

# 911

total

**the porsche magazine**

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## PORSCHE 997 GT3

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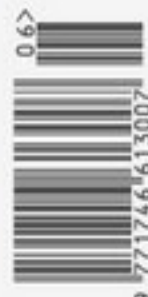


**400bhp SC**

A supercharged 993 engine gives a 1983 classic more power than it can cope with

**470bhp 997**

Discover how a US company increased the power of a standard 997 Carrera



An independent publication  
June 2007, issue 25  
UK £4.25

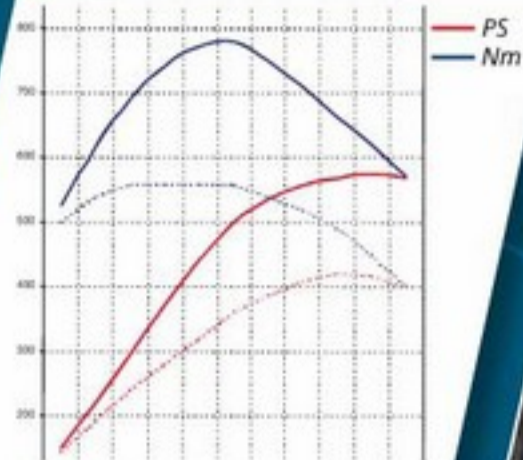


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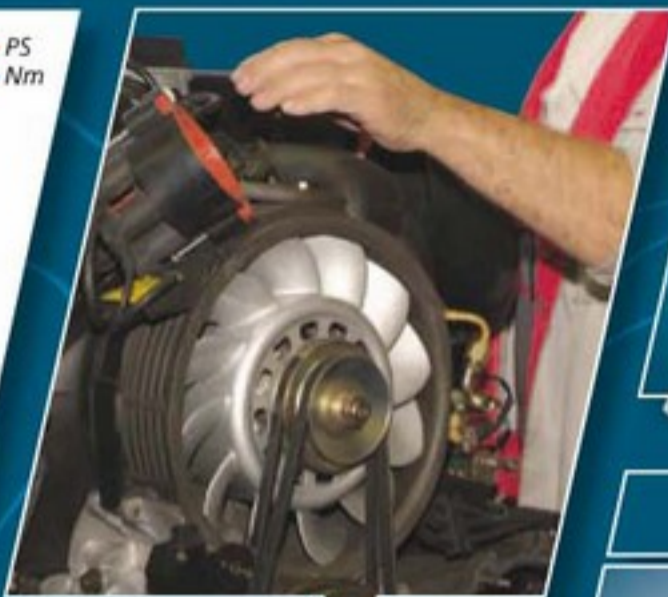
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// Evolution's  
997 makes  
you work, but  
in the end it is  
a true driving  
machine //





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Because nothing else matters...

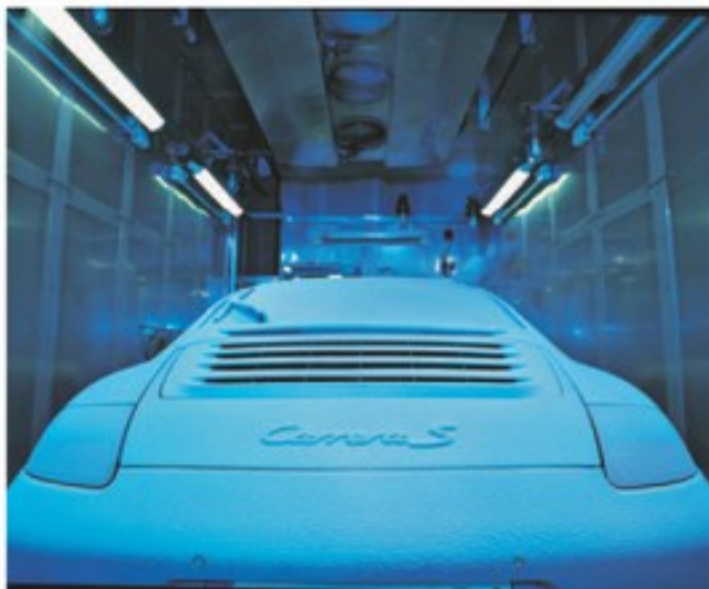




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**the porsche magazine**



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**Repro** Jask Print Solutions

**Printing** Precision Colour Printing

#### THANKS THIS ISSUE TO...

Richard and Christopher Pottle (supercharged SC), Driving Adventures (French Riviera trip), Evolution Motorsport (supercharged 997)



#### 9Publishing Limited

PO Box 6815, Matlock DE4 4WZ

United Kingdom

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ISSN 1746-613X

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## Welcome to Total 911

We tend to avoid politics in *Total 911* but we've made a notable exception this month. Why? Because we believe that it's important to put forward an alternative argument about global warming. Let's face it, it has become fashionable to jump on the cars-are-bad bandwagon, and politicians of all parties don't dare go against the flow. And that's bad for democracy.

So, I'm hoping that Bernard Abrams' fascinating feature in this issue will help to open up the debate and encourage people to think more rationally about global warming. And do bear in mind that modern cars, such as today's 911s, are not major polluters, anyway.

While we're on the subject, there's no doubt that here in the UK there are too many cars on the road, and it's getting worse. The usual solution proposed for this problem is to get people onto public transport, and this is a real bugbear of mine. First, I don't want to travel by bus or train. Second, this is usually attempted by increasing the cost of motoring without offering an alternative. Third, we need to ask why all these people need to move around the country when we now have superb electronic communications.

Think about it. How daft is it to drive from your home to an office simply to sit at a computer or talk on the phone? You can do that just as well at home. OK, so not everyone can work from home but if a small number of people spent at least part of each week doing so, then traffic congestion would reduce. Factor in online shopping, too, and the number of car (not to mention bus and train) journeys could be cut dramatically. All that's needed are tax incentives for employers and employees.

That would free up the roads so we could get out and drive our 911s for fun. Heaven!

**Philip Raby**  
Publishing Editor





1st SUNDAY

Mum's Birthday

8th SUNDAY

9th MONDAY

Snetterton Track Day

15th SUNDAY

16th MONDAY

17th TUESDAY

Spa-Francorchamps Track Day

18th WEDNESDAY

10th TUESDAY

11th WEDNESDAY

12th THURSDAY

Meal with Sally

13th FRIDAY

Eurostar 8.45am

14th SATURDAY

19th THURSDAY

20th FRIDAY

21st SATURDAY

3rd TUESDAY

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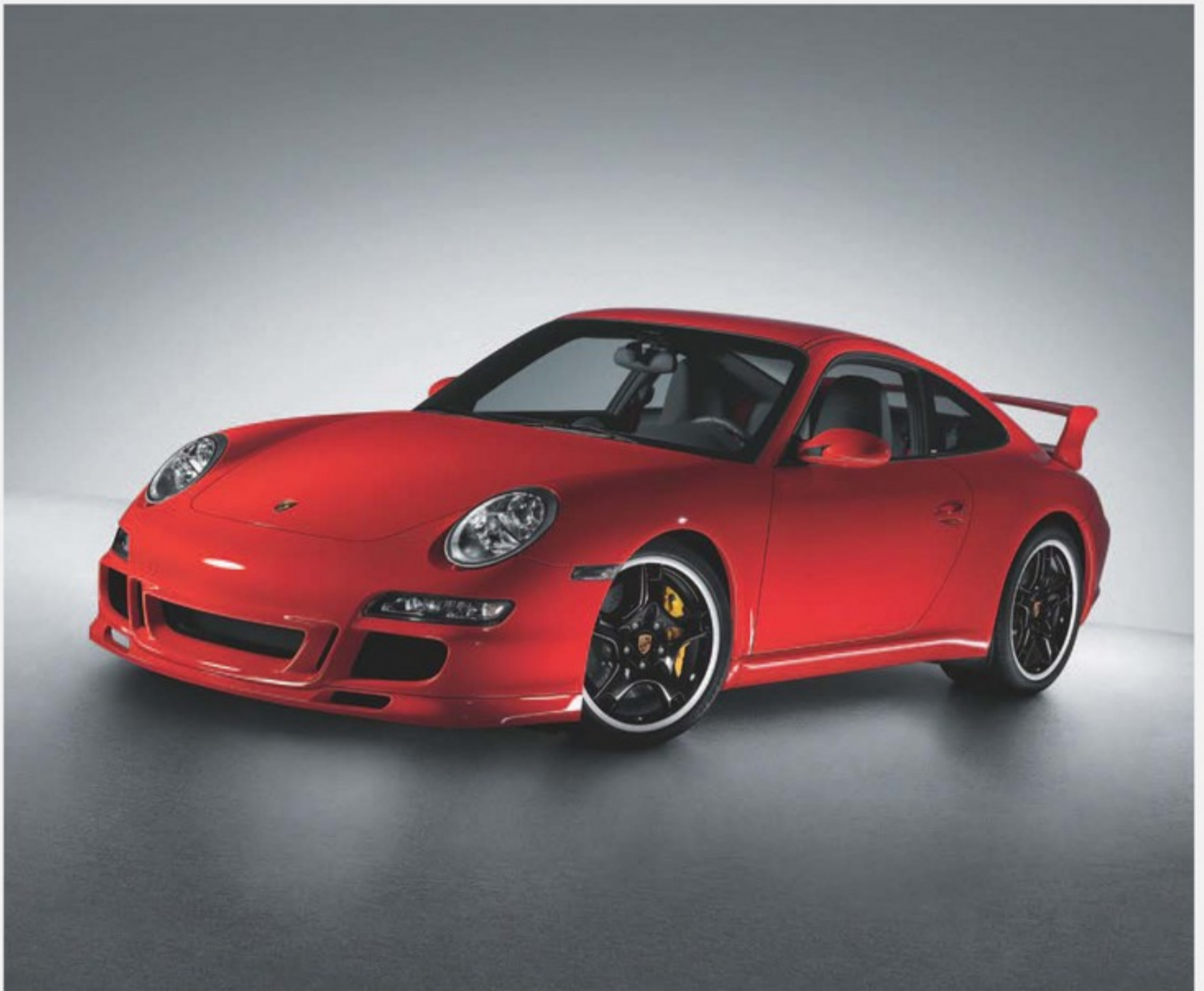


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**PORSCHE**







# Tracking *device*

If you're looking for a driving experience to remember, few can match the combination of a 997 GT3 and the facilities of Millbrook Proving Ground in Bedfordshire, especially when someone else is paying for the fuel and the tyres...

Written by John Boggiano



Take one large vat of concentrated adrenaline solution and one light aircraft. Ascend in light aircraft to at least ten thousand feet above adrenaline vat and step out. Free fall head first into adrenaline solution and, if still alive, drink freely.

Alternatively, position nicely warmed-up Porsche 997 GT3 at start of famous Millbrook one-mile straight and floor throttle. Watch in peripheral vision for change-up indicator, grab next gear and floor throttle again. While progressing through gearbox, note that explosive rate of acceleration seems undiminished and also that banked corner denoting end of mile straight seems not to move any closer for disconcertingly long time before suddenly pulling itself together and making headlong rush towards windscreen at more than 170mph. Brake! Soar around banking and return to start. Repeat as necessary.

While I can only claim to have experienced one of the above, I'm confident that each would provide a similarly sized hit on your personal thrillometer, pushing its quivering needle way beyond the redline and deep into the danger zone. The combination of a new 911 GT3 and a Porsche Driving Experience at Millbrook should only be undertaken after a thorough medical. This level of excitement could be dangerous.

Porsche lays on half-day Driving Experience events at Millbrook (and at other venues around the UK) for people who have placed firm orders, backed with hard cash in the form of a deposit, for a new example of the marque. Additionally, participants can invite a friend along, on a paid-for basis: in the case of this GT3 Experience, paid-for means that around £550 will have added itself to his or her credit card bill at the end of the month. That's a fair old wedge of mazoola, but then this is a fair old humdinger of a day.

For me, this particular sunny spring afternoon was especially memorable for two quite separate yet intimately linked experiences; the car and the venue, each seemingly made for the other. I learned a little about the GT3's tremendous abilities and a tremendous amount about my small ability behind its wheel. You know how you sometimes wonder what it is that really limits your driving: your technique or your car's limits? Once I was strapped into that GT3, the question didn't even hang around long enough for me to ask, and the surreal Millbrook landscape provided a very fitting setting because the 997 GT3 is seemingly from another planet.

Unless you are also from another planet – and probably even if you are – you've already heard that the new GT3 is a superb sports car, one of the best ever 911s, a feast big enough to overwhelm even the greediest driving glutton. But let's not mince words here: for people who relish driving involving cars, the 997 GT3 is rapture in automotive form. It is ecstasy with a steering wheel, an orgasm with seatbelts and ABS. Creation didn't stop after the sixth day after all – while God was resting he turned his mind to just what could be achieved with a rear engine, rear-wheel-drive and 415bhp. Maybe this explains why the 997 GT3 has not just ability, pace and presence; it's got soul.

You're thinking, "Well he's bound to say that – he's got one on order", but I certainly wouldn't betray my wonderful 964 (which it will replace) for something that would provide just a bit of a fling for a while; something capable and fast, thrilling even, but lacking even a nanowatt of the skin-bristling electricity that a quickly-hustled 964 supplies. Drive a new GT3 even moderately

hard and you'll understand really quickly just what a very special car it is. It's not just the way it comprehensively rewrites the rules that say any car with dual road and track roles must inevitably be compromised in one or other environment, or both. It's rooted in the way that the GT3 is just so intoxicatingly exciting to drive whatever the setting, whatever the velocity.

It's the noise, the grip, the power, the delicacy, and the sheer aura of the thing. This 911 not only does it all, it does things that you didn't even know you wanted from a car. Driving it hard is like greedily devouring both layers of a box of chocolates only to find that there are still more layers underneath. And more beyond that. But where the analogous chocolates would soon reap their revenge, there is no moment of regret with the GT3, no punitive stomach-ache to prick your conscience. There's just continuous, pain-free pleasure. And so much to explore and to learn. Perhaps for the first time since the board of Porsche AG waved a collective *auf wiedersehen* to the days of air-cooling, the company has produced a 911 that requires a committed, long-term relationship before it will reveal all its secrets.

As for future developments of the 911, where on earth do they go from here? How can any alteration of this magnificent achievement not be a backward step? I'm damned if I know, but anyway I don't really care: I'll be quite happy to hang around indefinitely right here on the 911's evolutionary timeline, thank you very much; you can go on without me. But don't let that fool you into believing that I think the car is perfect. It's not – Porsche seems to be making something of a name for itself these days as a late and unenthusiastic embracer of technology. While the GT3 is suitably state of the art when it comes to the science of driving, the peripheral stuff is a disappointment. Why do we have to put up with CD-ROM or DVD-based sat-nav systems? Why can't we update the mapping and factor in our own points of interest via PC and Internet using, say an SD card? Why is the postcode search restricted to the first half of the code? Why no touch-screen? Where's the iPod integration? It looks like we'll be waiting some time yet for Porsche even to start fitting LED lighting (997 Turbo token effort notwithstanding).

But back to the present. Arriving at Millbrook is every bit the cloak and dagger, Area 51-style experience you might imagine. It is the UK's chief proving ground and test facility for car manufacturers and disguised prototypes skulk about its 130-mile internal network of roads. Security is tight, and you half expect to find yourself being led to a secret bunker, miles below ground and not being allowed to leave until you have perfected your new identity. The reality is that after passing a few checkpoints and barriers, signing in and noting the signs prohibiting photography and the like, you find yourself in a driver's playground of vast scope and scale. Everywhere you look there are signs pointing to mouth-watering prospects such as the high-speed bowl, the handling course, the hill route and that mile straight. It's the perfect setting both to investigate the behaviour of a car under all sorts of different conditions, and also to get thoroughly drenched in the sheer enjoyment of driving.

We begin with an examination of the GT3's traction control system's effects. If you're familiar with PSM (Porsche Stability Management), you'll know that there are times when it can interfere with your fun. Sometimes, in spite of the technology's driver-focused nature, it's

“It does things you didn't know you wanted from a car”









simply a spoilsport, reigning in the engine's power to prevent loss of grip just when a nicely controlled slide was on the cards. Of course, you can turn the thing off, but that rather defeats the object, I always think. I don't want to have to keep switching it on and off at various moments. If you're a PSM sort of guy (or girl), then a GT3 probably isn't for you as it lacks the full set-up, retaining just the ABD, ASR and MSR parts that constitute 'Traction Control'. In Porsche-speak, what's left merely reduces the risk of wheel spin under hard acceleration, but what does that actually mean in practice?

Finding out entailed driving around a marked circle on a large, flat area of dry concrete. The idea was to circulate at a moderate pace (30mph or so) and then just boot the throttle, maintain the steering angle and see what happened. What happened was that the tail slid and I eased the throttle and wound on some opposite lock to catch it, much to the dismay of my instructor (strictly, 'Porsche Driving Consultant'), Jeremy Palmer. OK, we'll try that again and I won't move the steering wheel or lift the throttle. Oops, same again. I have to say that, although this was not an ideal way to demonstrate Traction Control, it was great fun and resulted in big arcs of swooshing tail slides, together with one of those can't-keep-it-in grins. There may even have been an unsuppressed if rather juvenile whoop or two, and all with Porsche stumping up for the cost of the tyres. That's just as well, as a rear pair of brand-new, standard fit Michelin Pilot Sport Cups is reputed to last a mere 4000 miles of fairly average road driving; under these circumstances, we'd be running out of rubber before we needed to fill up with fuel.

But back to the story; next time around I managed to keep the reflexes on hold and the GT3 dutifully sorted out its own back end. The slide was bigger initially, of course,

but when it came, the Traction Control's timely intervention was so subtle that I really didn't think it was stepping in at all. It prevented the car from spinning, but the feeling from the driver's seat was of dramatic oversteer quickly turning to understeer. In fact, the oversteer was just being reined in and neutralised, but the feeling coming through the controls as the oversteer diminished was one of understeer.

It's an illusion seemingly resulting from the brain's assumption that, for the oversteer to be gone, you must have opposite lock wound on and therefore when the correct course is resumed, the steering angle must be all wrong and the front of the car must now be drifting. Or is it that, because you've still got a large degree of (correct) lock on, but the tail is back in line, the front end must be washing out? It was a surprisingly confusing moment as you can tell, and not the only time my mind would play tricks on me today. But the most important thing to note from all this tomfoolery is that your bog-standard reactions of (slight) throttle lift and a measured twirl of opposite lock result in the traditional response: controllable oversteer without the threat of an imminent disaster.

Next up, Sport mode, where Traction Control's activation threshold is slackened. To be frank, without having the facility to try both modes back to back like this, I'd be hard pressed to tell which was in operation. The difference between them is more than a hair-split, but is patently a matter of degree. You're not going to have some huge moment during which you spend your last pre-crunch seconds cursing at having chosen the wrong setting. As a side effect, Sport mode also means that the exhausts are set in their full, unrestricted glory at all revs (under normal circumstances, at low engine speeds the valving means that the secondary silencers

// It resulted in big arcs of swooshing tail slides //





are utilised, so only your nearest neighbours will be calling the news agencies to report an earthquake – those half a mile or so away will just think there's been a small explosion somewhere far distant). As side-effects go, I've certainly heard worse, and it's got to be said that the temptation to hit that Sport button on every start-up could be quite hard to resist. Indeed, those in the know advise pressing it before even starting the engine, for maximal enjoyment.

But now it's time to sort the men from the boys and turn off the electronics completely. Hitting the Traction Control 'off' button is the easy part – its little inbuilt amber indicator light giving not a hint of the trouble you're about to get yourself into. If you've driven a 911, especially a rear-driven, pre-PSM example for any length of time, the chances are that, at least once in your life, you've had one of those nasty experiences where the rear tyres hit some water, ice, oil or whatever at a distinctly inopportune moment. Instead of the hunkered-down rear end that you've become familiar with, and in place of the grip, grip, grip, or maybe, grip, slide, grip scenarios you've come to love, suddenly a large hand picks up the rear of the car and instantly hurls it around while all you can do is watch the scenery rotate and pray – very quickly.

Well that's how it was for me in the GT3 left to my own devices. The tail began to slide under just the same amount of provocation as before but this time there was no graceful drift. Grip levels shot instantaneously from high to none. Once those rear tyres lost their purchase on the ground and the revs scaled the heights as a result, where once there was control now there was only tyre smoke and the vicious force of that malevolent hand. Elegant it was not. Once again, my reflexes refused to be held back, but they came too late. I did manage to

prevent a spin, but only because the surface was dry and grippy. Goodness knows how much of the concrete I slid across while this was going on, but it was enough for me to realise I'd probably better not press that button too often. Ever again, in fact.

So full marks to the GT3's Traction Control – in either of its active modes it doesn't get in the way of your fun. In fact, it's clear that it genuinely enhances it, allowing a healthy degree of entertaining tail-happiness when required without too high an attendant risk. It means the GT3 is one of those fabulous cars that not only has ridiculously high reserves of performance, grip and handling, but also actually flatters your own abilities into the bargain. For my part, although I've seen all the videos of people opposite-locking GT3s around corners on the open road, with the telltale Traction Control 'off' warning light shining out from the tachometer, my warning light is going to stay resolutely off. I might even change the markings on the switch from 'TC off' to 'accident on' as a reminder. Moreover, for people like me, it might be an idea for Porsche to change the somewhat abstract icon that appears in the biggest dial when the safety net is absent to a little symbol of an ambulance. Or an angel. Or a gravestone.

Let's take a break from the experimentation for a little while and consider how the GT3 behaved on the road before arriving at Millbrook's fortified entrance. The Experience team was camped at a country house hotel (the characterful Flitwick Manor: breakfast or lunch are provided here for participants) a few miles distant. My pre-event route to the hotel actually took me past Millbrook itself and I could see problems ahead for later. For problems, road speed humps, or safety bumps, or traffic calming pillows, or whatever ridiculous name we're meant to call them now.

“All you can do is watch the scenery rotate”



Casually browse any 997 GT3 Internet forum and you'll see plenty of anguished posts from people who haven't even managed to get their shiny new Porsche safely home on its maiden trip, because the front end was savaged by a speed hump lurking en route. Those around Millbrook looked pretty fierce to me; large and with quite steep approach angles. Still, I couldn't see any evidence of broken GT3 front splitters around – clearly there must be an alternative approach road: we obviously won't be coming this way...

But come that way we do and, amid the amiable introductory chitchat between Palmer and me, the speed humps begin to gather like sharks circling their unsuspecting prey. Conscious of Palmer's relaxed manner, I approach the first obstacle with curiosity rather than trepidation, slowing gently before it and just tickling the throttle a little to lift the nose immediately prior to impact. The car floats over the ridge with not the slightest graunch or scrape. "That's a surprise", I think aloud, "I didn't think it would get over these humps so easily." "It will go over them a lot more easily than that," replies Palmer, "Just keep your speed constant and there won't be a problem." I do, and there isn't.

Now, I'm not saying that the GT3 doesn't have a seriously low front end for a road car – it does, and it's exacerbated by the large front overhang; more than 30 inches of GT3 must pass over an obstacle before the front tyres can lend a metaphorical hand to lift the nose – but going in fear of unexpected dips, bumps and lumps is quite unnecessary. After all I've seen and read about this problem, I can't quite believe it but it's true; we pass a dozen or more similar humps without so much as a hint of contact.

But what impresses the most when pottering the GT3 along on this mix of urban and rural roads is the uncomplaining flexibility of its engine. Plonk the lever into third and the car will happily do whatever you ask, whether accelerating smoothly from idle or scooting past slower vehicles as the road opens up. It doesn't just do this without objection; it does so with real smoothness and sophistication. Palmer is keen for me to appreciate this talent, but the mechanical action of the GT3's gear change coupled with the surgical precision of the lever is

often too much to resist. So good is the shift action that it defies belief that the gearbox isn't located right underneath. It's on the stiff side but the reward for this small effort is that you can virtually feel the cogs in your hand as they synchronise and enmesh.

Then there's the ride quality. You'll hear that, thanks to PASM, it's acceptable for scarred British blacktop and even for rutted city roads. Acceptable? You want to get out more – this is really good. Were I to emulate my American cousin and quaff latte while on the move, few drops would be finding their way onto the carpet today. How's that for a track car? Funny the things that impress...

