsche 911E Karmann Sunroof Coupe in red with tan interior comes equipped with a 5 speed manual transmission, factory sunroof, air conditioning and Fuchs wheels. Excellent original car. Very presentable.

**For \$54,500**



### 1989 Porsche Carrera Targa-stock-08318

The featured 1989 Porsche Carrera Targa shown here with matching numbers and 87,658 on the odometer is available in a grey metallic with light grey interior color combination. It has had lots of upgrades and comes equipped with a 5 speed G50 transmission, 3.0LZ supercharger, new intercooler, cold air intake, high pressure fuel pump, high performance fuel lines, 2 piece upgraded turbo rims, air conditioning, power windows, MOMO steering wheel and 930 exhaust. It also includes \$11,000 in recent service records which have been completed within the last year. This is an extremely presentable car and incredible value. Mechanically sound.

**For \$39,500**



### 1987 Porsche Carrera-stock-09022

This sleek 1987 Porsche Carrera sunroof coupe with matching numbers (Certificate of Authenticity included) is shown in its original color silver metallic with grey interior. Its equipped with a G50 transmission, air conditioning, power windows, power seats, sunroof, forged alloy wheels, and tool kit. Don't miss your opportunity to own a clean and presentable weekend driver that is mechanically sound.

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## PROJECTS

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

### THE TEAM

#### STEVE BENNETT

996 C2

As you can see elsewhere in this issue, the Ohlins suspension has been set up by Center Gravity and mighty good it is, too. Going a bit softer on spring rates should make it pretty much perfect...



#### KEITH SEUME

912/6 'EL CHUCHO'

I've been unhappy with the seats in El Chucho for some time and finally my back has cried enough. Originals and replicas are expensive so I searched for an alternative in the shape of MGF seats!



#### CHRIS HORTON

924S, 944

The 924S's driver's handbook proves to be a source of disinformation when it comes to the functions of some of the relays; and I was less than impressed by the 'fit' of a genuine new rear-bumper rubber.



#### PETER SIMPSON

356C

The Editor has finally cajoled me into owning up to my latest project beyond what I normally scribble right here. So directly opposite you can read all about my 356C 'garage' find. It's going to be a big project.



#### BRETT FRASER

BOXSTER 986 S

A recent service at PIE Performance has resulted in a major 'to do' list, most pressing of which was front brake discs and front tyres, both of which I've now attended to. But it's the tip of the iceberg!



#### JOHNNY TIPLER

BOXSTER 986 S

How nice it is to just drive the Boxster. Mrs T and I took it for a 10-day trip around Brittany and it was perfect. Indeed, I really must enjoy driving it because I've covered 7000-miles since June.



#### JEREMY LAIRD

CAYMAN 987 S

Go looking and you will find trouble. Or at least the possible very beginnings of some scoring on cylinder four. Or maybe just a mark due to some random debris. Oh, for the unalloyed joys of M97 ownership.



## BACK OF GARAGE FIND!

It's yet another project for art boy, Peter Simpson, but this one is a 356C. But has he bitten off more than he can chew?



### PETER SIMPSON

356C

#### Occupation:

Studio Manager, CHPublications

#### Previous

Porsches: 996 C4, 944 S2

#### Current

Porsches: 911 3.4 Carrera, 911 2.7, 356C

#### Mods/options:

Not much yet, going down the standard look unless I get bored, then it's outlaw all the way!

#### Contact:

pete@chpltd.com

#### This month:

Collection of the 356. It's now relocated at home - for now, anyway!

Hidden away: The 356C waiting to be uncovered

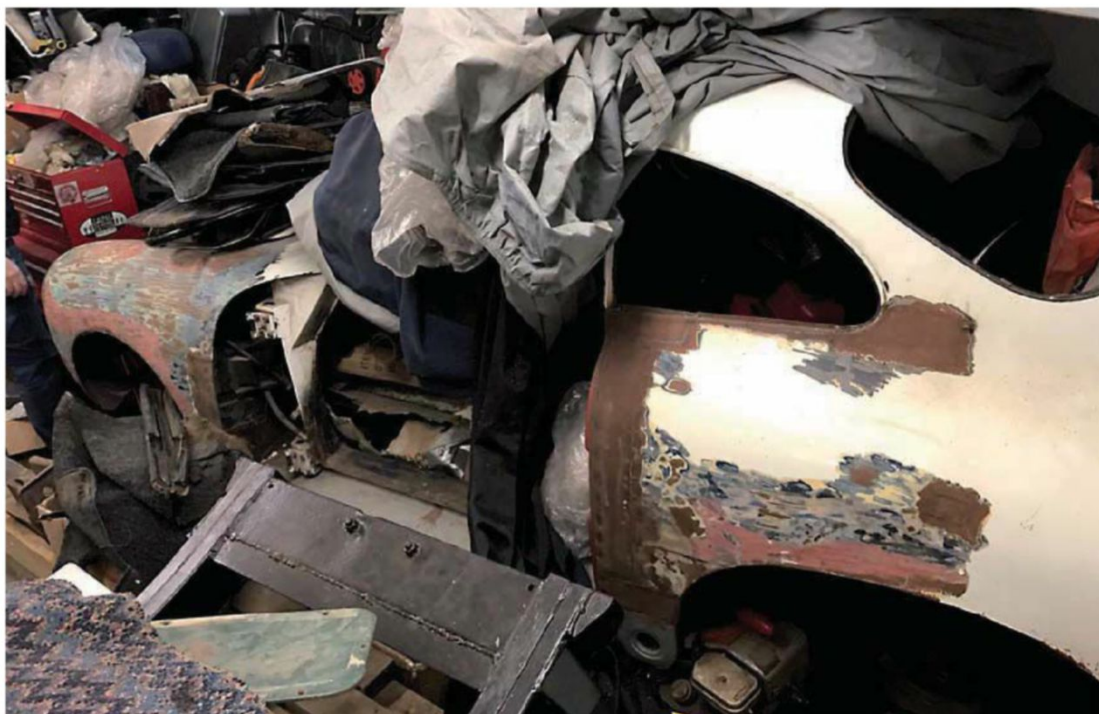
So it happened again! The hint of another Porsche project was in the air. I know, I know, it's not as if I haven't two on the go already, but this was/is different. Let me explain...

The story goes like this: There I was sitting chatting with my uncle Bob. He's of the street rod world, having owned a steel-bodied Willys at one point. He knows his street rods but, when it comes to Porsches, well, that's where it goes a bit wrong. But he had a mate - Chris - who very sadly passed away suddenly. And Chris had an

old Porsche in the back of his garage. Well, needless to say my ears pricked up. Usually these things turn out to be an old 924 or something, but Bob reckoned it was a 911. 'Can you find out a bit more?' says I. 'Sure' says my uncle.

After a bit of cajoling, the info starts to trickle in. Chris's wife, Rene, had been offered £18,000 for whatever it is, so it must be something interesting, although the offer was turned down. Finally I learn that it's a 356 of early '60s vintage (although Bob's opening gambit was a '365!'). At last, and talk about pulling teeth.

Revealed, the 356C with bits welded here, there and everywhere







So, now we're getting somewhere. It transpires that what we're talking about here is a 356C stripped to its bare bones and surrounded by parts. The engine had been rebuilt some time ago, but that was about as much info as I could get. Better go and have a look.

I collected my brother (this is going to be a joint project) and on arrival we found a car-shaped blob at the back of a garage covered in sheets and with parts balanced

on top of it. This is where it had been for about 14-years, and six years prior to that in another garage.

Time for the unveiling and see what horrors were hiding beneath the covers. Well, there's no doubting what it was: a 356 as clear as day and surrounded by parts inside and out.

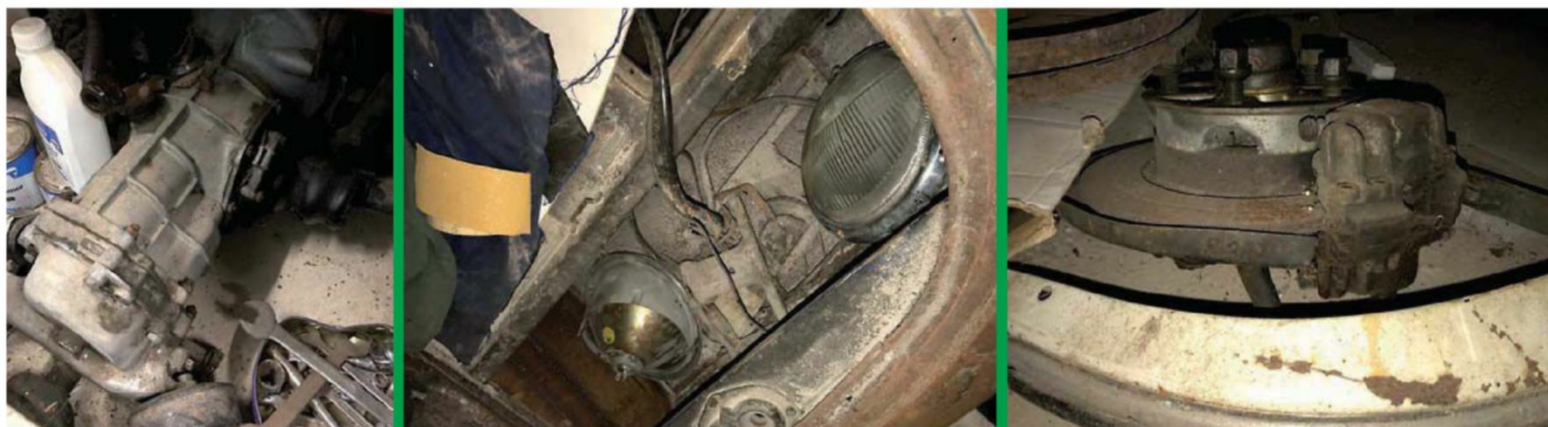
To be honest, it was a pretty standard sight to me – a project started and not finished, and one that had just got the

better of its owner who was more at home with street rods and Harleys, so the Porsche had gone on the back burner.

