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# UP FRONT

It's that time of the year – time to look ahead and make a few guesses and predictions. As always with Porsche, it won't be dull. So, 2017? Bring it on...

Last month I successfully managed to ignore Christmas altogether, something to do with writing this part of the mag in November and probably not quite getting the whole Christmas vibe at that point. So apologies, and I hope you and yours had a good one and that Santa managed to get that Lego Technic GT3 RSR down the chimney. Or a real one, of course.

So, 2017? Well, it can't be any worse than 2016, surely? Leaving 'events' aside and escaping into the welcoming and distracting world of all things Porsche, what is on the horizon? Well, we can certainly expect a new Cayenne and a new GT3, too, this time with a manual

“ Will we see the first hybrid 911? Will we see the first mid-engined 911? ”

gearbox. Then there's the Panamera Sport Turismo, and expect some more focused/hardcore versions of the four-cylinder turbo Boxster and Cayman. Oh, and then there's the rumoured mid-engined Ferrari/McLaren challenging supercar, that Porsche so badly needs. The 911 itself will, we suspect, be treading water now, with a new model on the horizon for 2018. Expect, then, a steady increase in spy shots and conjecture, as Porsche starts to drip feed info into your media bubble of choice. Will we see the first hybrid 911? Hell, will we see the first mid-engined 911, now that the 911 RSR racer has spun its engine and gearbox round?

In the real world of Porsche ownership most of us will be looking forward to some great drives and shared experiences. Me? I'm looking forward to really sorting out my 996. That's a new year's resolution!

**STEVE BENNETT**  
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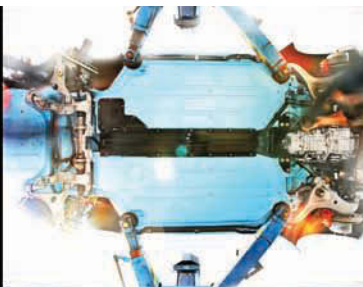
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# NEWS

The million mile 356, Porsche aims for 20,000 EVs, new 911 to use modular platform, 911 re-imagined by Bugatti designer, RSR racer in detail, blowing the doors off in Paris, new works drivers announced, Drive Tribe launches

# FIFTY YEARS OF DRIVING JOY

Million-mile 356 is the ultimate daily driver



Drive it daily or keep for those special occasions? It's the conundrum with which many Porsche owners contend. But Guy Newmark has a solution. Slap a million miles on it.

Yes, really. Newmark's delightful 356C has just ticked over the million mark and the miles are nearly all his own. It's taken almost 50 years of daily driving to rack up the distance, which is about the same as a couple of round trips to the moon and back.

Newmark's father first bought the car when it was three months old from the original owner who picked it up from the factory in Stuttgart. Bought in Germany, Newmark senior took it for a spin on the Autobhan and then shipped it back to the US of A with just 1000 miles on the clock. Newmark's father bequeathed the 356 to his son as a college graduation present four years later and with 40,000 showing. The other 960,000 are all down to Newmark junior. "What a wonderful gift," he says, and

who are we to disagree?

But even after all these years the love is still strong between Newmark and his 356, which he knows affectionately as 'Blue'. "Whenever I park and I walk away, I always have to take a second look because I enjoy it so much," Newmark says. It's those curves that do it for him. "No matter what angle you're looking at, you see a curve. There's not a flat spot in the body."

In the context of such intergalactic mileage, the question of reliability inevitably arises. Just what does it take to keep a 356 going for so long? Newmark puts clean oil in every 3000 miles, which a quick back-of-a-fag-packet calculation works out at about 300 oil changes, and has used the same mechanic for over 40 years. Over those million miles, Blue has also had three engine rebuilds. So that's about a quarter of a million miles between rebuilds. Not too shabby.

That said, it's the transmission that really

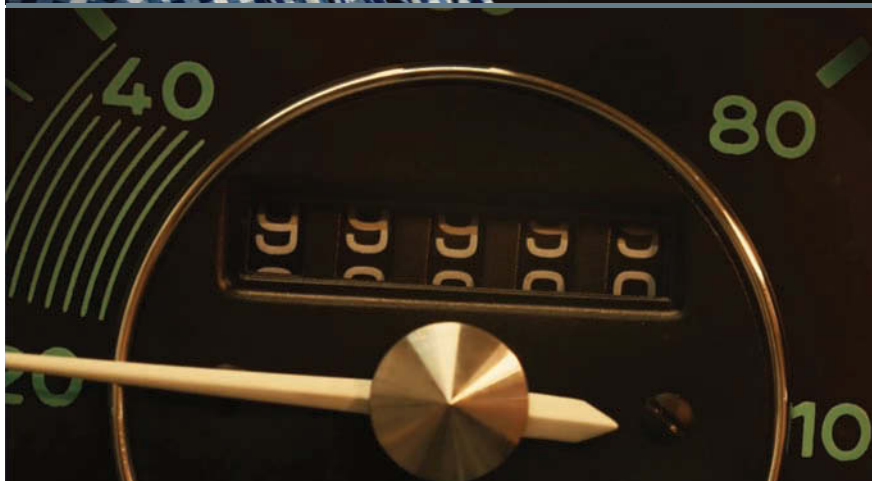
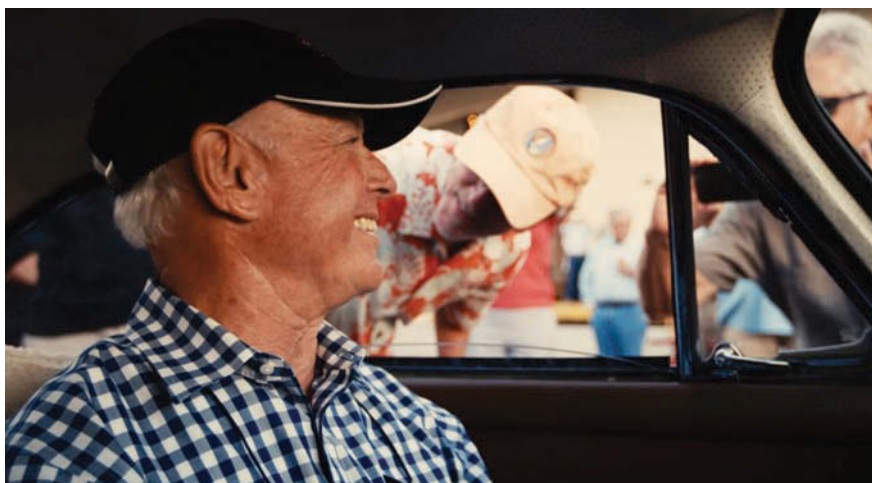
impresses. It lasted fully 900,000 miles before requiring a refresh. Newmark says relatively little additional major work has been required. Extraordinary, but then the bone-dry southern California climate probably helps.

Blue has recently had a front axle refresh and Newmark says she drives just like when she came out of Stuttgart. Of course, it's no rocket ship by modern standards, with just 75hp on tap. But Newmark reckons it's one of the best driver's cars he's experienced. Back in 2013 he remarked, "after 45 years of driving, and over nine hundred thousand miles, I still can't wait to get behind the wheel." Even now, Newmark says he cooks up less-than-urgent errands to provide an excuse to keep on driving.

It has not, however, all been plain sailing with Blue. In August 2013, Newmark announced on Porscephile webforum Rennlist that Blue had been stolen straight

Fifty years of daily motoring and a million miles. There have been dramas. It was stolen in 2013, but found largely undamaged. The dry Californian climate has certainly helped its longevity, too





out of his San Pedro, California garage. Contrary to expectations, the theft turned out to be opportunist rather than to-order or for shipping overseas. Within 24 hours it was found abandoned and largely undamaged in a local park. The thieves had apparently rolled the car down a hill hoping to jump start it. When that failed they set about the wiring to little effect and then gave up.

All of that, of course, is in the past. What does the future hold for Newmark and his faithful steed?

"When I think of the future with Blue, I can only think of the past. Blue is my every day car, I drive it whatever the occasion. So, the future will be just like it's been for the last 50 years. And I think that's wonderful." And so do we. Why not drop us a line and let us know about your high

miler. It's the perfect antidote to all the talk of investment cars and stories of warehouses full of four-wheeled trophies gathering dust.

With that in mind and in the spirit of use it or you ought to lose it, we'll give the last word to Newmark. "If you add up all the miles I have on the car, all the enjoyment I've had driving a million miles, it's just pure joy." Can't argue with that.

Engine benefits from clean oil every 3000 miles. It has received three engine rebuilds, which equates to a quarter of a million miles between rebuilds







## PORSCHE BACKS EUROPEAN EV CHARGING NETWORK

Porsche is pitching in with BMW, Mercedes, Ford and the rest of the Volkswagen Group to create a new pan-European high-speed charging network for electric cars. The goal of the new network is to enable true long-distance travel for EVs across Europe.

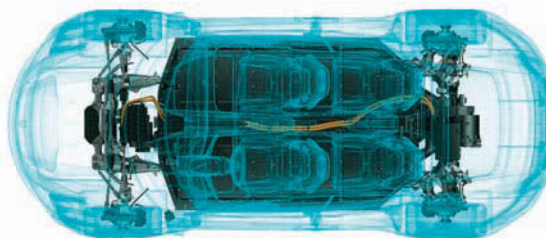
The new chargers will offer power levels up to 350kW. For context, Tesla's Supercharger network is currently being upgraded from 120kW to 145kW. An initial network of 400 of the new charging stations across Europe is planned by the end of 2017. By 2020, the network is expected to be counted in the thousands.

The network will be based on the Combined Charging System (CCS) standard. It's a direct-current technology and will enable compatible vehicles to charge in a fraction of the time required by even the fastest existing chargers. Currently, no pun intended, it typically takes well over an hour for a full charge of a big-battery Tesla Model S using Tesla's Superchargers. Using a standard UK socket you're looking at over 30 hours.

However, a tripling of charging power with the new

technology will see times tumble. That's particularly critical as a new class of long-distance EVs with ultra-high-density batteries goes on sale. The current Tesla Model S tops out with the P100D and a battery capacity of 100kWh. At 70mph, it's good for just over 300 miles.

Porsche, meanwhile, has said it plans for a usable range of 400 miles or more for the upcoming Mission E pure-electric model. However you slice it, therefore, the Mission E is going to have a battery so big, it will often be impractical to charge at home or existing charging stations.



## PORSCHE AIMS FOR 20,000 ELECTRIC CARS

Porsche is planning to shift no fewer than 20,000 of its upcoming Mission E pure-electric car in the first year of production. So says Porsche CEO Oliver Blume in an interview with German trade magazine *Automobilwoche*.

But that's just the beginning. Michael Steiner, Porsche's head of Research and Development, also revealed that the Boxster and Cayman family is being seriously considered for electrification.

Whether that's pure-electric or some kind of petrol-

electric hybrid system isn't clear. But Porsche says it wants to have those two options running in parallel with plain-old combustion engines in its line up. The idea is that Porsche will then be able to respond to whatever the market demands.

With that in mind, we wouldn't be surprised to find the 911 also being electrified on some level. A pure-electric 911 might be a long way off. But a petrol-electric model similar in conception to the 918 Spyder? Do not bet against it.

## OUR TAKE



### COULD EVS MEAN CHEAPER PETROL?

Car manufacturers are getting serious about electric cars. There's a new network of ultra-fast charging stations planned for Europe, plus a new generation of long-range EVs to use them.