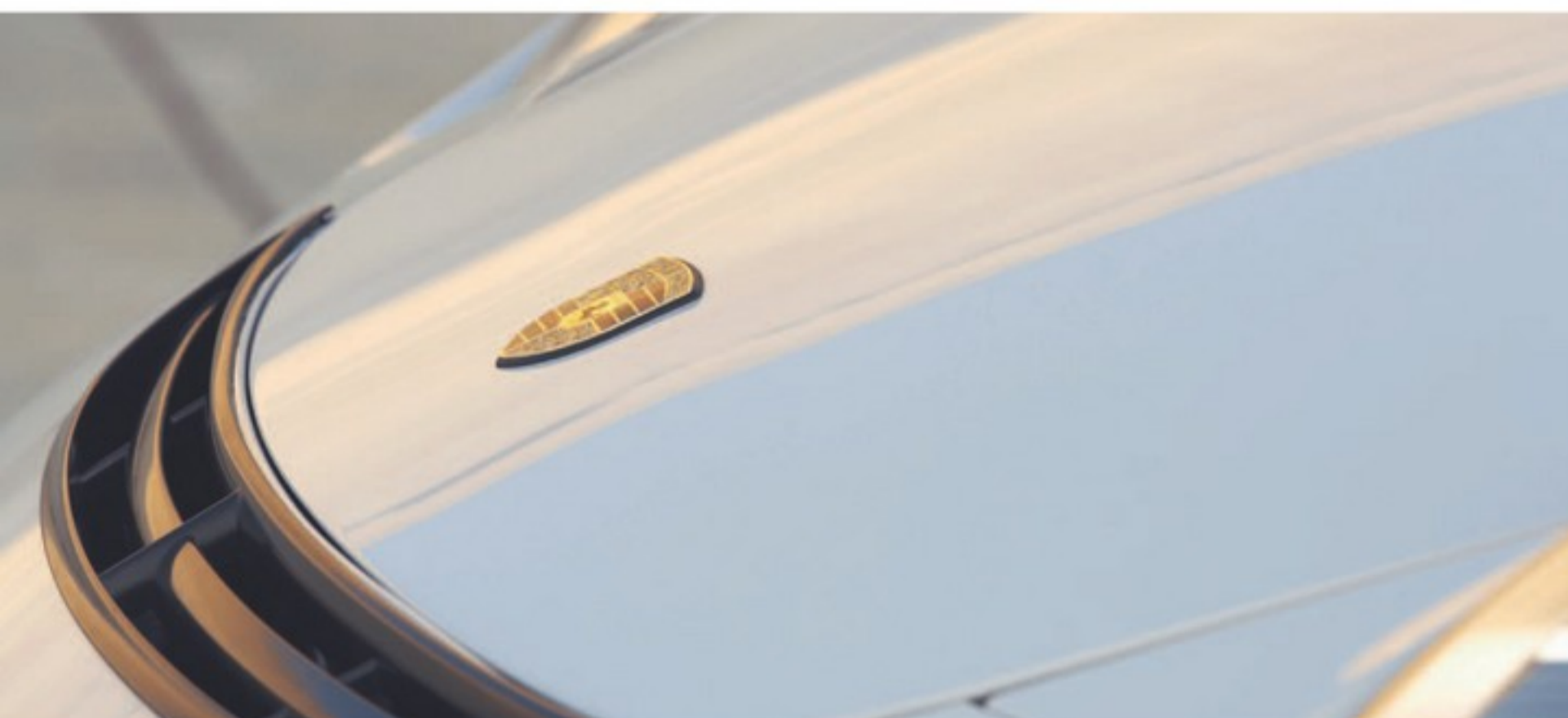
Back at Millbrook, we're heading out onto (into?) the high-speed bowl. Joining from the feeder road, it's immediately apparent that we've left behind any semblance of a normal driving environment. It's an alien world in here. For a start, to our right there's the Himalayan aspect of the banking in all its glory – like Eau Rouge at Spa, it's far steeper than it appears in pictures – with a top lane aligned almost vertically, it seems from our viewpoint, and reputedly the setting for hands-off 100mph cruising speeds. Beyond that, all that's visible is blue English sky. It wouldn't do to stray even a little too far beyond that lane's outer boundary and test its flimsy-looking Armco, that's for sure. Next, it becomes apparent that, because the entry road joins the level, innermost lane of the bowl at a suitably gentle angle of approach, looking over your right shoulder to check for approaching vehicles is pretty much useless: your neck simply won't rotate far enough unless you're an owl. You get a much better view (though considerably less reassurance) just by looking in the rear-view mirror. Anything down in the lowest lanes should really only be trickling along anyway. I hope.

Soon that's us; gently circulating the two-mile loop at a modest 30mph. At this speed on such a gently curving, level trajectory, it comes as a surprise to hear from my passenger that straying just a couple of miles per hour from the allotted 30 results in demonstrable under- or oversteer, but Palmer suggests letting the speed rise to 32mph. As the required number appears on the GT3's digital speedometer, the nose begins ever so gently to

You  
virtually  
feel the  
cogs in  
your hand  
as they  
enmesh







drift from the centre of the lane, requiring a tiny amount of adjustment to the steering angle to hold the desired line. Sure enough, allowing the speed to fall to 28mph causes a similarly miniscule tightening of the line and a tiny drift off line towards the centre of the bowl. Amazing. So responsive is the chassis, so delicate and accurate the steering, that with no perceptible loadings on suspension or tyres at all, there's still enough to adjust the cornering line using throttle alone. It makes you realise just how much is going on when a GT3 is cornering hard. It's a lesson we'll build on a little later – for now, the outer limits of the bowl's upper reaches are calling.

Once the speed starts to build and we move gradually towards the rim-hugging fifth lane, things start to feel weird, bizarre even. It begins with the fact that the brain starts playing tricks once again, as it struggles to make sense of the fact that the information heading its way from vision and balance senses no longer matches. As we slowly move out towards the edge, the angle of the banking becomes ever more pronounced and the interpretation of it becomes distorted further. Viewed from the infield, it was perfectly apparent that the inner two lanes sit on a horizontal plane, while the outer three are progressively more and more banked. But from up here, it all looks very different. Once up in the topmost lane, it appears that the inner ones are also banked, but with the opposite camber. In other words, it looks as if we're travelling around inside a giant inflatable rubber ring, with the top half removed. Now, it feels as if the middle lane is the horizontal one.

As if that worryingly skewed perception isn't enough, there's also the fact that we are now driving at 100mph around a corner; but where the brain expects you to experience a high lateral G-force, instead the principal force seems to be the one pushing you down into your seat. It's quite unsettling, especially combined with the fact that, quite soon, your psyche starts to anticipate the end of this 'corner' and begins to prepare for either the radius to tighten or for the lane to straighten out. Then there's the fact that, if you dare to lift your eyes from the road, the view directly in front of you is the same as that over your right shoulder: clear blue sky (and the odd backward-flying bird). Combined with the pale, almost

white road surface that comprises the bowl, the scene has a strangely lunar feel to it. A UFO hovering silently overhead waiting to beam us up wouldn't seem at all out of place. Then again, perhaps I just should have kept off the cheese last night...

Ignoring all of these disturbing factors is difficult, but eventually it can be done and then you become aware of just how bumpy is the surface up here at speed. Bumpy enough to make holding an absolutely steady throttle rather tricky, which is unfortunate as now is the moment to experience that legendary hands-free 100mph. If that doesn't sound such a big deal to you, it's because you're using a quite different frame of reference. We're not talking flat, level, smooth, straight road remember – we're talking distorted reality and warped perception — with bumps. We're talking 'drift two feet to the right and you'll come down tomorrow, somewhere near Luton'. And don't forget this business of the GT3's cornering line being susceptible to the tiniest of speed changes. It's therefore a particularly absorbing moment when the steering wheel is finally released from the damp grip of my hands, and remains that way as the car circulates the ring again and again. The wheel wriggles this way and that as the front of the car encounters the bumps, but my attention is focused on the speedometer and making sure the digits don't stray too far from '100'.

Ultimately, my hands return to the Alcantara-covered rim and the speed climbs to around 130mph. Even holding the steering wheel, this is hard work up here, especially as the bumps are now registering as sizeable hits that occasionally upset the GT3's traction control and even have the front splitter giving the ground the occasional kiss. For a few moments, we switch the PASM to its Sport setting. The resultant thump, thump, thump softens quickly as the system reacts to the crude vertical deflections, but it's still way too hard a ride for this place and we very soon switch back to Normal. After so long up here, I know there's going to have to be a period of readjustment when we finally return to normality. It's just one more thing to think about. That and trying to ignore the distraction of a couple of cars crawling along down in lane one at a speed-differential with us of around 100mph.

“Now's the moment to experience that hands-free 100mph”



Eventually, it's time to move on, the speed drops and we descend gently towards the lower lanes. My perception is back to normal quicker than I expected, which is just as well because we head straight out of the bowl and soon find ourselves at the next mini-venue. This time, it's another vast, flat area where some further experimentation with understeer and oversteer is scheduled. But first, we park a little away from the test area and wait for its current users to finish. They're in a 997 Turbo and seem to be having quite a time of it, smoking tyres and generally overcooking things, all in the interests of science, of course. Or maybe they're just having fun.

A few minutes later, as the still smoke-shrouded Turbo moves off, I snick the GT3's stubby gearlever into first and amble out onto the test area. A range of different courses is marked out in pairs of coloured lines upon the surface. There's one that's roughly square, another is circular and yet another is an elongated figure of eight. It's the latter we select and, at relatively low speed once again, I begin to navigate the GT3 around the chosen route, keeping neatly between the lines to either side of the car. At first, it's an easy task; although Palmer points out to me that my turn-in at the top and bottom of the eight is rather 'digital', as he puts it. It's true: I'm concentrating so hard on keeping a nice, steady throttle opening while watching for the moment when the guiding lines suddenly change from straight to curved, that my steering input is, to put it politely, somewhat lacking in progression. It's a problem not helped by a residual feeling of slight disorientation – it's hard to judge speed when you're concentrating so hard just on some painted lines, and consequently the corners keep taking me by surprise.

Just as I finally begin to get a feel for things and the GT3 starts to flow around the course, Palmer directs me to up the pace. Keeping things tidy becomes increasingly difficult as the speed rises, but before long the ease of adjusting the car's cornering line by throttle opening comes to the fore once again. So sensitive is the GT3 to small variations in propulsive force that it's quite possible to correct a too early or too late turn-in relatively easily just by varying the position of my right foot a degree or so. Steering a path between marked lines like this is probably the only time you're ever going to be aware of the delicacy of the GT3's handling, but it certainly pays to have an understanding of what's going on even if it's out of the range of your normal level of conscious perception. Without this demonstration, it would be easy to think in terms of understeer and oversteer beginning only when the speeds are such that the tyres are starting to distort and the slip angles become measurable by a schoolboy with a Helix protractor. In fact, as we've now seen for the second time today, the GT3 is so sensitive to its throttle that, out on country roads, you're going to be doing one or the other most of the time!

Next up is that run on the mile-straight. As we line up at the start, there's something of a heat haze shimmering over the surface, even a glistening, mercurial mirage in the distance. The straight is absolutely level, flat and, well, straight. A visual lesson in perspective, the edges form the sides of an elongated triangle through the windscreen. It's also almost completely lacking in landmarks, save the few signs that will shortly flash past indicating 'Quarter Mile', 'Half Mile', '1 Kilometre' and so on. Take it from me that once underway, you'll be

concentrating so hard on not overshooting the end that you'll barely notice such stuff anyway. Again, the peculiar environment creates issues with perception and judgement. There's a real problem with foreshortening: even when hammering along the straight at well over 100mph, the banking marking the end seems tantalisingly to stay exactly the same distance away, but you're uncomfortably aware that, perhaps with very little notice, it will shortly rocket towards you.

Keeping a grip on the task in hand (that is, staying alive by judging when to throw in the towel) is not made any easier by what's going on behind. To stomp the throttle to the floor of a 997 GT3 is to enter another world. A world dominated by noise and thrust. The rear tyres squirm exquisitely for grip and the nose lifts a fraction just like 911 noses have always done. There's a feeling of having been fired instantaneously to warp speed with no period of initial acceleration. But mainly it's the noise. Nothing prepares you for the thunderous, cataclysmic avalanche of sound that bombards your eardrums once that pedal reaches the fully-on position. It's not the volume, which could almost be referred to as 'controlled', bearing in mind the GT3's fifty percent road car persona. It's the noise itself, a noise that tells you there's an apocalypse underway in each fiery cylinder. It's a noise that immediately illustrates that joy and fear can be simultaneous emotions. The sound of a full-bore, savagely accelerating 997 GT3 is an experience in itself and ought to be an obligatory feature on all those 'Fifty things to do before you're 40/old/dead' lists.

While you're taking in the fabulous cacophony and trying to adjust to the idea of travelling fast without moving appreciably closer to the horizon, flashing past those un-noticed roadside indicators of rapid forward progress and performing disjointed mental calculations to help plan your 'chicken-out' speed, you won't have much time to look at the speedometer. Even the most momentary of fleeting glances seems to invite disaster. I'm sure that Palmer would have been only too willing to point out to me the point at which we were about to cross the boundary marking inevitable oblivion, but since I failed to confirm this fact with him beforehand, the moment came all too soon when I decided to lift the throttle. Naturally, having done so, I immediately regretted having been so rash: the end of the straight seemed as far away as ever. Equally naturally, before I could properly form this thought it became clear that an appointment with doom was now at hand. To put it another way, several seconds ago had been the time to hit the brakes. Hard.

Hitting them very hard indeed sees the GT3's tail squirming once more as the weight shifts forwards. The natural reaction would be to ease the pressure on them slightly, but the rapidly closing banking won't allow this. Fortunately, those sticky Pilot Sport Cups (what's left of them) and the latest iteration of ABS (now at version number 8.0) have everything under complete control, and we're soon out onto the banking, heading back for another run.

Incredibly, the real fun of the day is still to come, but first we'll take a more considered look at those powerful brakes. On this particular car, Porsche braking prowess is represented by the standard steel set-up; 350mm discs with red-painted 6-piston calipers up front and 4-piston equivalents at the back. As is typical with brakes on Porsches in general and 911s in particular, their

“The rear  
tyres  
squirm  
exquisitely  
for grip”







performance equates to roughly twice that of the engine. Talking in fairly round numbers, you can expect a GT3's motor to shove you from a standstill to 100mph in around nine seconds. That's a very impressive figure, but it pales somewhat when compared to what the brakes can manage – how about 100 to nought in around four? Four seconds (count them) to halt roughly 1450kg of car from 100mph. We take this sort of thing for granted on our 911s nowadays, but when you think about it, it's astonishing. And they'll do it time and time again, once you're retrieved your eyeballs from the floor. Heaven knows what the 380/350mm ceramic dustbin lids on the PCCB optioned cars must be capable of. As it is, these steel items are so powerful that when Palmer instructs me to stand on the pedal at 50mph and make an elk-avoiding lane-change while coming to a halt, the car barely has time to complete the sideways jink before reaching a complete standstill.

In performing this little exercise, I have to stifle reflexes familiar to anyone who's been around long enough to remember the days when ABS wasn't even a twinkle in Herr Bosch's eye. There's a latent, but powerful force inside me that finds the idea of squashing the brake pedal of a fast-moving car to the floorboards and keeping it there abhorrent. The urge to lift the centre pedal to prevent locking-up of the wheels is one that's best controlled with regular practice. I thought I had overcome it long ago, but I can feel it kick in as the GT3 stands on its nose for the first time. Similarly, the realisation that you retain full control of the steering while all this is going on: it's one thing knowing this, quite another to remember to make full use of the facility if ever such a situation arises on the road. Old reflexes certainly die hard.

That's the end of the scientific experimentation and the systems demonstrations for the day. It's been impressive, often exciting and – occasionally – disorientating, but always very enjoyable. And yet the

best is only now about to begin.

Back on the extensive network of Millbrook's internal roads, we follow the signs to the facility's piece de resistance – the hill route. This quietly named section of the site is a microcosm of all the finest driving roads you are ever likely to encounter anywhere in the world. Its tarmac is a twisting, heaving, convulsing torment of ribbon dropped casually onto the undulating and distorted terrain, in places looking more like an oversized skateboard park than a road. Often referred to as the Alpine course, the hill route encapsulates everything that makes driving a fast, competent sports car challenging, rewarding and fun. It bucks and weaves so violently in places that a mere three dimensions seem inadequate to contain it all.

If you're familiar with the Nürburgring's famous north circuit, picture that setting minus all the places where a driver has a fleeting moment or two to think and take stock. There are none here. No sooner are you flying over a fast crest than you're hurtling into a steeply off-camber hairpin. Just as you nail the throttle on the exit of a fast sweeper, you're feeling the compression of a trough and then you're air-borne. It's like concentrated, canned Nordschleife. Extra hot.

On the advice of Palmer, I stick the GT3's gearlever into third and leave it there. Not only is the engine's delivery elastic enough to make this the most appropriate gear almost everywhere, but so much non-stop action will soon be happening at the wheel and the pedals that there's little time to make a change anyway. Trying hard to concentrate on taking a smooth line through the tumultuous landscape, I soon realise that there's simply no way that I'm going to develop even the remotest idea of what comes next in the short time available. Instead, I decide just to go for it.

The 3.6 by turns, bellows, shrieks and wails. The brakes zizz and moan and the inside of the cabin begins to feel as if it's been strapped to the back of some just-

“The 3.6 bellows, shrieks and wails”





out-of-sight bucking bronco. Beneath us, the load-changes have the tyres squirming for purchase and all to the accompaniment of that wonderful, repeating sonic crescendo which engulfs us. Utter sensory overload is only a heartbeat away. This is driving pleasure at its most delicious, its most complete. Although before long I am almost drowned by the utter thrill of it all, I know that I'm not even scraping the surface of the GT3's capabilities – I know neither car nor course well enough, and neither do I have sufficient ability, but I am having a stupendous, obscene amount of fun. In these times of speed restrictions, environmental concerns and the general, all-pervading myth that driving fast for the sheer excitement of it is somehow always and automatically antisocial, dangerous and a bad thing, this is like a bucket of icy-cold water chucked in your face. Wake up! Driving sports cars is meant to be exciting. It can still be done. There's nothing wrong with having so much fun that you can't hold it all in. If it shortens my life a little, well it's bloody well worth it. This is living.

As if to illustrate my thought that I'm not really doing the 997 GT3 any favours with my rough and ready, over-exuberant driving style, Palmer takes the wheel for the final session of the day. As all good drivers are, he's relaxed even when concentrating hard and driving very fast – unlike me: I'll bet he's wondering if the impressions my death-grip fingers have left on the wheel rim will ever disappear – but uncharacteristically, he very soon makes a dreadful mistake.

We're barrelling into one of the most difficult sections of the hill route, where a flying crest is followed immediately by a tight, steeply downhill, off-camber

plunge of a right-hander. It's clear at once that we're not going to make it around. I just have time to look at the outside of the corner and it's not good. Although there's nothing obvious that we're going to hit, there's a long, steep grassy slope and beyond that we'll meet the road on its way back from the next corner. At this speed, we'll fly straight across it and into the trees. I decide that we're probably not going to die, but we're certainly going to take a big hit. Big enough at the very least to break limbs and maybe do all sorts of unpleasant rearranging of our internal organs. This is going to hurt.

The moment is here. The front of the GT3 follows the chosen line, but in a flash the rear tyres are right on cue for our big exit. Should I hunch up or try to stay floppy and relaxed? We really should have worn helmets: maybe I should try to protect my head with my arms. Mid-corner now and the lateral g means I have no hope of peeling myself away from the intimacy of the GT3's door, I'll just have to hope that, during the spin, it's the other side of the car which comes around to take the hit. Sorry, mate, but it's every man for himself now.

But what's this? Palmer is idly commenting on how best to curtail the understeer and prevent any oversteer and we're already on our way to the next corner. How the hell did that happen? And you know what? Every time we hurtle into that corner, I'm still convinced it's impossible to get round. But with each pass, the smile on my face becomes broader and broader.

The Porsche GT3 Driving Experience at Millbrook – it's the most fun you can have in Beds. **911**

Find out more at [www.porsche.com](http://www.porsche.com)

## Proving to be fun

The purpose-built Millbrook proving ground was created by Vauxhall and Bedford in the early 1960s. Those were the days when works vehicle testing was often undertaken on deserted stretches of motorway, particularly the M1, and often under the cloak of darkness, but it was becoming clear that a controlled environment with consistent surfaces, gradients and so on would allow much more thorough development and testing. General Motors had the same idea some years earlier, constructing the Milford proving ground in Michigan and lessons learned there were put into practice during the construction and commissioning of the Bedfordshire site.

Construction was a mammoth undertaking, involving the excavation of some 2.6 million cubic yards of earth and including the planting of 200,000 trees to maintain and, indeed, enhance the natural environment of the area. After passing into the ownership of Group Lotus in 1988, the title to the 700-acre Millbrook facility was transferred in 1993 to Millbrook Proving Ground Limited, a wholly-owned subsidiary of GM Holdings and the scope of the facility was extended to cover all aspects of vehicle design and development, including crash mitigation, emissions controls and component durability testing, as well as driver training and manufacturer's promotional activities.

Find out more at [www.millbrook.co.uk](http://www.millbrook.co.uk)







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Photos: Rick Cannell

## RS on track



Trackdays are great fun, writes Desmond Sturdee. And if a Porsche trackday is exciting, what about a Porsche RS trackday with Stuttgart's finely honed road and track cars wearing those evocative letters on the boot lid? That must be the ultimate fix. So the sixth Annual Porsche RS trackday, at Oulton Park in Cheshire, England, got on its way on 16th March, following a detailed briefing by the organiser, Easytrack. The weather was cold but dry with some overcast clouds and a slight hint of rain which never appeared. What a feast of Porsche heaven awaited the 65 participants, spectators and crew!

The event is in its sixth year and is the brainchild of Melvin Spear, Porsche Club GB 964RS Register Secretary. A dedicated 964 enthusiast (his previous car was a Carrera 4) and Cup Car maniac, Melvin thought it was time to move up a gear or two and dedicate a trackday to the finest Porsche RS, so he approached Easytrack and this now well-established feast of RennSport was born.

The field of cars included 996 and 997 GT3RS, 996 and 997 GT3, 964RS, 964RS Clubsport N-GT, 964 Trophy Car, 964 Cup Cars, 996 Cup Cars, 993RS, 993 GT2 Clubsport N-GT, 993 Cup Cars, 993RS Clubsport N-GT, 993 GT2-R Evo, 993 GT2 Race Car, 968 Ninemeister Clubsport and many more mouthwatering machines. Even as a spectator and passenger, the day would be totally involving, with a mega-feast of a Teutonic blitz.

The day got underway with a few bedding-in laps; drivers getting those tyres warm, and the pace was soon set. It was my first trip to Oulton, but unfortunately, my car was still at GT One waiting for a steering rack so it was passenger-ride time. Not too much of a hardship, though, as I was able to passenger a host of different

cars, all expertly pedalled around the tight twists, loops, blind leaps and mini-Karussells of this great track. It reminded me of a little Nürburgring and was equally tricky, with that Armco so close!

Among the memorable rides was a beautiful Mint Green 964RS N-GT (biased, moi?). Stewart Speed certainly lived up to his name – home from home strapped into the SPG seats, local boy, local knowledge. I never laughed so much as we both came down from a pure N-GT RS high.

Then it was out with Melvin in the 'Clubbie'; Andy Tims, GT3; Nick Moss, 993RS; Johnny 'The Wheelman' Probert, 993RS; first-timer Laurence Gibbs, 964RS Lightweight (you really did get the pace on after lunch, Laurence!); and Keith Calder, 964 Sprint Championship-winning car. These were all great laps, as were the others. Wow! It was already 5.00pm and I'd not completed all my rides. Thanks, guys!

My day was made while out with Melvin on the final laps when we caught up a group of 964RS/Cup Cars, twisting ahead of us; Signal Red, Grand Prix White, Mint Green, Maritime Blue, Viper Green, Flower Yellow. Following them through the late afternoon haze, twisting and weaving in front of us in perfect Carrera Cup style. It was a fantastic finale to a truly exceptional day.

Well, not really the end; in true RS driver fashion we rounded the day off with a fabulous Chinese meal, and the stories and banter continued into the night. Roll on 2008.

Easytrack is at [www.easytrack.co.uk](http://www.easytrack.co.uk).



## Porsche work experience

Stuart Wallace, a student from Lancashire's Myerscough College, is the latest to take a work placement with the Porsche Car GB race team.

The placement has been made available for the third year running, in support of Porsche's membership of the Automotive Manufacturers' Racing Association Ltd.

"We're pleased to again support the college and give Stuart the chance to spend the race weekends working with the team," said Marion Barnaby, motorsport co-ordinator for Porsche Cars GB.

Wallace, from Lincolnshire, is taking a foundation degree in motorsport and his placement will be overseen by Philip Boland, manager of motorsport operations at Myerscough College. When not studying, Stuart competes as a rally co-driver in a Peugeot 205GTi.

Adam Pearson, the student who took the place in 2005, later joined leading Carrera Cup team Red Line Racing in a fulltime position. 2006's star pupil Ross Clements will return to Porsche Cars GB to work as part of the squad during 2007.

## Über-Porsche specialist at Silverstone

If you drive a 911 RS, GT or Turbo, then there is now a UK service centre that specialises in just those high-performance variants.

Fearnsport is aptly based at Silverstone in Northamptonshire and is run by Andy Fearn, who has a wealth of experience with Porsches, working at, among others, Autofarm, AmD and BS Motorsport.

"Independent specialists can spread themselves quite thin, servicing all makes and years of Porsche. In fact, they're sometimes anything but 'specialist'. Our aim is to focus on the performance-oriented Porsche models, and concentrate all our expertise, facilities and enthusiasm into this area," explains Andy.

"We see ourselves as the spiritual home of the super – or über – Porsche," explains Fearn. "Everyone here has a close connection with Porsche Motorsport or with owning, driving or maintaining the fastest Porsche road cars. We would never turn away a Porsche of any kind, but our hearts definitely lie with the more interesting models. We must be one of the few independents trusted to look after a Carrera GT."

Fearnsport's 2200 square foot premises house the latest diagnostic and servicing equipment and the lifts have been designed especially for rear-engined cars. The company can undertake everything from routine servicing to racecar preparation.

Fearnsport is on 01327 856993 and at [www.fearnsport.co.uk](http://www.fearnsport.co.uk).