Going through the paperwork, it looked as though Chris had bought it as a project in pretty much the same state. The previous owner had presumably run out of money, or enthusiasm, or both. The purchase price for this pile of bits 20-years ago was £1000. What's it worth now? Well, that's subjective, but I had a price in mind as did my brother

Above: You can see the original blue paint through the stripped wing. Dash still fairly complete and we found the steering wheel!

Gearbox hiding under the body. Lights and bumpers all over the place...





# TECH: PROJECTS



and so did Rene. Fortunately it was the same figure and so £20,000 changed hands. A cursory look at the 356 market and I could see that if it all turned to poop, then it was worth rather more than just its parts and besides, it's a 356 and probably our one and only chance to get hold of one without having to get a mortgage or rob a bank. Yeah, sure, I'm now going to be on the receiving end of a barage of emails offering me a similar pile of 356 bits for £20k...

A few weeks passed and the cash was ready. It took a couple of van runs to pick

up all the parts like the engine, gearbox, brakes, glass and the interior. The latter had been stored in the loft and was in really good condition. Collecting the parts first would make it a lot easier to then just come back and pick up the shell.

We hired an Indespension flat bed trailer – important for the 356C as it would be sitting on its floorpan. We rolled the body up to the trailer on a skate and then pushed it aboard and strapped it down with ratchets. And then it was time to get the 356 on the road for its first journey of sorts for 20-years and a road to recovery. Or maybe just

somewhere else to sit for another 20-years!

So the plan now is to purchase a roll-over jig so we can get to the floorpan easier. A pile of Dansk panels has arrived and the first job will be to replace the floor, which is more than a little patchy. It's solid enough, but the previous repairs haven't been very well executed and don't look very 'factory.'

Beyond that? Well, it's all going to be a bit of an adventure really and you can read all about it here in future issues. And will we get it done? Well, I'm not making any promises! **PW**

Above left: 356 safely back at my brother's for now until I can clear some space in my own garage

Strapped up and ready to roll from its old home to its new



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## LOST IN TRANSLATION

The 924S's MOT test should have been just a formality – the car had covered only a few miles since the last one, a year earlier – but in the event occasioned much head-scratching, and even more bad language. Chris Horton attempts to summarise a rather perplexing saga



**I**t's interesting to see how one's views change as one becomes older. As a teenager or perhaps even 20-something, I used to regard my car's annual MOT test with the traditional mixture of foreboding and sullen resentment. Today, in my 60s, I welcome it as a convenient and cost-effective way of corroborating that my car (or now cars) is/are basically safe to drive. A professional second opinion, if you like.

At least, I *usually* welcome it. This year, though, the due date for the 924S's inspection crept up on me, and while it wouldn't have been disastrous to let it lapse – the car was stored off-road at Auto Umbau in Bedfordshire, and I had neither plans nor need to use it in the near future – I felt that any hiatus in its road-legality might become the thin end of a dangerously thick wedge. (I do have what you might call 'previous' in that context.) And since it had covered probably only 300 miles since the 2016 test – and none at all according to the still defunct odometer – the process would surely be little more than a formality.

Wrong. Setting aside a morning – which ought to be more than enough, I decided, with both a magazine deadline and a holiday in Scotland on the near horizon – in mid-September I drove over to Silsoe to give the car a quick run to clean up the brake discs, and to check that the lights and the mercifully few other electrical systems worked. The engine started on the button, as usual, and my test-drive showed no obvious problems – apart from a frayed wiper blade, which I replaced with one temporarily borrowed from the 944. Back at base, though, it soon became apparent that both headlights had in the interim died a quiet and lonely death.

There followed much inspection of fuses, much laborious removal and replacement of relays (it was unlikely that both bulbs had failed simultaneously), and a great deal of very bad language – and I did eventually manage to get the lights working again. Even now, though, having spent a further afternoon with my head jammed beneath the left-hand end of the fascia, trying to decipher the awkward and frankly mad

layout of relays and wiring – and the equally barmy Driver's Handbook; see the separate item in last month's *Technical Topics* pages – I still don't know for sure what the problem was, or how I fixed it. Just one or more poor connections, I guess.

Unfortunately, however, my travails were far from over, because even after all that the 924S decisively failed the MOT test. Foolishly, but perhaps understandably in light of the minimal mileage since the last one (at the same centre, just a few doors away from Auto Umbau), I had somehow ignored the fact that the handbrake lever pulled up through nearly a dozen clicks, rather than the normally required three or four, and with a corresponding lack of effort at the rear wheels. I had also overlooked the fact, perhaps a little more forgivably, that the brake lights didn't work. Seriously? Oh, for goodness' sake. Or words to that effect, anyway...

Fortunately, the garage concerned (Morrison MOT Centre; 01525 861467) offers free retests, if carried out within 10 working days, so I gave it up as a bad job

### CHRIS HORTON

#### 924S, 944

**Occupation**  
Consultant editor,  
911 & Porsche  
World

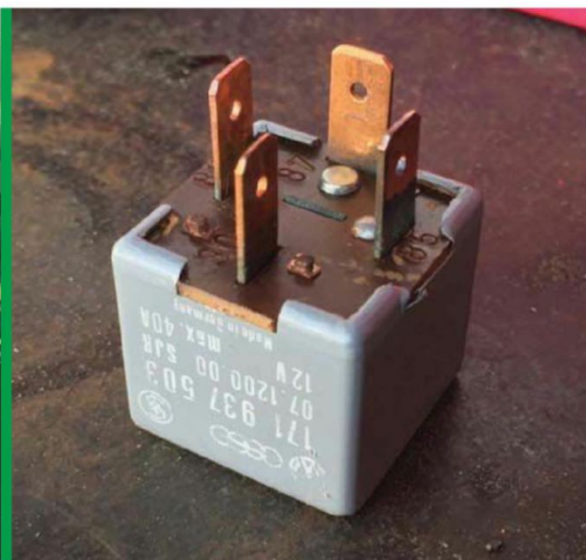
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924S, 944

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apart from wider  
tele-dial wheels  
for the 924S, and  
throttle cams

**Contact**  
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**This month**  
Pre-MOT aggro  
for the 924S – and  
even then it needed  
a retest!

'Group' shot at Auto Umbau was primarily for a story in Horton's last *Usual suspects* column (see the November edition of the magazine) but is a sufficiently rare conjunction to bear repetition here. Dent behind 924S driver's door – done before he bought the car – is annoying, but shouldn't be too much of a problem. Remaining side strips will be coming off, too (nasty, sharp things), and replaced with simple painted-on coachlines



Pre-test check showed that 924S headlights weren't working. Fiddling about with relays and fuses *seemed* to do the trick, but Horton doesn't really know why – and even now they sometimes need two or three goes at the switch to elicit a response. Fuses proved to be a nest of vipers, too, with handbook giving information that appears to be wrong. Either way, car failed on brake lights, and that fault took quite a lot of detective work and lateral thinking to sort out. For more on this see *Technical Topics* in last issue





## BARGAIN OF THE YEAR?

You might have spotted that my 924S, which during the early days of my ownership I tended to refer to as simply 'grey', I now describe as Stone Grey. Why and how, then, this new-found precision?

Because, thanks to Porsche Cars GB, I have a piece of paper that tells me this, and much else besides. For two years running, in 2014 and 2015, the press office at Reading generously organised for we Porsche-owning journalists a late-summer barbecue at the Experience Centre at Silverstone. And in 2015 the company presented each of us, free of charge, with one of its well-known Certificates of Authenticity for our chosen vehicle, signed by managing director Chris Craft. At the time they normally retailed for £65 each.

The basic characteristics of the car need little explanation. It is unequivocally a 924S. But there is a lot of useful additional information that can be gleaned from that single A4 sheet. Such as, for instance, the fact that it was completed at Audi's Neckarsulm factory on 28th November 1985, and first registered here in the UK on 6th February 1986. The Porsche Centre that sold it new was Charles Follett in Mayfair – hence the central London 'YN' registration mark. (And, by a strange co-incidence, the left-hand-drive 944 came to me with both a London 'YF' mark and its own Follett-badged plates.) The 924S's exterior colour – which had always been a source of some confusion to me – is officially the aforementioned Stone Grey (or Stone Grey Metallic, actually), and the interior is in black leatherette – although the now completely shredded seats have what I would call 'pinstripe' centre panels.

The engine, type number M44/07, bears the serial number 43G05350 (I must check some time to see if it's still the original unit; matching numbers, and all that...), and the type G016J transmission is numbered OK12115. Optional

equipment was as follows: electric and heated door mirrors; headlamp washers; cassette tape and coin holder (but no radio; back in those far-off days you had to have the dealer or an after-market supplier install that); rear window wiper; leather-trimmed steering wheel; electric windows and sunroof; and not least power-assisted steering.

Something and nothing? Perhaps. And, left to my own devices, I doubt that I would ever have bought one of these certificates. Although having come this far with the car I probably ought to splash out on one for the 944 that I have now owned for nearly 18 years; it would be interesting to see where in Italy it might have spent the first part of its life. But it is nice to have, a worthwhile addition to any history file, and I appreciated the gesture. And there is no doubt that such knowledge can be hugely empowering when it comes to finding the right parts for your car, new or second-hand.