Travelling hundreds of miles via an electric car will soon be thoroughly practical, therefore. The way the current energy market is constructed, it will also be dirt cheap. Electricity isn't taxed nearly as heavily as fuels like petrol or diesel.

This, we dare say, will not be allowed by the government to continue, especially if EVs really do begin to sell in the hundreds of thousands. The government will have to act to recoup lost revenue. So it's virtually a given that some new regime for taxing EVs, be that via charging stations or black boxes logging road use, will emerge.

On the other hand, if EVs really do come to dominate the market, might the incentives for taxing good old petrol slip-slide away? In the very long term, it's not hard to imagine petrol cars being banned. But just maybe there will be a brief window when a few of us diehards can enjoy our combustion dinosaurs on the cheap for a few years.







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It may not look like it, but the new RSR racer is a completely new car, sharing nothing with the previous RSR. Large parts of the body are detachable and even the roof can be removed for easy access to the cockpit. Front suspension is double wishbone



## PORSCHE'S RADICAL 911 RACER IN DETAIL

Porsche pulled the wraps off the all-new 911 RSR racer just as we went to press last issue. Now we've had time to soak up all the details, it's clear the RSR's familiar styling disguises a radical technological departure from previous 911s. And we're not just talking about the change of engine orientation.

Yes, the big headline grabber is the switch from rear- to mid-engine installation, even if it's not the first racer to bear the 911 name and offer that configuration. The 911 GT1 of the 1990s was also mid-engined but bore so little resemblance to the road car it seemed like the '911' moniker was one of convenience rather than substance. However, the new racer shares a very similar silhouette with the road-going 911.

What's not immediately obvious looking at the latest RSR is that it's actually a completely new car. The suspension, body structure, aerodynamic concept, engine and transmission have all been designed from scratch. Arguably most critical of all for the new RSR's competitiveness is space freed up at the rear for a much larger diffuser and therefore hugely improved aerodynamic performance. That simply wasn't possible with an engine slung out behind the rear axle. Porsche has also added a top-mounted rear wing adopted from the 919 Hybrid LMP1 race car for even more downforce.

The engine itself is significant, of course, since it marks the demise of the hallowed Mezger crank case, as used in some form since the very first 911s in the early 1960s. Instead, the new RSR shifts to modern direct fuel injection as well as a rigid valve drive.

"For the 911 RSR, we deliberately focused on a particularly modern and light normally-aspirated engine, as this gave our

engineers immense latitude in developing the vehicle," says Head of Porsche Motorsport Dr Frank-Steffen Walliser. "The LM-GTE regulations stipulate the absolute equality of various drive concepts, as the torque characteristics of turbo and normally aspirated engines are aligned." Outputs up to 510hp are possible, depending on the size of the restrictor used.

What's not clear is just how big a departure the new engine is from existing direction-injection flat sixes, as seen in the road-going GT3, GT3 RS and 911 R. However, the really intriguing question is whether the new 911 GT3, likely to be revealed in the coming months, will get an engine based on the new RSR unit.

Engine aside, there's plenty more that's new on the RSR. The front axle, for instance, is a double wishbone design where all 911s since the Type-996 was introduced in 1997 have shared largely the same strut solution. Then there's the body and chassis. Porsche describes it as a weight-optimised chassis in a combined aluminium-steel design with a removable roof hatch for cockpit access. Then there's a welded-in roll cage, bodywork made of carbon-fibre, a rear wing with swan neck mounts and a four-post air jack system with safety pressure valve. All told, the new RSR weighs in at 1243kg.

Speaking of the body, Porsche says the RSR's serviceability has also been significantly improved: Entire elements of the carbon-fibre body can be exchanged completely in a very short time thanks to clever quick-release fasteners.

The new 911 RSR will make its debut at the Daytona 24-hour race on January 28–29. We can't wait to see how it fares against the GTE-class competition.

Bespoke cockpit shares nothing with road going 911. Mid-engined layout allows for much bigger rear diffuser







## BUGATTI DESIGNER RE-IMAGINES THE 911

Speaking of all-new 911s and electrification, get a load of this proposal for a possible future 911. It comes from the pen, or at least the digital design board, of none other than Sasha Selipanov, whose most notable credit is the new Bugatti Chiron hypercar.

The overall shape and size of the concept puts it clearly in the same category as the 911. It's a compact, two-plus-two sporting GT car. In some ways, the concept's body evokes familiar 911 graphics and design graphics. "Sculpturally, the idea was to go back to the original 911 bodyside," says Selipanov, "less Turbo arches and more a continuous soft shoulder development."

The concept cleverly also picks up on some aspects of Porsche's very latest in-house design themes, including a four-point headlight and front fascia treatment lifted very nearly directly from the Mission E electric car concept. However, there's also something entirely alien about the design.

Apparently, it was conceived to follow the 911's example when it comes to form following function. In other words, the idea is to allow the powertrain and seating arrangement to dictate the shape of the car. It's just a digital rendering, so the underpinnings are open for discussion. But if you think about what a pure-electric 911 that retained the iconic two-plus-two seating arrangement might look like in the future, the basic proportions might end up an awful lot like this.

So the question is, if the 911 does one day stop being a combustion car with a rear-mounted engine, should it retain its existing proportions as a stylistic homage to a long-dead engine configuration. Or would it actually be more fitting for the 911's ethos to adjust the form to reflect the new function? Oh, to be a fly on the wall inside Porsche's design studios when this concept popped up on their screens.



The 911 viewed outside of the Porsche/911 design bubble. This is what Sasha Selipanov's interpretation of the rear-engined classic could look like. Selipanov is also responsible for penning the Bugatti Chiron hypercar

## PERFECTLY PRESENTED PORSCHE

While we're on the subject of digitised versions of our favourite drives, may we suggest you point your browser at Vimeo and catch an eyeful of this staggering 964 video. To the uninitiated, it will seem like an indulgent shoot of a particularly pin-sharp and factory fresh 964 Turbo S.

And we really do mean preposterously pin-sharp. The immaculate body is one thing. But rarely, if ever, will you have seen a 964 with such a pristine interior, right down to a steering wheel that looks untouched by human hand. Which, incidentally, it hasn't been.

In fact, the whole thing is a fake. Or to put it another way, it's a digital rendering of stupendous accuracy. The sheer fidelity of the materials and textures as the camera sweeps across the car and zooms in on details is nothing short of staggering.

Most impressive of all? The Serbian 3D artist responsible for the model, Djordje Ilic, achieved it all without reference to the real thing. He did it by trawling the internet for relevant resources and assets. See the results for yourself at [vimeo.com/189574263](https://vimeo.com/189574263).



This digitised rendering of a 964 takes the virtual world to new levels. Best viewed on a screen of equally high resolution





## PORSCHE PREPS ALL-NEW 911 CHASSIS

If you're still getting your head around the shift to turbocharging for the standard 911 Carrera, well, you ain't seen nothing yet. Porsche is deep into its development programme for the next, all-new 911, which has been seen testing at the usual tracks and locales across Europe. Thought to be codenamed 992, it's likely to go on sale in late 2018.

The flared arches of the test cars, which all wear Type-991 body shells, indicate a much broader track. But the big news is a brand-new modular platform, to be shared with sporting models across the Volkswagen group. That's significant enough purely for the fact that it will only be the fourth new platform for the 911 since the 1963 original. The original survived numerous refreshes until the all-new 996 arrived in 1997. The 997 of 2004 was actually a heavily reworked version of the 996. Only with the 991 in late 2011 was the third all-new platform implemented.

However, it's the idea that the 911 will have to share its underpinnings with non-Porsche models that will surely prove controversial. It's expected that derivations of the same core platform will sire the next Audi R8 and Lamborghini Huracan. The 911 will at least be the first car to use the new technology.

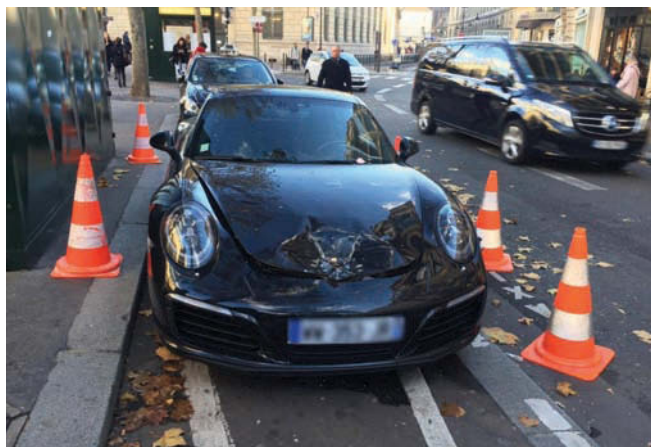
Of course, the 911 has been sharing its platform with another car since 1997. The Boxster, Cayman and 911 all share the same platform. Ironically, however, the one thing that isn't clear is whether

that will continue to be the case. Some sources indicate that the mid-engine models may shift across to an entirely separate architecture, which will itself be shared across the VW Group, including a mooted Audi R6 to slot in below the R8. If so, the Cayster's status as something of a bargain given its close relationship with the 911, which has eroded somewhat with the introduction of four-cylinder engines in the 718, will come to an end.

New 911 (codenamed 992) will use a new modular platform, to be shared with sporting models across the VW group, including the Audi R8 and Lamborghini



## BOMB SQUAD BLOWS BONNET OFF PARISIAN PORSCHE



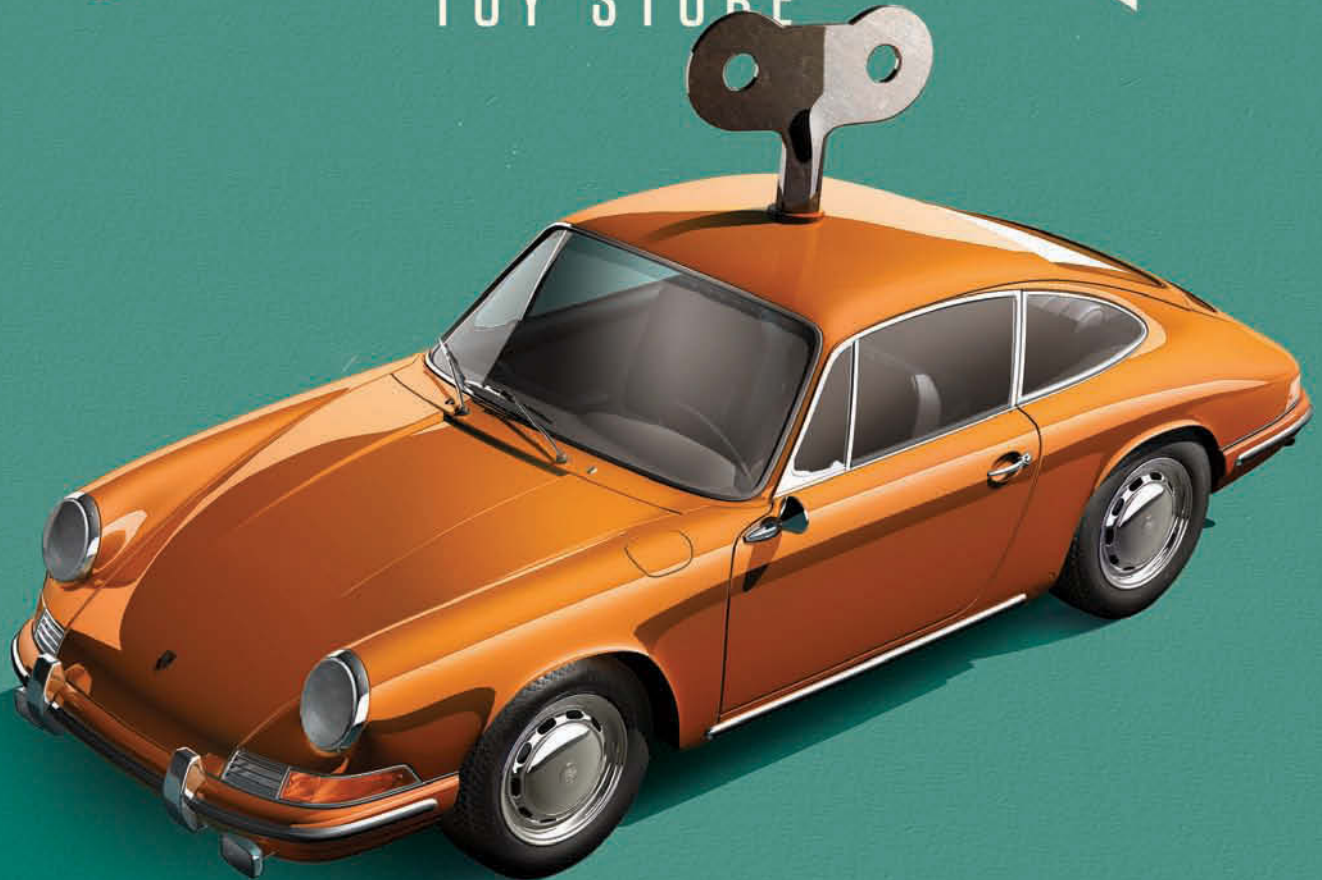
If you think parking wardens in the UK are a little overzealous, spare a thought for the French owner of a shiny new second-generation Type-991 911 Carrera. The 25-year-old parked his car on Boulevard Saint-Germain and popped into a local nightspot for a tippie or three.