## Improve your blow-off

US specialist, Agency Power, has developed a replacement blow-off valve for the 996 Turbo, claiming that the standard Bosch plastic diverter valves can leak boost and thus affect power.

The new valve has an upgraded spring and piston design to handle up to 50psi of boost (!) The valve has an adjustable top to help set the stiffness of the spring depending on your vehicle set-up. Whether you are running 0.7bar or 1.3bar, the valve can give you optimal boost consistency.

In addition to being adjustable, the valve can be set up in three different configurations. You can set it up as a full recirculation, like a standard valve; full 100 percent atmospheric for high-power race cars; or even 50/50 for road cars if you want to achieve that distinctive blow-off valve sound.

The valves are made from CNC-machined 6061 aluminium with nylon washers and a brass piston for longevity. Each body has the Agency Power logo laser engraved on it and the adjuster knob is triangular for easy grip. There is a choice of polished aluminium, red or black finishes.

Agency Power is on 1 480 921 7422 or at [www.agency-power.com](http://www.agency-power.com).



## Win a free service!

To celebrate its launch, Fearnsport (see left) is offering a free 12,000-mile service to one lucky *Total 911* reader. This great prize is worth from £235 to £275 on the company's menu pricing scheme.

To be in with a chance of winning the prize, all you have to do is answer the following simple question:

### What UK county is Silverstone in?

Send your answer, together with your name, address and model of Porsche that you own, to [competitions@total911.co.uk](mailto:competitions@total911.co.uk), to arrive no later than 8th June 2007. The first correct answer picked after that date will win a free 12,000-mile service, to include labour, oil, filters and so on. Note that the prize does not include any additional work or parts that may be deemed necessary, and you'll need to be able to get the car to Fearnsport.



## Sugden wins in Eastern debut

Tim Sugden won on his debut in the Carrera Cup Asia at Sepang, with a margin of almost two seconds separating his GruppeM Racing car from second-place man Marchy Lee.

Off the grid pole-sitter Lee and Sugden were neck and neck, however the Briton stole the march on the Hong Kong racer into the first turn and held the lead to the flag.

Sugden was delighted to have taken victory on his Asian debut, particularly from his first standing start in almost 12 years.

"Everyone had warned me about him. I knew if I gave him a sniff it would spur him on," he said. "I was lucky that my start was good, just a little bit better than his [Lee's]. I must say, I think pole should be on the inside. If it had been the other way, I wouldn't have passed him.

"That was good for me today, but will be bad tomorrow when I'm on pole. But I'm delighted with the win."

## IN2RACING withdraws

IN2RACING pulled out of the Porsche Carrera Cup GB on the eve of the new season, leaving the field four cars short.

The team had several drivers in the frame, but announced it would not press ahead, just one week before the start of the season.

Despite the late withdrawal Carrera Cup organisers were at pains to point out that the 2007 field will feature the strongest line-up in the history of the championship, with veteran Tim Harvey set to lead the charge for the title.

## Wild karting day

Porsche Centre Swindon is running a karting day to raise money for a wildlife charity, The Game Conservancy Trust.

The event takes place at Thruxton Circuit on Friday 8th June and comprises a challenging morning endurance team race, followed by a session of testing sprint races in the afternoon.

The entry fee for the morning race is £400 per team of four and the winning team will be awarded the Porsche Centre Swindon Cup. Individuals are welcome, too, and will be slotted into a team. The afternoon sprint race costs £50 per competitor. The fees include a hearty breakfast and a hog roast for lunch.

If that's not enough, we're told that in between races there will also be the chance to drive flat out at a brick wall in a performance car, and do some off-roading in a Cayenne.

For an entry form, contact Rhodri Thomas on 01722 344031, or email [rhodri.thomas@struttandparker.co.uk](mailto:rhodri.thomas@struttandparker.co.uk).



## Supercup goes live

The opening two races in the Porsche Supercup were screened live on Eurosport, and the step up to live coverage is seen as a sign of the increased interest.

Britain, especially, is into the Carrera Cup in a major way, as defending champion Richard Westbrook, Marc Hynes, Tim Sugden and Phil Quaife are all planning assaults. Irishman Damien Faulkner comes off the back of successive Carrera Cup titles and is in buoyant mood on the international stage.

With David Saelens leading the foreign charge it's shaping up to be an intense year ahead for the Supercup and Eurosport is beginning to embrace the ferocious on-track action.

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See page 71 for more information or go to [www.total911.com](http://www.total911.com).

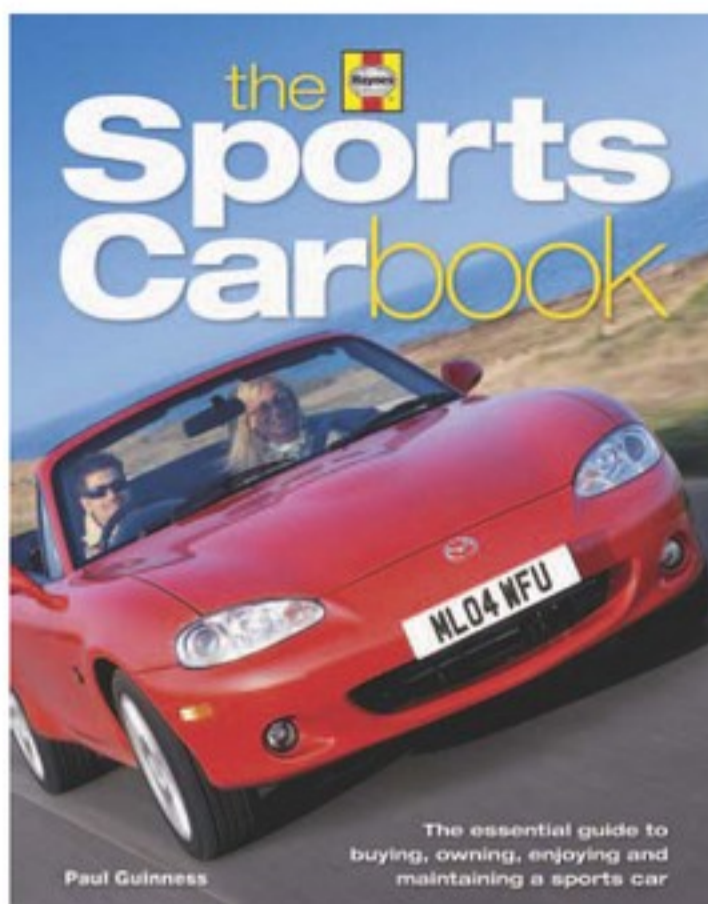


# The Sports Car Book

This new book by Paul Guinness covers a wide range of sports cars yet appears to assume that a sports car has to be open-topped. Hence the few Porsche 911 references are to Cabriolets, although these are, at times, mistakenly referred to as 'Convertibles'.

Some of the other Porsche references are a bit iffy, too. For instance, it's stated that the early Boxster had a 2.7-litre engine, whereas in fact it was 2.5-litres. There's also a photograph of a 996 Turbo which is referred to as the latest model.

So, perhaps not a book for the Porsche anorak. However, *The Sports Car Book* is an enjoyable browse and does offer some sensible advice on choosing and buying a sports car. It is published by Haynes and costs £17.99 in the UK.



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Don't worry if you prefer traditional magazines, though; we're continuing to produce the beautifully printed and bound paper edition, too. Indeed, why not subscribe to both and get the best of both worlds?

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# Techno-Classica 2007

Techno-Classica Essen 2007 took place at the end of March and was a feast for Porsche enthusiasts. Situated in the former industrial heart of Germany, Essen is home to the world's largest classic car show.

This year's Techno-Classica was the 19th event and boasted more than 1000 exhibitors from 15 countries and over 155,000 visitors from all around the world.

With around 2500 cars and 200 clubs at the show, most classic marques were represented. Our man Chris Eckermann was on hand with his camera to capture some of the most interesting 911s.



This spectacular 1976 934 Turbo RSR (above) from Garage Bertapelle car raced at Le Mans five times, winning it once. The engine has since been upgraded to 600bhp



Freisinger Motorsport displayed this 1976 Porsche 934 Turbo RSR (left) an ex-Porsche Kremer car with a 3-litre-engine and extensive racing history

This ultra-rare 1972 2.5-litr S/R (below left) was a two-time championship-winner with a good history and just two owners

This 1983 SC-RS (below) was advertised as being the last 911 to race in the Le Mans 24-hour and was class winner in 1984







Dating from 1964, this lovely Porsche (left) was the oldest 911 at the show – and, indeed, one of the oldest in the world!



Benoit Couturier proudly displayed this original Porsche 911 R (above) finished in the distinctive Gulf Racing colours



Less exotic but just as interesting 911s could be found outside the main halls, such as this 1967 Targa (left) with fold-down rear window



A number of examples of the 2.7 RS (below left) – both originals and high-quality replicas – were on display



The tasty engine of a Ruf CTR conversion (below) was there for all to see





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911 (996) C2 COUPE 3.6 (2003-52)  
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911 (996) C4 COUPE 3.6 (2002-02)  
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911 (996) C2 "TIP" 3.6 (2002-52)  
Cobalt blue with black leather, climate 47,000 miles.....£35,995



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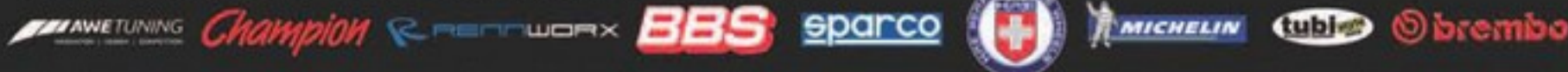
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# New to 911



Test manager  
Ravinder Babbra on  
his journey from  
Astra to 911  
Carrera 3.2

// Having graduated and landed myself a job, my folks decided to reward me by buying my first brand-new car, a sturdy Vauxhall Astra. This was to be my trusted friend for the daily 120-mile commute.

Then came the day that was to change my life forever. Friday, late afternoon, a friend came over to my desk. "I need a hatchback car for the weekend," he said. "Can I borrow your Astra?" My instant thought was to say 'no'. I mean, could I trust him with my pride and joy? And then, of course, I began to wonder what car I would get in return. "What car can I use over the weekend then?" I asked him. "A Porsche 944," he replied. Well, I couldn't say 'yes' quickly enough. This is how my passion and obsession with Porsche began.

Just 21 years old and I had a Porsche 944 for the weekend! Could it get any better? It was fantastic. My wife and I spent more time in the car that weekend than at home. We managed to cover almost 400 miles around the Swindon area. I was hooked. I begrudgingly gave the car back at the end of the weekend.

All I could think of was 'how and when am I gonna get my own Porsche?' Within weeks, my wife's MG Midget was sold and a Porsche 944 Turbo SE was bought. What a fantastic car! We loved this Porsche and I thought this would put an end to all my desires, but how wrong I was! This was just the start. I wanted the ultimate car – a Porsche 911.

My wife used the 944 on a daily basis until she had an accident and our beautiful car was written off. The search was on for a replacement car, another Porsche! I dug deeper and managed to buy a 968 Sport. Again, we enjoyed this car for over two years until, this time, I was hit in the back and the car was unrepairable.

Luck was just not on my side – two dream cars and two non-fault accidents. I still couldn't get enough of Porsches, though, and decided to buy another. The 911, the iconic shape – just as Butzi had drawn – was what I wanted.

The natural progression after the 968 was a 993. I started looking at these, but for my budget could only find early left-hand-drive cars, and my wife wasn't happy driving a left-hooker in the UK. The earlier 964s don't have the graceful lines of the 993 and I had read scare stories about problematic dual-mass flywheels, twin distributors and the like.

While surfing the web, I came across a new website, [www.impactbumpers.com](http://www.impactbumpers.com). John (the forum owner) and the other guys on the site certainly knew their stuff when it came to 911s from 1974 to 1989. Looking at pictures on the forum, I found myself lusting after the icon of yuppie London and, chatting with the forum members, they recommended the mechanically simpler impact bumper cars.

I purchased my beloved Carrera 3.2 Sport in May 2006. My initial thought when driving was how much older it felt compared to my 968. The car felt agricultural. The gearstick was so long and there was no ABS or power steering. What had I done? My first journey ended up with me having to stop on the M4 due to bad cramp in my left leg. Those floor-hinged pedals were exercising my puny legs.

Over the next 500 or so miles, though, I became acquainted with the car, rather like you do with a friend. The charm of an old iconic 911, just the way that Ferry Porsche had foreseen, was growing on me. I think my car is a keeper now – maybe I will give it to my girls when they turn 18. I wonder how they will cope with a 32-year-old car? //

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# True evil?

Driving a 911 is bad for the environment, right? Well, actually the situation is not quite as simple as it's often made out to be...

Written by Bernard Abrams









## Environment

The gas is carbon dioxide – tree food gas, a naturally occurring trace compound essential to life – that politicians claim is the root of all evil. The Porsche 911 is known to produce lots of tree food gas, which must make owners and enthusiasts evil, too.

### Taxing questions

Britain's Chancellor of the Exchequer, Gordon Brown, has decided that car tax on so-called gas guzzlers will nearly double to £400 for clean but large-engined Euro IV cars by April 2008, for any vehicle registered after 1st March 2001. The shrill voice of environmentalism responded by claiming that this tax hike wasn't enough, as the Word Of Gord should have put the top price of a tax disc at £2000. Large-engined car owners responded generously by offering bars of soap and pointing out job adverts.

The European Union recently agreed, on behalf of car manufacturers, that there will be an overall emissions tally of 130g carbon dioxide per kilometre by 2012. This drew a reaction from Porsche AG, with Head of Development Wolfgang Duerheimer accusing the EU of discriminating against premium manufacturers, while at one time CEO Wendelin Wiedeking threatened to take production out of the EU after blaming the French, and Renault's Ghosn in particular, for starting a business war on the German prestige and performance brands. Later statements suggest that Porsche's cars will meet 2009 standards by 2008 and that the 2012 target is now in sight, but the fundamental question remains – would

such a war be a just war or has somebody sexed up the ecodossier?

Some facts and figures will help with a judgement on the new tax. A Ford Fiesta produces 119g of carbon dioxide per kilometre (g/km) while a 911 Turbo emits 307g/km. Which goes to prove that a Fiesta which is driven 32,000km (20,000 miles) each year will release about 3800kg, while a 911 Turbo driven for 12,400km (7750 miles) will generate about 3800kg. This demonstrates that the political eco-argument for putting tax on ownership rather than mileage is nonsensical, even in a world where tree food gas is the work of the devil (see figure 1, opposite).

### The missionary position

There's no escaping UK car tax, so we adopt the customary position after budget statements because it's all for a good cause. Blair, Cameron, Menzies-Campbell and the EU Cnuts (not to mention an increasing number of US politicians) are beating nature and saving the planet by succeeding where King Cnut failed. This would make the extortion more bearable, but it's not true. When a politician says "Pay me more tax and I will control the climate" the only logical reaction is to laugh out loud.

Curiously, the resulting position on motoring taxes and charges is very favourable to hybrid cars which combine petrol and electrical systems. This narrow thinking gets the politically orthodox environmental impact completely upside down. A study by CNWM Research found that design, manufacturing, transport,

A 911 Turbo (below) travelling 7750 miles a year generates the same amount of carbon dioxide as a Ford Fiesta (below right) covering 20,000 miles a year, proving that any tax should be on usage, not ownership





Porsche model	CO2 g/km
Boxster 2.7-litre 245bhp	227
Cayman S 3.4-litre 295bhp	234
911 Carrera 3.6-litre 325bhp	266
911 Turbo 3.6-litre 480bhp	307
Cayenne Turbo 3.6-litre 500bhp	358

Figure 1: A selection of Porsche models and emissions data

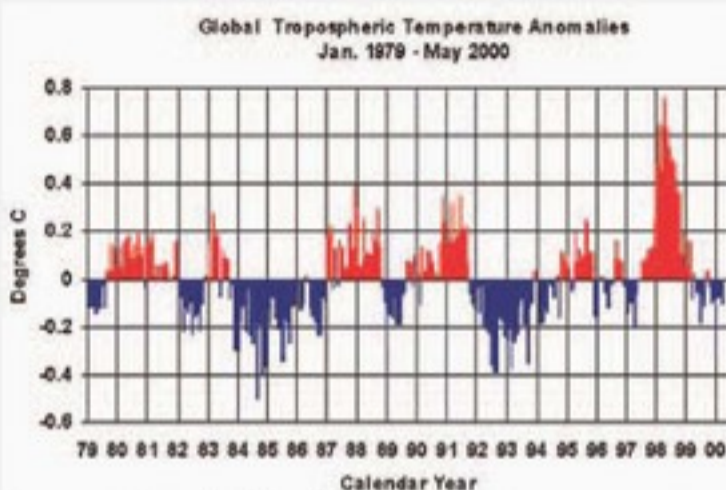


Figure 2: NASA satellite data showing atmospheric temperatures constant overall for 20 years, with periods of warming and cooling but no sign of net warming from an enhanced greenhouse effect.



Figure 3: Solar activity (Hale cycle length - green line) and climate data (surface temperature - purple line) over 150 years, an inconvenient truth. From Scandinavian scientists Lassen and Friis-Christensen

servicing, repair and end of life decommissioning involve far more energy consumption and produce the majority of the carbon dioxide associated with a car's 'footprint'. This painstaking research showed that the energy cost per mile of a vehicle that eco-fascists find obscene, the Hummer H3 4x4, is 40 percent lower than that of the Toyota Prius or Honda Civic hybrids, in terms of total life cycle dust-to-dust energy consumption and allied carbon emissions. The message is clear – go green, drive a Hummer; or better still a 911 GT2.

The fraction of Porsche cars ever made that remain on the road is claimed to be between two-thirds and four-fifths so buying a Porsche 911, given the reliability and longevity associated with the brand, is clearly a very green choice.

### People in greenhouses shouldn't drive cars

We all know the traditional line of argument by now. Carbon dioxide is a greenhouse gas, the planet is heating up and is about to melt, cars and aeroplanes are the cause of these problems and collecting more tax is the only way to stop thermal Armageddon.

What they don't tell you is that carbon dioxide is a very weak greenhouse gas, that there is very little radiation about at the wavelengths it can absorb, it's already shot its bolt anyway, there's no sign of the enhanced greenhouse effect operating as predicted by computer climate models, and taxing cars and flights, or sticking a windmill on your chimney, will have no effect.

### The chemystery of global warming

The greenhouse effect and the enhanced greenhouse effect are subtly different. Of course, there is a greenhouse effect, 95 percent of which is due to water vapour. Carbon dioxide alone can't cause the catastrophic warming predicted via the enhanced greenhouse effect due to a bit of science known memorably as the Beer Law. This is a law of diminishing greenhouse returns, and its effects can be accurately pictured by imagining a room with one window that has a set of dark blinds over it. Pull one of these blinds down and the room goes dark. Pull down another on top of the first and it gets darker but not by the same amount. Repeat this many times and you arrive at a position we're now at with regard to carbon dioxide in the atmosphere, where there is a similar logarithmic tail-off in impact, and data from satellites confirms this position.

The UN Inter-governmental Panel on Climate





# Environment

Change (IPCC) acknowledges that mankind produces only 3.4 percent of annually cycled atmospheric carbon dioxide. The amount of tree food gas in the atmosphere right now is quite low – previously it's been up to 18 times higher, including one era when the proportion rose to ten times the current amount as the planet headed into an ice age. Over geological timescales the trends in carbon dioxide level and temperature are generally a poor match. Where they do correlate, high resolution analysis shows that any temperature change always comes first, followed by carbon dioxide which is, therefore, not the cause of climate change.

This surprising and suppressed result doesn't mean that carbon dioxide is instantly out of the frame regarding the current modest rate of climate change (0.6 degrees Celsius over 150 years at the surface), as it might provide an enhancement to any warming that starts off through natural causes. Yet this is also contradicted by actual scientific observations. If the enhanced greenhouse effect was operating, and radiant heat from the planet's surface was being delayed even more in its escape out to space because of mankind's emissions, the atmosphere (troposphere) would warm up, and more so than the ground. This is not happening. The surface temperature is rising a bit through natural causes – see below – but the atmosphere refuses to play ball (see figure 2, on previous page).

Natural climate change, over decades and centuries on timescales up to a few thousand years, involves changes in irradiance and eruptivity of the Sun. The IPCC claims a low to very low level of understanding of these dominant forcings, yet discounts one and rejects the other. Irradiance changes with the Sun's own thermostat, while eruptivity involves changes in the Sun's magnetic field and solar wind, which in turn affect cosmic ray flux and, therefore, cloud formation. Gordon Brown might as well tax the Sun for shining if he wants to tackle climate change. Climate change over longer periods of time, from tens to hundreds of thousands of years, is driven by the Milankovitch Cycles which involve motions about the planet's spin axis and its orbit around the Sun (see figure 3, on previous page).

Normally, this lack of evidence and corroboration would make everyone think twice before committing

economic suicide, but with scientific and political reputations at stake, an excuse is needed.

## Orwellian pollution: carbon bad, sulphur good

The excuse is also related to pollution, this time involving sulphur rather than carbon. Our atmosphere isn't warming up, says the excuse, because pollution and sulphate aerosols are also cooling the planet. This is also the 'explanation' given by global warming True Believers for the fact that temperatures dipped significantly between 1945 and 1975 when post-war economic development was pushing out more man-made carbon dioxide than ever.

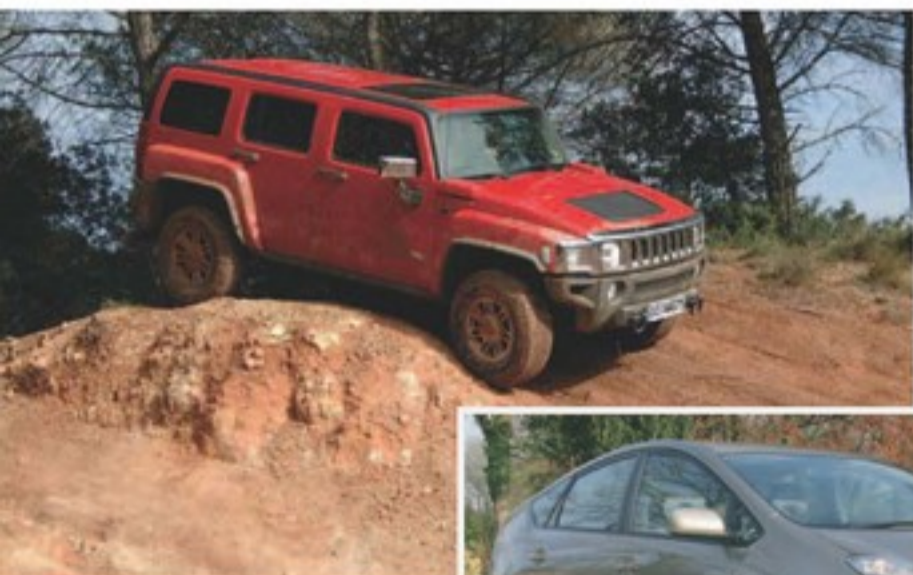
This too is false, though, since these sulphates have been emitted by the USA, China and India among other countries at ever-increasing rates yet we're not still cooling, and they are produced in far greater amounts within the land masses of the northern hemisphere with its industries and transport networks. Yet the southern hemisphere is warming least – the exact opposite of what we would expect if the excuse was genuine.

Nowadays, any odd bit of weather anywhere is blamed on mankind's activities. It's a pity then that politicians and some scientists fail to understand the difference between weather and climate, and that extreme weather is associated more with periods of global cooling than global warming. It allows alarmists to keep issuing gloom and doom warnings of catastrophe, which is the name of the game after all, since if the population isn't scared and made to feel guilty it might just object to paying close to £40 billion each year in ecotaxes.

## A numbers game

The numbers just don't add up. Let's take the arch-enemy of the lifestyle totalitarians, the popular and useful 4x4 which, on a simplistic definition, includes a number of 911 variants. These vehicles amount to eight percent of new car sales in the UK. Cars are responsible for 16 percent of our country's carbon dioxide emissions. The UK emits two percent of global man-made carbon dioxide, and this is 3.4 percent of total annually cycled tree food gas. So, our country's 4x4 drivers are responsible for 0.0009 percent of the evil gas. Thank

Between two-thirds and four-fifths of all Porsches ever built are still on the roads, long after other cars are wastefully scrapped. This 911S (right) dates from 1967 and is still going strong



## New Rates of UK car tax

(Every 911 is in the top band)

### Petrol-engined cars registered after 01 March 2001

Band A (up to 100g/km CO<sub>2</sub>) no fee  
Band B (101-120g/km CO<sub>2</sub>) £35  
Band C (121-150g/km CO<sub>2</sub>) £115  
Band D (151-165g/km CO<sub>2</sub>) £140  
Band E (166-185g/km CO<sub>2</sub>) £165  
Band F (over 185g/km CO<sub>2</sub>) £205

### Vehicles registered before 1st March 2001

1549cc or under £115  
Over 1549cc £180

If you take into account the manufacturing, servicing and decommissioning processes, even a Hummer (above left) uses less energy than a Toyota Prius hybrid (left)



goodness we have wise politicians in the London Borough of Richmond who are saving us all from parked up 4x4s by hiking their owners' residential parking fees.

If every source of carbon dioxide in the UK was stopped overnight, with the consequent regression to a medieval lifestyle and millions of deaths, China's economic growth would make up the deficit in 700 days. If, in spite of this, anyone is thinking that we should set an example to the world as the first lemmings over the economic cliff, they should reflect on the fact that the previous generation of unilateralist CND bigwigs are now in government, deciding on a replacement for the UK's nuclear defence capability.