I was going to end this panel – and this is how it would have appeared in the magazine, had not my *Our cars* report suddenly been held over from the December issue – by telling you how you could obtain a Certificate of Authenticity for your own car(s). But Porsche Cars GB has for the time being suspended the service, prior to reintroducing it in January 2018 in a slightly different format.

The new offering will most likely be marketed as a Certificate of Production, or something similar. Either way, for information e-mail customer.assistance@porsche.co.uk, or alternatively call 0118 919 1744. Note, incidentally, that Porsche Club GB members could obtain a Certificate of Authenticity for each of their cars, completely free of charge, and the Club has confirmed to me that this valuable benefit will continue. For more details about joining go to porscheclubgb.com/membership, or call 01608 652911.



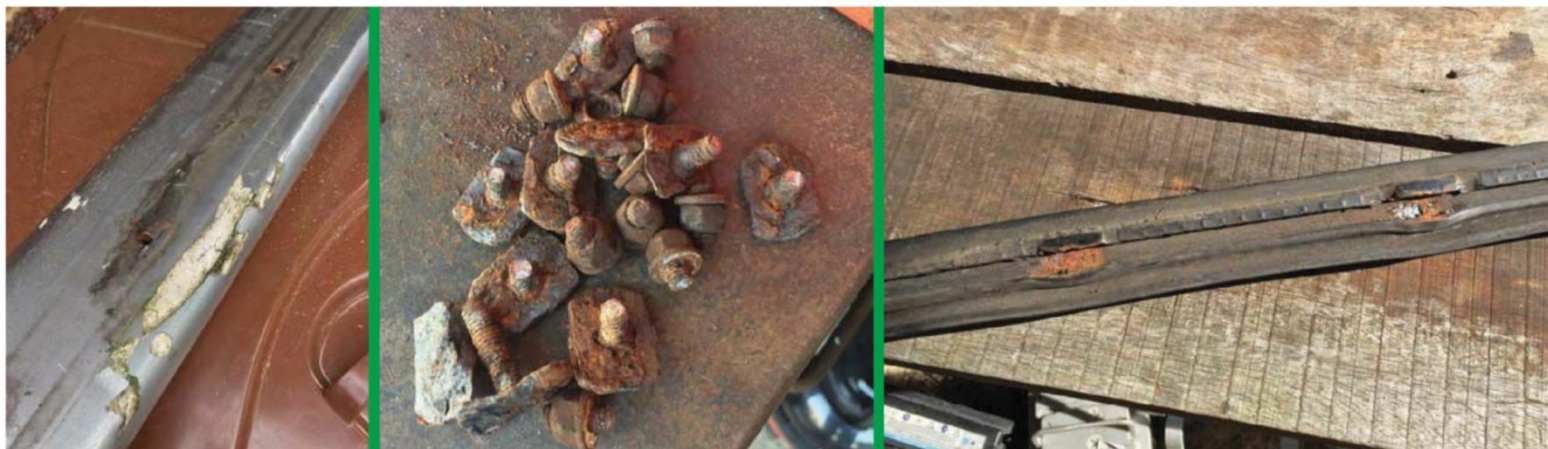
and made plans to return the following week, when I would have more time. In the event, both bulbs were OK, which suggested either the fuse, or possibly the switch on the pedal. (Or, even less helpfully, some part of the wiring.) The fuse was eliminated – or so I thought at the time – by fitting a new replacement, and the switch by pulling off its connector block and bridging

the contacts with a paperclip, so there was nothing for it but to remove and dismantle the famously corrosion-prone rear light units, and methodically check for the required voltage with a meter.

Anyway, one way or another I got the wretched things working again and, having quickly adjusted both the handbrake cable at the lever and then the mechanism inside

the drum part of each rear disc, I was able to get the car road-legal again without further expense. I would have liked to take the discs off to inspect and possibly clean up or even replace the handbrake shoes, but such is the design of the hydraulic system, with a rigid metal pipe to each caliper, that I would have needed to break the connection, and then bleed the system

Certificate of Authenticity (above) soon to be replaced by a Certificate of Production, or similar. Rubber strip on rear bumper (below) is a pain to remove, thanks to the rusted fixings. Best just to buy a new one





## TECH: PROJECTS



afterwards. Thanks, Porsche. Another utterly brilliant piece of design. Not.

Yet again, though, I feel I was led astray – or at least seriously misled – by said Driver's Handbook. It quite clearly states (as does the 1987-model edition that I also possess) that fuse number six protects the brake lights and the emergency (ie hazard) flashers, and fuse number eight the direction indicators and the brake-circuit warning light (which I presume to mean the one on the central part of the fascia, to the right of the cigarette lighter). Which is wrong – or at least it appears to be so in this particular car. As far as I can tell, fuse six protects the hazard lights alone, and it is beyond doubt fuse *eight* that protects the brake-light circuit. And neither appears to have any effect on my car's brake-circuit warning light. Either way, it is hardly the most helpful of technical documents.

With the 924S finally back at home I was able to make progress on a few other niggling faults – but at the same time forced to take backward steps in other areas. The driver's window had developed a habit of opening but often failing to close, for instance, and I soon traced that to a displaced – and surprisingly easily refitted – contact inside the switch (see photo, right). But removing the door card to access the switch revealed that the waterproof membrane between the shell and the inner trim had previously been torn to shreds – and also that in places the trim panel itself is quite badly damaged – so that will have to be addressed before reassembly. I shall obviously have to work out some way of beefing up the door card, too.

Having discovered, while doing this, that there was no radio speaker in the right-hand door, out of curiosity I took the cover off the one on the passenger's side. This revealed a unit of the correct dimensions, but after taking that out I realised that someone had previously tried to install an oversize device by simply bending the edge of the aperture in the door shell, presumably with a large hammer. Oh, well, it's only a cheap old Porsche, isn't it? (Although it probably wasn't quite so old, or quite so cheap, when this particular atrocity was carried out.) Give me strength!

My final and ultimately no less disappointing task was to replace the rear bumper. The original had suffered some minor impact damage before I bought the car, back in 2012 – luckily without any adverse effect on the nearby bodywork –

and having in the meantime acquired a couple of spares, albeit both completely the wrong colour, I was keen to set the replacement process in motion; to get at least something constructive done before I went off on holiday.

Knowing from previous experience how difficult it can be to remove the rubbing strip from these bumpers, without the M6 securing studs breaking as you undo the nuts, I had already bought from Porsche a couple of new mouldings – the other one is for the 944. (I forget the precise cost now, but at around £60 they are surprisingly inexpensive.) Good job, too, because predictably all but one of the studs was so corroded that, even after being soaked in penetrating oil, they snapped like carrots. You can, in theory, prise out the studs and fit new ones, but I'd question whether it's ever going to be worth either the effort or ultimately the visual compromise.

And fitting the new strip was only marginally less frustrating. Logic suggests first attaching it – as loosely as possible – along the flat centre section of the bumper, and then gently bending it round the two curved ends. Trouble is, you can then easily pass only the two studs at one end of the strip through the allegedly matching holes in the bumper – the opposite end becomes

slightly too 'short' – and although there is some lateral movement around each of the studs, trapped inside the two flanges on the inside of the rubber, even cumulatively this doesn't allow that final stud easily to pass through its assigned hole.

I managed it in the end, again with much swearing (well, honestly, why can't they make this bloody stuff SO THAT IT ACTUALLY FITS?), and to my satisfaction without having to enlarge any of the holes, but it wasn't the most pleasing of jobs. I shall have to take the bumper off again to replace the temporary mild-steel washers that I fitted beneath the (stainless-steel) nuts with some suitable stainless jobs, and eventually it will all have to come apart again for painting. But for the moment it looks OK, and does at least suggest that the car is being loved and cared for.

I shall also have to do something about the bumper's alignment against the body shell. All of these transaxle cars have famously large (and variable) panel gaps, designed to allow quick, easy and thus cheap assembly, and in truth the old bumper was no great shakes in that respect. But even faded Guards Red against Stone Grey Metallic shows just how haphazard the original manufacturing process was, way back in the 1980s. **PW**

Driver's door card from 924S has had this damage around the hole for the upper armrest fixing (far left) since car was acquired, in 2012, but removing trim for access to window-lift switches revealed this (middle) around the speaker aperture. Neither will be easy to repair, though – and especially the former – so maybe a used replacement will be the best bet. If one can be found at a reasonable price, of course. Even more disappointing was this butchery (above) around the aperture in the shell itself for the speaker in the passenger door



Switch for driver's window motor had ceased reliably to lift the glass, but to his surprise Horton managed to prise it apart and reposition the misplaced contact strip. It wasn't immediately obvious how it should be orientated, but looking at the witness marks on the contacts – which he also cleaned – and a bit of trial and error soon had it working again. Some you lose, some you actually win!





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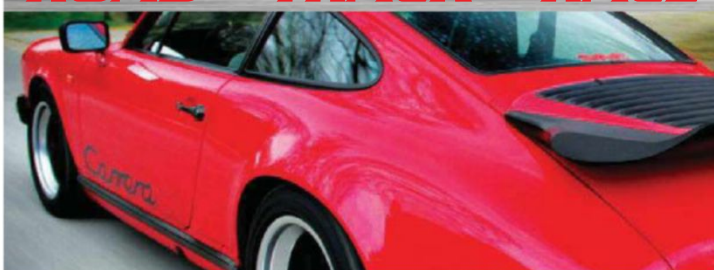
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## GETTING TO GRIPS WITH 911 MFI PUMPS

A little knowledge can be a dangerous thing, we are often told – and surely few who have seen Donald Trump in action this past year would argue with that. Sometimes, though, knowing only a little – but just enough – can be all that you need to avoid a costly problem, or even an expensive disaster.