Good law-abiding citizen that he was, he took a cab home rather than driving drunk. His reward? The French authorities, understandably on high security alert of late, took a disliking to the manner of his parking and deemed it suspicious. So according to local rag *Le Parisien*, the Paris bomb squad blew the bonnet off the car just to be on the safe side.

The owner admits the car was poorly parked, but says he was contacted by the authorities. After apologising and promising to retrieve the car immediately, he set off only to find the car have been detonated in any case. *Le Parisien* says the local police headquarters declined to comment. Funny, that. Anyway, bear that in mind the next time you spit your coffee when the PCN notice hits your doormat. In Paris, it can be a lot worse.



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## WEBBER REFLECTS ON RACE CAREER

The World Endurance Championship is a wrap, the 919 Hybrid has conquered and Mark Webber has been reflecting on ending his racing days at Porsche. As you expect from the gritty, up-front Aussie, he's honest about how much he's going to miss racing.

"It's a drug, direct into the vein and that's not going to be easy to give up," he says. But he also knows his time has come. "The time comes for every sports person when it's right to hang up the professional side of the sport. I have so many movies in my head that I will retire with. I'm very happy to finish in this form and looking forward to a break," he says, reflecting on the fact that he's going out as one of the reigning driver's champions in the WEC this year.

Indeed, it's been one hell of a journey for a kid from a remote farm in Australia. "When I was a kid, I'd commentate to myself on my small motorbike, imagining that I would one day race overseas. Then the whole thing happens in fast forward once it starts to go."

As for Formula 1, Webber reckons his era was pretty special, racing as he did against the likes of Michael Schumacher, Sebastian Vettel, Lewis Hamilton, Fernando Alonso and Jenson Button. Moving to Porsche after was a highlight for Webber, too. "Working with Timo (Bernhard) and Brendan (Hartley) was great," he says of the pair with whom he shared his championship-winning 919 Hybrid, while the 919 Hybrid was "a sexy, quick, dramatic car. It was all so intense and Le Mans is very special." You can see Webber's interview in full at [youtube.com/watch?v=xzuxhLr31bQ](https://www.youtube.com/watch?v=xzuxhLr31bQ).

## PORSCHE ANNOUNCES NEW WORKS RACE DRIVERS

What with Mark Webber announcing his retirement from top flight racing after securing the driver's title with Porsche last season and Nico Rosberg hanging up his F1 boots within moments of victory, it feels like a generation of drivers are legging it from motorsport. Now Porsche has confirmed big changes for its 2017 factory driver line up.

Out, therefore, go Marc Lieb and Romain Dumas, just for starters. The relatively elderly Lieb, 36, and Dumas, 38, are replaced in part by 24-year-old Porsche junior works driver Sven Mueller, who spent three years being trained by Porsche as a professional race driver and in 2016 took home the titles in the Porsche Carrera Cup Deutschland and in the international Porsche Mobil 1 Supercup.

Also new to the senior works lineup is Belgium's Laurens Vanthoor, aged 25, who won the 2010 Macau Formula 3 Grand Prix, clinched the 2013 title in the FIA GT Series and went on to pocket victories in long distance racing, including in 2014 at the Spa 24 Hours, 2015 at the Nürburgring 24 Hours and at the 12 Hours of Sepang, and the 24 Hours of Dubai in 2016. In November he won the FIA GT World Cup in Macau driving an Audi.

The final newbie is a little more mature in the form of Germany's Dirk Werner, 35, an experienced Porsche pilot. Werner competed in Porsches from 2004 to 2009. In 2006 he nailed down the 2006 Porsche Carrera Cup Deutschland title, won the GT title of the Grand Am Series in 2007 and 2009, and was awarded the Porsche Cup in 2009 as the best private driver. From 2010 to 2016 he competed for BMW as a works driver in various championships including the DTM and the IMSA WeatherTech SportsCar Championship. Meanwhile, Earl Bamber and Nick Tandy have been promoted to drive in the top LMP1 category for Porsche thus helm the 919 Hybrid in whatever revised form Porsche fields in 2017.

Porsche's new works drivers from top to bottom: Laurens Vanthoor, Dirk Werner and Sven Mueller



## DRIVE TRIBE GOES LIVE WITH PLENTY OF PORSCHE

A new web portal brought to you by the trio that dare not speak their name (OK, it's Jeremy Clarkson, James May and Richard Hammond) has gone live. Known as Drive Tribe, it's a sort of online hub for all things motoring that majors on social content. Porsche-themed posts are already a major part of the content mix.

To give Drive Tribe a kick start, over \$10 million in start-up capital has been raised including \$6.5 million from 21st Century Fox. In other words, this is not an experiment. It's a very serious stab at changing the online landscape for car enthusiasts in a big way.

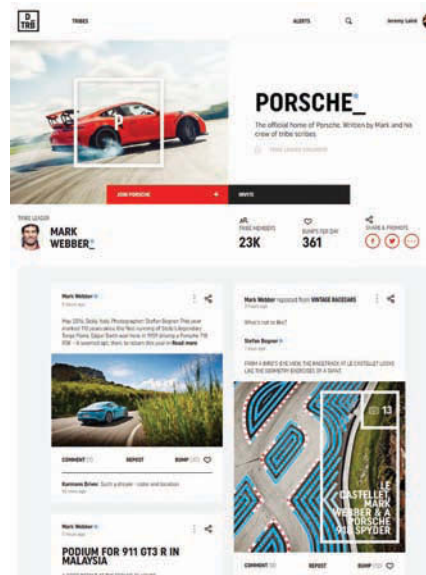
Think of it as a combination of Facebook and Instagram for cars, plus a load of primary and curated content, and you'll get the idea. Anyone can now sign up and create their own themed 'Tribe'. Porsche has its own official Tribe, lead by none other than race ace Mark Webber. But dedicated Tribes for most specific Porsche models, along with location-specific Porsche Tribes and some more esoteric Tribes associated with Porsche have been created by users.

As well as as Clarkson, Hammond and May, that pile of start-up cash has enabled the portal to snap up several other well-known UK journalists. Jethro Bovingdon and Henry Catchpole, both *EVO* magazine alumni, have been hired to create content for the portal, as has Chris Chilton, formerly of *Autocar* and *Car* magazines.

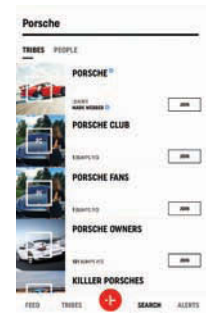
Precisely how involved the terrible trio of Top Gear fame will be and whether they are merely the faces of the project rather than intimately involved in its conception and design isn't clear. All three have profiles on the portal, but they are fairly thinly populated with mostly throw-away posts rather than any significant content, which is perhaps to be expected given they are also in the middle of producing the new Grand Tour series for Amazon.com.

If you're wondering why you'd use Drive Tribe as opposed to an existing web forum, Drive Tribe's chief executive Ernesto Schmitt would argue that it comes down to the way the portal shares content and connects you with other enthusiasts. The outfit has hired a team of 40 coders to create what's claimed to be a unique algorithm to serve user-generated content to each Tribe and via social media feeds.

"We use the power of the machine to figure out exactly what kind of content fits with what individual. We have invested a lot into machine learning, it is a platform that can have infinite combinations and permutations around who receives what content. It then presents that content where users are without friction, which is primarily on their social media timelines," says Schmitt. There is, inevitably, also a Drive Tribe smartphone app. Whether all that will prove more compelling than arguing with strangers on internet forums about PDK versus manual or natural aspiration versus turbocharging, only time will tell. See it all for yourself and sign up at [drivetribe.com](http://drivetribe.com).



Drive Tribe is both website and app. The latter resembles the apps for several general-purpose social networks, including Facebook and Instagram. There's an auto-generated feed of new posts, an index of the Tribes you follow, tools to find new content and the ability to post images, text and video to your own Tribe or Tribes you have joined





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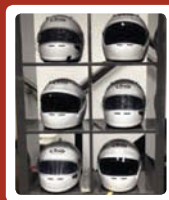
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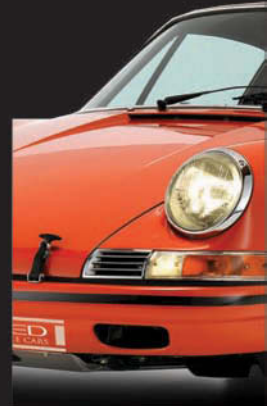
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# ARE YOU EXPERIENCED?

Porsche opens new \$60-million Experience Centre and USA Motorsports HQ in Los Angeles. We blagged our way in for the launch, with Porsche top brass and full line-up of racing legends and celebs

**Words:** Matt Stone **Photography:** The author and courtesy Porsche Cars North America

**P**orsche has doubled down on its customer outreach and Motorsport HQ investment in North America, with the grand opening of its sparkling new Experience Centre in Carson, California. It is similar in concept to other Experience Centres, allowing current and potential Porsche customers an opportunity to improve and expand their driving abilities, while also getting much more than an

“around the block” test drive of a variety of new Porsche models, and immerse themselves deeper into the Porsche brand and history, all outside of the dealership environment with no sales pressure. Carson, California is a primarily industrial suburb of Los Angeles, just a few miles from Los Angeles International Airport, and about a half hour south east of Hollywood. The 53-acre property, located at the intersection of the 405 and 110 Freeways,

was a former golf course that was well past it; the legal and planning approval, design, construction and finishing of the project took nearly five years. The official media launch, and gala public grand opening, took place on the evenings of the 2016 Greater Los Angeles International Auto Show, on November 14 and 15.