### Are we all agreed or aggrieved?

When True Believers and our Environment Secretary claim that "2500 of the world's top scientists are agreed" they clearly haven't done their homework. The latest IPCC Summary for Policy Makers report was written by about 50 people, some of whom would be scientists appointed by their governments. Is it likely that a government would appoint climate realists to this panel?

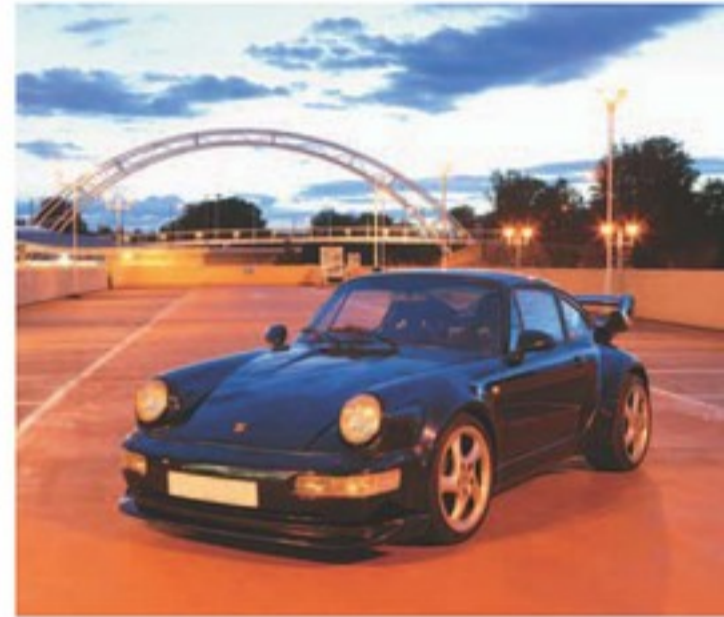
Full IPCC reports hide disagreement in every chapter. The UK's House of Lords Select Committee on Economic Affairs has already called for an end to political interference in the workings of the IPCC, where preconceived agendas and the use of 'unsound science' has led to the resignation and withdrawal of support from some IPCC climate scientists.

The media presents a one-sided view just now, but science doesn't work by consensus. It operates by hypothesis testing and the advancement of contingent truth. Observations refute computer models, but the

models still get used to set policy. Those observations could signal the endgame for True Believers as solar irradiance and eruptivity look set to plummet within a decade, leading to climate cooling. Russian scientists have staked a reasonable sum of money on this eventuality, which would take place against higher than ever human emissions of tree food gas.

So, available credible evidence shows there are a lot of eminent people standing butt naked next to the Emperor. What Porsche drivers and owners of other performance cars must find even more amazing is the unjustifiably high price we're paying for their clothes. ■■■

Bernard Abrams drives a modified 3.3 litre 911 Turbo (right). He is a Natural Sciences graduate of the University of Cambridge, and worked as a research scientist before embarking on a career in education, training and consultancy. Bernard is a Chartered Chemist, a Member of the Royal Society of Chemistry, and a Fellow of the Royal Astronomical Society. He has a particular interest in the chemistry of planetary atmospheres.





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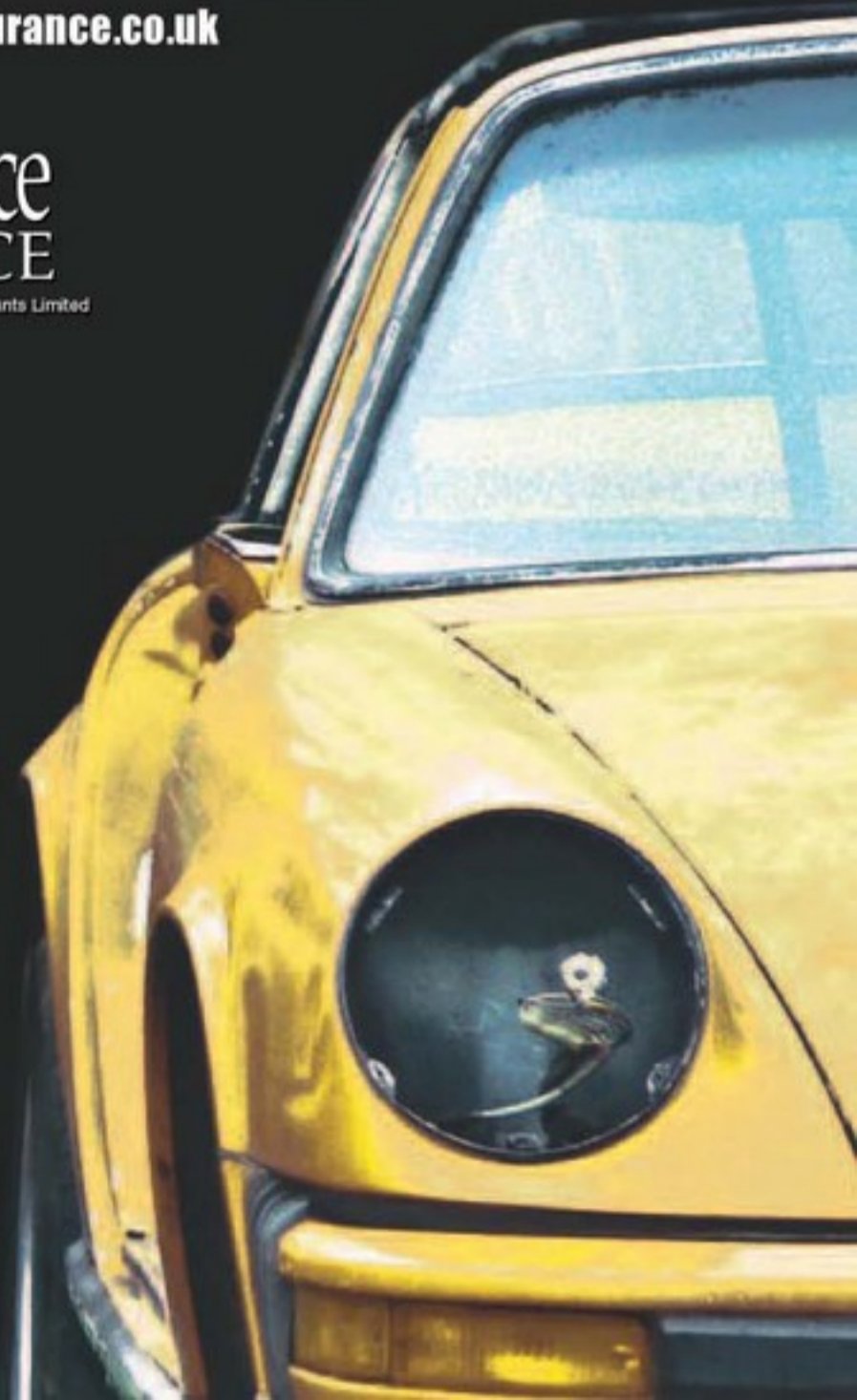
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# Letter of the month



## For real

I must confess that I'm struggling with the concept of Ninemeister's 964RS replica (April 2007 and left).

You reckon that such a car will cost the best part of £60,000. Well, that is just about the price of a brand-new 911, with all the advantages that offers. What would you rather have? A 15-year-old design with all its faults, or a brand-new car with a warranty? Seems like a no-brainer to me.

I know, I know, some people prefer the 'classic' air-cooled 911s, and that's fair enough. So if that's the case, why not spend £40,000 and buy a genuine 964RS? You'd know then that you owned the real thing, it would probably hold its value nicely and you'd have £20,000 in the bank.

Then, when you turn up at a trackday, and some spotty oik admires your car and asks "Is it genuine?" You can hold your head up proudly and say, "Yes!" Rather than, "Er, no actually..."

**Christopher O'Neil, via email**

## Force them up!

I'd like to concur with David Kent's letter (May 2007) – your GT2 feature (April 2007) was the best I've seen on the car.

I own a GT2 and it's by far the best Porsche I've ever had. The more I drive it the more it astonishes me. Granted, it's a bit hairy at times but that's part of the appeal. A friend has a 996 Turbo and that feels so dull and sterile in comparison to my car.

There is one thing I must disagree with David on though. I'm hoping that your feature does force GT2 prices back up. That way I can prove to my wife that the car really was a good investment!

Keep up the good work.

**Philip Cooper, via email**

## Good sport

Thank you for your article on Sportomatic in your May 2007 issue. That's the first time that I've seen this interesting transmission get more than a cursory (or, indeed, derogatory) mention in a magazine.

I once owned a Sportomatic 911



and I thought it was great fun. Sure, it wasn't the fastest 911 out there, but it was much better than many people suggested, and was excellent for driving around town.

I now own a 993 Tiptronic and I have to confess that the fully automatic transmission is better than Sportomatic, especially in town, but I do miss the novelty of my old Sporto.

**Jeff Grinstead, via email**

## Bad sport

Come on Mr Raby, don't kid yourself – Sportomatic was a rubbish idea. The only possible reason for wanting a clutchless manual gearbox is if you're missing a leg, and I know for a fact that you're not.

A 911 is a sports car and a sports car should have a manual gearbox with a good, heavy clutch. End of story.

**Bernie Proud, via email**

Opinion is divided on the merits or otherwise of Sportomatic





### Colour choice

I'm in the lucky position of being about to order my first brand-new 911 and find myself in a quandary. What colour do I choose?

Everyone, the dealer included, tells me that silver is a 'safe' colour that will be easy to sell on when the time comes to trade up. But when I go to any car park I'm confronted by a sea of silver cars and it would be nice to have something that stands out.

I don't like Midnight Blue or Seal Grey but am very tempted by Speed Yellow. I think the 997 looks great in

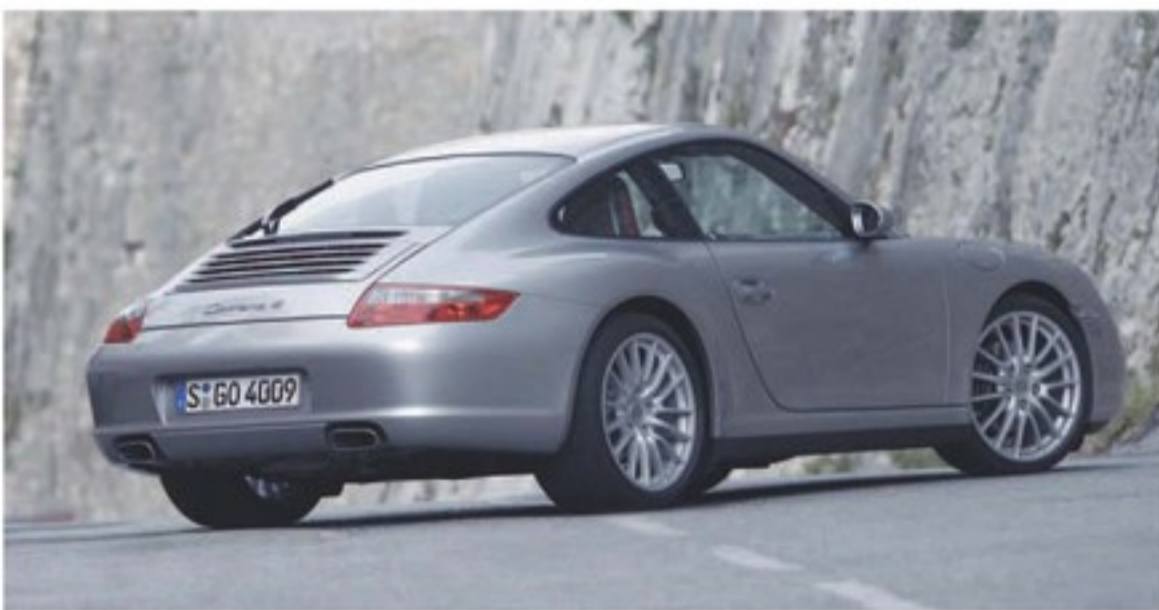
this colour but would I be making a big mistake and end up with something that I couldn't sell?

**Robert Carter, via email**

*That's a very good question. The thing is, are you buying that car that you want or the car that the next owner wants? The best advice I heard was to ask yourself: "What colour car do I want to see when I open my garage door?"*

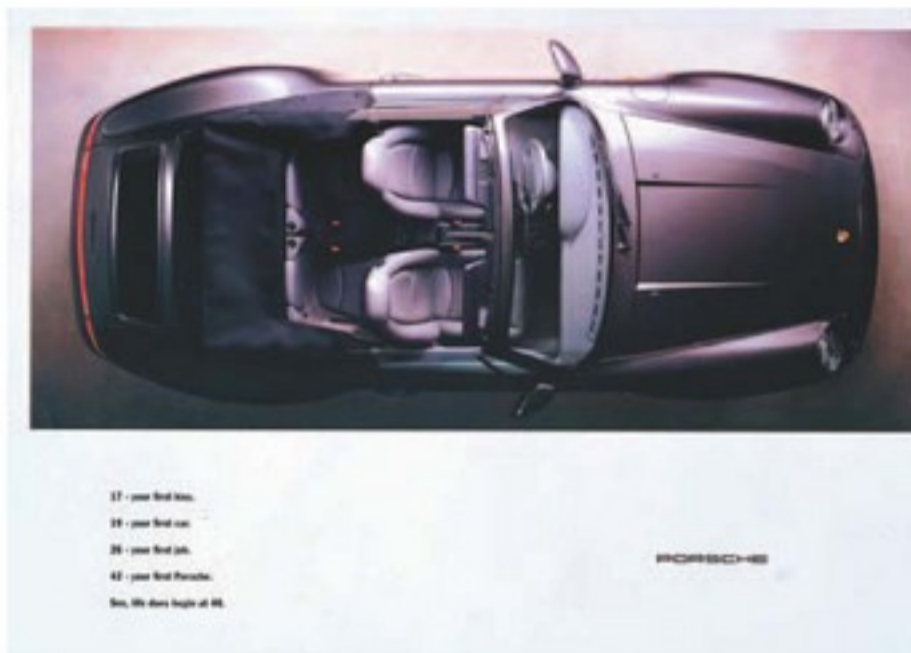
*A 911 should be an emotional, not a financial purchase, so let your heart rule your head here.*

*I also think the 997 looks*



stunning in Speed Yellow and there is definitely a move back to brighter shades such as this and Guards Red. In fact, I reckon that silver cars are going to drop out of fashion over the next few years.

That said, there's no doubt that a gleaming 997 in Arctic Silver can really look the business, so people shouldn't dismiss silver if they really like it. – Philip Raby



### First class posters

I'm really enjoying your series on Porsche posters and fancy some similar posters for my garage wall. Can you recommend where I can buy some?

**E Whitely, via email**

Well, you're certainly not having the rare "Life does begin at 40" poster on my office wall (above and in the May 2007 issue)!

Search on "Porsche posters" on eBay and you'll find plenty of choice, including some sold by dealers who have more stock if you ask. Just make sure that the posters are genuine and not copies, though. – Philip Raby.

Should you choose Speed Yellow (above left) or Arctic Silver (left) for your 997? It's really down to personal preference

## Write and win £100!

If you have something to say about Total 911, or 911s in general, do please write to us. As an extra incentive to get you to comment, we've teamed up with Vertar, sellers of Zymöl car-care products ([www.vertar.com](http://www.vertar.com)), to give away a £100 voucher to the sender of each issue's Letter of the Month.

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400bhp 911SC





# Super Carrera

How do you get 400bhp from a 911SC? By first fitting a 993 engine and then supercharging it, that's how

Written by Philip Raby  
Photographed by Alisdair Cusick





## 400bhp 911SC

The plea was from the heart. "Don't boot it in first or second gear – please." I have to admit, though, that I'm struggling to comply with the request from the car's concerned owner, for the simple reason that I know that I have 400bhp on tap and there's a simply glorious, winding country road stretching out ahead of me.

We'll come back to the reason behind my strange restriction later, but for now I'm doing my best to enjoy this rather special 911.

Special because it's not what it seems. Indeed, from the driving seat it appears that I'm piloting nothing more unusual than a very tidy, left-hand-drive 911SC. Why, even the radio is the original Blaupunkt item, complete with cassette player, while the trim is brown with beige Berber seats. A real period piece, then, with the only non-standard thing being a rather nice Momo steering wheel.

But hang on a minute, a late SC engine produces a mere 204bhp, so where on earth does that 400bhp come from? There's obviously something non-standard going on behind my back. Again, we'll get to that all in good time but first I want to enjoy that power.

To do that without breaking my promise means getting up to third gear and then flooring it. Gosh! This really is fun because I've pretty much got the power of a

later 993 Turbo but in a lighter (by around 300kg, no less) bodyshell and all going through the rear wheels only. Trouble is, though, the winding road I'm on is crying out for some second-gear action, so I can keep the power up and break the back-end away, accelerating fast out of the many bends.

Still, I struggle by quite happily in third, enjoying the rear-wheel-drive and trademark light front end of the SC. It's a car that needs to be treated with respect, otherwise I could easily find myself in trouble. But, hey, that's part of the fun of 911s, and this one feels particularly nimble and reasonably prepared to do what I demand of it.

The power delivery is a little odd. At low revs the engine is willing enough and responds almost instantly to my right foot, so there's obviously a lightweight flywheel in the mix. However, once I get over around 3500rpm to 4000rpm (the tachometer has a habit of bouncing back to zero on a regular basis, so it's hard to read) the power and torque really start to kick in with a vengeance.

The engine sounds great, too, with a wonderful exhaust note that wails at high revs and is mixed with another sound – yes, the unmistakable whine of a supercharger. Yet even ignoring that, it's clear that this is no SC engine – it feels and sounds just too smooth and

“It's crying out for some second-gear action”









## 400bhp 911SC

refined – although the gearbox is very much the original 915 item. The mystery deepens, then.

Returning from my all too short drive, the car's owner, Richard Pottle, looks relieved to see his pride-and-joy back in one piece. From the outside, the Platinum Metallic car is, again, pretty much standard SC, but there's one glaring difference – bulging Turbo wheel arches, front and rear, with wider Fuchs alloys to match. That apart, there's little to suggest that this is a 400bhp car. It doesn't even have a Turbo rear spoiler, for goodness sake.

So what's the story? Well, like any good tale, we need to start at the very beginning which, in this case, means going back to 1998, when Richard bought the car. In those days it was a bog-standard, if rather tidy, 1983 911SC with just 50,000 miles on the clock. Before long, though, Richard became bored with the narrow-body look and so had it updated by Porscheshop

([www.porscheshop.com](http://www.porscheshop.com)) with genuine steel Turbo arches and spoilers, together with the appropriate wheels.

Now Richard had a car that looked like a Turbo but, well, didn't exactly drive like one due to the small question of a lack of about 100bhp, which wasn't an entirely satisfactory situation. The obvious solution would have been to fit an engine from a contemporary 911 Turbo, but these are hard to come by and, besides, Richard might as well have just bought a Turbo in the first place. After weighing up his options, he decided to do something that, as far as he knew, had not been done in the UK before, although a handful of Americans had undertaken it. And that was to drop in the engine from a 993 – namely the later Varioram unit that produces a 285bhp – a useful 81bhp more than his SC engine.

An engine was sourced from Germany that had only covered 13,600 miles and, at around £4000, wasn't expensive, compared to the cost of reconditioning and

“It feels just too smooth and refined”

### Twin peaks

Richard Pottle's love affair with Porsche 911s originally dates back to his childhood, when his father drove a Volkswagen Beetle. Then his twin brother, Christopher, bought a very tidy black 1986 Carrera 3.2, which has been fettled to produce over 250bhp. Before long, Richard had bought his SC.

As you can see from the photograph below, Christopher (left in the picture) still has his Carrera 3.2 and the brothers have no plans to sell their cars, both agreeing that air-cooled 911s are the only ones to have.

Richard has just run the London Marathan to raise money for the British Forces Foundation. To donate, go to [www.justgiving.com/993sc](http://www.justgiving.com/993sc).





uprating the original unit. The 993 engine made a lot of sense, too. Not only is it more powerful, but it's also a very reliable unit (not that the SC unit isn't) and has the benefit of self-adjusting hydraulic tappets, that keeps servicing costs down.

Fitting the 993 engine to the SC proved straightforward; it attached straight onto the 915 transmission's bellhousing (apparently, using the later 993 gearbox would have been overly complicated), and a special lightweight flywheel from Patrick Motorsport in the USA mated to a standard SC clutch. The other modification was to use Turbo rear engine mounts and narrower RS pulleys to ensure that the slightly longer engine had clearance at the rear of the engine bay.

Next, a 993 ECU was fitted under the driver's seat and hooked up to the engine via a 993 loom, while a 944 DME pick-up was mounted onto the bellhousing. A custom-made Hayward & Scott exhaust system was fitted,

too. At the front of the car, the original 'trombone' oil cooler was replaced with a more efficient Mocal unit with two electric fans, so it works even when the car is stationary. Some new oil and fuel lines, as well as a 993 throttle linkage, completed the transplant.

At the same time as the engine transplant was done, Richard had the front and rear suspension and brakes uprated to 911 Turbo specification.

That left him with a car that now looked like a 911 Turbo and had similar power (a 1983 Turbo produces 300bhp), yet was unique and was easier to live with than a Turbo with its on/off power delivery. It's what you'd call a result and one that Richard was pretty happy with for a while.

However, at the back of his mind, he had a nagging thought. You see, Richard's everyday car was – and still is – a Volkswagen Polo. No, don't don't fall asleep because this is no ordinary Polo but rather an ultrarare G40. In





400bhp 911SC









## 400bhp 911SC

other words, it has a supercharged engine that produces 140bhp – not bad in a car weighing just 800kg.

And Richard couldn't help thinking that going down the supercharger route would be a great way of making his 911 even more powerful without having to do too much work. He did some research and found that a suitable kit for the 993 engine was offered by a company called TPC Racing in the USA ([www.tpcracing.us](http://www.tpcracing.us)).

This sounded perfect. It was a Eaton, positive displacement unit that came complete with its own cast aluminium intake manifold and everything else required to bolt it straight onto the engine. It also promised at least 350bhp, with no need to make any internal modifications to the engine.

The only problem was that the kit was expensive. At around £5500 including fitting, Richard, who works as

an accountant at a London bank, found it impossible to justify. Which is why he was very pleased with himself when he found a secondhand kit that was being sold by a 993 owner who'd taken it off his car. At just £2500, Richard snapped it up quickly.

He then needed to find someone to fit the kit to his car, and for that Richard travelled north to Ninemeister in Cheshire ([www.ninemeister.com](http://www.ninemeister.com)), which has considerable experience in supercharging 911s. The car was left in the capable hands of Colin Belton, who spent 20 hours in fitting the kit (at a cost of £1000) plus a few dyno runs (at a total price of £360).

The kit, says Richard, was straightforward to fit, with the only problem being clearance. You see, by now he'd replaced the Turbo rear spoiler with a cleaner-looking standard item, and the supercharger's pulley fouled just

The supercharger installation (left below) is very neat. The kit comes complete with its own inlet manifold (centre below). Pressure relief valve (below) vents the system if the pressure builds up too much







The car's interior is pure SC, with the exception of the steering wheel, and is all in original condition. The original Blaupunkt Hamburg radio/cassette is a neat period feature

this. "Colin solved this problem by lowering the back of the engine by about 15mm," explains Richard, "but it's still very close to the engine lid."

The dyno runs were necessary because, at first, the engine was knocking badly during heavy acceleration because the supercharger was running at 7.5psi and simply raising the compression ratio too much. The solution was to slow the supercharger down by fitting a larger drive pulley. This dropped the pressure to 5.5psi and ensured that the engine ran sweetly.

During those first, high compression, runs, the dyno was reading a 408bhp, yet dropping the compression down only reduced the power to 400bhp, which was good news. This hits at 6200rpm, while the torque peaks at 5370rpm, with a figure of 366lb ft. That said, the engine develops a constant 300lb ft of torque between 2000rpm and 4000rpm, when it begins to climb.

Richard admits that he'd like a flatter torque curve and explains the problem. "At the moment, the engine still has the standard 993 injectors and they're just not large enough to deliver enough fuel when the supercharger is working at full pressure. TPC Racing gets around this by putting a seventh injector on the inlet manifold. This supplements the standard injectors at full boost, but is obviously a compromise."

The solution, then, will be to fit larger injectors which will negate the need for the extra one. This should improve the torque delivery but Richard doubts that the power will increase much more. "Colin Belton was surprised to get 400bhp," he grins. "He was expecting something in the region of 350bhp."

That said, Richard is still hungry for more power. "TPC Racing does an intercooler kit which adds another 40bhp," he explains with a smile.



## 400bhp 911SC

However, before he can do this, he needs to address one fundamental problem with the car. And that's the transmission. "I've been told that the standard 915 gearbox won't take kindly to this amount of power going through first and second gears, which is why I have to take it easy." But not for long, though, because Richard's planning to have the transmission beefed up and fitted with a much-needed oil cooler, which will allow him to enjoy the full benefit of his supercharged engine in every gear.

That aside, though, Richard is delighted with his car. "The supercharger is much more useable than a turbocharger," he claims. "And because it's not doing anything at cruising speeds, I can still get 28mpg from the engine." There can't be many 400bhp cars you can say that about! **911**

### Pump yourself up

If you are particularly mechanically minded, there's no reason why you shouldn't fit a supercharger yourself, although it's not a simple job.