So-called MFI 911s – that is to say, the cars with a belt-driven mechanical fuel-injection pump – have a clever little cylindrical device on the top of the pump body that, in very simple terms, alters the fuel delivery to compensate for changes in atmospheric pressure. Or in other words the density of the air being drawn into the combustion chambers. Those changes might come primarily from altitude – there is a roughly 0.012 bar drop in atmospheric pressure for every 100 metres that you ascend – but also from something as mundane as the weather. Average sea-level pressure is 1.0 atmosphere (or 1.0 bar; that's 14.7psi), but in extreme circumstances this has been shown to fall as low as 0.85 bar, and to increase to as much as 1.05 bar.

In neither scenario – the first in the eye of a hurricane, the second around the shores of the Dead Sea, some 430

metres (1400 feet) below 'normal' sea level – might it trouble you how this affected the running of your 911 engine, but for anyone living in, say, the high plains of the American Midwest, or planning to tackle the Panamerican Highway, it could be a very significant consideration. And the fact is that even here in the United Kingdom, where weather alone can see atmospheric pressure vary between around 1.05 bar and 0.93 bar, there would otherwise be a noticeable effect on the car's performance and/or exhaust emissions.

Inside the aforementioned cylinder is a small 'bellows', for want of a better term. Made of ultra-thin and thus highly flexible brass sheet, and carefully sealed during manufacture to maintain its essential internal vacuum, it works in exactly the same way as an old-fashioned aneroid barometer, with a pin at its lower end acting on the fuel-metering side of the pump. By and large it is remarkably reliable, too, with many still functioning perfectly after nearly 50 years (the MFI engine, you will recall, was used between 1969 and 1977), and countless thousands of minuscule but stress-inducing expansions and contractions.

Eventually, however, it may well stop working. In many cases there might be only a relatively small effect on performance and economy, especially here in generally low-lying and only occasionally stormy Britain, but the engine would certainly not be running at anywhere near its best. New replacements have long been unavailable, with a consequent rise in the scarcity (and price) of good second-hand items, and repair is more or less impossible. Until now, anyway.

Neil Bainbridge, the driving force behind BS Motorsport, and arguably the only UK specialist genuinely able to overhaul and crucially to calibrate Bosch MFI pumps, has had made for him a batch of these so-called aneroid units' casings and top covers, to all intents and purposes indistinguishable from the original parts. These allow Neil to remove the old lids – which are inevitably destroyed by the process – and while the bellows inside are neither repairable nor at this stage replaceable with new (although needless to say Neil is working on that at this moment), at the very least to inspect them closely for damage, and then to refit them inside original but suitably replated casings.

That is most certainly not a DIY procedure, of course, but there is still much that you can do to prolong the life of your MFI fuel pump's atmospheric-pressure compensator. It doesn't take kindly to vibration, for example, so make sure that your engine is always tuned to run as smoothly as possible – and perhaps avoid solid or even semi-solid engine mounts unless you really do need them for, say, limited-engine-hours track work.

Overheating can be a major problem, too. The air-cooled engine itself may be famously robust in that respect, but thin and delicately soldered brass sheet is not. And for the same reason don't allow the engine to run for any length of time with the hot-air pipe to the cold-start enrichment device disconnected. Chances are it will quickly roast the adjacent bellows, as per the one in the photograph below, in which the soldered joint between the bellows and its own top plate appears simply to have melted.

Perhaps above all, though – and I say this for the benefit of anyone who might have cause to pick up an MFI pump that is not attached to an engine – never, EVER, be tempted to use that appealing, brightly coloured cylinder as a

convenient handle. The weight of the pump beneath it is such that the casing will inevitably become invisibly but quite significantly distorted, and then the pump will require either a full recalibration in order to compensate, or quite possibly to have the 'aneroid' removed and fitted inside one of those refurbished casings and lids.

Should you be in the – relatively – unfortunate position of requiring that kind of service, then the good news is that BS Motorsport (bsmotorsport.co.uk) will charge you around £350 to open up and overhaul the bellows and its housing, plus £550 for a basic pump check and calibration on its state-of-the-art Bosch test-rig. If you need a new bellows housing, reckon on around £450 for a rebuilt unit.

That may throw up other issues within the pump that need to be addressed, such that ideally it undergoes a full rebuild, but even at £1500 or more (all those figures exclude VAT, by the way) that has to be better than soldiering on with the fuel system working below par and, in these days of eco-awareness to the point of religious zealotry, potentially giving all of these iconic machines a bad name, and so hastening their demise.



Characteristic drum on top of MFI pump might look like a handy way of picking up the entire unit, but will almost certainly upset the delicate relationship between the casing and the 'aneroid' mechanism inside. Those can also fail either as a result of overheating (top right) or fatigue caused by vibration (above left). Neil Bainbridge has a neat way of slicing the tops off the drums, though (above middle), and fitting the aneroids inside the new cases he has made. Ribbed top (right) denotes motorsport-specific unit



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## IT'S AN ILL WIND...

Porsche's water-cooled flat-sixes have been a regular topic in these pages over the years – often when there is bad news to impart. It's nice, then, to be able to redress the balance with some genuinely good news about them – or at least some good news about what one independent specialist has managed to achieve with them.

Three years ago Hartech – long pre-eminent in the M96/97 world and, fair to say, often controversial, too – disbanded its own racing team, and decided instead to 'incentivise' those drivers using its engines and carrying on their cars 'Powered by Hartech' decals. 'It's very straightforward,' Barry Hart told me during a recent conversation. 'The drivers earn points for first-, second- and third-place finishes throughout the season, and double points for a Championship win. Those build up to earn them valuable discounts against

the labour cost of their next routine rebuild.

'Our top three runners this year were Mark and Jake McAleer in their 3.4-litre 996 and Boxster "S", respectively, and Ed Hayes in his 3.2-litre Boxster "S". All three have won their individual 2017 Championships, and have also earned labour-free full engine overhauls this winter. It all adds up to something like £8000 worth.

'All three engines have been 100 per cent reliable, despite running at the front of the field throughout a fiercely fought season. We also built the engine for the Cayman "S" driven by Mike Price and Callum Macleod in the 750MC Club endurance race at Spa on 1st October. They finished second, close behind the winning Caterham.

'I don't think that any other engine builder has managed to achieve such a consistently good performance covering

different power units, classes and events in sports-car racing. It's a great achievement for our business, showing the quality of our workmanship, expertise and technology.

'It also underlines the scale of our work with ordinary road-car engines,' added Barry. 'We machine, modify and rebuild hundreds of those each year – over a thousand since we started, and again with 100

per cent reliability – and with several larger-capacity models currently under test, further developments under way, and not least the purchase of a brand-new CNC lathe to add to our existing CNC milling capacity, you will see that we are not standing still!'

I couldn't agree more. I think Barry and I would both further agree that Porsche itself should – and certainly

could – have done rather more development work on these fundamentally excellent pieces of machinery. But equally there can be little doubt that without his genuinely tireless efforts to iron out their weaknesses there would not now be such a healthy market for the huge number of cars they power. It is, indeed, an ill wind that blows no good.



Putting their money where their mouths are: Hartech are repaying at least three of this season's top UK drivers with labour-free full engine rebuilds over the winter. So points do, indeed, mean prizes...

## WIPER'S BLOCK?

Here is a cautionary tale for Cayenne owners, and specifically those of the 'Mk 2' variety built from 2011 to 2017.

Cleverly – on the face of it, anyway – the liquid for the rear-window washer emerges from two jets at the pivot end of the wiper arm, the geometry of the arrangement such that it sprays immediately in front of the leading edge of the wiper blade as it begins its first sweep across the glass. This ensures rapid and efficient cleaning, but crucially also minimises the chance of the surface being scratched by the abrasive particles that you are trying to clear away. (It is a commonly held belief that glass can be scratched only by a diamond, but modern automotive glazing is in this respect surprisingly frail.)

In order to achieve this, the

designers no less cleverly engineered the wiper motor such that the liquid passes through the motor spindle, presumably kept in its rightful place by a number of common-or-garden neoprene 'O'-rings.

Unfortunately, however, the jets often become blocked – either by the mud and straightforward road dirt that, because of aerodynamics, tends to accumulate on any hatchback's rear window, or else due to impurities in the water itself. This can be a particular problem in so-called 'hard' water areas, for the same reason that your kitchen kettle will eventually become furred up inside.

But the washer pump, sufficiently powerful to push the water all the way from the front of the car to the rear, continues to deliver at full

pressure. Something, somewhere, has to give, and more often than not, it seems, it's the spindle seals, the motor itself then quickly filling up with the stuff.

The only effective answer is to fit a new motor – £127.41 plus VAT for the parts, and roughly an hour's labour if you don't fancy removing the inner trim from the tailgate yourself.



Second-generation Cayenne's rear wiper motor has washer fluid piped through central spindle. Neat packaging, and resulting geometry allows the liquid to be aimed directly ahead of the rubber blade, but blockages in jets can cause it to push past seals, and fill the entire body of the unit. Game over...