Impressively, the entire Porsche Executive Board of managers travelled from around the world to attend, speak and to

Above: Impressive huh? Impressive enough for Porsche to fly in most of its top team from Germany. Opening also coincided with the LA International Auto Show, which guaranteed most of the world’s motoring press was in town, too



Far left: Dr Wolfgang Porsche himself cut the ceremonial red ribbon. Left: Race legend, Derek Bell, with Chad McQueen, son of Steve, with 917



“ If California were a country, it would be Porsche’s fifth largest market ”



cut the ceremonial red ribbon including Dr. Wolfgang Porsche himself. “This is a significant milestone for Porsche, as we further expand our presence in the United States,” said Oliver Blume, Chairman of the Executive Board of Porsche AG. Our decision to open a second Experience Centre in North America underscores our commitment to the largest sports car market worldwide.” If California were a country, it would be the fifth largest market, accounting for 23 per cent of Porsche vehicles sold in the United States; you may recall that the original Porsche 356 Speedster was aimed primarily at the SCCA road courses of North America, and also raced successfully by two of

Hollywood’s best and brightest racing actors, James Dean and Steve McQueen. Not to be understated is the establishment of Porsche Motorsport of North America in the new facility; previously, Motorsport had been housed in a too small and somewhat dated industrial complex in nearby Costa Mesa. We were initially surprised that the new PEC doesn’t house a Classic Centre, although we hear quietly that it’s in the plan and will be under development soon. Visitors to the PEC LA can enjoy instructor-led, 90-minute experiences on the driver development track in Porsche sports cars. The eight training modules include two handling circuits, an ice hill, an off-road

course, a dynamics area, a launch control and acceleration straight, as well as a low friction handling circuit, low friction circle and “hydraulic kick-plate”, encompassing about 4 miles of courses. Several of the corners and passages of the handling circuits (they are not racetracks, nor allowed to be called by that name) replicate famous corners and passages from important circuits around the world; for example, one long sweeping corner is fashioned after the world famous Karussell at the Nordschleife. The “launch control and acceleration straight” is more than a mile long, enabling you to safely launch the car in an accelerative test fashion, and come to near

Handling circuit, with low-grip, polished concrete surface is ideal for getting to grips with car control



Left: World Endurance Championship dominating 919 Hybrid made a guest appearance. New Centre also houses Porsche’s North American motorsport activities





top speed in several Porsche models. The courses are highly technical, mostly late-apex tracks with enough speed potential to still be very exciting. Particularly challenging are some of the low speed, low traction exercises. One course is finished entirely in polished concrete, allowing massive tire out oversteer at 15–20 miles per hour.

on. Naturally there is a challenging off-road course for demonstrating the capabilities of Porsche SUVs.

Besides several large “event space” areas, the main building houses a variety of office and conference rooms, the Motorsport garages and parts stocks, an elegant gift shop, the 917 fine dining

PECLA can also be reserved for meetings and other private events. There are no dealer facilities on site.

The gala grand opening on Tuesday, November 15 was quite the do. The place was lit up like Versailles, with a celebrity red carpet, paparazzi, and dozens of great cars on display. The Porsche AG Executive Board was on hand, circulating and quite approachable, as were motorsport celebs Derek Bell, Patrick Dempsey, Tommy Kendall, Hurley Haywood, Chad McQueen, Danny Sullivan and Hans Stuck Jr, and likely a few more we missed in the considerable crowd. The striking and elegant Maria Sharapova, Porsche Brand ambassador, also attended, recently off an ill-considered suspension from professional tennis, who smiled, posed for selfies and shook every hand presented to her. A lovely young woman and a class act.

With absolute respect to Disneyland, for Porsche people, the new Experience Centre Los Angeles may just be The Happiest Place on Earth. **PW**

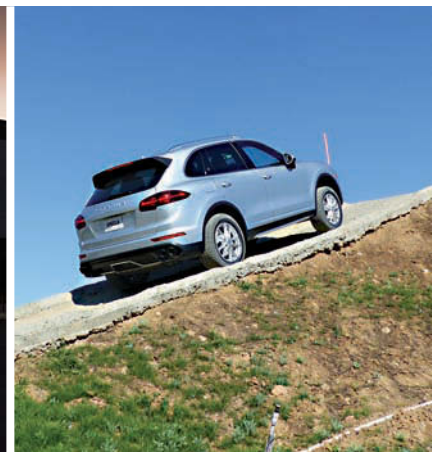
Circuit takes its inspiration from many of the world’s great tracks. This banked corner mimics the legendary Karrera at the Nürburgring

“ Gala night was quite the do. The place was lit up like Versailles ”

The “ice hill” and “kick plate” courses are paved with a coating of polypropylene rubber, which is constantly wetted by a recycled water sprinkler system; it simulates the grip levels, or lack thereof, of glare ice. Imagine cornering and climbing a modest hill in your Turbo under those conditions; the surface is so slick, it isn’t safe to walk

restaurant, a racing simulator lounge and the Speedster Café, a European style “grab and go” bakery and coffee shop. Commonly on display are an assemblage of Porsche Museum collection cars, customer cars and racing cars. The facility and restaurants are open to the public most days, although driving courses must be booked in advance.

**CONTACT**  
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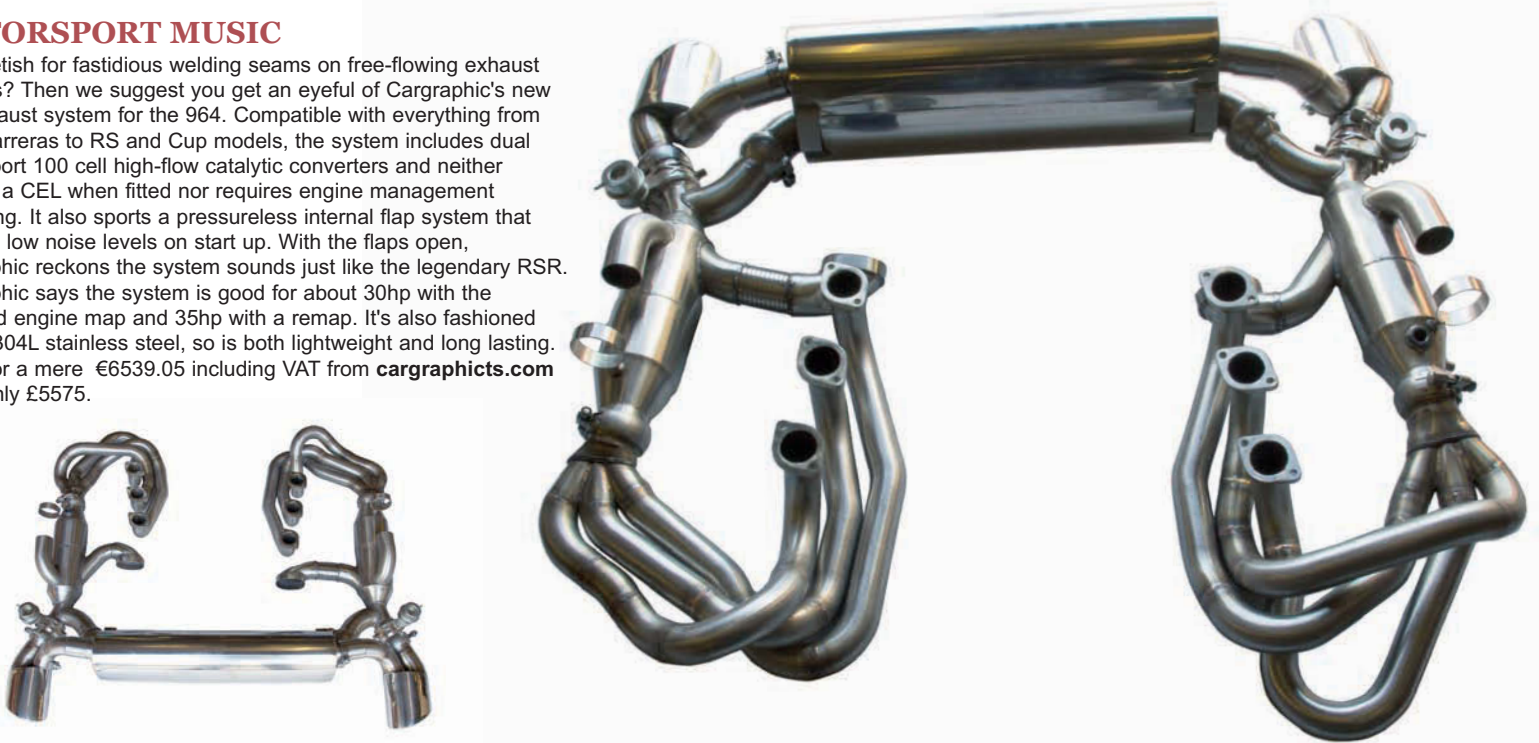
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Got a fetish for fastidious welding seams on free-flowing exhaust systems? Then we suggest you get an eye-ful of Cargraphic's new GT Exhaust system for the 964. Compatible with everything from plain Carreras to RS and Cup models, the system includes dual motorsport 100 cell high-flow catalytic converters and neither triggers a CEL when fitted nor requires engine management reflashing. It also sports a pressureless internal flap system that ensures low noise levels on start up. With the flaps open, Cargraphic reckons the system sounds just like the legendary RSR. Cargraphic says the system is good for about 30hp with the standard engine map and 35hp with a remap. It's also fashioned from T-304L stainless steel, so is both lightweight and long lasting. Yours for a mere €6539.05 including VAT from [cargraphicts.com](http://cargraphicts.com) or roughly £5575.



## FAIRLY AFFORDABLE FUCHS

Fuchs fans rejoice. Cargraphic has cooked up a new range of fairly affordable replica wheels. Available in both 15-inch and 16-inch, the wheels are compatible with air-cooled 911s, 914, 924 and 944 models. The 15-inchers kick off with 6J items with an ET36 offset and extend all the way to deeply dishy 11J ET27 monsters. The 16-inch alternative starts at 6J with an ET36 offset and tops out at 9J ET15. Common to all is the polished rim and matte-black wheel star, plus a three-year warranty and German TÜV certificate. Centre caps and mounting materials are not included, but the wheels are fully compatible with factory caps and wheel bolts. Prices start at €220 a pop for the smallest 15-inch option or £187 including VAT, while the epic 11-inch wide 15-inch monsters rock in at €660.45 or £563. Grab yours from [cargraphicts.com](http://cargraphicts.com).



## GIVE YOUR GT4 A LIFT

Are the big wings Porsche fits to its GT cars really for go? Or are they mostly for show? Our American cousins at Porsche tuners BBI Autosport have a handy little tweak that removes all doubt from the equation. For the Cayman GT4, at least. Their new GT4 rear-wing supports raise the rear wing by 80mm over the standard car. The idea is simple enough. Lifting the wing makes it much more aerodynamically effective. Which is why you'll often see competition Porsches with very high rear wings. Hewn from precision CNC-machined 6061-T6 billet aluminium, BBI says the supports are finished with a durable hard anodised flat-black surface and are simple to install with no drilling or cutting required. What's more, the supports are designed to be compatible with the GT4's OEM weather seals. Pricing is TBC but you can find out more from [bbiautosport.com](http://bbiautosport.com).







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### AIR-COOLED AWESOMENESS

How about this 1:18th-scale slice of Porsche perfection? It recreates the 3.8-litre RS raced in the 1996 Porsche Supercup by Harald Grohs and begs the question of whether this last air-cooled and naturally-aspirated RS is in fact the finest 911 of them all. Wrapped in what some see as the prettier narrow-body shell, but with some added aggression from the aero package, it certainly offers a unique combination of timeless engineering courtesy of a core body shell that dates back to 1963 along with modern know-how in the form of the advanced multi-link rear axle and the most powerful ever air-cooled flat six with natural aspiration to leave the Porsche factory. Head for [racingmodels.com](http://racingmodels.com), pick one up for £90 and ponder this critical conundrum at your leisure.