TPC Racing kits are available for the 964, 993, 996 and 997 and comprehensive fitting instructions (right), as well as prices and compatibility information, can be found on the company's website at [www.tpcracing.us](http://www.tpcracing.us).







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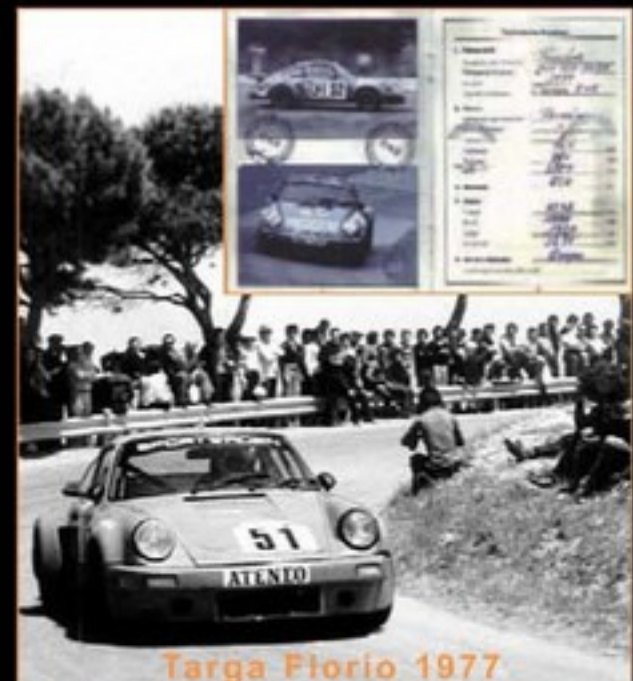
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Total 911 tour







# Riviera blue

The second *Total 911* tour – this time to the South of France – was a great success, with no less than 22 cars enjoying some of the best roads in Europe

Written by Rob Mugglestone  
Photographed by Rob Mugglestone and Driving Adventures



## Total 911 tour

I've driven a fair few miles in my 964 over the last few years – 65,000 miles to be more precise – and I can honestly say that the 2000 miles I covered last week were the most enjoyable of the lot.

My partner Claire and I spent eight days over Easter on the *Total 911* French Riviera tour, driving rather indirectly to Cannes and back on a variety of roads, ranging from super-smooth French motorways to ultra-twisty switchback hairpin mountain ascents and descents with sheer drops through gorges.

Every day was amazing, exhilarating and exciting, full of starkly contrasting weather, roads and scenery. We drove through snow and sub-zero temperatures on Day 2, then struggled to keep cool in the heatwave of the coastal towns. We battled in traffic on tatty English road surfaces and revelled in the smoothness of the congestion-free French roads. We blasted along empty French autoroutes, then wound our way around mountain roads, where full lock on my 964 was just enough to get us around. We drove late at night through tunnels to Italy just to savour the reflected engine noise, and into Monaco because, well, we could.

Some days we travelled in the full 22-car convoy, mesmerised by the spectacular views both in front and behind us. At other times Claire and I drove alone to get to the evening hotel early and missed the camaraderie of the group. Even travelling alone we left the two-way radio on, vainly hoping for contact from one of the other cars.

At all times, driving through the villages and towns brought a spectacle to the local folks' day. We became accustomed to people staring and pointing; growling exhaust notes announcing the arrival of this brightly coloured convoy, then disappearing off into the distance, leaving them to carry on with whatever it was they were doing before we descended into their world.

There's almost too much to try to convey – we had a blast. We blasted through the French countryside and we laughed until our sides hurt. And to think that, at the outset, we were both a little apprehensive...

We didn't know what to expect. I've spent weeks away before driving, but this was normally with friends and we did spend our time talking pretty much entirely about cars and the roads we've driven. I wasn't sure if this was Claire's idea of a good time, but I promised to temper my tendency to talk tyres and oily bits. The scheduled day off in Cannes also helped with my "Well we won't be driving every day" rationale.

The first couple of days were tiring, though, and we covered 550 miles, mainly on motorways, to reach the main region for the trip. There's no other way to do it – to drive in the South of France, first you have to get there. But as much of a drag as those first days were, we were still stunned by the roads, scenery and weather, and it helped us get used to the sat-navs and the radios. Banter over the walkie-talkies included calls from one of the other cars of "Broadsword calling Danny Boy," bringing a smile to my face each time (this was Richard Burton's famous line in the classic war film *Where Eagles Dare*).

Every day brought a deeper respect for Darren and Graham, the proprietors of Driving Adventures, our partner company. The roads they found hinted at untold weeks of research and driving; then having found the roads, Graham managed to find some superb hotels where, in every case, they accommodated the group and our collective desire for safe, secure car parking.

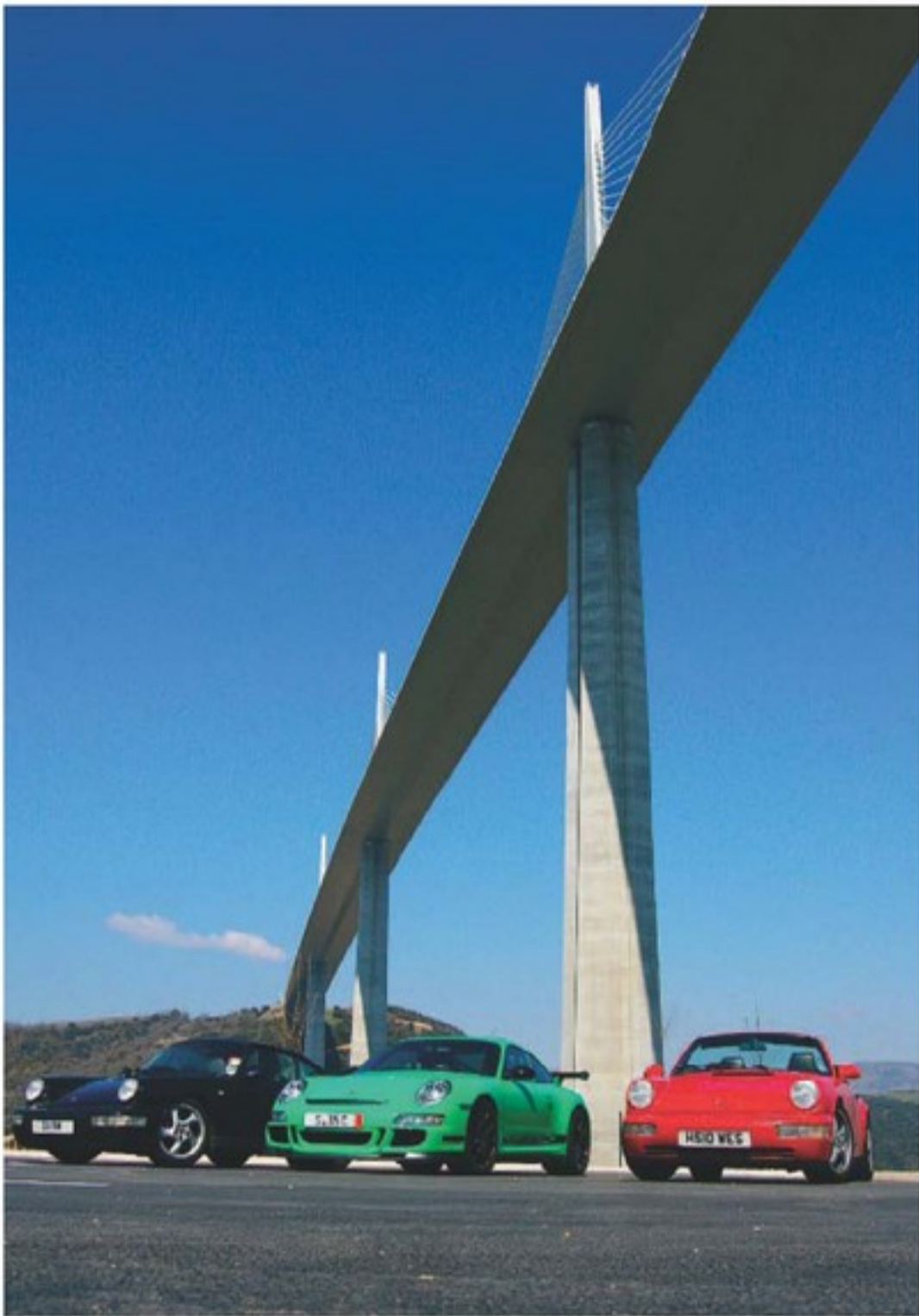








# Total 911 tour







Clockwise from left: The Millau Viaduct was one of the high points (in more ways than one!) of the trip; This stunning chateau was just one of hotels the tour stayed at; the convey of Porsches (and one Ferrari) was an unmissable sight; The route took in some of the best driving roads in Europe and were ideal 911 territory; It wasn't all fast driving, though, there was plenty of time to stop and admire the scenery (and each others' cars)



## Old faithful

My 964 Carrera 2 performed faultlessly over the week. Given that it had significantly less power than the more recent machinery present, most people were surprised at the pace of the little 964. With 'only' 250bhp, I think most people were expecting us to be left behind, but it was incredibly nimble in the twisty sections, and slightly shorter gearing than later cars meant no less acceleration on the motorways.

I recorded every fuel stop, too (mileage and quantity of fuel) and my overall average of 24.2mpg was pretty much in line with my expectations. Every fuel stop ranged between 22.5 and 26.0mpg.

I also noticed that my 911's range was greater than that of the later cars – it would appear that I have a slightly larger fuel tank (70-litres) and I also imagine I would have seen better economy.

The only 'problem' I had during the week was a rear wheel out of balance; something which I barely noticed in the UK but which became unbearable on the super-

smooth French roads. 15 grams was all it needed to balance properly, when we found a small tyre fitting place in the town at the end of Day 2.

It goes without saying (or does it?) that the car was given a once-over before the tour and I delayed my annual service at PCT slightly to coincide with this trip. Apart from the oil and filter change, they also replaced the oil cooler, which was showing signs of starting to leak.





## Total 911 tour

The hotel in Florac (Day 3) came in for a little criticism from the group, but this was a hotel that was dictated solely by its proximity to two of the best roads we drove all week. In fact, the road from Florac towards St Tropez on the morning of the fourth day was my highlight of the week, and memories of chasing Ken (or 'Doctor Ken' as Mario, one of the other drivers, liked to call him) in his brand new GT3 RS will stay with me for a long, long time.

Chatting to Ken when we stopped later that morning, he agreed with me and said that it was the drive of his life. That's almost all the recommendation you need for doing one of these trips. Ken Ma and his wife flew over from Hong Kong to collect, from the factory, their GT3 RS before driving a few laps of the Nürburgring on the way to meet the rest of the group. Then he said that the road from Florac was the drive of his life. Enough said.

All of the hotels ranged between 3-star and 4-star and from small family-owned rustic places to the Cannes modern high-rise and an amazing chateau near Dijon for the final night.

As the week progressed, the group got to know each

other better; 40 people seemed like too many at the start, yet as we got to know everyone it seemed to be the right number. We tended to travel with different cars each day – not necessarily planned, but just how it worked out. It was interesting to notice how each day saw group members becoming more independent, starting to leave the protection of Darren and Graham, almost like children leaving the family nest.

As you'd expect in France, good food and wine dominated the non-driving time. The meals at the rooftop restaurant in Cannes and at the chateau on the last night were two of the finest meals I've had. The Foie Gras and steak were as good as you'd want them to be.

This is the first trip where Driving Adventures has supplied pre-programmed satellite navigation units for each car; and what a difference they made, too. They gave us the confidence to drive at our own pace, whether that be slower or faster than the main group. At the start of each day we simply selected the route for the morning run and, as the routes were locked, we were sure to take the carefully selected roads. Getting off-route meant that sat-nav would not re-route in case we missed the

“The road from Florac was the drive of his life”







highlight of the day. The support from the lead vehicle meant that help was always a radio (or phone) call away, to the extent that Darren could use his on-board software to locate and guide a driver back on route.

Driving Adventures' approach is one that puts them way ahead of their competitors. Not just the sat-nav and the radios, but the sheer attention to detail and the attentiveness to each and every group member. And also their choice of vehicle. Their UK-registered M3 is left-hand-drive, which makes things easier on the continent, and the eye-catching colour (Laguna Seca Blue) was chosen for its ability to be easily followed and picked out from a distance. And, being an M3, it's able to keep up with the group (OK, I admit that when Darren was on the pace he was hard to keep up with!) but not too flash.

Furthermore, when Nick and Jane in their new Ferrari F430 Spyder decided to stay an extra night in Cannes, Darren re-programmed their sat-nav to bring them directly to the hotel the following night. Many other tours would, I suspect, have left them to it.

Driving highlights of the week for me were the aforementioned route from Florac, the night-time tunnel

run into Italy (just to hear the engine noise!) and Route Napoleon, recently made famous by *Top Gear* in its Audi RS4 feature. Darren confidently asserted that they had scheduled some roads that were even better than Route Napoleon and, boy, was he right! Napoleon Bonaparte, choosing the scenic route did, indeed, create one of Europe's best roads but, unfortunately, we were not the only people who were on it at the time.

Some of the other roads were just as good, others even better, but when they were clear of traffic, they became outstanding.

Another highlight, and one of my main reasons for choosing to take this trip, was the visit to Millau in France. The newly-constructed Millau Viaduct (designed by British architect Norman Foster) is a beautiful piece of engineering, and the world's highest road deck, too, at 1000 feet above the ground. We were lucky enough to see it on a clear day – it's not unusual for the road deck to be in the clouds – and not only drive over it, but also to loop back on the country roads to see it from underneath. My favourite photograph of the trip was taken lying on the ground directly under the bridge.

“When the roads were clear, they were outstanding”



## Total 911 tour

By the final evening, the spirits of the group were high, but a sense of disappointment that the trip was ending was noticeable. All that lay ahead for the final day was 360 miles back to Calais, a Eurotunnel crossing then, heaven forbid, back to UK roads for our individual journeys home.

We were, thankfully, wrong in our prediction for the day. As we set off from the chateau, we were clearly not heading for the motorway and Darren surprised us with 60 miles or so of a simply brilliant back-road.

Conveniently called the D996 (I presume it replaced the old D993...) it was a series of arrow-straight stretches interspersed with yet more tight hairpins – some even banked! The group let Darren through to the front and, from then on, I was hard on the pace keeping up. Four or five cars managed to stay with this lead group for yet another great drive of the week and, by the time we stopped for fuel, everyone had caught up. I just hope that those cars which set off early in the morning to catch earlier trains across the Channel also experienced the D996. I certainly won't forget it.

My final thoughts on the week are just how much of a good time we had. From feeling slightly apprehensive on the first night to genuinely sad to leave and separate

after just eight days, and knowing that we've met people who will, I believe, be friends for a very long time.

There are people in the group who have already booked for the summer trip to Germany and I can fully understand why, and it's easy to understand why most of Driving Adventures' customers are repeat bookings.

I can't recommend it highly enough, and not just to the petrolheads out there who would ordinarily book on an event like this, but anyone reading this magazine. And take your partner, too; they won't necessarily be jumping up and down with excitement at the thought of nine hours a day in the car, but trust me when I say that they will enjoy it more than they can ever imagine, and will be thankful that you invited them along.

Final words – do it. Go to page 71 of this issue, read all about it and trust me when I say that Darren and Graham of Driving Adventures have researched this thoroughly; they'll have driven every mile several times and chosen the hotels with utmost care. They provide lovely bound route books for the week, even telling you where the fuel stops are each day, they hold your hand as much or as little as you need to make sure that you have a great time.

And you certainly will! ■■■

He surprised us with 60 miles of brilliant back-road

### Thanks...

Thanks to Darren and Graham and everyone on the trip for making it such an amazing experience:

The 997s: Mitch and his Dad, Peter, in a black Carrera 4S Cabriolet, Robert and Richard in their Guards Red Carrera 4S coupe, John and Cathy's Silver Carrera S, Mario and Kaye in another (I) black Carrera 4S Cabriolet, Ken and Diana in their Aerokitted grey Carrera 4S coupe and Ken and Sena (from Hong Kong) in their brand-new green GT3RS.

996s were represented by Brian and Lynne in a Speed Yellow 996 Turbo, David in a silver Carrera 4 (with GT3 Aerokit), Gary and Kristina's silver Cabriolet, Adrian and Jennie in the cleanest car on the trip, a Speed Yellow

Carrera 4S, Steven and Judith in a silver Carrera 4 Cabriolet and Anthony and Abigail in their Mk2 GT3.

Air-cooled cars were also well-represented on the trip but, surprisingly, there were no 993s. The three 964s were my Midnight Blue Carrera 2, Steve and Sandra's Guards Red Cabriolet and Gerald and Gillian's Cobalt Blue Turbo-bodied Cabriolet. The older 911s in the group were Andy and Susan's immaculate white SC Cabriolet and Richard and Catharina's Carrera CS.

Of the non-911 cars we had one Boxster, Peter's red S, Paul and Adele's grey BMW M3 (nice exhaust note!), Hamish and his mum, Hilary, in a Ferrari F355 and Nick and Jane's yellow F430 Spyder.





# Total 911 tours

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As usual Driving Adventures, has already pre-driven the entire route, visited the hotels, ensured appropriate parking, planned the petrol stops and identified scenic lunch spots. Basically, they've taken out all the worry of doing it yourself – just show up in your Porsche (or other performance car) and drive.

A special feature of all of our tours is that Driving Adventures provide for each car:

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- Powerful two-way radios, ensuring we enjoy free-flowing communication between everyone throughout the tour.

The route has been designed to explore many different terrains and cultures, ensuring that each day's touring is memorable.

We've lined up eight evenings of superb hotels chosen for their location, facilities, quality and, of course, that certain something that deems them special. We've specifically targeted locations you would be unlikely to come across.

The tour has also been designed to offer a mix of short and full driving days. In addition, two days are entirely optional. Building in this level of flexibility will ensure that those who want to just keep on driving can do exactly that, while still catering for those who want to take time out to enjoy the hotels' facilities and scenic surroundings.

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- Day 3:** Stunning drive through the Black Forest to our hotel overlooking the skyline of Freiburg.
- Day 4:** Another excellent forest drive leading us to a lunch time arrival at our four-star hotel on the shores of Lake Constance.
- Day 5:** Today we'll carve through the German Alps to our four-star hotel located in a remote setting enjoying lake and mountain views.
- Day 6:** Optional drive – a big day, taking in the glorious Grossglockner pass deep in the Austrian Alps.
- Day 7:** Time to head north using some unrestricted German Autobahn to lead us to another remotely located four-star hotel, this time on the outskirts of Frankfurt.
- Day 8:** Optional drive – along the Rhine and through the Mosel Valley with lunch in Koblenz.
- Day 9:** Travelling home in style – seeing off the last of the German forestry before snaking through the picturesque Belgium and French Ardennes.

For more details – including details of each days driving, mileage and final destination, to go [www.total911.com](http://www.total911.com) and follow the links. Alternatively, call 01926 624451 or 07786 033532 to have a chat about the tour.

Prices start from £995 per person for this nine-day adventure.

At the time of writing, we have 22 cars heading off on the April 2007 French Riviera tour. Please note that we currently only have 16 spaces available for this summer tour. If these sell out – which is highly likely – we'll endeavour to get more spaces but we can't guarantee that we'll get them.



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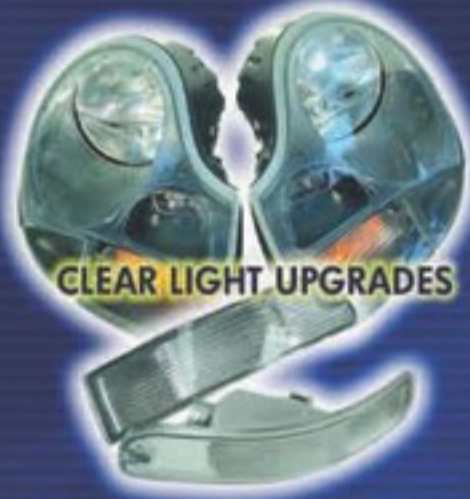


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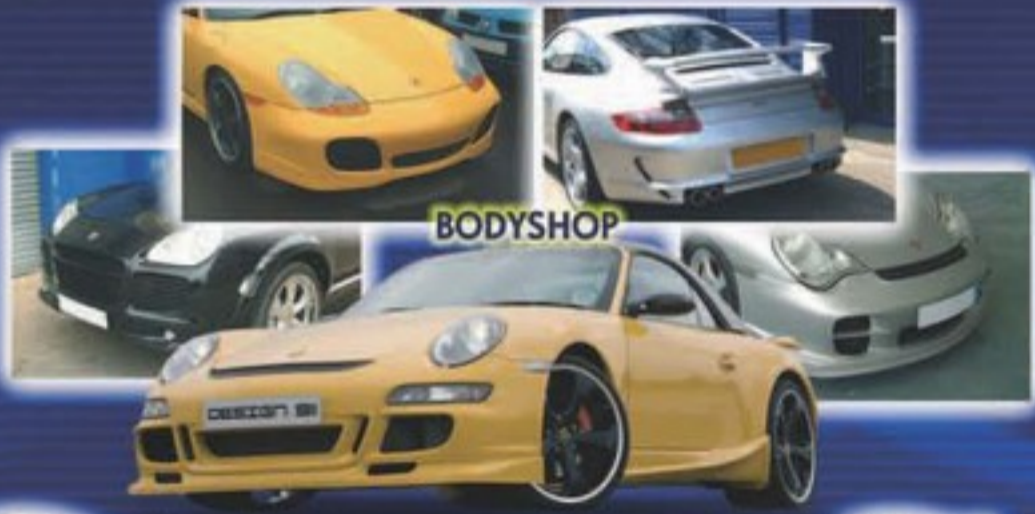
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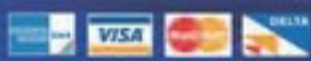
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# Evolution of the **species**

Forcing 470bhp out of a standard 3.6-litre 997 engine is simple if you bolt on a supercharger. It's effective too, as we find out

Written and photographed by Zachary Mayne







## Supercharged 997

**O**n a small side street in Tempe, a suburb of the sprawling city of Phoenix, Arizona in the USA, there is a small, unmarked workshop. Located in the midst of a residential neighbourhood, you could go right by it without even realising that some of the fastest Porsches in the world drive out of this unassuming building.

But take a look inside and you'll find everything from 900bhp Porsche 996 Turbos to (slightly) more run-of-the-mill machines like the 470bhp supercharged 997 seen in these photographs. Yes, although Evolution Motorsport, for it is their workshop, produces some of the fastest modified 996 Turbos on the planet, they don't discriminate against supercharging as a valid way to improve upon a Porsche's performance, while retaining real world driveability and long-lasting reliability.

With their history of successfully supercharging 996s, logic dictated that as soon as the 997 hit the streets in North America, Evolution's technicians descended upon it and produced the USA's (if not the world's) first supercharged version of the latest 911.

The company's Seal Grey 997 Carrera was one of the first in the country, according to Todd Zuccone, founder of Evolution. The company's R&D vehicle is, in fact, his daily driver. "I've driven this car so much, it fits like a glove," comments Zuccone.

After experiencing it first hand, I'd have to concur with that. Even without a lot of seat time, it's easy to get comfortable behind the wheel of this tuner Porsche. With its forced induction – yet still high-compression (11.3:1) – engine, Bilstein suspension and enormous TechArt alloy wheels, it's an extremely cohesive package that certainly

// I've  
driven  
this car  
so much,  
it fits like  
a glove //





// When you want to go really fast, nail the throttle //

improves on an already potent automobile.

Since the base 997 Carrera's 3.6-litre engine is very similar to the outgoing 996's powerplant, Evolution was able to use that car's supercharger kit as the basis for the 997 version. Like the 996 kit, the 997's uses a Vortech V2 centrifugal supercharger that, unlike other types of superchargers, requires that maximum throttle be used to feel the full benefit of the forced induction. What this means in practice is that the engine behaves like a normally aspirated powerplant in most driving conditions, which also contributes to better fuel efficiency. The other side of the coin is that when you want to go really fast, all you have to do is nail the throttle.

The Vortech supercharger is fitted in the engine bay with a CNC-machined billet aluminium mount and is driven by a longer serpentine belt; the standard belt

tensioner is retained. In order to cool the supercharger, Evolution installs an additional radiator (actually a standard 997 Tiptronic item) in the nose of the car which feeds an aluminium liquid-to-air intercooler mounted in the right side of the engine bay. A high-flow, yet super-quiet, Bosch water pump circulates the coolant through Goodyear piping.

As anyone familiar with 911s knows, there's scant room in the engine bay, so Evolution designed intake plumbing that was custom engineered to fit the contours of the engine bay and then roto-moulded in plastic. The end result could almost have come from the factory. Another change is a new, redesigned mass airflow sensor housing.

In order to supply enough fuel to the more powerful engine, the standard fuel injectors have been changed





## Supercharged 997

for larger Bosch items. Software tuning is handled by GIAC, where computer whiz, Garrett Lim, and his team reprogrammed the Bosch software to accommodate the forced induction.

According to Evolution, the supercharged 997 produces 470bhp at the crank, compared to the standard car's 325, while torque comes in at 360lb ft. They're impressive figures, considering that the kit is an entirely bolt-on affair, and is even installed with the engine still in the car. The 0-60mph time dips to a claimed 4.2 seconds, landing it squarely in 996 Turbo territory. When applied to the 3.8-litre Carrera S, the numbers jump to 490bhp and 375lb ft of torque.