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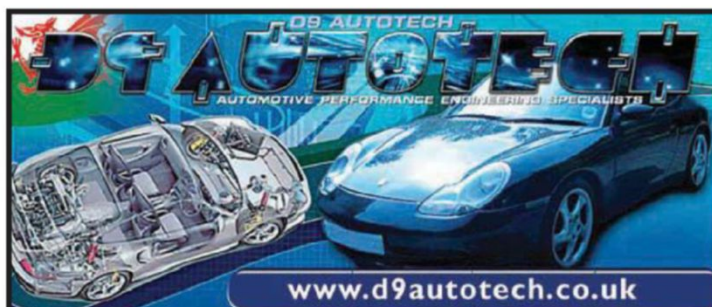
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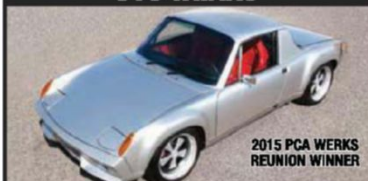
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the passenger b-pillar. Tel: 07801 399218.  
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## 993 Carrera 2 for sale

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good condition for 176,000 miles,  
stamped full maintenance record, Slate  
Grey metallic, Marble Grey Sport seats,  
996 GT3 steering wheel and Porsche  
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RS road splitter Aero bumper, adjustable  
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new carpets in 2015. Tel: 01453 451696.  
Email: steven\_buckley@outlook.com  
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## 911 Carrera 3.2, 62,000 miles

Black with black leather interior, 12  
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years, a very original car with overall  
good bodywork but does need some  
minor work to the body (photos  
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## BUYERS' GUIDE: PORSCHE MACAN

# PORSCHE'S MINI SUV

Having pretty much pioneered the performance SUV with the Cayenne, and with the smaller SUV market booming, it was no surprise that Porsche would pitch in with the Macan. Pretty much immediately it has become Porsche's biggest seller. Four years on and it's becoming a tempting secondhand buy

**F**or all of its 69 years as a carmaker, Porsche has been about numbers: 911, 912, 930, 964, 993 and more. But as of year 54, the Stuttgart company began to play a different kind of numbers game – production numbers. That was 2002 and the introduction of the first Porsche sport utility vehicle (SUV), the Cayenne, a model intended not just to extend the Porsche experience to an additional market sector but to help bump up production; Porsche wanted to be a volume player, and within a short space of time the high-waisted, not exactly an oil painting 4wd wagon was its best seller and pointing Porsche towards the 200,000 units per year mark.

A decade on, and SUV preferences in the market had switched to smaller, more manageable sized models, and based on its past success, a brisk take-up of a Zuffenhausen dinky all-wheel-drive was guaranteed. As usual, Porsche played the

press along for a while, issuing teaser drawings and code-naming it the Cajun before finally unveiling it on 18th November 2013 at the Los Angeles Auto Show, in the US state where many were expected to be delivered. Orders poured in, and in its first full sales year, 2015, more than 80,000 were delivered, out-selling the Cayenne and contributing towards Porsche's 225,121 sales.

The Macan, a sixth Porsche line and based on a VW/Audi SUV platform, was introduced to the UK market in April 2014 (and to the US at about the same time), priced from £43,000. Thus another new car that very few can afford hit the market, but strong demand for new and used examples has underpinned residual values, with price expert Glass's, and what we see for sale on Auto Trader and the like, telling us that prices are still over generally £30,000, with mainly just the earliest, leggy examples dropping slightly below that. But remember that the factory warranty is now expiring on

these first Macans, hence in the not too distant future they may become a realistic proposition for normal car budgets.

Presently, then, you pay the same for a three-year-old example of this four-door hatchback, probably with a diesel engine, as you would for an early 997-model 911. Is that a good decision to make, and if so, what should you be looking for?

### DESIGN, EVOLUTION

Porsche clearly had to ensure that the Macan didn't lack driver appeal, hence when full details of the all-turbo, three-model range were released we learned that that the top model, the 395bhp Macan Turbo, had 14 per cent more power than a 911 Carrera, and that even the Macan S with 335bhp had more than the Cayman S. The Macan S Diesel uses a version of the Cayenne Diesel's 3.0-litre V6, good for 255bhp and 428lb ft torque.

The 3.6-litre, twin-turbo V6 engine, rated

The Macan was launched in late 2013 in various guises, using four-cylinder/V6 petrol and diesel engines







Above: The Macan is a fully functioning 4x4 machine and will happily go off road. Right: Blunt nose mimics that of Cayenne

at 406lb ft torque and which was claimed to shift the Macan Turbo to 62mph in 4.8 seconds (or 4.6 with Sport Chrono) and a 166mph top speed, was a stroked out 3.0-litre version of an existing unit. However the 3.0-litre V6 in the Macan S was a new Porsche design, and while a short stroke, high revving design, its 339lb ft of torque was delivered in a linear curve so the engine wouldn't feel flat at low revs.

Regardless of model, the Macan – the Indonesian word for Tiger – came with a seven-speed PDK transmission. The four-wheel drive transmission had Porsche Traction Management (PTM) as standard, and an electronically regulated clutch that saw the rear wheels driven in normal conditions, but torque progressively fed to the front wheels on slippery surfaces.

The S models rode on steel springs, with the PASM active suspension optional, and standard on the Turbo. Air suspension was extra, lowering the Porsche by 15mm on the normal setting, and offering higher and lower positions too. Electro mechanical steering was fitted.

In the unlikely event of an owner wishing to venture into the wilds, the off-road mode was engaged by a button on the centre

console, at up to 50mph. This set the transmission for higher traction, including directing more drive to the front wheels, and also raised the ride height by 40mm when air suspension was fitted. Another button on the console of all three models engaged Sport mode, upping engine response and raising the PDK shift up points.

All models had comprehensive equipment including 18-inch diameter wheels on the S models and 19-inch on the Turbo, steering wheel shift paddles, a high end audio and an electrically operated tailgate. Wheels up to 21-inch were optionally available.

Weighing between 1865kg and 1925kg the Macan was no lightweight (that's over a third heavier than a 911 of the time), but Porsche said it was the 'first compact SUV that is also a sports car'. Its body incorporated design cues from other Porsches, such as 911 inspired rear wings and the 918 Spyder look headlamps, and certainly most found it prettier than the Cayenne.

While rivals BMW and Mercedes had been outsourcing SUV production to the US, Porsche stressed that the Macan was "Made in Germany", claiming quality at the

Leipzig factory, where €500m was spent on the new model's production line, was of the highest level. In the UK the Macan S and S Diesel cost £43,300, and the Turbo £59,300, while in the US the S was priced at \$49,900 and the Turbo at \$72,300, the diesel model not offered there.

The first change to the model line-up came just weeks after launch, when without announcement a base model, the "Macan" appeared in the price list – marking the return of the four-cylinder Porsche after almost two decades.

One reason for the lack of fanfare surrounding the new model, which at £40,276 was just over £3000 cheaper than both Macan S models, was obvious: Porsche, which never likes to admit using other carmakers' components, had installed Volkswagen's Golf GTi engine, uprating it to 234bhp/258lb ft torque. Other than its lower price, the Macan didn't appear to make much sense in the UK, because although its lower CO2 rating qualified it for £290 first year road tax rather than the £635 of the Macan S, it cost more to tax than the Diesel, and when pressed, Porsche said its main markets would include China and Asia Pacific where cars were taxed on engine size.

## TIMELINE

**November 2013**  
Macan is unveiled at the Los Angeles Auto Show

**April 2014**  
Goes on sale in Europe and the US

**June 2014**  
Base model Macan launched, primarily for China

**October 2015**  
GTS model added to the range, and infotainment updates

**March 2016**  
Base Macan is now a mainstream model, with upgraded engine

**August 2016**  
A new model, the Macan Turbo with Performance Package is added

## SPECIFICATIONS

### Macan

	Macan*	Macan S	Macan GTS	Macan Turbo**	Macan S Diesel
Engine (cyl/cc)	4/1984	V6/2997	V6/2997	V6/3604	V6/2967
Power (bhp/rpm)	249/5000	355/5500	355/6000	395/6000	255/4000
Torque (lb ft/rpm)	273/1600	339/1450	369/1650	406/1350	428/1750
0-62mph (sec)	6.7	5.4	5.2	4.8	6.3
Max mph	142	159	160	166	144
Average mpg	38.2	31.4	30.1	30.7	44.8
CO2 (g/km)	167-172	204-212	207-215	208-216	159-164
Weight (kg)	1770	1865	1895	1925	1880
Wheels (F,R)	8Jx18in, 9Jx18in	8Jx18in, 9Jx18in	9Jx20in, 10Jx20in	8Jx19in, 9Jx19in	8Jx18in, 9Jx18in
Tyres (F,R)	235/60, 255/55	235/60, 255/55	265/45, 295/40	235/55, 255/50	235/60, 255/55
Years built	2014 to date	2014 to date	2015 to date	2014 to date	2014 to date

All figures from Porsche; \*Macan data for 2016 model; \*\*Turbo with Performance Package has 434bhp/443lb ft, 0-62mph in 4.2sec, 170mph max and 217-224g/km CO2

### Servicing costs, Macan (including VAT)

20,000 miles, Macan/Macan S and Turbo/Macan S Diesel £311/£359/£399  
40,000 miles, Macan/Macan S and Turbo/Macan S Diesel £862/£968/£869  
60,000 miles, Macan/Macan S and Turbo/Macan S Diesel £311/£359/£463



## WHAT YOU'LL PAY

**£28,000–£30,000:** High mileage base models, and S, S Diesels at auction  
**£30,000–£35,000:** Lowest price for S, S Diesels offered from used car dealers or privately  
**£35,000–£40,000:** Average mileage S, S Diesels at used car dealers  
**£40,000–£50,000:** Porsche Centre S, S Diesels start here  
**£50,000–£60,000:** This is what you'll need for a Turbo or GTS

A second extra model, launched in October 2015, was of more interest, the application of the GTS formula for a new petrol model to slot in between the S and Turbo. The Macan S turbo engine was tweaked up 20bhp to 355bhp, and by 30lb ft to 369lb ft torque. A sports exhaust was standard, as was a 15mm suspension drop and a more sporty setting for PASM. Twenty-inch diameter RS Spyder alloys were fitted, and exterior body accents were finished in black, while inside "GTS" sports seats with Alcantara centre panels were seen. The price was £55,188.