### RALLY REP

Call us a bunch of desiccated old codgers, but we can't help sensing the golden era of rallying is behind us. After all, what would you rather watch? A rear-drive 911 dancing along a dirt track, the pilot's arms all a twiddle and scored by that soulful, unmistakable howl? Or a four-wheel drive modern machine pin it out of tight corners with near perfect traction as the chirps, flutters and chunters of the anti-lag system kick in? Quite. We give you, therefore, this delightful 1:18th-scale model of none other than Gerard Larrousse and Jean Claude Perramond's gorgeous 911S, as entered in the 1970 Monte Carlo rally. Made in resin by Minichamps, everything from the subtly flared arches to the full race livery is recreated in exquisite detail. It's yours for £158 from [racingmodels.com](http://racingmodels.com). There's also a 1:43rd-scale option for £46.



### MARTINI BY MINICHAMPS

While we're sniffing corks and waxing nostalgic about bygone eras of competition cars, pose yourself this problem: 40-odd years from now, will we be poring over scale models of obscure racing cars based on the Type-991 911? Somehow, it seems unlikely. There's a romantic aura about '70s racers that's hard to imagine the modern stuff replicating, even in time. Enter, therefore, this delightful 1/18th scale model. It recreates the period 911 driven by Dutch duo Herbert Muller and Gijs van Lennep to 9th place overall and first in class in the 1973 1000km of Dijon. That's a pleasingly esoteric alternative to the Le Mans and Monte Carlo Rallies of this world. Plus it's an RSR with Martini racing livery. What more could you ask for? Anywho, this highly detailed resin model made by Minichamps is available from [racingmodels.com](http://racingmodels.com) for £155.





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## '70S STYLE

What is it about those iconic red-and-blue stripes that's so compelling? Williams are currently nowhere in the F1 pecking order, especially when you consider the team's illustrious record and the fact that they run the best engine package. But the simple addition of Martini livery for the past few seasons has ensured that Williams is probably the only team in the increasingly commercial paddock with any real romantic allure. If that rings a bell, you might fancy this official Martini Racing jacket in classic '70s style. Replete with period stripes and logo, the exterior shell is fashioned from weather-proof polyamide, while the lining and padding are polyester. The collar is adjustable, it has two zippered pockets and the final flourish is a special pocket for pit-lane passes. Nice. Get yours from [selectionrs.com](http://selectionrs.com) for €149.95 including VAT or £128.



## GT3 AURAL AUGMENTATION

Heads up to 991 GT3 fans looking for a sonic boost. Milltek Sport has released their latest effort at aural augmentation, namely a cat-back system for Porsche's most modern GT car. The core of Milltek's system involves a silencer-delete assembly. Manufactured in aerospace-grade, non-magnetic stainless steel, the system neatly removes the centre silencer assembly present in the factory-fitted equivalent and yet retains the side silencers essential for compliance with UK noise regulations, plus the Porsche exhaust valve assemblies. The cat-back system can be specified in a number of different configurations, with the option to re-use the OE Porsche trims or replace them with Cerakote black GT-100 trims, Polished GT-100 trims, or Titanium GT-100 trims. Pricing varies, so head for [millteksport.com](http://millteksport.com) to find out more.



## IT'S MARTINI TIME

If you're a sucker for Martini clobber but a jacket is a little obvious, how about this wrist rocket? The Racing Chrono 24 by Omolagto Watches is hand made and claimed to have sufficient robustness for everything from daily use to, naturally, endurance racing. The core construction of the case is stainless steel with heavy-duty IP plating to achieve the black finish. The movement, meanwhile, is a precision quartz affair from the Japanese outfit Miyota and adjusted via a screw-down crown. The strap is leather with Martini-themed red and blue contrast stitching, natch. Overall the watch's diameter is 45.5mm, and the strap 22mm wide. It's also waterproof to 10 atmospheres or 100m and comes complete with a two-year warranty and a luxury presentation box. It's available now from [selectionrs.com](http://selectionrs.com) for €349.95 or £299.



## ONE FOR YOUR BUCKET LIST

Recaro buckets and Porsche sports cars are peas in a purist's pod. After all, could you imagine the likes of a 964 RS fitted with anything other than the Platonic perfection in sporting Porsche pews that is the Recaro Pole Position? We didn't think so. More recently, Recaro's efforts have been fitted as standard to models including the Carrera GT, 997 GT3, 991 GT3 Cup, 991 GT3 R and 991 GT3 RSR models. With all that in mind, we can announce that Porsche specialists Jasmine Porschalink have recently been appointed as distributor for Recaro Automotive Seating products, which could well prove handy if you're considering a pair of buckets for your Porker and would prefer to avoid the pitfalls of compatibility. To find out more about the available options for your car, drop them a line at [info@jasmine-porschalink.co.uk](mailto:info@jasmine-porschalink.co.uk) or call 01282 697171.





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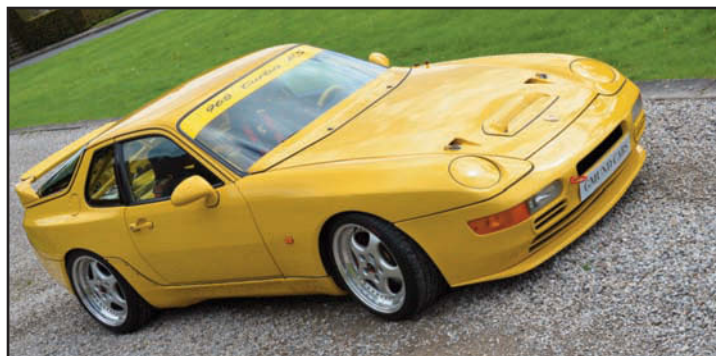
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# LETTERS

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



## CHOICES, CHOICES...

I read with interest the feature in your January 2017 issue about the supercharged 964 Cabriolet (*Blowing in the wind*, pages 84-on). I have a similar car myself, along with a 996 Turbo Tiptronic, two cars which I enjoy immensely. They are, of course, horses for very different courses – the 996 Turbo is close to being the ultimate trans-continental express, while the 964 Cab is a simply wonderful summertime tourer.

I have frequently pondered on the idea of increasing the performance of the 964, but was always concerned on two points: one is whether the Cabriolet would suffer from a lack of rigidity, and two, which would be the best way to increase engine output? On the latter point, there appear

to be three options, namely supercharging (as per the featured car), turbocharging or installing a larger engine, such as a 3.8-litre 993 unit.

It would appear from what you have written that the 964 Cab bodyshell is fully man enough for the job but, hand on heart, what were your true feelings on the matter? I'd hate to carry out expensive mods only to find the car suffered from the usual problems associated with 'flexible' open-topped bodyshells.

With regard to the engine conversion, I am still unsure about the best option. I have never driven a supercharged Porsche, and the only turbocharged ones have been original factory-built models, such as a 944 Turbo. I can see the

appeal of a 3.8-litre conversion, though. A simple engine swap has to be the most straightforward option, but is it the best?

I would welcome your input on this, having presumably driven rather more Porsches than I have. It will be a big investment and I don't want to spoil what is already a great car.

**Peter Robbins, via E-mail**

**Keith Seume replies:** *Well, having spent a day at the wheel of the car in question, on some of the most demanding roads in the UK (Dartmoor brings out the best – and worst – in any car), I can most certainly vouch for the rigidity of the bodyshell, although it is fair to say that the custom-built roll-bar most certainly had a lot to do with that. The secret is probably not to get too adventurous with suspension settings – think road, not trackday... As for the engine conversion, for me it would be a toss up between the supercharger and the 3.8, with the blower coming out on top. I loved the instant torque – and that sound!*

## IT'S A CONSPIRACY!

I really enjoy reading the section on your staff's project cars, as the reports tend to tell the warts and all story of real life with a Porsche. It is all too easy to be misled into believing that you can buy a 911 (or a 924/944), fill it with fuel every now and then and sit back to enjoy the admiring glances from other road users. But, of course, life isn't like that. Porsches, like all cars, cost money to run, and can cause you anguish – I'm sure your own Mr Seume knows all about that with his project!

But what I was wondering is if there is some kind of conspiracy going on – after all, you now have no fewer than four 996s on your fleet! Is this the work of a secret society that's been formed to try to boost the values of these first generation water-cooled 911s? A sort of Masonic lodge for owners of Porsches of lesser value?

I jest, of course, as I think it is great that everyone involved with your magazine actually owns and drives a Porsche – how many other magazines can boast of that? (*None, I believe – KS*)

Hats off to the team at *911 & PW* for putting their money where their mouth is (or should that be 'mouths are?'). It makes the content of the magazine as a whole so much more believable, with staffers' opinions and writings based on experience.

**John Holt, via E-mail**

## WHY SO FEW MODIFIED 993S?

I have been a regular reader of your magazine almost since day one, and look forward to it arriving in my letterbox every month. Generally I enjoy features on modified cars most of all and this has made me think.

There have been plenty of features over the years of 'hot-rod' early 911s, and in recent times it is becoming clear that the once-forgotten 964 has become a popular choice among those who wish to 'improve' what the factory offered. The 996, too, seems fair game, although this I can understand thanks to the relatively low value of older or high-mileage examples. It does strike me, though, that the majority of these early water-cooled cars tend to receive cosmetic attention more than anything else.

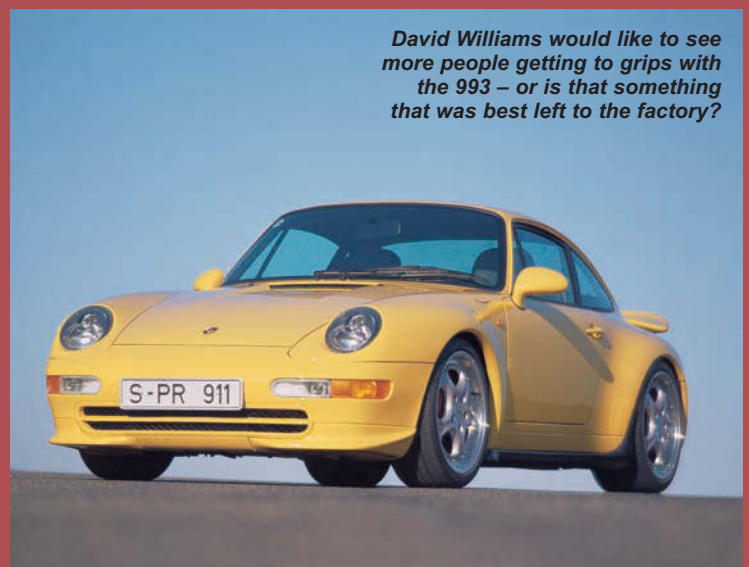
But what about the 993? There

seems to be a distinct lack of modified examples – yes, we see the occasional RS copy but for the most part 993s seems to have escaped the attention of the hot-rod enthusiast.

For my part, I think that a 993 C2 would make the perfect candidate for a lightweight road-burner, or trackday special. Or is it that the base cars are currently just too expensive?