In order to ensure that the chassis can cope with the increased horsepower, Evolution has swapped the standard 997 springs and dampers for a Bilstein PSS9 coilover kit. Zuccone explains that his 997 has a variety of different sized wheels that it wears, but for our drive and photoshoot it is rolling on huge 20x8.5-inch and

20x11-inch wheels from TechArt, shod with sticky Continental SportContact tyres.

The massive wheels and tyres cost over \$5000 (about £2500) and may not be to everyone's taste, since they give the car something of a boulevard cruiser look, but there's no doubting they're dramatic-looking in the extreme. And they go well with the TechArt body kit that was installed on the 997. Peer between the spokes of those massive alloys and keen eyes will spot the distinctive Big Red calipers from a 993 Turbo which are installed using adapters made from T6 aluminium. The rear calipers come from a Boxster S.

The interior of the 997 has been left standard because Zuccone reckoned it was hard to improve on. Twisting the key produces a typically rorty and gruff-sounding flat-six exhaust note, in this case augmented by the addition of Evolution's stainless-steel sport headers and the elimination of some of the sound deadening in the rear of the interior.

// The  
0-60mph  
time dips  
to 4.2  
seconds //









# Supercharged 997

## Specifications 2004 supercharged 997

**Engine**  
Water-cooled,  
supercharged, flat-six,  
GIAC re-tuned Bosch  
software

**Compression ratio:**  
11.3:1

**Maximum power:**  
470bhp at 7300rpm

**Maximum torque:**  
360lb ft at 7100rpm

**Transmission**  
Six-speed manual with  
short-shift kit

**Suspension:**  
**Front:** Bilstein PSS9  
coilovers, anti-roll bar  
**Rear:** Bilstein PSS9  
coilovers, anti-roll bar,  
multi-link system

**Brakes:**  
**Front:** 993 Turbo discs  
and calipers, aluminium  
adapters  
**Rear:** Boxster S calipers

**Wheels and tyres:**  
**Front:** 20x8.5-inch  
TechArt alloy wheels with  
235/30ZR20 Continental  
SportContact tyres  
**Rear:** 20x11-inch  
TechArt alloy wheels with  
305/25ZR20 Continental  
SportContact tyres

**Basic price:**  
Approximately  
US\$13,000 (about  
£6500) for the  
supercharger kit,  
including installation.

Evolution Motorsport is  
at [www.evoms.com](http://www.evoms.com) and  
on 480 317 9911



The supercharger makes an already snug engine bay (right) even fuller, but is a neat and businesslike installation all the same. The front brakes (above right) are the famous Big Reds from the 993 Turbo. The interior remains standard







The engine takes a mighty breath and shoves the 997 forward //

Out on the streets of Tempe at normal speeds, Evolution's supercharged 997 feels slightly more muscular than the standard car. The 3.6-litre's tractability and usability remains and is just the thing for blasting quickly from stoplight to stoplight, as well as zinging through slow-moving traffic. In fact, 99 percent of the time you wouldn't even know you were driving a 911 with a supercharger tucked away in the engine bay.

A long ramp leading onto an Arizona freeway affords us the perfect opportunity to unleash all of the latent power. Accelerating hard from a stop, the midrange feels similar to that of a 997 Carrera S, although not quite as hard-hitting. It's still quick by any definition and the power builds in an incredibly linear fashion. This is one Porsche that truly is deceptively quick, with only the quickly moving speedometer and blurring scenery revealing that this 997 is considerably quicker than the standard version. And just when you think the engine is nearing its peak output, as the tachometer sails past 6000rpm, it's as though the engine takes a mighty breath and shoves the 997 forward, hard, all the way to the 7300rpm redline.

Evolution's 997 makes you work for the reward, but in the end it is a true driving machine, yet one that is just as happy idling in traffic as it is with the engine soaring near its rev limit. It's addictive stuff, and although at first it feels abusive to redline the engine repeatedly, such is

the nature of Porsche's engineering that the 997 seems to revel in the high revs.

Helping to keep those revs up is Evolution's short-shift kit, which succeeds at transforming the shift actuation into more of a toggle switch, shortening the shift throws by a claimed 20 to 30 percent. The trade-off is slightly notchier shifting, but it's certainly a worthy compromise, so lightning quick are the throws.

A quick glance at the speedometer tells me I've just broached the 100mph mark on the entrance ramp to the freeway and, since I'm about to merge with traffic that's moving at about 70mph, I haul on the brakes to shed the appropriate amount of speed. Those 993 Turbo front brakes are extremely powerful and slow the 997 right down in drama-free fashion. They're also easy to modulate and nicely weighted. They may not offer the 'hand of God' deceleration that the 997's optional PCCB ceramic brakes deliver, but for the money they're a worthwhile upgrade.

When it comes time to do some hard cornering, again this 997 doesn't disappoint. A stock 997 already has a tremendous amount of grip and the changes wrought to EVO's R&D vehicle only improve upon an impressive base. During our drive Zuccone reveals that he had the 997 out at a trackday a just few days earlier, so the suspension's settings are on the stiff side, particularly at the rear, where it's been cranked down to



# Supercharged 997

its hardest setting. In practice this means that the occasional bump encountered in a turn can catch the suspension out and cause it to bounce around.

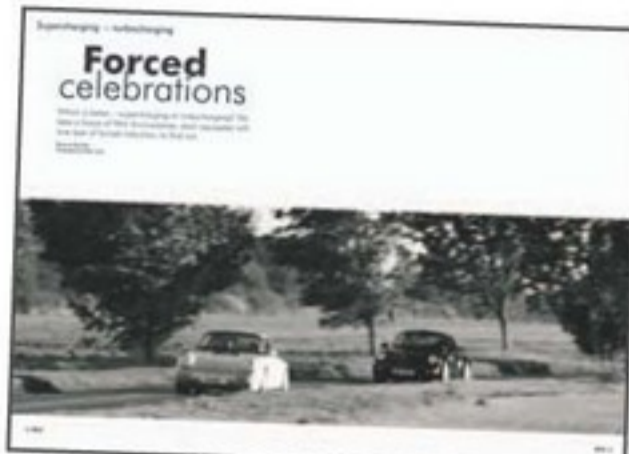
Around fast sweepers and on smooth Tarmac, though, it's dead stable and in tighter turns the car is eminently tossable, with only slight corrections needed through the wheel to alter the set of the chassis. Traction out of bends, already impressive with any 911, is improved even further in this case. With the massive footprint and beefed up suspension, on public streets it's hard to probe the limits of adhesion. As it is, I find that we're travelling very fast and no doubt startle a few fellow motorists as we blast past them. There is a whiff of understeer in tight turns, but in fast sweepers it remains commendably neutral, and at higher speeds trail braking can always be introduced to the equation to balance things out.

The 997 is a brilliant package that is hard to improve upon, but it seems that Zuccone and his team have done just that. Their supercharger kit is a great upgrade for 997 owners looking for a respectable increase in power without resorting to drastic measures. **911**

## Different forces

The Porsche name is synonymous with turbocharging, rather than supercharging. Which is why, in the January 2007 issue, we compared turbocharged and supercharged 911s back to back, and explained the different technologies.

To order this and other back issues, go to [www.total911.com](http://www.total911.com) or call 0845 450 6464.





## EVOLUTION motorsports

### EVOMS Performance Tuning



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#### Available for...

997TT	£2750
(software only, no V-Flow available)	
996TT 2001-2004	£1845
996TT '01-'04 X50/GT2/S	£2497
GT3 2004 on	£1151
Early 996 Carrera '97-'99	£1097
(Cable Throttle)	
Late 996 Carrera '99-'04	£1151
(Drive by Wire Throttle)	
997 Carrera	£1151
Cayman & Boxster 987	£1083

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The second stage tuning packages include the above modifications of software and air intake but in addition the stage 2 kits include Milltek rear exhaust silencers. Adding power, smoother acceleration and an improved exhaust note, the conversion is perfect for the driver who wishes to enhance the performance and presence of their vehicle.

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996TT '01-'04 X50/GT2/S	£4482
(Turbo back system inc Sports Cats)	
Stage 3 (Hi flow Headers) also available. Please call for details and pricing.	
Porsche GT3 2004 on	£1922
Early 996 Carrera '97-'99	£1678
(Cable Throttle)	
Late 996 Carrera '99-'04	£1732
(Drive by Wire Throttle)	
997 Carrera	£1927
Cayman & Boxster 987	£1859

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### MILLTEK Exhaust Systems



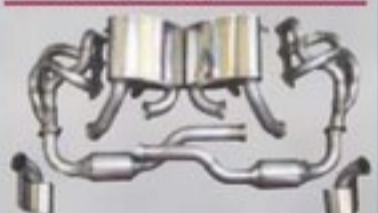
997TT (turbo back, choice of 100 or 200 cell cats) ..... £1975



997 Carrera S (manifolds back with 200 cell cats) ..... £2995



996TT and GT2 (turbo back, choice of 100 or 200 cell cats) ..... £1985



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996 3.4L / 3.6L (also 997) EVOMS Equal length long primary tube stainless header. +14bhp / 14ft/lb ..... £1253.00

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### 2007 Price REDUCTIONS on EVOMS V-Flow Kits



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S (2005 on) ..... now just £440.00



996 models  
[Part no: intk996gt3]  
996 GT3 2004 on ..... now just £440.00

[Part no: intk996t]  
996TT/X50/S 2004-2005  
2001-2003 ..... now just £576.00

[Part no: intk996na]  
996 C2, C4, C4S (1999 on) now £440.00



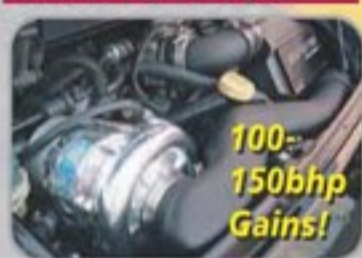
Boxster  
[Part no: intk986]  
Boxster S all ..... now just £292.00



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- Billet Diverter Valves
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- Lifetime Warranty

996TT, X50/S, GT2 (2001 on) £251.00

With Silicone F-hose kit ..... £382.57

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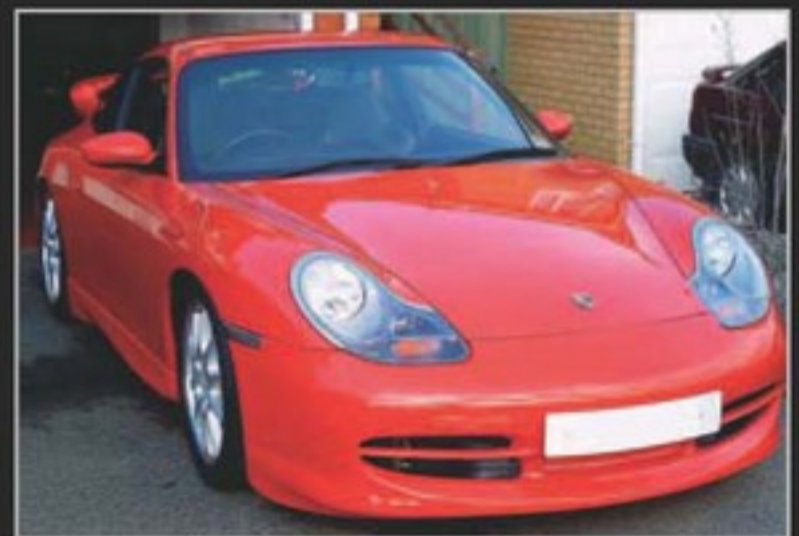
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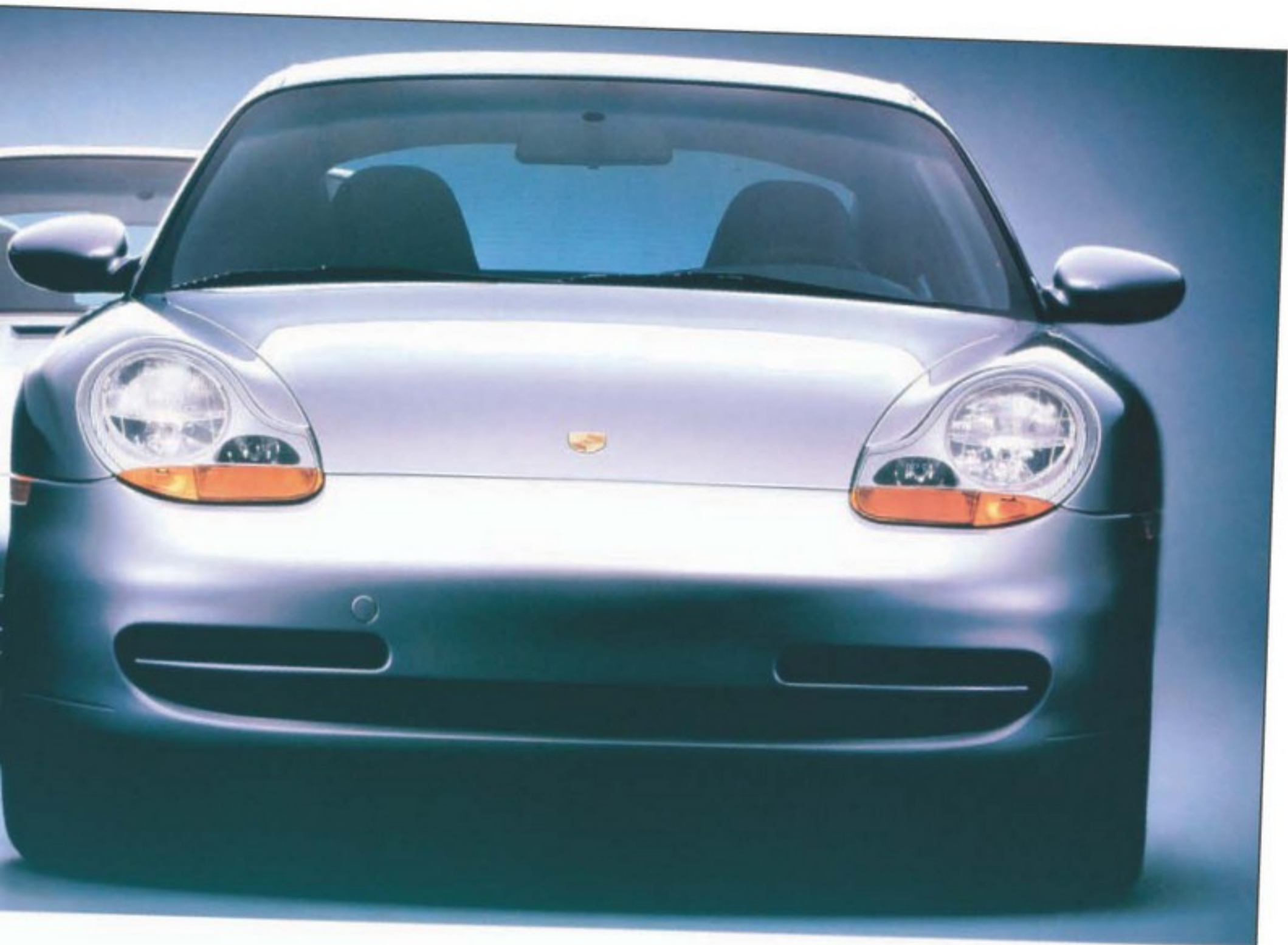
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**Evolution 911**





PORSCHE



## 911 posters

The Porsche 911 model that saw out the last century, namely the 996-series, was a very significant car for the Stuttgart manufacturer in several ways.

First, this new car had to take the 911 model into the new century and, as such, it had to meet all the increased demands for sophistication placed on it by the car-buying public. And second, it represented a whole new era in engineering terms for the company, as noise and emissions regulations introduced by the European authorities decreed that air-cooled engines were out and water-cooled engines were in.

This was no small step for the Zuffenhausen engineers, because Porsche's philosophy was such that the 911 still had to be totally recognisable as a true-blooded 911. In engineering terms, just as most other car manufacturers had always produced conventional water-cooled engines, the Porsche development engineers had to do a complete about-turn and walk away from 50 years of air-cooled engine tradition. After all, this is what set Porsche apart from the rest of the market, and it was a gut-wrenching move for them.

However, launching a totally new car is never a

cheap event and the Porsche engineers had to dig into the family parts bin for a few bits and pieces, the most recognisable being the Boxster front end, in order to standardise some design aspects of the new car and reduce costs. Eager to promote the continuing family resemblance and heritage, Porsche issued a poster which showed all the 911 models from the first '901' right through to its newcomer. This marketing campaign was introduced with the announcement of the new model in June 1997.

In support of their campaign to promote the looks of the new car, the phantom or cut-away poster issued to coincide with this model launch showed the mechanical layout of the car, which in a sense was saying, 'although the 996 has a completely new engine and mechanicals, it still looks the same on the outside'.

Hot on the heels of the 996's launch came the GT3, an attempt by the company to prove to the world that, even though they had had to change the plumbing in the engine, their cars could still beat the pants off the opposition. With a top speed of over 300km/h and a 0-100km/h sprint time of 4.8 seconds, this was no slouch.



This cut-away poster (left) shows the new water-cooled engine layout in the 996 (June 1997)

Evolution 911

Porsche Camp 4 – this is a clever illustration (right) of Porsche's ability to climb to great heights with its four-wheel-drive model (August 1998)



Porsche C 4



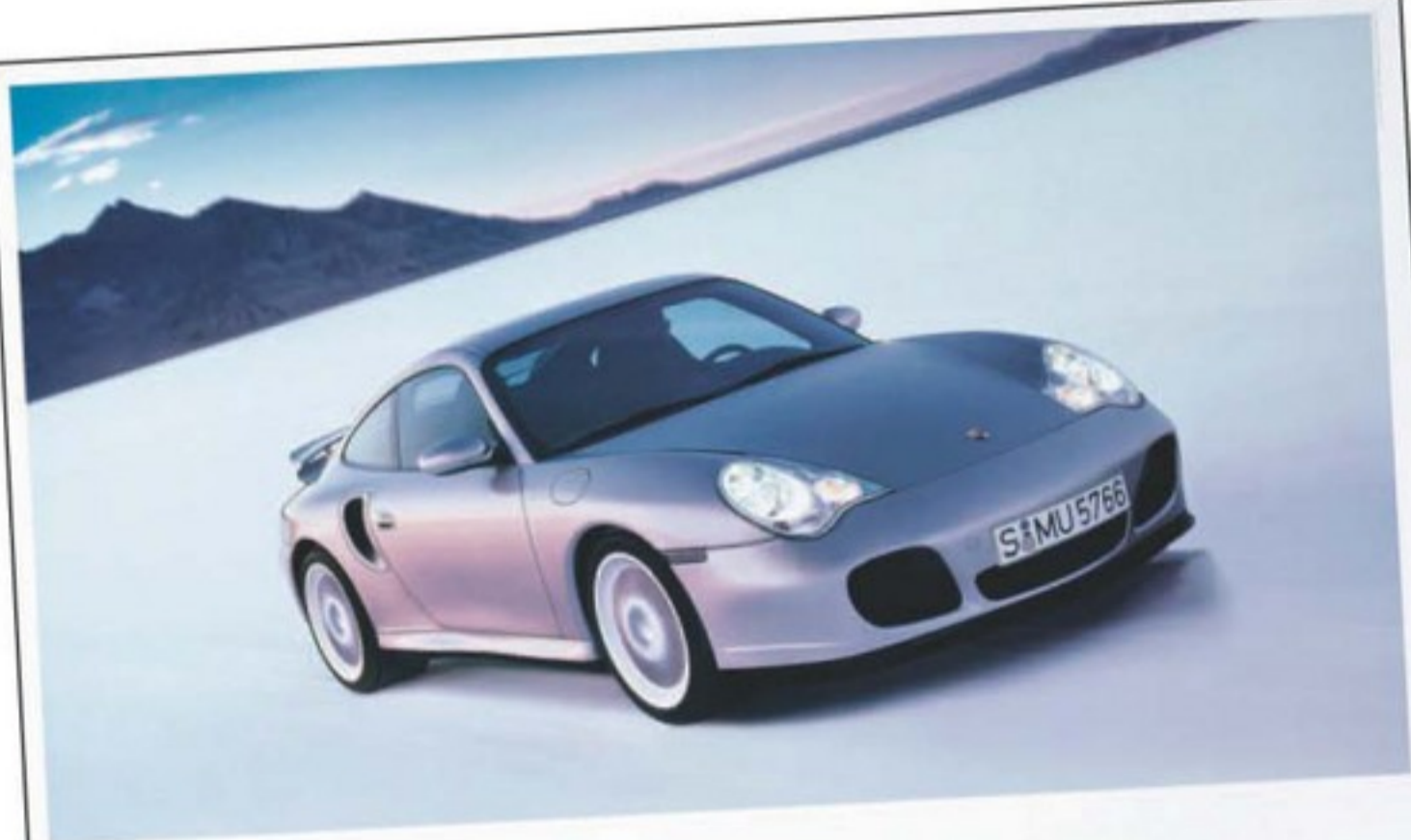




The new 911 GT3



The new 911 GT3 – presented in stunning Fire Orange (January 1999)

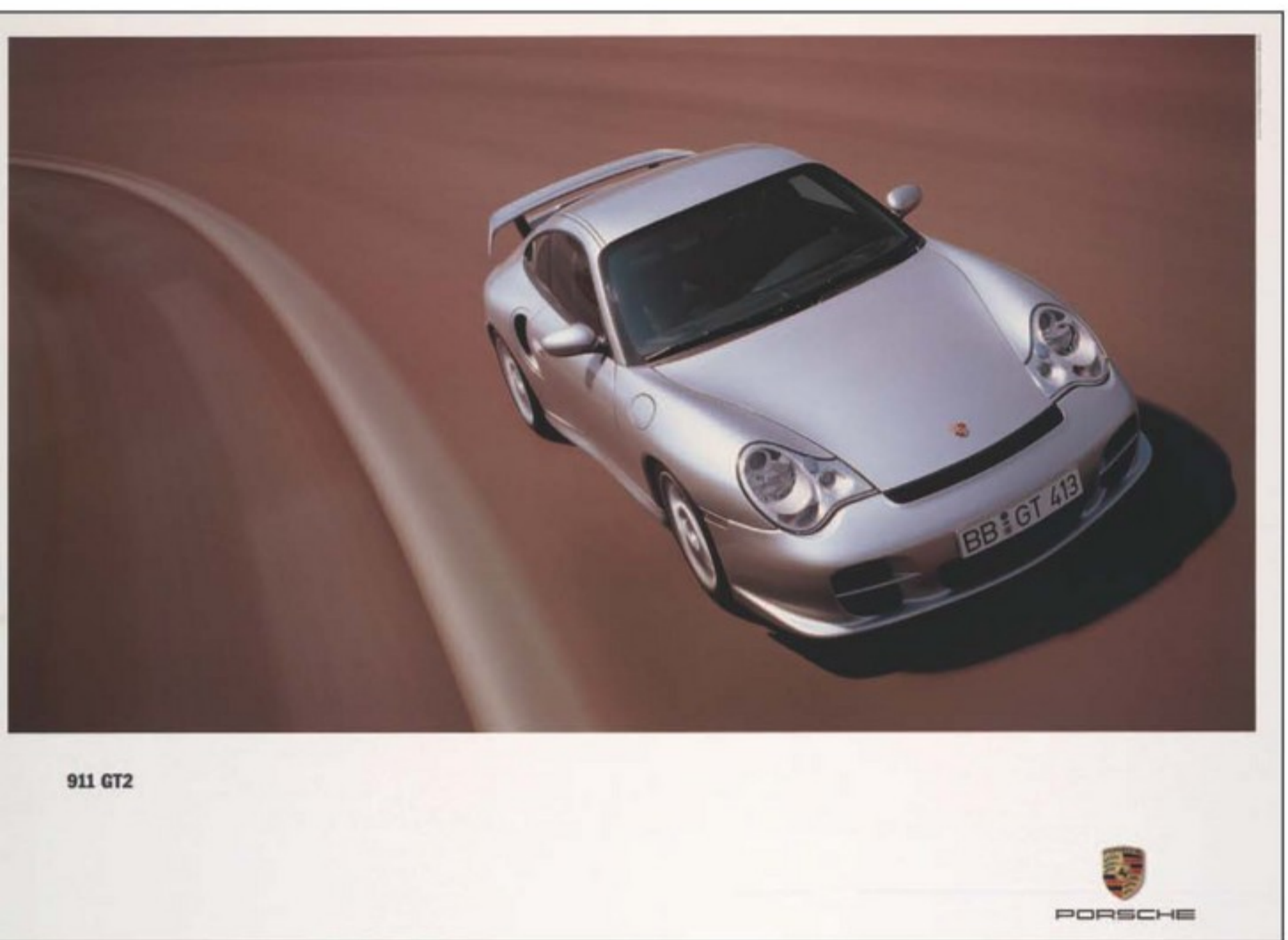


Introducing the new 911 Turbo.



Introducing the new 911 Turbo on what appears to be snow (December 1999)





911 GT2, with a remarkably clean, retouched background (February 2001)



911 Targa – what better way to view the moon? (October 2001)

911 GT3 – this car was built to be driven fast! (December 2002)





The introduction of the 911 Turbo coupe (January 2000) saw a slight revision of the headlamps which had come in for some criticism because of their similarity to the Boxster's. The new headlamps, termed 'teardrop' by the press, once again set the 911 apart with its own little nuances. The lightning quick Turbo and the GT2 that followed in 2001 firmly established the 996 models as serious contenders in the supercar league.