At the same time, improvements across the range were announced: a seven-inch screen for the Porsche Communication Management (PCM) and with a more intuitive operation, LED headlamps and re-tuned steering. Two equipment packages, exterior and interior, were offered for the Turbo, the exterior one including Sport Design door mirrors, black trim for some details and smoked rear lights, and the interior one introducing carbon sill kick plates, Alcantara trim and decorative seat stitching.

Perhaps as a result of VW's "Dieselgate" scandal of 2015, in March 2016 Porsche

made the 2.0-litre petrol Macan an official model for European markets, its engine spec uprated to 249bhp/273lb ft. Five months later a Macan Turbo with a new Performance Package was announced, delivering 434bhp/443lb ft torque. Brakes and suspension were also tweaked, and the price was a heady £68,073.

## DRIVING THE MACAN

Some might be put off by the very fact that it's an SUV, but the Macan drives in a very un-SUV manner, with the Weissach pedigree always abundantly evident. While lacking the seat-of-the-pants element of a Cayman or 911, the Porsche hatchback has a beautifully balanced chassis, plus of course the added traction of four-wheel-drive. Every engine delivers the Porsche experience, too, even the 2.0-litre petrol VW unit, while the diesel pleases with its smoothness and torque.

Inside, the seats are grippy, providing a driving position that is a little higher than in most cars, but far lower than the lofty seat position in a traditional SUV. With the now familiar, large sloping centre console, you are always reminded that you're in a Porsche.

## WHAT THE PRESS SAID

'It's immediately clear that this is one very rapid, very wieldy 4x4 despite a weight approaching two tonnes. A PDK doesn't seem right to me in a 911 or Cayman, but it suits the Macan perfectly with its speedy, smooth shifts and uncanny ability always to be in the right ratio at the right time. So I can concentrate on this sinuous circuit, discover steering of surprisingly communicative crispness, and feel a similarly surprising lack of body roll as the nose hooks into a bend and the tail edges out under power for the exit.'

**911 & Porsche World**, Macan First Drive, John Simister, April 2014

'The Macan corners with all the eagerness of a well-sorted sporting wagon, displaying sharp turn-in, remarkably little body roll and an ability to accept lateral forces without any discernible understeer, even at the limit. There appears to be abundant levels of mid-corner grip, and the four-wheel drive system ensures that there's always loads of traction and, in combination with the Turbo's deep reserves of torque, a terrific drive out of low-speed corners.'

**Autocar**, Macan First Ride, Yoshi Kimura, 10th October, 2013

## WHAT YOU'LL PAY

Porsche has sold around 10,000 Macans in the UK, so there are many for sale used. You can get one for under £30,000, but you'll have to look hard, such buys likely to be an S or an S Diesel at auction, or perhaps one of the rare 2.0-litres.

If you were expecting Dieselgate to have depressed prices of the S Diesel, you will

Low roofline (for an SUV) gives the Macan its sporting looks. Various chassis options enable something approaching sports car handling, too





Interiors live up to Porsche's usual high material standards, although three in the back is something of a squeeze and boot space no better than your average hatchback. But, then, that is not the point of an SUV!



be disappointed, at least for the time being. The petrol and oil burning S models cost the same new, but a 2014 example of the latter will now have a forecourt price of £33,250 according to Glass's, £2500 over that of the petrol model. Porsche buyers are clearly sufficiently knowledgeable to know that the S Diesel is Euro 6 compliant so won't be affected by city pollution penalty schemes, such as London's Toxicity Charge. Should the Turbo be your fancy, keep saving, as you're not likely to see much below £50,000, and the GTS is closer to £60,000.

## WHAT TO LOOK FOR

As with other recent Porsche models we put under the Buyers' Guide microscope, this section is abbreviated in the absence of mechanical problems. Any non wear and tear faults that do occur should be attended to free of charge under the Porsche factory warranty – and for an unspecified period outside the warranty a Porsche dealer may even be able to have a fault rectified fully or partially free of charge on a "goodwill" basis. But check that the warranty is still valid on a car under three years old; the

vehicle must have been fully serviced according to the Porsche schedule – though not necessarily at a Porsche dealer – for this to be the case.

With respect to the engine, Steve McHale, director at JZM Porsche in Hertfordshire knows of no problems at present, but does flag up a possible future concern, based on many Macans seeming to be used only for short journeys. 'We've not come across any problems yet, but we have had several diesel DPF (diesel particulate filter) exhaust filter blockages occur on Cayennes due to system faults and short journey usage, so I fully expect the same to happen with the Macan in due course,' he predicts.

In October 2015 Porsche recalled all 58,881 Macans sold, including 1198 in the UK. This was for a possible leak in a fuel line in the engine bay, so ensure this free-of-charge check has been carried out, by contacting a Porsche Centre.

Many Macans for sale will be in sight of their 40,000-mile service, and Steve warns not to expect this to be cheap. 'All Macans requires the PDK gearbox oil and filter to be changed at the 40,000 service,' he explains. 'Also, diesels require a fuel filter

at that point, and petrol engines need spark plus which bumps the price up.' The JZM rate, for a 40,000-service, and which is likely to be less than a Porsche Centre's charge, is £862 for the petrol S and £968 for the Turbo. All models are UK road tax friendly (at least after the first year, when they attract between £500 and £1200 Vehicle excise Duty), the Diesel costing £190 per annum, the Macan £220 and the others £305.

## VERDICT

It may be an SUV, but the Macan has much of the dynamic appeal of a "proper" Porsche sports car, and even though many feel Porsches and diesel engines aren't a natural pairing, the oil burner is a great driving car. At this stage Macans are still expensive, with most over £30,000, but likely to be a trouble-free car, so the odd stiff servicing bill apart, you'll have a Porsche that is relatively inexpensive to run. **PW**

## SPOTTED FOR SALE

**Private seller**  
2014/64 Macan Diesel S, black, black trim, 33,000 miles, £35,000, Hampton, London

**Porsche specialist**  
2014/64 Macan, white, black leather, 15,500 miles, 20-inch wheels, Surrey  
[cridfords.co.uk](http://cridfords.co.uk)

**Porsche Centre**  
2014/64 Macan S, black, black leather, 47,400 miles, £41,990  
Porsche Centre Sheffield

## USEFUL CONTACTS

**JZM Porsche**  
A long established Hertfordshire-based specialist with a deep engineering knowledge of modern Porsches and their performance tuning; our technical consultant for this Buyers' Guide.  
[jzmporsche.com](http://jzmporsche.com)

## BUYERS' CHECKLIST

Short journeys might clog up the diesel particulate filter  
On higher mileage Macans find out if the 40,000-mile service (£700–£800) has been done  
Ensure there is a full service history, to keep the factory warranty valid  
Check if there is outstanding PCP finance to be settled



## DEALER TALK:

## CRIDFORDS PORSCHE

In the village of Ewhurst, among the rolling hills of Surrey, you'll find the smart looking showroom of this Porsche specialist that was founded 30 years ago by Porsche-mad Jonathan Leach



#### How long have you been in the Porsche business?

I've been around Porsches since I was 12 as a Saturday boy at my local garage. In 1987 I set up my own Porsche business – this year the company is celebrating its 30th anniversary!

#### What Porsches do you specialise in?

We try and keep that a little flexible depending on market demand, but essentially we buy any Porsche that we're happy to put the Cridfords stamp of approval on. That said, we find the cheaper end of the market hard to compete in due to the level and cost of the preparation we like to put into our cars. But if we do have one in stock, it will be of the highest standard.

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

We have a one-lady-owner, 987 Boxster 2.7 with 51,000 miles at £11,995. The most expensive is a 997 911 Turbo at £69,995, a rare "gen 1.5" with 28,000 miles.

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

The right Porsche for one person isn't necessarily right for the next, so we ask the questions to get the customer sat in the right car. This varies depending on whether it will be a "weekend toy" or something they'll commute in every day. But I suppose a Boxster or Cayman would be a great place to start.

#### Where do you get your stock from?

We travel the country buying.

The beauty of being in business for so long is we have a lot of old customers selling back to us, and many contacts.

#### What warranty do you give, or sell?

We back our cars for the first six months ourselves – we are not afraid to stand by what we sell. We prep our cars to a very high standard so there shouldn't be a lot of issues in that period. We then offer our care package which includes an additional 12 months' warranty and the Gtechniq ceramic coating, for £995. All warranties have a retail value claim limit, and we work with Porsche specialists across the UK.

#### What's hot at the moment?

We're finding a huge demand for the last of the normally aspirated cars, especially the Cayman S both in manual and PDK form.

#### What's best value at the moment?

Anything convertible is about 10 per cent cheaper this time of year, so Boxsters are looking great value compared to where they'll be in spring. 996 911s are also looking great value, be it an entry-level Carrera or a 911 Turbo. The issue is always finding that good one!