**David Williams, via E-mail**

**Keith Seume replies:** *I think you've hit the nail on the head. Unlike the 964, which used to be relatively inexpensive, and the 996, which still represents incredible value for money, the 993 has tended to hold its value well. However, I suspect we'll start to see a few more under the 'knife' as people look for new avenues to explore. I hope so...*







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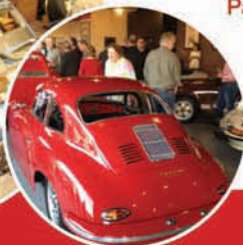
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# THE USUAL SUSPECTS

Quick as a flash, our man Davies has some personal comments on Editor Bennett's words in these pages last month, adds a tale to our Brumos Collection story, and has a moan about scheduling of next month's historic motor sport shows. Can we be any more up to date than this?

## PORSCHE'S 'FAMILY'

Editor Bennett had much to say about the current crop of 'petulant teenagers' and similar but slightly older superstars in modern, top-flight, motor racing ('Usual Suspects', last month) but came down in favour of recently retired sportscar hero Mark Webber. Mark, our man said, was a typical down to earth Aussie, no airs and graces, who would 'take his place in the pantheon of Porsche legends'.

I looked up the word in the Oxford Dictionary to find in general terms it means 'temple'. I reckon Steve B is right; Webber has achieved a lot for Porsche. Now he's part of a family of greats which includes (in no particular order and in no way a complete list) Hans Herrmann, Derek Bell, Richard Attwood, Jochen Mass, Walter Rohrl – and not forgetting Hurley Haywood, also featured in last month's issue.

Porsche, of course, was for very many years primarily a family business, which is almost certainly why it values highly those who have helped to make its wonderful history and now continue as ambassadors

for the marque. Once part of the family you remain part of the family, and you are not forgotten.

I hadn't before realised the significance of these ties until they were well demonstrated to me when I visited the Old Timer Grand Prix at the Nürburgring in 2013 to watch the naming of a corner after Stefan Bellof, who posthumously holds the all-time lap record for the Nordschleife set in 1983. (For those who want to know: 6mins 11.13 secs/125.56mph, but more importantly 202.073kph – the first car to break the 200kph barrier – in qualifying, and 6mins 25.91secs/120.75mph or 194.33kph in the race itself.)

Stefan died in a well-documented crash at the Spa-Francorchamps in 1985. He was most certainly the fastest of Porsche's Group C drivers of the time, and was world endurance champion in 1984.

In 2013 many members of the Porsche 'family' were there for the naming of the 'Stefan Bellof Curve' – Derek Bell, Jochen Mass, Hans Stuck Jnr (all part of the

Porsche team of Bellof's day) and many of Stefan's relatives including his father and mother, brother, and former girlfriend.

Also present was someone I knew well, retired former head of Porsche Press Relations, Manfred Jankte, who explained how Porsche had taken Stefan's family into their own and supported them ever since the accident. Manfred's own presence at the 'Ring was another example of how Porsche does not forget its loyal servants. I am sure that Mark Webber is aware that he is joining a unique group, and I'm also sure we will see a lot more of him alongside other members of that pantheon.

Incidental fact: Porsche 956.007 that Bellof drove – and crashed during the race – at the Nürburgring in 1983 was later rebuilt and owned by Al Holbert (see right) before it passed into the hands of a UK collector, Chris Crawford, to reappear at that special ceremony in 2013.

Historical note: The first pantheon was built in Rome about AD125 and dedicated as a 'temple to all the gods'.



PAUL DAVIES  
911&PW's roving reporter



Racing legend, Derek Bell, without doubt a member of the Porsche racing 'family'



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



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## HURLEY HAYWOOD – GREAT CHAP!

The fascinating look into the Brumos collection at Jacksonville, Florida, in the past issue, and the fact that writer Matt Stone had a guided tour around the (secret location) building by none less than the team's most famous driver, Hurley Haywood, prompts me to retell my story about the man.

I'm afraid to say I've never met Hurley face to face, despite the several drives he had with Rothmans Porsche whilst I was handling press relations for the Group C team; I guess I was covering the cigarette company's rallying or motorcycling racing interests during those events – but I can tell you I rate him a right-on, first-rate, good guy. Here's why.

A Canadian artist produced an illustration of the famous 1-2-3 finish at the 1982 Le Mans 24 Hours, and two copies came into my possession. As the '86 season rumbled along I realised this was to be the last full year for the team and so set out to get signatures of all seven drivers at that race on one of the prints.

Seven? Back then teams usually fielded two drivers per car, but Porsche technical man Jurgen Barth joined Haywood and Al Holbert as a one-off in the third placed 956. Through the year I acted as 'autograph hunter' seeking not-too-embarrassing (for me) moments to get them all to sign.

When the task was half complete, Jacky Ickx unintentionally mucked up one print, by

trying to make a personal dedication and misspelling my name! So it was start all over again, and like the World Endurance Championship of that year it all went down to the wire at the 1986 Japanese season-finisher at Mount Fuji circuit.

As Rothmans staff had a 'fire sale' of surplus promotional clothing in the paddock to all and sundry Al Holbert signed, but I still only had six names; Haywood was not racing in Japan. Luckily Al realised my predicament and offered to take the print back home to the USA and get his long-time racer friend to give his signature.

When the pair next met Hurley added his name and then posted the completed work of art (as by now it had surely become!) back to me. I still have the print with all seven signatures, but sadly Al Holbert was to lose his life in an air crash two years later. Two great chaps in fact, Hurley Haywood and the late Al Holbert.



## GOOD DAYS OUT GET DIFFICULT

Life gets confusing doesn't it? For years I've had the February date for Race Retro in my diary knowing I'd be treated to a really good day out grazing the exhibits and meeting up with old friends. Not forgetting, of course, an amble around the massive but always exceedingly chilly autojumble site, and a wistful gaze over the cars in the attendant auction.

Now it seems things are not so simple. Not only do we have Race Retro taking place at Stoneleigh Park, near Warwick, on February 24–26 this year but further south, at London's ExCel exhibition centre, we have Historic Motorsport International and its attendant London Classic Car Show. All

of them on the same blinking date!

Yes, the UK may have space for two shows majoring on historic motor sport, but do they have to take place on identical days? Is this a prime case of poor planning, or is one trying to kill off the other? Either way exhibitors can only be in one place at the same time and we the public are the ones to suffer.

But let's be impartial. Historic Motorsport International is promising us special displays to mark the 50th anniversary of both Formula Ford and the Cosworth Ford DFV grand prix engine, whilst the London Classic Car show offers daily parades of classics within the exhibition centre.

Race Retro, meanwhile, reckons to have more competition cars on display than ever before, plus motorcycles, plus live action from Group B rally cars – they also said Group C rally cars, but that's news to me – plus that autojumble, and the three-day Silverstone Auctions auction for those looking to perhaps pick up a bargain or enter a bidding war.

OK, you could do both, but that means a frenetic and expensive weekend. All I can say is I've always enjoyed Race Retro, which this year celebrates 15 years of existence, and parking is a darn sight easier at Stoneleigh than in central London, so it gets my vote. See you there.

The Historic Motorsport International Show/London Classic Car Show and Race Retro Show in Warwick are sharing the same weekend, which seems slightly mad, given that it's a quiet time of the year for such things







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# SURVIVAL OF THE FITTEST

Owned since new in 1974, Denele and Roger Somshor-Walsh's 911 Targa has recently been put back on the road after 13-years laid-up. They're now back behind the wheel and enjoying every moment

Words: Garry Melnyk Photography: Rob Hislop

**A**mong the twists and turns along the journey of life is the one which leads to a fork in the road. For Denele Somshor-Walsh the dilemma was whether she would have to part with her long-time ride. Denele, a resident of Edmonton, Canada has issues with her left hip which is key to shifting gears in her beloved 1974 911 Targa.

The story really begins a few decades ago when Denele was a young educator newly married to Roger, a career member in the Royal Canadian Mounted Police. Denele had become a fan of small sports cars owning a couple of Mustang convertibles, while Roger had a 1970 Mustang and later a Corvette convertible. She will also tell you that fast cars are in her blood because of her Icelandic/German ancestry. Movies featuring sports cars also captured her imagination as did an old

Porsche she spotted in the Rocky Mountain resort town of Banff. In 1972 Denele bought a Volkswagen Beetle as a daily driver but it wasn't long before the Beetle didn't seem like enough car to satisfy her passion for driving.

That's when Denele started doing some research. In a Mercedes brochure nothing really excited her and only "boring colours" were offered. Denele is passionate about green. So it's no surprise a bright green coupe in the 1974 Porsche brochure got her attention right away. She and Roger agreed the 911 was her sports car of choice. She obtained a bank loan and soon after the couple went to a Volkswagen dealership to fill out the order form. (At that time Porsche did not have its own dealership network across Canada.) A fan of top-down motoring, Denele really wanted a convertible but of course such a model did not exist in Porsche's model lineup, so a

5-speed 911 Targa was deemed the best compromise. Denele also insisted on the Viper Green paint colour. For whatever reason this didn't sit well with the female sales person who tried to talk Denele into India Red (AKA Guards Red). Denele was undeterred and green (code 137) it was with standard black Leatherette trim and black twill seat inserts. Other options were carefully chosen including a front curb guard, not something normally seen on 911s of that era. The Targa arrived in May 1974 missing emblems, the jack, radio, air pump and a pint of touch up paint. Roger believes those pieces disappeared after the car was unloaded at the port in Halifax. The Frankfurt Blaupunkt AM/FM radio was originally ordered, but Denele took a basic AM radio to replace the stolen stereo. Once all the other parts were replaced the Targa was delivered, creating quite a sensation at the Edmonton Volkswagen dealership as

Denele and Roger Somshor-Walsh and the 911 Targa that Denele bought new in 1974. It really is part of the family and, in 1974, something of a rarity in native Canada



Rob Hislop  
Photography



911 Porsches were a rare sight on Canadian roads back then.

From that day on, Denele and Roger enjoyed the Targa as a special/weekend driver. As a school principal, Denele rewarded outstanding students at the end of the school year with a ride in the Targa to the lunch spot of their choice. There were also many highway trips with Roger in western Canada and two road trips into Washington State and Yellowstone National Park in Wyoming which Denele made on her own. Over the years only one breakdown brought the Targa to a halt; a fuel pump near Field, British Columbia resulting in the car having to be towed all the way back to a repair shop in Calgary. Unfortunately the tow truck driver (who named the Targa "Hildegard") gouged the centre of the front bumper during the process. That souvenir remains to this day.

For two years Denele and Roger lived apart so she could work toward her PhD in Education. Trips to the town where Roger was posted were made regularly and the 2.7 litre engine was eager to run flat out. As Denele told me with a gleam in her eye, "I would have the speedometer up to as high as it would go."

By the mid-nineties the couple were getting busy with many interests including horses, travel and drag racing. This left the Targa spending less time on the road. From 2003 onward and now only 40,787 miles on the odometer, the Targa sat covered in a corner of the garage. "They were all pleasure miles" said Denele in a reflective mood. But life was busy and it wouldn't be until 2015 when the couple, after talking annually about getting the Targa running, finally decided they had to get Hildegard on the road again. A growing issue related to the car was a problem with Denele's left hip. By 2015 pain was becoming more regular and the nagging question was would she ever be able to drive her beloved Targa as she had. "I've got to feel comfortable driving her. I just don't want anything to happen to her."

The Walshes approached Eurasia Automotive of Edmonton to get the Targa running again. Eurasia has been in business since 1982 and has built a solid reputation of quality work among German car owners in the city, especially those who drive Porsches. Service Advisor Wayne Colwell first met with Denele and Roger to explain the process, associated costs and learn what they wanted to achieve. He kept them updated as the work progressed.