In December 2001, the 996 Targa was introduced, offering the market a very civilised and yet still very fast, convenient open-top motoring option, and Porsche issued a promotional poster showing the 'romantic' side of this model.

Clearly the company has been doing things right in recent times, because in just seven years (1998-2004), production of the 911 range doubled. The on-going success of the Carrera Cup and the Supercup events around the world continued to lift the company's

exposure on a very important global stage and with the participation of the Stuttgart's manufacturer's latest ALMS racer, the RS Spyder, the Porsche name was once again on the podium where it belonged. It was, therefore, a fitting tribute to have introduced a production car poster set on a race track, promoting the potent GT3. One of the last 996 models to be introduced was the 911 Turbo S Cabriolet (2004 model year), for those who wished to enjoy open-top motoring at 305km/h.

It is interesting to note that, with the exception of the phantom cut-away poster, all of the company's promotional material today makes use of clean, almost clinical photographic imagery, whereas it is still the graphic and colourful illustrations of the 1960s which evoke memories of speed and victories. But with more of Porsche's customers today wearing Armani suits or high-heeled shoes instead of racing overalls, this trend will probably continue for some years to come. ■■■

### Porsche 911 Carrera sales 1998-2006

1998	W-programme	13,783
1999	X-programme	28,040
2000	Y-programme	20,979
2001	1-programme	27,275
2002	2-programme	33,013
2003	3-programme	29,547
2004	4-programme	26,526

### The full story

This is the fifth and final part of a fascinating series charting the development of Porsche's 911 poster advertising from the 1960s. You can order back-issues of *Total 911* by calling 0845 450 6464 or by going to [www.total911.com](http://www.total911.com).



911 Turbo S Cabriolet, photographed in a studio (2004)



911 Turbo S Cabriolet





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# Climate control

A modern 911 is designed to cope with a range of conditions, and Porsche uses sophisticated equipment to simulate extreme weather





The sun beats down on the 997 Targa; the thermometer is creeping towards 60 degrees Celsius; humidity is just 10 percent. It might sound as if the sports car is standing in Death Valley – the lowest point below sea level in North America – but in fact the Targa has gone no further than Weissach in Germany. More specifically, the Climatic Centre at Porsche’s Research and Development Centre. Here, investigations are carried out into how vehicles, individual components and materials behave when exposed to extreme weather conditions every day.

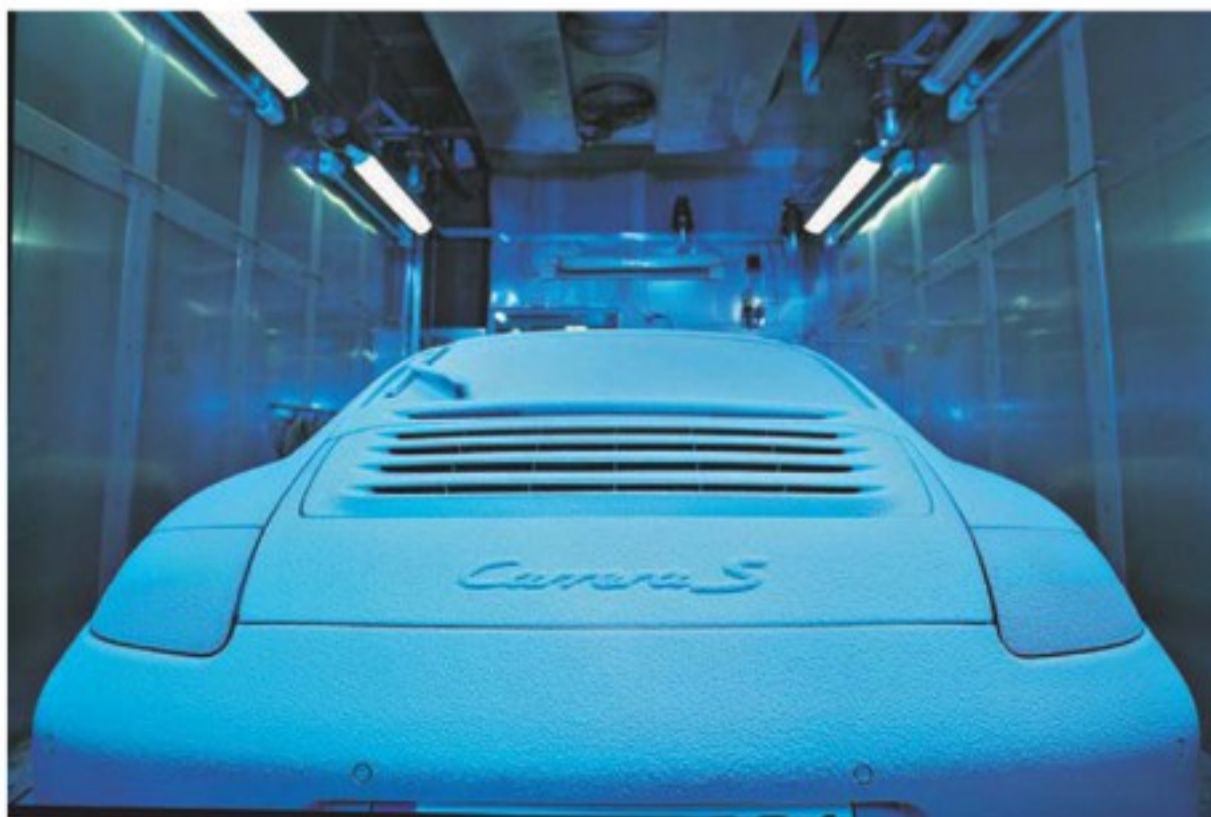
The Climatic Centre is specially equipped for automobile and supplier industry simulations. A total of three test chambers with varying special facilities is available, in addition to a basic climatic chamber and a climatic wind tunnel. Porsche’s Climatic Centre is able to carry out a whole host of tests on how long a vehicle, components or new materials can withstand daily stresses caused by heat, cold, sun or rain. In the climatic wind tunnel, a Targa’s interior can be tested to see how well it copes with prolonged exposure to the sun’s rays.

The climatic chamber with solar simulation can generate temperatures from –40 to more than 70 degrees Celsius. Vehicle and component behaviour and aging processes can be observed over time using an ultraviolet spectrum similar to the sun’s, but much more intense. It is also possible to conduct DIN 75220 tests called Aging Automobile Components in Solar Simulation Units.

Special climatic cabinets, known as Solarclimatics, can also be used in this test rig for testing individual components. The behaviour of materials such as a dash top beneath a windscreen, for example, is tested at temperatures of up to 80 degrees Celsius and humidity of up to 95 percent. In controlled testing, Porsche engineers can simulate, in just 25 days, how leather and adhesive properties might change when exposed to a couple of years of intense sunshine.

The high-temperature climatic chamber can almost boil water. Tests can be conducted at temperatures of up to 90 degrees Celsius. Here, the behaviour of filled fuel tanks is simulated at various – especially high –

“It might sound as if the car is standing in Death Valley”



A 997 Carrera S being exposed to extreme cold – the ice on the car and the engineer’s clothing gives an idea of the temperature!



// A turbine  
simulates winds  
of up to  
100mph //

The climatic chamber  
can simulate years of  
strong sunlight in just  
a few days. Ducting  
(right) extracts the  
car's exhaust gases  
from the chamber



temperatures. Therefore, this chamber has explosion protection. In this, too, Porsche can life-test a Cabriolet top by opening and closing, at various temperatures, several thousand times.

Porsche can investigate the behaviour of an engine and its components during a cold or warm start, followed by a trip in the climatic chamber (-40 to over 70 degrees Celsius) with the single-axle roller. The double-roller set can be fitted to all- or rear-wheel-drive vehicles and can be operated at speeds of up to 125mph. A turbine, which either operates at a fixed speed or in relation to the roller speed, simulates winds of up to 100mph.

The climatic wind tunnel with four-wheel roller test rig is used for testing vehicle performance, brake cooling behaviour, or the performance of air conditioning and heating systems at temperatures from -40 degrees to more than 55 degrees Celsius. The four-wheel rollers can absorb up to 750kW and are designed for speeds of up

to 250mph, which allows Porsche to simulate driving two- and four-wheel-drive vehicles along real routes, such as Townes Pass in the USA, or the Großglockner High Alpine Route in Switzerland. Simulation of wind blasts up to 160mph is either controlled according to the roller speed or is random. Standard test programmes – idle simulation, stop-and-go traffic, urban driving, and journeys on mountain roads – may also be carried out on this test rig.

The rainy journey simulation is used to develop windscreen wiper systems to work quickly and cleanly during drizzle or cloudbursts; the rain can be supplemented with a solar array to simulate Germany's April weather, for instance.

The data from each climatic chamber and test are recorded and evaluated using a modular measuring system developed by Porsche. The engineer may view the test results online and in many different formats. ■■





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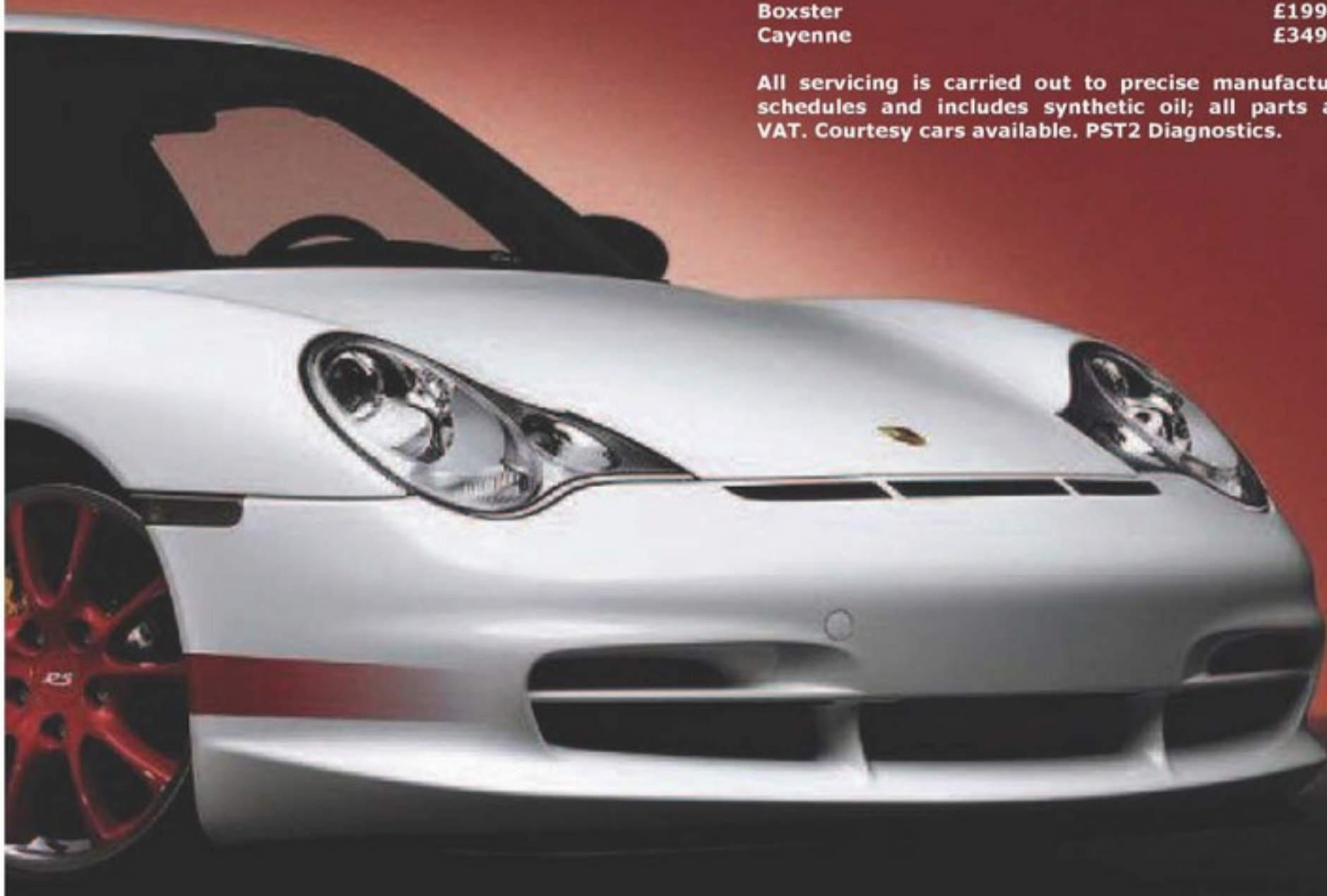
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 <p><b>Issue 5, October 2005</b></p> <ul style="list-style-type: none"> <li>• 964 Flatnose</li> <li>• 996 GT3R</li> <li>• 964 RS profile</li> <li>• 997 Cabriolet</li> <li>• 993 Ruf BTR-2</li> <li>• RSR replica</li> <li>• RMS leaks</li> <li>• 911 instrument binnacle</li> <li>(PDF on CD only)</li> </ul>	 <p><b>Issue 6, November 2005</b></p> <ul style="list-style-type: none"> <li>• Ferrari Dino v 911S</li> <li>• 996 to 997 conversion</li> <li>• Ruf BTR-2</li> <li>• 2.0-litre 911S profile</li> <li>• Modified 964 Turbo</li> <li>• How brakes work</li> <li>• Carrera badge</li> </ul>	 <p><b>Issue 7, December 2005</b></p> <ul style="list-style-type: none"> <li>• 997 v 993</li> <li>• 911 Turbo LE</li> <li>• Brumos RSR lookalike</li> <li>• 996 Turbo</li> <li>• 3.2 Carrera profile</li> <li>• Jay Leno interview</li> <li>• Nurburgring in a 996 Turbo S</li> <li>• Cleaning a 911</li> <li>• Cup wheels</li> </ul>	 <p><b>Issue 8, January 2006</b></p> <ul style="list-style-type: none"> <li>• 993 v 996</li> <li>• 1978 2.7 RS</li> <li>• Supercharged 964</li> <li>• 2.7 911 profile</li> <li>• 930 v 996 Turbo</li> <li>• Sharboerla</li> <li>• Rolling roads explained</li> <li>• Impact bumpers</li> </ul>
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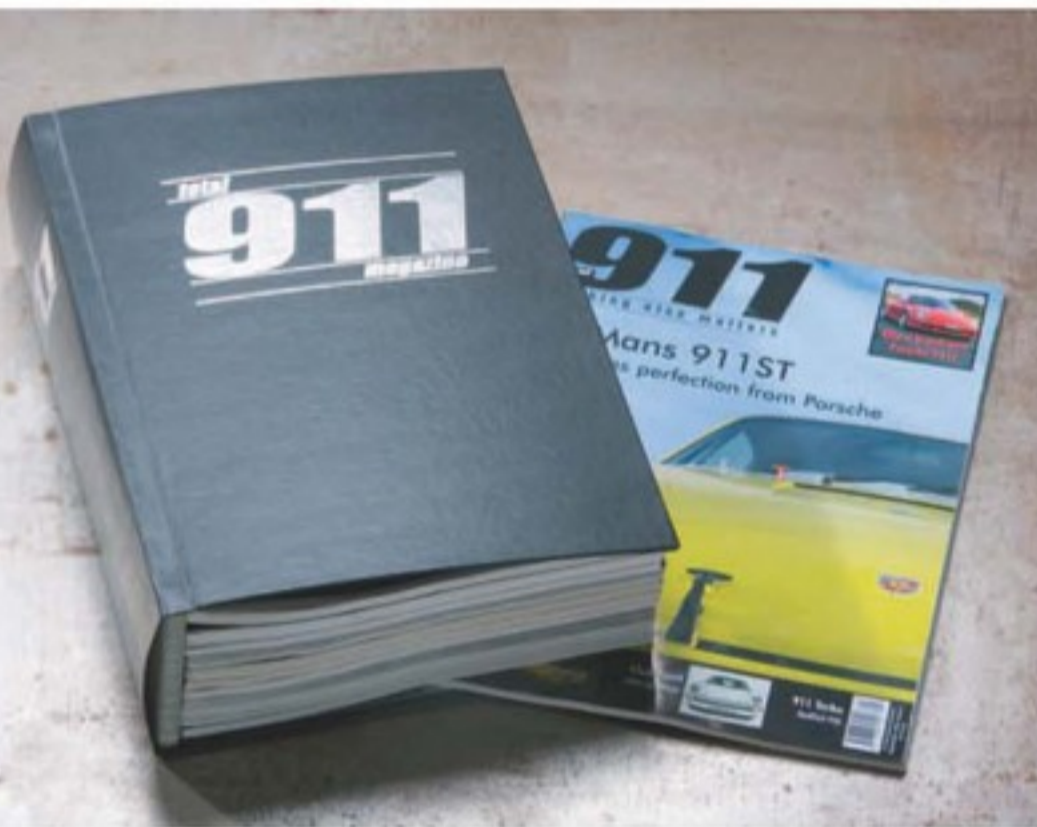




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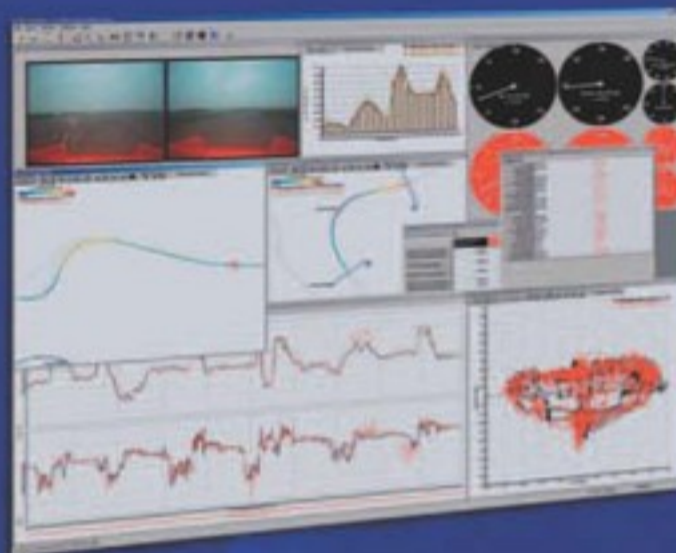
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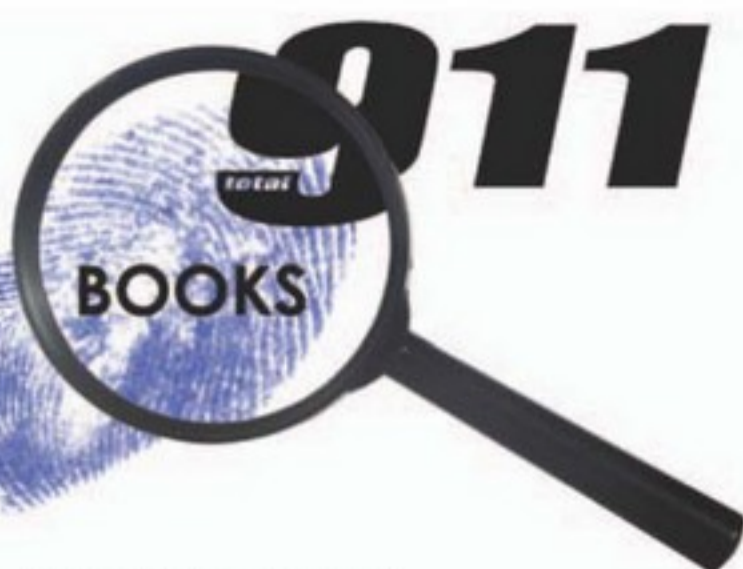


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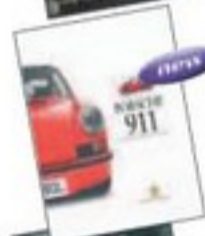


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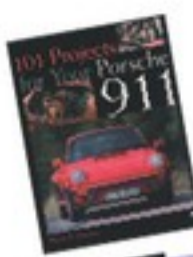
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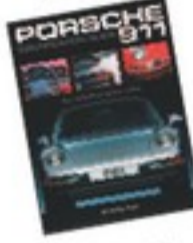




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# Living the Legend

Each month get to know our growing band of reporters as they share their real-life experiences - the joy and occasional pain - with their 911s

Cem Kocu **2007 997 GT3**  
London, UK



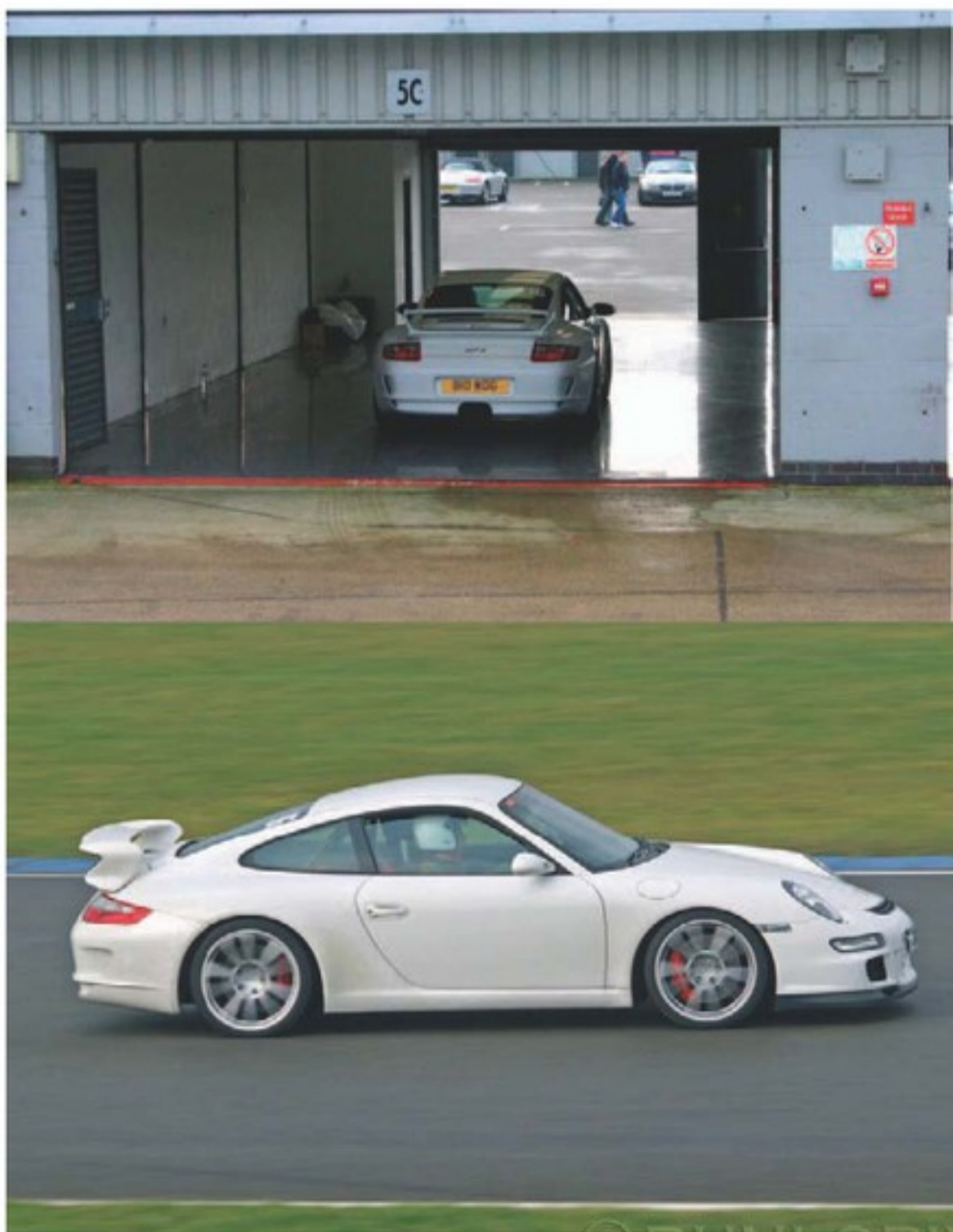
**A**round 3000 miles in and I've had my first panic attack. That's right, I've found a stone chip. It was a difficult time for me and I can only say how lucky I am to have had family and friends close to me at such a time of crucial despair.

I have a friend with a GT3RS, who has covered the whole front part of his car with clear film protection and it appears to be a small price to pay for bodywork insurance. However, it's unnoticeable on an orange car, but on my white GT3 it stands out a mile. In fact, I've booked in my car for new chip guards that sit on the rear arches. Thankfully, these factory fit items are being done under warranty and it will now stop people asking me why I have yellow arches. Regardless, their placement has been validated by the apparent black smears that they seem to have collected at my first trackday.

Silverstone race circuit was host to a deliciously lethal spread of fog across the whole complex. Visibility was bad enough to delay the green flag for an hour, so by the time we were on, we were subjected to a generous coating of baby oil across the whole track. This was the perfect setting for my first trackday in the GT3.

After a number of frightening trail brake, over-steer moments, I decided to retire to the pits temporarily and witnessed red flag after red flag, as cars span from one corner of the track to the other. Unfortunately, one particular individual's day was brought to a dramatic end as his GT3 became permanently joined in matrimony with the pit-wall.

As always, this is as stark an education as you can ever receive as to the dangers in trackdays and the risks we take. With confidence waning, a few laps with a circuit instructor did nothing but turn me into a more nervous wreck with his ridiculously frantic method of tutoring.