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

A 2003 model 996 911 Carrera we sold for £20,000. It was a superb car with a load of unusual spec, I think everyone here who drove it was trying to justify buying it.

#### What car do you drive everyday?

I bought a Macan Turbo which I absolutely love, this has also had the added advantage of getting my wife out of bed on time, as it is now a battle to see who can grab the keys first in the mornings. I have a VW Golf for hacking up and down the motorways viewing cars and piling on the miles, and an ageing, saggy Mitsubishi pick-up I can't live without! And a 1987 911 Super Sport for Sundays!

#### What are your plans for the future?

We aim to be "the" place to buy your next Porsche from by simply providing the level of service expected at point of sale. We have also been continually investing in and expanding our workshop – we are one of the few independents with the new Porsche PIWI 3 diagnostic system that connects to the factory. We also have a Hunter four-wheel digital alignment ramp, which is becoming more and more important with all the pot holes in the roads these days!

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## HELPING YOU RUN YOUR PORSCHE

## CLASSICS ARE MOT-FREE

Next year owners of some classic Porsches will no longer have to take their car in for the annual safety and roadworthiness test. In 2012 the Department for Transport exempted all cars registered before 1960 from the MOT test, and as from May 2018 this will be extended to private cars over 40 years old.

The DfT is extending the exemption because it says cars of this age are normally well maintained, and used only for short journeys, and also because the modern MOT is no longer relevant to them. But there is a strong argument that owners should keep up the MOT habit. "No matter what the law says regarding an MOT, insurance policies still require the car to be in a roadworthy condition as part of the policy terms," warned specialist car insurer Adrian Flux.

HELPING YOU BUY YOUR PORSCHE  
RE-WRITING THE WRITE-OFFS

For many years the UK car insurance industry has administered a four-category system of insurance write-offs, that is, cars whose repair costs would exceed their value. Very seriously damaged cars were "Category A", which had to be scrapped in their entirety; "Category B" cars also had to be junked but parts could be salvaged from them; "Category C" cars could be put back on the road following a Vehicle Identity Check before a V5C registration document could be re-issued by the DVLA; "Category D" cars did not need this.

But as of October, "C" and "D" have been replaced by "S" and "N". This is an attempt by the insurance industry to provide more information to potential buyers by classing the cars according to the type of damage rather than the cost of repairs. So "S" means it has repairable damage to the chassis, while "N" means no damage to the chassis. Buying a written off but repairable Porsche has therefore got slightly easier, although you still need to take great care!





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Porsche 996 Arsenal FC reg 'P996  
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## AUCTION/SHOWROOM/CLASSIFIED

## MARKET WATCH

Environmental issues are soon likely to influence values of used Porsches depending on how green they are, as cities introduce high charges for driving in their centres. David Sutherland looks at the winners and losers



Environmental emissions issues will have an impact on future Porsche values, although classics could benefit

It used to be rust that sent cars, Porsches included, to the breaker's yard, but advances in anti-corrosion treatment in recent years have slowed that process. However, cars now have a new "enemy" that in the near future could fells them far quicker than the slow spread of tin worm: emissions.

On 23rd October 2017 the issue of what comes out the tailpipe became much more significant in the UK, and within two years will almost certainly be even more so. If your Porsche falls on the wrong side of a certain "Euro" spec, you now have to pay an extra £10 "Toxicity Charge" or "T-Charge" to drive into central London's Congestion Zone, the fee coming to £21.50, and applying 24/7 rather than the present 7am–6pm, Monday to Friday. And it's expected that in 2019 this area, now called the Ultra Low Emissions Zone (ULEZ) will extend out to the North and South Circular Roads, the capital's suburban ring route.

At this point you might think, 'I don't live in London so it doesn't affect me'. But it might well do, because even if you never drive in London the changes could acutely impact your Porsche's value, leaving it all but unsaleable. And remember that other UK cities are likely to copy London's scheme, Cambridge for example having asked central government for the necessary legislative powers.

For your car to escape the new charges, it must comply with one of two emissions standards: Euro 4 (made mandatory in January 2005) for petrol cars, and Euro 6 (September 2015) for diesels. The 987 generation Boxster and 997 911, both launched in 2004, are Euro 4, as is the petrol Cayenne, which appeared in the UK the previous year. Before that, it is less easy to determine which Porsches are Euro 4, although some later 996s are; you can instantly find out the status of an individual car by simply

typing the registration number in the T-Charge Compliance Checker on the Transport for London website ([tfl.gov.uk](http://tfl.gov.uk)).

However, only the latest Porsche diesels are Euro 6 compliant, with most oil burning Cayennes and Panameras Euro 5. Dealers' asking prices for diesel Panameras don't seem to have changed much recently, but Cayenne values are sinking, with some offered for sale at way below the "book" price. Glass's lists a 2008/08 plate Cayenne Diesel at £19,300 "retail" and £15,100 "trade", but you'll see them advertised for a lot less, some for £9000 to £10,000 albeit with huge mileages.

'In the last six months people have turned away from diesels, and we've stopped doing Cayenne diesels completely', said Harry Loannou of Porsche specialist Portiacraft in Mill Hill, north west London, whose showroom is about four miles from what will form the ULEZ boundary. 'Even if

we did take one in we'd value it accordingly.'

We've heard it suggested that post-"Dieselgate", Porsche Centres are shying away from oil burners – after all, the carmaker practically had to be dragged kicking and screaming into this market sector a decade ago. But so far there is no obvious evidence of this, it not being hard to find pre-Euro 6 diesels offered; Porsche Sutton Coldfield in The Midlands was offering a 2011/61-plate Panamera Diesel with 40,200 miles for £34,900 and another from the same year but with 72,500 for £32,900, some £2500 and £3500 above book, respectively. There are also plenty of pre-Euro 6 Cayennes in the network, starting at a little over £30,000.

But as 2019 looms and the ULEZ extension and date is confirmed, rendering these diesels virtually unusable even in the London suburbs, their values seem likely to go through the floor. Whether

that also blights values of unaffected, Euro 6 derv-drinking Porsches, for example all Macan S Diesels, remains to be seen.

But what about the pre-Euro 4 petrol-engined Porsches that will fall foul of London's ULEZ, and indeed any other similar scheme further down the line? It does not seem to be something that buyers have yet absorbed.

'No one is asking us about it,' Harry Loannou told us. 'Most people who are buying a pre-Euro 4 Porsche are not going to be going into London, and if they do on the odd occasion, they'll just pay the extra tenner'. But undoubtedly the 'losers' are going to be the tattier 986 Boxsters, and possibly early 996s that are past presenting a business case for restoration, for example those suffering the familiar M96 engine bore wear and IMS bearing failure issues; values of these cars, now the "cheap" Porsches, are likely to slip further.

However, one clear "winner" emerges: classic Porsches, defined by TfL as those first registered in the UK 40 years ago or more. Sensibly, TfL has used that milestone – also the age at which cars pay zero road tax, and won't need an MOT as from May 2018 – to exempt them from the T-Charge and extended ULEZ charge, although the £10 fee is still payable.

This will almost certainly further boost the values of 1970s Porsches, even if only in a small way. Who would have thought that a government would ever deliver a tax bonus to car drivers?



Cayenne petrol – all older models, Euro 4, ULEZ friendly



Panamera, older diesels pre-Euro 6, not ULEZ friendly



Cayenne, older diesels pre-Euro 6, not ULEZ friendly



987 Boxster – Euro 4, ULEZ friendly



Early 996, MAY be Euro 4, ULEZ friendly



Macan, all models Euro 6, ULEZ friendly



# TRIED & TESTED

With 911 & Porsche World's roving tyre kicker, Kieron Fennelly

**CAYMAN 987 GEN '1' 2.7 2008 '08' 79,000 MILES £11,995**



**A** Cayman for below £12,000: it says something of the croc's residuals that it has taken almost a dozen years for the earliest lower specification models to land here and it is still 20% more than the equivalent 987 Boxster. At first sight this bargain basement three-owner Cayman belies its ten years, and closer inspection confirms the impression: red paint is largely unmarked and repainting of the front valance and lower panels has been well done with little sign of overspray. Of all colours solid red is the most prone to fading, but the red on this Cayman has generally lasted well; the paint though is parting company in both front wheelarches on the vulnerable sills, exposing anodised metal. This will require attention. On the other hand, the 17 inch wheels show little sign of deterioration and are shod with acceptable third-worn rubber, Continentals on the front and Michelin Sport Pilots on the rear. None of the tyres displays any signs of uneven wear.

Inside, the Cayman shows rather more evidence of its ten years. The driver's seat is slightly shiny and creased and wheel and gearknob have signs of wear. The carpeting would benefit from a clean, though the state of both luggage compartments, especially the rear, suggests they have not been used much. This is a fairly basic spec: a Cobra alarm was fitted when new but its annual subscription has long expired; the Cayman does have one useful addition in the form of

reversing sensors. The a/c produces plenty of cold air and cabin heating/demisting operates with equal efficiency. The previous owner who had the car from 2010 had apparently managed to lose much of the service history; the MOT sequence supports the mileage and reasons for occasional fail are of the 'worn wiper blades' variety rather than brake or emissions maladies which wouldn't suggest servicing had been missed completely. The most recent recorded service was by a non-specialist at 78,000 miles.