Service manager Ralph Buchsdrucker was excited about his team bringing an old Porsche back to life. "When you get a car like this, that is like dessert." Seasoned mechanic Ron Morandin with 36 years of Porsche experience was tasked with bringing the lifeless Hildegard back to running condition. When I met Ron I could see he was excited to do so. The car attracted the attention of the shop's younger technicians and more than a few customers who were around.

Ralph says this wasn't an overwhelming assignment as it wasn't a restoration, just a means to "get it running again." Once the go ahead was given it didn't take long for Ron to find out the worst and most expensive problem – a rusted fuel tank.

The '74 911 Targa is very much of its time. The bold Viper Green paintwork suits the impact bumper look and 'cookie cutter' wheels were standard to the Fuchs option



“ I would have the speedometer up to as high as it would go ”



Above middle: Interior is in great shape. Right: 2.7-litre engine was internally fine despite its many years laid-up. The fuel system did, though, need recommissioning and in particular a new fuel tank was required





## HISTORY

Known as the G Series 911, the heavily revised 'impact bumper' 911 was introduced in 1974. The radical bodywork revisions were essential for US crash regulations and Porsche made a better job of it than some (rubber bumper MGB anyone?).

Base models, like Denele and Roger's, made do with just 150bhp from the 2.7-litre engine, while the S has a more wholesome 175bhp. This was a lot to do with the requirement for the engines to be able to run on low octane US unleaded.

Of course the G Series cars found their mojo, with the Carrera 2.7 and then Carrera 3.0 and subsequent SC and 3.2 models, running to 1989.

Ralph says the tank was rotten on the inside with the baffles rusted and the remaining fuel the colour of blood. Right away he knew the tank was not viable for relining and a new one was ordered from Germany. But the project didn't come to a halt, Ralph had the fuel tank out from his own 1974 911 so it was used for Ron to continue assessing the Targa's needs and eventually getting it started once fuel hoses were replaced along with the fuel sending unit and fuel filter. The fuel distributor and fuel pump were both cleaned of varnish from the old fuel.

Prior to storage Denele and Roger had the Targa serviced but Ron found a problem with the alternator so a replacement was found along with a new battery and windshield washer pump. The spark plugs were fine and there was no need for a valve adjustment. All fluids were flushed. The new fuel tank arrived in a matter of days.

After all the service work was completed,

Ralph himself got behind the wheel and gave it a passing mark saying "It is a survivor, well preserved and drove wonderfully, other than the clutch being grabby." He describes the Targa as one that has to be driven "deliberately". In other words shifting gears is done with some

In the shop for a month, Roger drove the Targa home and soon after Denele got behind the wheel cruising through her neighbourhood but avoiding busy roads. The car sounded delightful with the raspy exhaust note that 2.7-litre, air-cooled 911s from the seventies were known for. As

“ It's not a special car historically; it's special in its condition ”

effort and the steering has a feel not unlike many sports cars of the same era.

Ralph is of the opinion the Walshes should enjoy the Targa and keep it original. "It's not a special car historically; it's special in its condition and the story behind it. My hope is they can drive it for many years."

photographer Rob Hislop did his job, I chatted with Roger and Denele and eventually asked if the Targa was going to stay or would be given up. Roger's prompt response with a reference to the cost of reviving the car was that it would be with them for a long time. **PW**



Above: In Canadian/US parlance, Denele and Roger's 911 Targa is what's known as a 'survivor.' Left: At Eurasia Automotive in Edmonton with technicians Ralph and Ron (kneeling)

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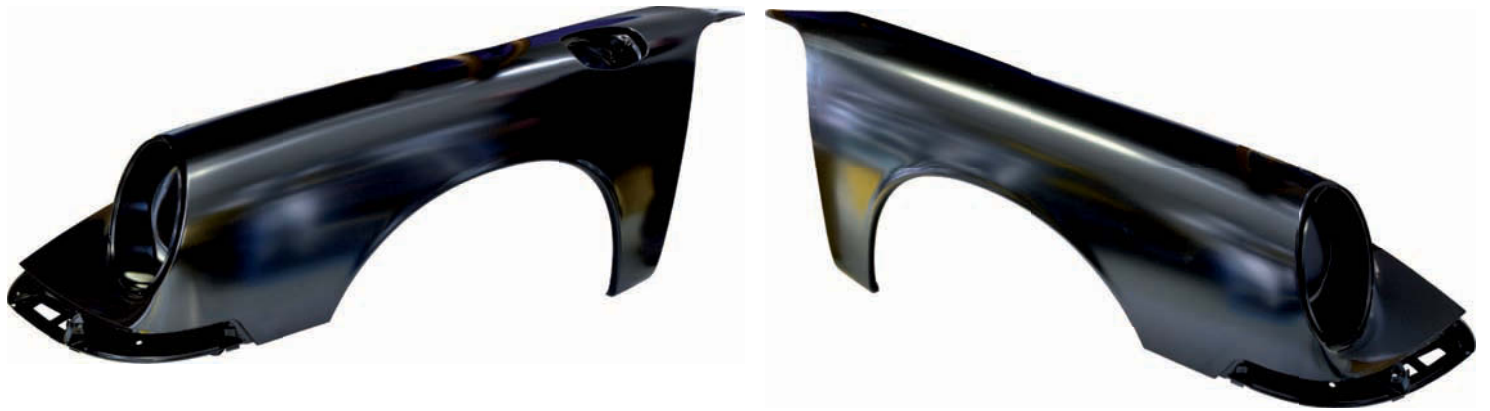


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# KREMER TEASER

Harking back to the team's glory days, soon enough fans of legendary Kremer Racing will be able to emulate their heroes in a genuine slant-nose K3 road car

Words: Johnny Tipler  
Photography: Antony Fraser





**S**o you fancy a piece of the action? A Kremer K3, an effigy of the firm's current VLN-championship slant-nose racer, built in-house as a 997 Turbo-based road-going supercar? You won't have long to wait!

Think Kremer Racing and your mind probably conjures up slant-nose 935-style Porsche racers, with absurdly drooped snoots and the widest rear haunches possible. Likelihood is, you'll hazily focus on the team's amazing Le Mans win in 1979, when the 935 was in its heyday. Certainly one of Porsche's most favoured customer teams, Kremer ruled the GT class for much

of the '70s and early '80s with its extraordinary 935-based racing cars, evolving from the K1 in 1976, the K2 in 1977, and the K3 in 1978, which turned out to be the most successful 935 variant, due to running an air-to-air intercooler instead of the air-to-water units used by the Porsche factory. After that, the even more radical K4 of 1980 featured a spaceframe chassis (like the factory's 935 Moby Dick). There was a change of race regs, and in 1983, the CK5 was a custom-built Group C prototype based on a 936, while the 962 CK6 was a take on the factory 962, followed by the CK7 Spyder, an open-cockpit prototype using 962 mechanicals; and finally, the K8

Spyder, which was an improved version of the K7 for the International Sports Racing Series and Le Mans 24-Hours. Kremer even built a 917 for the 1981 Le Mans 24-Hours out of leftover parts, which we featured in *911&PW* a few years ago. So although the racing ground to a halt temporarily in 2001, there's a consistent back catalogue of results, with the 935/K3 era probably the standout years.

Upstairs in the Kremer boardroom, the firm's genial principal Eberhard Baunach explains the motivation for launching the K3 as a road car. 'I took on the business from Manfred in August 2010. Erwin died at the end of 2006: you were one of the last to







Kremer has rebooted the legendary K3. Underneath the wide and wild bodywork is a 997 Cup racer. The next build will be based on 997 underpinnings

have an interview with him, sadly. I used to come to Kremer as a customer with my air-cooled 911, and I saw so much passion for Porsche and historic racecars and I thought it should be more celebrated; it would be good to have a renaissance because it's such an iconic race team. The idea of doing a Kremer edition for the road was a straightforward means of endorsing the team's racing heritage – which is over fifty years old now – as well as having some business success. The K3 was the most successful car from the house of Kremer, so we took that bodyshell and adapted it onto the 997. We started the project in October 2014, so it's taken two years, and it's quite a big job for a small but dedicated company, and to mount a K3 silhouette on a 997 was really an adventure. It has TÜV approval, and now we are nearly ready to productionise it. We have had enquiries and expressions of interest from Germany and from Japan and the States.'

Re-launching the K3 was not on the original agenda, though. 'Our first idea was to

rebuild the spaceframe K4 as a recreation of a historic racecar, but there are no blueprints here. We had a lot of photos, magazine features, but no construction drawings, so although we have one K4 chassis here to copy we decided the easiest thing was to go with the K3 which uses the 930 chassis as

successful in the past: racing Porsches in long-distance endurance events, at an international level. The Nürburgring is close by, so let's start there with the VLN and the 24hr race. The plan was to push the racing for five years and then hope that a big sponsor would take over. We have just

“ To mount a K3 silhouette on a 997 was really an adventure ”

Well, you could get some luggage in the front, but that's not really what the K3 is all about. This is a race car that happens to be road legal, too. Full cage hooks up to front top-mounts

its underpinnings.'

When Eberhard arrived at Kremer in 2006 they were only handling historic and air-cooled cars. He realised things had to change. 'When I took over, I said, ok, we have to go into the water-cooling world, we have to have that second leg on the floor, but let's do it in the way that Kremer was

finished the sixth year and there is no big sponsor yet, so it looks as if we'll have to reduce racing next season, although if someone comes along and says, "ok, I've got 1.3, 1.5 million for you," we are totally in the game. But as you know, the race business is making fire with hay: very bright and shining but nothing left after it's burned up. After two





years you have an old racecar, so to be on the top level with a potential overall winner you have to have a new car every third year. We started with a used 997 GT3 Carrera Cup car, and we did a good job even though it wasn't an overall winner. So I decided we would sell driver seats, but when you consider nearly 200 cars are starting every race weekend, with three drivers per car, there's a lot of competition for us and the fees we can ask are not great. So, we have a couple of in-house drivers and a pay driver and that works quite well.' Nevertheless, it's a hard-nosed business, and even worse if the pay driver crashes their car. 'For example, an overall winning car – a 991 R – is about €450,000, and then you need another €100,000 for spare parts and it hasn't even

raced yet. Insurance is so expensive that you can even afford to absorb two crashes before insurance cover is worth having. Anyhow, that's the racing game, and it is unstable, so we have the workshop and the garage as a stable base for the company, and the other business idea is to do a Kremer special edition, hence the K3. We want to push the name, to say, "we are back," with the same things that Kremer was successful with in the past, and if you are able to prepare a car for the 24-Hours of the Nürburgring it demonstrates that you mean business. And now we are on the edge where we have to change our business focus, so maybe we will race less and push more on the K3 development, and we are very close to the goal with that.' Let's see how it's getting on, then.