However, as the day dried out, so did my palms. Remaining track time turned out to be incredible fun and my attack was sure and committed. I was still one of the slower cars on the circuit, but I'm humble enough to admit my skill deficit (and my £90,000 liability!). Still, Silverstone is a wide, high-speed circuit and, as it became dry, I was able to take explorative lines and different braking zones. The car is quite forgiving and allows you to get away with moments of minor ineptitude, but you still cannot overcome the laws of physics and I suspect, if you were to take liberties, you'd be spat off the tongue of Silverstone and into the gutters of the sand traps. And those brakes are simply incredible! The rear engine, rear-wheel-drive layout providing a much fairer braking distribution between front and rear wheels and intensive braking was always a drama-free affair – I'm glad I kept steel brakes over the PCCBs.

Bedford was a stark comparison to Silverstone. First, the beautiful weather assisted in getting the rubber up to optimum temperatures throughout, which in turn provided the supernatural levels of grip that I'm still quite unused to. The connecting left-right between the two straights had me attacking them at progressively greater speeds as the laps increased. This manoeuvre can be so sudden that the grip demonstrated through this 80/90mph section is never anything other than bewildering.

Additionally, the long straights at Bedford made overtaking an absolute delight, with bold manoeuvres devouring four to five cars in one massive, powerful lunge, so hungry is the GT3. This brute power leaves me cynical about Porsche's typically conservative power claim of 410bhp.

It wasn't long before I was black-flagged for breaking the noise limits (as were all 3 997 GT3s and RSs). I was given one more chance to go out as they employ a "two strikes and out" rule. Some creative noise manipulation later (I didn't use full throttle during certain moments), I was able to stay out and enjoy the day. With Sport mode off all day, my traction control remained on full alert. But this isn't any ordinary traction control. This one encourages macho power slides, but they can still bite. A comical spin when playing with Guy in his M3 CSL proved that it can play the role of the gentlemanly axe murderer with aplomb.

As the day progressed, so did my skills – the GT3 has limits beyond my comprehension and to assume to be close to those would be foolish. Extracting fast lap times requires true skill and nonchalance. However, Bedford has a range of dynamic (albeit bland) complex curves, hairpins, S bends and straights, and linking these together became the most fluid of exercises I've engaged in for a long time. This is truly a spectacular car – very little can compete in its core competencies as an extreme trackday car and an engaging road car in one, beautifully wrapped package. Together with warranty, tool

As I always do on a trackday, I left early, content with the knowledge that I'd been able to return home in one piece with another day of pumping adrenaline abating through my body.

Looking back at my battle-scarred GT3 with tyre smears and tar stains across the entire bodywork, it's obvious I need to start looking for the clay bar again. I look forward to getting used to this routine. **911**





## Living the legend



Geoff Bihl 1984 Carrera 3.2  
Cape Town, South Africa

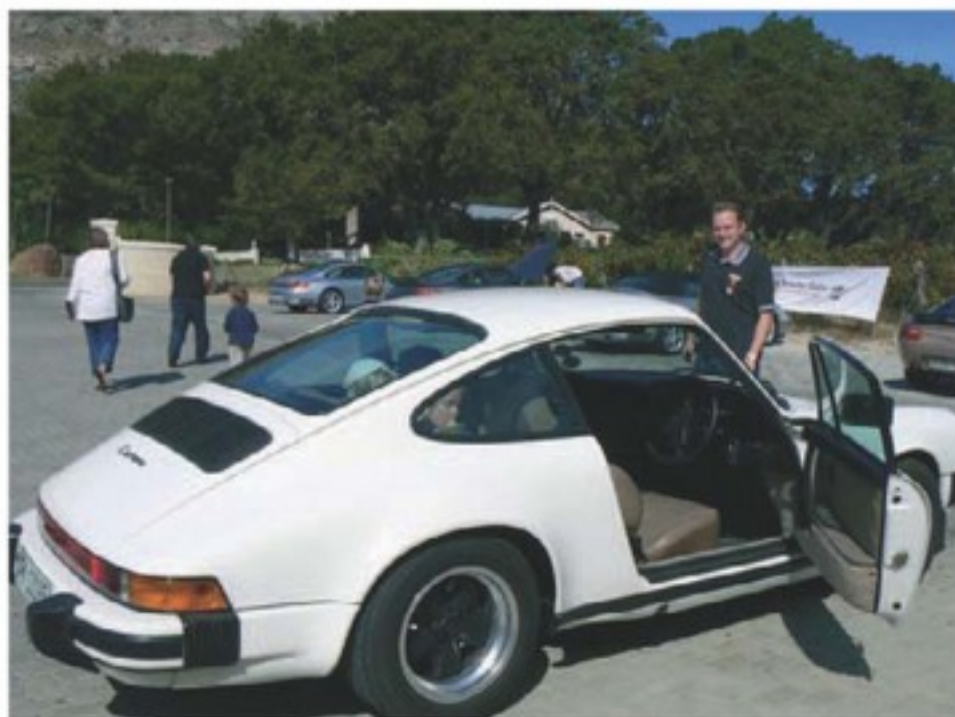
It's been busy down here in the fairest Cape. It's harvest season on the wine farms and they're certainly a hive of activity. The weather has not been kind however as it has been unusually warm (25-30 degrees Celsius) and the grapes have been dried out on the vines. Of course, this is ideal weather to take out the Blanche and we have enjoyed a couple of nice runs up and down the coast now that she has recovered from taking second place in her class in our Porsche Club concours. I thought that result wasn't bad considering she is an everyday car.

The 3.2 is certainly not a modern car although it provides tremendous reward to the prudent yet adventurous driver. Its ride is remarkably smooth, although my particular car has Bilstein dampers which certainly firm up the ride, but also add to the compliant suspension and thus further enhance the delicious cornering capabilities.

This last weekend I fired her up just after 9am and her grand metallic grunt brought a smile to my face. The missus, two young kids and I slotted snugly into our seats and we set off for the N1 motorway and our monthly Porsche Club run. In our small village outside Cape Town the white 3.2 certainly commands respect and, in fact, a good friend recently joined the 3.2 fray with a beautiful brown specimen.

We joined the rest of the Porsche rabble gathered patiently for our 10am departure. I sidled up to a 996 GT2 in white and, although the 3.2 is significantly older than this beast, it was certainly not belittled. The first part of our sojourn together took us up the spectacular Du Toits kloof pass outside Paarl, some 50km from Cape Town. The single lane pass winds up the mountainside with tall cliff faces to the wine side and the majestic view towards Cape Town on the other. Gear changes take practice in the 3.2 and I find that being gentle is most rewarding. Occasionally more rapid changes are required, especially when passing slower behemoths up the pass.

Once over the mountain peak the winding road continued towards Worcester and we followed behind each other in a illustrious line of peak performers.



Without the luxury of power steering and ABS, driving is strictly in the hands of the 3.2's driver. Sharp bends require smooth driving, and correct braking and accelerating timing provide a lot of driver feedback and, of course, tremendous pleasure.

At this stage I was sandwiched between a 993 Carrera (called Iris) and a 997 Turbo in silver. I'm proud to say that I remained in front of the Turbo although we were all sticking to the 120km/h speed limit for fear of those Kodak moments taken by the traffic police hidden behind small bushes.

We turned off from the pass into the picturesque Slanghoek (Snake Corner) valley dotted with historic wine farms and lined by rugged and inspiring peaks. Recently I had the air-conditioning attended to and a re-gas really made a difference. It was still warm, however, and the 993 Targa's occupants must have been baking. A 3.2 Cabriolet driver was having fun basking in the sun although his face was a little sunburnt when we arrived at our destination, the Opstal winery.

Opstal Estate's rich history dates back to 1847, with its current vintner being the sixth generation on the farm. After an informative tour of the cellar and some delicious wine tasting, we settled into a sumptuous lunch including roast lamb and my all-time favourite crème brûlée. Our Porsche club raises funds for a variety of charities on these runs and all the members were very generous while we enjoyed the sweeping views across the vineyards and a cool small glass of Chenin Blanc. Similar to the UK, our drink-drive laws are extremely strict and, although the wines were delicious, all drivers were very responsible and we departed well fed but not well oiled.

Talking of which, the 3.2 has a very small appetite for Mobil 1 and, in fact, I only replace the oil at each annual service. In fact, I haven't had to top her up between services since I have owned her. I believe that the synthetic Mobil 1 is the only way to go with the 3.2 and it certainly provides optimal protection for the flat-six engine while reducing fuel consumption.

The way back took us along the valley and then onto the N1 highway, through the 4km long Du Toits kloof tunnel (thus avoiding the pass) and on to Somerset West. A good waxing certainly assists when it comes to cleaning off insects from the bonnet and the 3.2 shone again after a great day touring the Cape. **911**





Andy Tims Mk1 GT3  
Surrey, UK

After my incident with a badger on the way there and 'collecting' an apex marker board at the PCGB trackday at Goodwood at the end of last season, I had a bit of outlay.

I had to get a new pair of 'motorsport' brake cooling air scoops at exorbitant expense for what are small, simple bits of moulded plastic. I decided not to fit these straight away, though, since I had no trackdays planned after Goodwood and, being much deeper than the standard versions, they are prone to getting damaged on the mostly poorly surfaced A and B roads near my home. I actually carry a jack (non-standard in a GT3) and a bundle of cable ties in the car as a matter of course, such is the frequency of having to at least partially re-secure one or other of the scoops. You learn to listen for the scraping / grinding noises from the underside of the car and develop a sense of when to check if you need to get busy with the cable ties.

The front PU needed to be re-sprayed for the second time in a year, the little dents in the right-hand door and wing were popped out and those panels painted, too.

I got the road wheels and tyres out of the garage loft at the end of October and fitted them for the first time since about March. I had been wanting to get the track wheels refurbished for quite a while as they were in a pretty bad state. The lacquer was peeling off the outside edge of the rims and where it had lifted in several places on the inside of the rims, the metal had blotches of corrosion, so it looked as if the wheels had caught some sort of exotic disease. The cast alloy centres were not so bad, with far less extensive corrosion.

I had done a fair bit of research and was going to get the rims anodised and the centres powder-coated, but I also contacted a few people who had done at least some of the work themselves, so I decided to give it a go on the basis that, if I made a pig's ear of the job, I could still send them away to be professionally done, and if I was happy with the results, then the money saved would help offset the bodywork costs.

Not having an anodising plant, I decided to go low-tech and paint the rims silver and the centres black. The first job was to split the centres from the rims. I was warned to be careful with the special bolts as they had a tendency to become stuck, so I gave the wheels a couple of sprays with WD-40 a few days in advance. This must

have helped as I only stripped the head of one bolt out of 80. With the bolts removed, I was able to remove the centres quite easily, too, despite warnings that the corroded lacquer would make this a difficult job.

Having split the wheels on a Saturday afternoon, I then spent the whole of Sunday prepping the rims and centres. I took the rims back to bare metal with some Nitromors and lots of sanding. Thank goodness for the loan of a Black & Decker 'Mouse' from a mate, or it would have taken far longer and cost me most of the skin off my fingers. I sanded the centres where they were corroded or chipped and rubbed them over with wire wool to provide a key for the new paint. I then washed the wheels down in the fading daylight and stored them ready for painting the next weekend. I ordered a replacement bolt plus a couple of spares from Jasmine on the Monday.



The painting took most of the next weekend, on and off. I made as much space in the garage as possible and swept it out to minimise the risk of dust contamination. I used two cans each of Silver and Black Hammerite Smooth paint. I left the paint to dry/cure for a few days before reassembling the wheels, taking care to tighten the bolts to the advised sequence and torque. Although clearly not as good as a professional job, I'm pretty pleased with the results – I just hope the finish stays good for a couple of years, at least.

The MoT test took a bit of pre-planning. I had just booked the test for two weeks' time when my friend Tim Court called to warn me about a couple of issues as his had just failed the MoT. His car has the six-piston front caliper/Alcon floating disc upgrade. The Alcons are not drilled and last much longer than the OE Porsche items as a consequence. His (over-zealous) testing station had objected to the slight surface crazing saying 'cracked' discs were an MoT failure! They had also moaned that the sun-strip across the top of his windscreen projected more than 10mm into the swept area of the screen!

Now, I had worse crazing/cracking on my discs (although it was still pretty minor) the same sun-strip and also marginal rear tyres, so I took the precaution of paying my local testing station a visit before the test. The guys I use were much more chilled out; they looked at the car and said it would be OK. On the day of the test the car passed with flying colours and attracted lots of complementary remarks from the guys in the workshop.

The road tax reminder came through recently and I renewed on-line – which was so much easier than having to queue at the Post Office, complete with MoT certificate and insurance documents. Strangely, the DVLA has my car recorded as producing 0g/Km of CO2 on its database, so I 'only' had to pay £175.00 for the year. That's less than my wife's Zafira which, as the saying goes, was nice! **911**





## Living the legend



Ben Przekop 997 Carrera S  
Georgia, USA

The winter months have been rather quiet ones for my Porsche, as there have been no club events and no major mechanical woes. As the odometer passes 12,000 miles this month I am still using about a quart of Mobil One every 1500 miles or so, averaging 19mpg (25 on trips), and there are still a good 2000-3000 miles left on the rear Pirellis. A mysterious 'clicking' sound reappeared from under the dash and has been attributed to a sick air-conditioning system motor, so Hennessy Porsche has the part on order and will install it soon under warranty (details next month).

So, given the lack of exciting events and developments lately, what is there to write about? Well, how about 'my next car'? (When she reads this, Her Ladyship will start rolling her eyes and muttering about my mental imbalance but, hey, everyone needs a hobby).

Now, don't get me wrong, I am not unhappy with my current car. This is not only the most trouble-free car I have ever owned (what's the opposite of a 'lemon'?), but also the fastest, and the best-performing. It can be both a very comfortable everyday car on the road, as well as a true screamer on the track, all with a push of the PASM and Sport buttons, and a little nudge on the GO pedal.

What could top this? Well, that is the question that began to nag me during these quiet winter months when I had too much spare time on my hands (and too many back-issues of car magazines to read). After hours of pouring over all the major road journals, and many trips to local dealerships for thorough test drives, I narrowed down my list of potential cars to three: Porsche (Turbo or GT3), Mercedes (SL 55 AMG), and Aston Martin (Vantage V8). All of these cars offer, to greater or lesser degrees, the qualities I am looking for. Namely: everyday usability (need to have a trunk big enough for an overnight bag, and a suspension that can live in the rear world without replacing front spoilers or dental work); superior sports car handling and performance; excellent build quality, fit and finish; and a measure of exclusivity (OK, I'm a car snob).

By the way, here are the cars I also considered which did not make my final three: Lamborghini Gallardo (awesome performance but price tag to go with it, and no trunk space); Jaguar XKR (I gave Ian Callum's creation an honest look, but came away very underwhelmed; very nice Ford, this); BMW M6 (great engine trapped in an ugly, heavy, ill-fitting car); and Maserati GranSport (great engine and lovely leather trapped in a boring and very shaky body). So, how do I rank my finalists?

I guess the car that moves me the least is the Mercedes SL 55. As much as I have loved the several Mercedes I have owned over the years, and thoroughly enjoy driving Her Ladyship's E550 on weekends, the SL is just not very involving. I use that word vs 'exciting' because with its 510bhp engine, this car can hardly be called boring, but it is so bloody competent (with its automatic transmission, active suspension, and various other electronic aids) that the only real thrill is putting the top down (OK, it has the benefit of being a drop top) and hammering the accelerator. But that gets old quickly, and then you're left with a great car that looks like all the other SLs on the highway (and around here, there are quite a few of those).

So that leaves the Aston Martin or a 'better' Porsche. As many of you know, Dr Ulrich Bez is President of Aston these days, and at the time of the 993 was head of Porsche. This is a real car guy, then. The Vantage was directly positioned at the 911 in every way imaginable: price range, performance, size, weight, you name it. And in all of those objective areas, it is a tough competitor, with performance nearly on a par with the Carrera S (just a tick slower), but with arguably better looks to compensate (both exterior and interior). Price-wise it fits right between a GT3 and a Turbo (at least here in the US). There is a powerful V8 with awesome sound, great Brembo brakes, a proper six-speed manual transmission (I'm just not a 'paddle' guy), a very stiff body (check out all the aluminium struts under the bonnet and in the rear), in turn supported by a great suspension. For me, the final attraction is the fact that this is still very much a hand-built car, even more so than the 911, and about 10 times rarer (they will only build about 3000 annually to the 30,000 911 variants). This car truly moves me.

But would I really rather have an Aston over a Porsche GT3, or a 911 Turbo? I hardly need tell Porsche people about either car, they are both awesome performers, each with their own merits (the Turbo being a bit more practical as a daily driver, the GT3 unquestionably having that rarity and special-ness I love). And either one will blow the Aston away in terms of raw performance.

So, what am I going to do? Well, for the time being, the bottom line is that I am sticking with my current 997, and I want to emphasise that this has nothing whatsoever to do with the fact that Her Ladyship has just informed me she wants to take a vacation to Maui this year. ■■■





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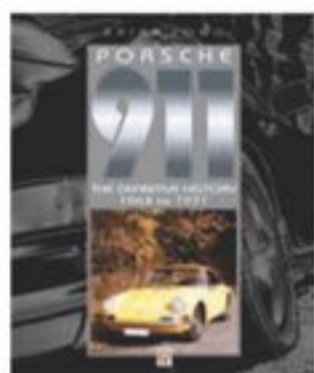
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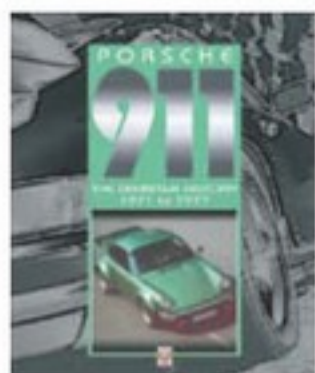
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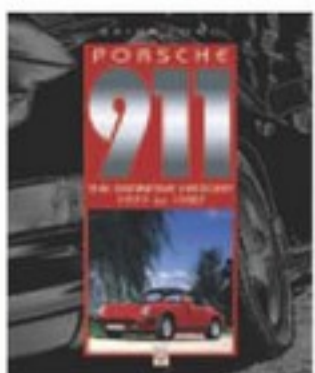




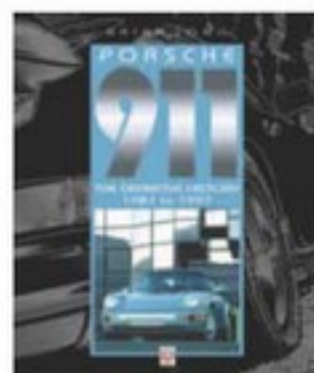
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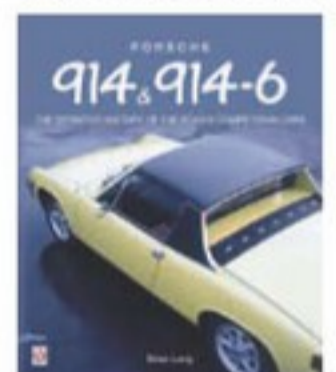
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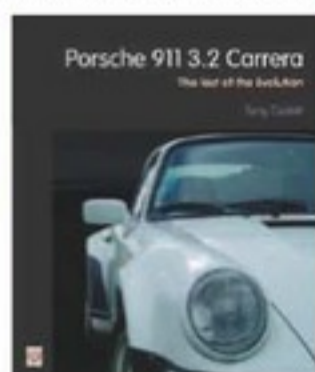
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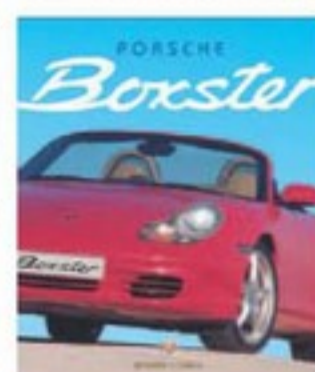
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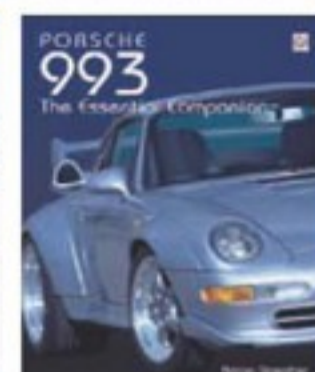
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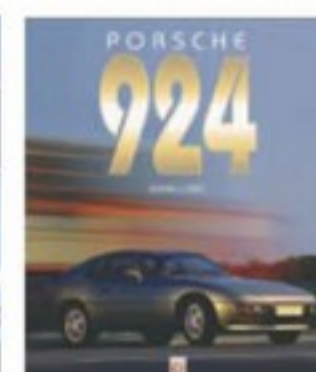
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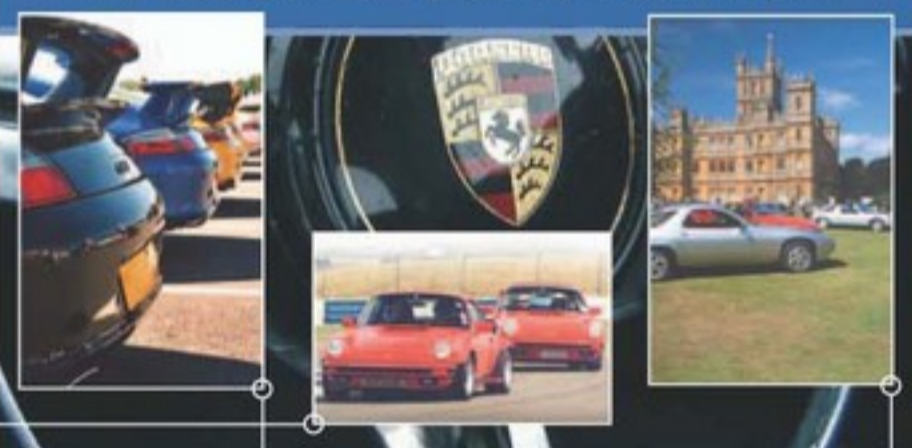
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# Supermarine Spitfire

Never has a machine stirred emotions like the Spitfire – a perfect example of form following function

Written by Philip Roby

The world's most famous, most beautiful, most loved and best-sounding aircraft also has the best name imaginable – Spitfire. It's perfect. However, if history had turned out just a little bit different, this most iconic of planes would have been known as, er, the Shrew. Doesn't quite have the same ring to it, does it?

Actually, the Spitfire's designer, the no-nonsense R. J. Mitchell, we're told, didn't think much of the chosen moniker, grumbling that: "It's just the sort of bloody silly name they would choose."

Mitchell worked for Supermarine as its chief designer and the Spitfire's origins can be traced back to his achingly pretty S.6B seaplane that won the Schneider trophy in 1931, when it reached a speed of 407.5mph. At about the same time, the British Air Ministry asked Supermarine to come up with a design for a new fighter plane. Mitchell realised that his powerful and streamlined seaplane had just the right qualities to fit the bill.

After a couple of false starts, he came up with a design for a closed-cockpit machine with a retractable undercarriage that was powered by the then-new Rolls Royce PV-12 'Merlin' engine. The Air Ministry rejected this, though, on the grounds that the wings were too narrow to carry eight guns. It was this rejection that led to the Spitfire's distinctive elliptical wings. Mitchell figured that such a shape would make the wings wide enough, front to back, to

accommodate the required armaments, while maintaining low enough drag to ensure a high top speed.

The men from the Air Ministry were suitably impressed and gave the go ahead for development to continue. The first prototype flew from Southampton on 5th March 1936 and reached an impressive top speed of 349mph. Seeing the potential of this pretty machine, the RAF placed an order for 310 planes soon after.

Sadly, Mitchell died of cancer the following year and didn't live to see his creation become a legend. However, development of the aircraft continued, fuelled by the threat of

“One of the most beautiful machines ever built”

war. By the time the Second World War broke out in 1939, around 400 Spitfires were in service with the RAF, and 2000 more were on order at the Castle Bromwich factory. In total, more than 20,300 Spitfires were built.

Together with the less advanced Hurricane, the Spitfire was instrumental in Britain's wartime success. The plane was popular with pilots because of its high top speed, manoeuvrability, good visibility, snug cockpit and the fact it was a sheer joy to fly. On landing a Spitfire, a pilot was quoted as saying, "She's no more difficult to down than a dry Martini."

From the British public's point of view, the plane's elegant silhouette and the distinctive sound of the Merlin engine ignited national pride and helped to encourage the war effort.

Indeed, the Spitfire owed much to its engine. Built by Rolls Royce, the Merlin was a

supercharged V12 unit with a capacity of no less than 27-litres. Power output increased from 700bhp at the start of the unit's development to over 1600bhp by the end of the war. And not only was it powerful, the Merlin became incredibly reliable, because

Rolls Royce used to take random units off the production line and run them until they went bang.

They'd then strip down the engine, find out what parts had failed, and redesign them to be stronger. Simple but effective.

Although all Spitfires were fast (for their time) aircraft, one was specially developed to get close to the speed of sound. Built in 1943, it reached 606mph (Mach 0.891) during a 45-degree dive at Farnborough – the fastest speed anyone had ever travelled.

After the war ended, the Spitfire was gradually replaced by new jet-powered fighter aircraft. Today, only around 44 worldwide remain airworthy, but this iconic machine remains close to the hearts of the British public, not only as an aeroplane that helped win the war, but also as one of the most beautiful machines ever built. We should just be thankful it wasn't call the Shrew. 911







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