The Cayman fires and idles properly and on the road and suitably warmed up the 2.7 moves smoothly up through its five forward gears. The clutch works well and there are no untoward noises except a rattle from a rear suspension arm, a common, not life-threatening fault. Fully solicited, the small flat-six does not quite have the zest it should have climbing to high rpm. However, after a run there are no obvious smells of hot oil or worse, coolant, and a standard diagnostic intervention by a Porsche specialist would probably improve things; at the same time the brakes which feel spongy and provoke the pad warning light with firmer applications would probably benefit from some new material.

This Cayman feels taut and steers as well as any 987. Caveat emptor applies of course including a proper look underneath, but otherwise this example should provide pleasure to an owner prepared to spend a modest sum on improvements. **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, tested here, soon joined the Cayman range and this increased to 2.9 with the arrival of the 9A1 engine second generation Cayman. Porsche always pitched the Cayman below the flagship 911 in terms of performance and especially price which has always kept the two apart in the market place.

### WHERE IS IT?

Auto Options Direct has been selling cars in East Berkshire since 2005 and now operates from premises in Sandhurst. The firm specialises in lower end premium cars, particularly sports cars and convertibles and usually has BMW Z4s, Mercedes SLKs and two or three Boxsters in its stock, these priced between £6000 and £13,000. Recently it has started to focus on the first generation Cayman as well. Auto Options sources many of its cars from BMW and other premium marque dealers which have taken them as trade-ins, but too old to fit in their own offering; other cars are often direct purchases from owners. Auto Options valets cars, renewing the MOT if the certificate has fewer than six months validity, but otherwise aims to sell cars as they stand: "We prefer to sell at a lower price and move cars quickly rather than hold on to them," says director Gary who adds that he would hope to turn over 20-25 cars month from a stock not much bigger than that.  
Auto Options Direct:  
[autooptionsdirect.co.uk](http://autooptionsdirect.co.uk) GU47 9DB  
01252 878331

### FOR

Original standard specification with generally good bodywork, tyres and wheels; useful reversing sensors, manual gearbox.

### AGAINST

service records incomplete; spongy brakes; five speed rather than six; would benefit from Independent or OPC service.

### VERDICT

Caymen 987s don't come much cheaper and this one has full dealer support and besides a service visit, simply requires some TLC.

### VALUE AT A GLANCE

Condition	●●●●●○○○
Price	●●●●●●●●
Performance	●●●●●○○○
Overall	●●●●●○○○



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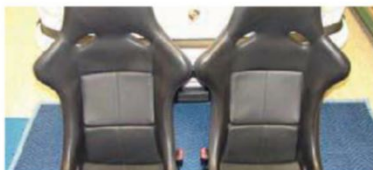


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P0118/033

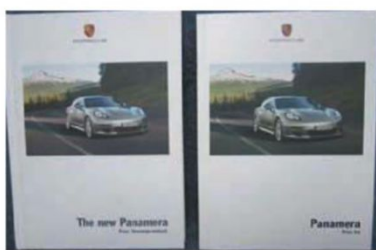


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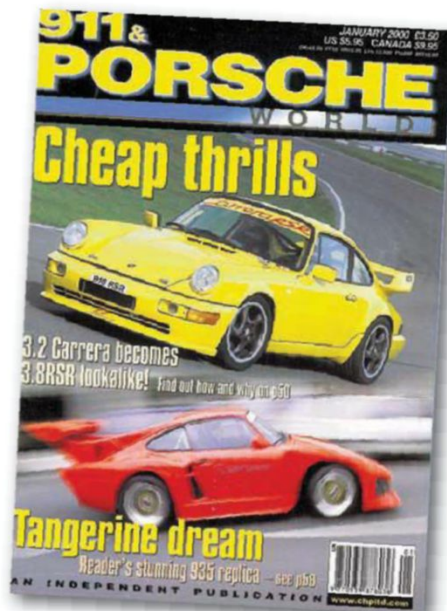
## TIME MACHINE

Editor Bennett peruses the archives of *911 & Porsche World* from days gone by. What's changed? That will be everything and nothing...

### JANUARY 2000 (ISSUE 70)

**C**heap thrills is always a popular coverline, implying a potential bargain. In this instance it referred to the yellow and orange duo, also prominent on the cover. It was perhaps a bit of a misnomer, but compared to the cars they were emulating, then perhaps 'cheap' qualifies. First up, the yellow peril was actually a 3.2 Carrera built up as a track car in the style of a 964 3.8 RSR. Of course these days such a project would be some sort of heresy, now that only back-dating is socially acceptable in Porsche circles. But back then Carrera 3.2s were almost disposable items and looking forward wasn't frowned upon!

The 'Tangerine dream' machine was even more radical than the equally citrus hued Turbo RSR on the cover of this very issue. A stunning 935 replica no less and, like this month's cover star, also based on a 930 Turbo. The race replica was built by reader, Christopher Barrass, and he penned the story, too, firmly putting the blame for such a gargantuan project on to us at *911&PW* – something to do with him winning a ride in racer John Greasley's Blue Coral sponsored 935 at Silverstone. Noting that – at the time – 935 prices ranged from £120,000 to £150,000, he was short by at least £119,000, Chris decided to build his own. And a stunning build it was, too, with much help from good friend of *911&PW*, Neil Bainbridge, who assisted in sourcing body panels, while the donor car, with a GpB modded Turbo engine, came from a chance meeting with a *911&PW* reader at one of the mag's then regular meetings at the Blue Ball pub at Walton-on-the-Hill.



It's a great story, but perhaps the overriding impression to be gleaned is how exhausting it was to drive. No, not from a physical point of view, but from the sheer amount of interest it generated on the road and the constant attention from the then 'Mondeo man' always looking for a race. One question? Where is it now?

In the classifieds there were no 935s for sale, but you could have picked up a nice flat nose 930 Turbo for a not unreasonable £14,000.

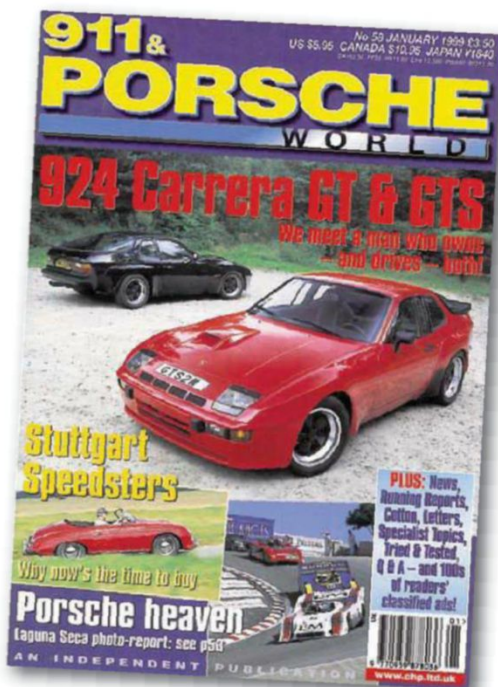
### JANUARY 1999 (ISSUE 58)

**C**ertain covers stick in the mind and the Jan 1999 issue has always been one of my favourites featuring, as it does, the 924 Carrera in GT and GTS guises. Has Porsche ever produced a more

aggressive looking car? And while Fuchs wheels are synonymous with the 911, they don't half suit the 924 Carrera. This duo belonged to the same lucky chap!

In the news pages we reported that Porsche was taking a sabbatical from GT racing and Le Mans, in order to regroup and return in 2000 with a new prototype for the also new LMP class. Of course, we know now that was never to happen, and the car that Porsche was developing actually became the V10 powered Carrera GT. We would wait 14 years for Porsche to return and win at Le Mans, and then pull out again, now in favour of Formula E.

In his regular column, Michael Cotton was speculating as to what the forthcoming and unnamed SUV might look like. Using a pic of the just launched BMW X5, which clearly took its design cues from the 3-Series Touring, Cotton suggested that the Porsche would bear a strong family likeness too.



### JAN 2007 (ISSUE 154)

**T**en years is always a good yard stick and so this issue proves. In worldwide terms it's a year before the financial crash and, in our news pages, we report more record breaking Porsche profits, helped by Porsche's 'share price hedging' in connection with the purchase of VW shares. This was all a credit to CEO, Wendelin Wiedeking, who undoubtedly saved Porsche from being taken over in the early '90s. Of course Wiedeking's ambitions would lead to just that scenario in 2010, and by VW, too.

In Porsche model terms, we're in the earlyish 997 years and we report on the launch of the 997 GT3 RS, still this writer's fave 911 of all time. We also drive the then new base model Cayman 2.7 from John O'Groats to Lands End, using only A and B roads. Well, that took a long time!

Perhaps most telling, though, of the Porsche landscape of 10-years ago was in our Buyers' guide for early 911s, which featured an immaculate 911T Targa and an equally pristine 911 2.4S, both from Autofarm. These cars were priced at £26,000 and £50,000 respectively but, as Autofarm's Josh Sadler, observed, good examples of each could be had for much less – typically £40,000 for a 2.4S.

The same was true in the classified pages. In the ever popular 'Tried and tested' slot, we advised that readers should not let a £12,000 Carrera 3.2 pass them by and whoever bought the Ruf CTR Yellowbird at £80,000 must surely still be patting themselves on the back on a daily basis.

Not much had changed in the 'Our cars' pages either, as demonstrated by Editor, Bennett, who had bought himself yet another 944!







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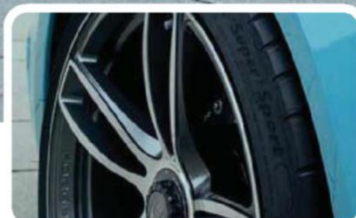
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