First we stroll across the road to another garage. Among the assorted Porsches is a Jägermeister liveried 1980 K3 that was raced in '81 by Axel Plankenhorn and John Fitzpatrick. There's also a spaceframe 1981 K4 chassis – a maze of triangulated scaffold tubes – awaiting restoration. Eberhard expands: 'The K4 panels clad the spaceframe, whereas when you strip the K1, 2 and 3, you still have the basic Porsche 930 bodyshell. The K1 is single turbo, and then in 1977 the K2 became flat-nosed 935 style, 2857cc single turbo, followed in 1978 by the K3 flat-nose, with twin-turbos and upside-down gearbox to get a little lower ground clearance. They had a locked differential so the wheels always turned at the same speed, too.' Adjacent to the admin wing, Kremer's

Just like the original K3, the 997's rear-end can be seen cloaked with its new, second-skin. It makes for a pretty dramatic road car







New meets old. Original Jägermeister liveried 935 with new 997 based machine

main workshop is replete with a broad cross section of Porsches, including a 356 being stripped out for restoration, a narrow body S, a 964 and 993 for service, and an SC/RS being converted back from race to road. Technicians hard at work include Wolfgang Hempel – mechanic on the road- and race-997, Walter Heuser – the air-cooled specialist who’s been at Kremer Racing for over 40

occupied by cars in service, and there’s a separate engine shop occupied by the Kremer team’s 997 GT3 KR that we’ve seen in action in the N-24 earlier this year. There’s some fresh looking tyre-changing apparatus, and a set of dedicated Fuchs wheels shod with Michelins awaits the road car – huge rim offsets and black centres; Kremer are Fuchs agents, and a set for a 996 would cost 700-

Markus Feist and race mechanic Liam Fraussen. It’s currently up on its own built-in air-jacks, one of which is under the front axle and one either side in the rear footwells. Beneath the skin it’s a 997 Carrera Cup car, and the conversion begins with the removal of much of the 997 exterior panelling. The K3 bodywork is produced by Zimspeed, run by Holger Zimmermann, son of Ekkehard Zimmermann, proprietor of DP Motorsport, who provided Kremer Racing with 935 panels 40 years ago. They’re located not so far away from Kremer to the east of Cologne. ‘It’s a neat relationship,’ says Liam; ‘Kremer Racing used to get 935 bodywork from DP Motorsport and now we are getting it from Zimspeed.’ Zimspeed evolved the modern incarnation of the slant-nose bodywork in a windtunnel, and the whole car is 60cm longer overall than the 997 Carrera Cup car that it’s based on. The shell is 2m wide, which is the limit permitted by VLN regulations. ‘But it can’t have such a sloping nose as the original K3,’ says Liam, ‘because it’s a new build and not a historic build.’ In effect they are copying not so much the original Vaillant or

“ When the fans first saw the race car, they were ecstatic ”

years, and Alexander Popov – expert on all water-cooled Porsches. At the rear of the workshop are five different engines on stands in various stages of rebuild: air- and water-cooled, four- and six-cylinder units. Several shelves and cabinets display massive trophies that the team has garnered during its racing career. There are five hoists, a couple

euros a wheel. The overall impression here is one of neatness and efficiency.

My eye is drawn to the white K3 race car that Kremer has had accepted for the German VLN series, and it’s this car that’s provided much of the inspiration and know-how to produce the K3 that we’re reviewing here. I walk around the road car with PR man

## KREMER TWINS

On arrival at Kremer’s premises, Antony and I are summarily whisked away by PR man Markus Feist and Liam Fraussen who’s mechanic for the 997 K3 in road- and race-trim and we’re off on a 10km jaunt to a truckstop diner known as Café 477, which turns out to be a shrine to Kremer, walls festooned with race and personality photos, sundry Kremer memorabilia, with a Jägermeister K3 in pride of place. Our rides to this amiable location are a 996 and Carrera-bodied SC, both created and groomed in the

Kremer workshops as examples of the company’s tuning and fettling expertise. It’s yet another manifestation of Eberhard Baunach’s wish to project the Kremer image to a wider fan-base: ‘it’s a positive way forward to offer tuning equipment to Porsche owners who want to improve or transform their cars,’ he says. ‘There are not only racing clients; another part of our business is to offer trackday clients the means to play on a race circuit and for that we do suspension and mild tuning upgrades. We do everything except the

upholstery, sandblasting and painting, and we have someone who does the wiring looms. So there’s a restoration aspect for classic Porsches, regular servicing of classic and modern cars, building and preparing the Kremer racecars for the VLN and N-24, so we’re covering several different bases and there’s a lot of different skills in there. Otherwise we know who is good and who we can go to.’ The bedrock of the business, then, albeit a sideshow compared with Eberhard’s desire to reprise the team’s glory days.





Jägermeister 935-based cars so much as the latest racer, the white K3, and road-going regulations and TÜV approval means complying with headlight regulations – hence the main- and dip-beam Hella lenses in the leading slopes of the front wings. 'We've reverted to the Group 5 retro look, and when the fans first saw the race car they were ecstatic,' says Liam. The design was agreed with Holger Zimmermann and Eberhard Baunach, and it's an amalgamation of old and new styling cues. Like father and son, they are clearly related.'

Specifically, the two circular mesh grilles either side of the front oil cooler grille feed fresh air to the water radiators mounted

ahead of the front wheels. The two horizontal banana-shaped slats are for cooling the brakes, and the eight louvres on top of the front wings allow the hot air to escape, which is also the function of the open ends at the rear of the wings, rushing the expelled air along the sides of the car. Among the K3's neatest design cues are the finned top edges of the front wings. In the leading edges of the rear arches there are blanked off openings that will supply cooling air to the 997's turbos when that becomes the K3 road car's designated powerplant; meanwhile it's a normally-aspirated Cup Car engine. The slats in the rear-three-quarter windows are taped over to prevent rain ingress, though

the finished production car will be appropriately civilised. The rear wings (fenders) are attached to the inner shell by Dzus fasteners – seven each side, along with three tucked-away Allen screws. The rear wings/fenders are also open ended to allow hot air to escape, along with seven cooling slats. I feel underneath the rear arches, and the original 997 wheelarches are cut back by about 3in. The rear spoiler consists of a ducktail surmounted by an adjustable wing, with a small Gurney flap to trim the aero. The whole spoiler and engine lid ensemble is made of substantial glassfibre, though perfectly installable by one person – I try lifting it myself to gauge the weight, and Liam pops it into place

The large round mesh covered scoops on the front apron feed air to the front radiators. The scoops in the front of the rear wings are covered, but the next turbo engined car will be open







without too much effort; the two arrowheads fit into housings in the car's rear shell either side of the rear window, and the ensemble is secured with four more Dzus fasteners. It's been an on-going learning curve, creating and fine-tuning the road car, with subtly different permutations evolved during the VLN race series on the K3 racecar by Kremer's lead driver Wolfgang Kaufmann, who evaluates sizes and settings during testing. 'You can see that everything comes straight from the race track,' says Liam, 'not just from the tunnel, and Kremer fans love that. We have spent one year evolving the race K3 aerodynamics, so pressure is good front and back – we don't have such a big spoiler on the back so we are allowed the enormous diffuser at the rear for racing but we can't have that on the road car. We don't need it on the road anyway.' The Hella rear lights must be visible from 1m back from the

car. One hallmark of the original K3 was the huge single headlamps mounted just above ground level either side of the front valance, and in the modern car we find Hella LED driving lights in a similar location, though slightly further back in the wings, which Liam says may be mounted so they swivel with the steering. The rear view mirrors are Carrera Cup items, and quite adequate on the road. The front lid is clipped shut, with the central Cup filler nozzle prominent, which is the reality of the situation when I drive up to the Aral petrol pumps for my 102-octane refuel. The bars from the rollcage feed into the engine bay at the top of the shock turrets, with triangulated tubes leading diagonally back into the cockpit. There's no need for a strut-brace, though when they employ a 997 Turbo as donor car they won't have the Cup cage and will doubtless fit a strut brace. As well as the tank there are reservoirs for brake

cylinders, ABS, power steering and air jacks. The doors are glassfibre, in this case 997 Carrera Cup items – in fact the doors and the roof are the only visible body parts from the donor car. There are normal handles for opening the doors, and the in-car camera that records racing incidents is still present. The roll cage is also state-of-the-art GT3 Carrera Cup, massively braced and reinforced in the triangulations, most noticeable in the door openings. It's unlikely that a customer for the K3 road car would want to go to such lengths, but such a construction is entirely possible if required. There's a fully automatic fire extinguisher system with spray points all around the cabin; it's fitted with Recaro race seats, six-point Schroth harnesses, OMP steering wheel with paddle shifters and buttons for headlight flasher (red), pitlane speed limiter (green), and car-to-pits communication. The lower

*The K3 office! As you would expect from a Carrera Cup car base, it's fully stripped out, with a massive welded in cage and figure-hugging race seats. Gearbox is sequential and clunky with it. Centrally mounted stick is a handbrake, not gearlever*

## KREMER CONQUERORS

So what of the heritage that enthuses Kremer buffs and could tempt fans to order the K3 road car? Based on its racing team, the firm was founded in 1962 by the Kremer brothers, Erwin and Manfred, who quickly became established as one of the leading privateer race teams on the international scene. Kremer was the first team to enter the Porsche 911 in International races, while their day-to-day business was tuning Porsches and selling their expertise to other race teams. No mean pedaller himself, Erwin Kremer's

driver roster included John Fitzpatrick, Rolf Stommelen, Bob Wollek, Klaus Ludwig and Mario Andretti. Kremer Racing's first appearance at Le Mans was in a 911S in 1970, Erwin and Nick Koob placing 7th overall, and the team's greatest achievement was winning the 1979 Le Mans 24-Hours with their own 935 K3 driven by Ludwig and brothers Don and Bill Whittington. Kremer Racing also won the 1995 Daytona 24-Hours with a K8 Spyder helmed by Jürgen Lässig, Christophe Bouchut, Giovanni Lavaggi and Marco

Werner. Since then the team's been running in the VLN and associated N-24 as well as the Group C revival. We interviewed Erwin Kremer in 2005, and sadly he died the following year. However, during our visit the hale-and-hearty bronzed-looking younger Kremer brother, Manfred, breezes into the workshop and greets all and sundry. He bought the company back in 2008, selling up to Eberhard Baunach in 2010, from whom we pick up the story over lunch in November 2016.







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**911 Turbo (996)**

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**911 Turbo (996)**

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The VLN race car that has been sending race fans into raptures. Just check out the diffuser

buttons don't function in the car's road-going role. There's a fly-off handbrake, and the clutch pedal is necessary to get it going – though during my run out in the car I am grateful for its presence while making shifts on a damp, leaf-strewn road surface. The wheels are composed of 18in BBS split-rim centres with rim offsets stepping out another inch to create a 19in diameter wheel. Tyres are Michelin Pilot Sport Cup 2s, regarded as the best compromise for road- and trackday use, with 325/30 x 19 on the rear, and fronts at 254/35 x 19. Peering into the engine bay the most obvious ancillary is the Kremer-branded twin-inlet pipe with a pair of air filters at either end.

It's an intriguing and entrancing prospect, driving the K3 on the road. It is still, as far as the controls are concerned, a 997 Carrera Cup car, and the productionised 997 Turbo will be as civilised as you'd care to specify it. For now, I clamber over the cross-braced scaffolding of the rollcage and settle into the supportive racing seat and Liam buckles me

up in the six-point harness. The OMP wheel has a beautiful feel to it, and the carbon-fibre paddles are easy to use, right-hand paddle for up and left-hand for down, and my seating position is close up to the wheel. Eberhard hovers like an anxious parent: we are on a little used backroad a few kilometres from the workshop, dodging showers so the road is damp and strewn with sodden leaves. A tad

it's not muscle building, but it is a matter of accurately synchronising the engine revs with the clutch take-up. I let the pedal come up till I feel it bite, and then ease on the gas, and it's very difficult to get it right at first. There's very little in the way of a turning circle, too, but soon enough I'm rolling. Every gearshift is quite violent – it's bang, bang, bang with each one as the car shudders momentarily. Mostly

“ It's an intriguing and entrancing prospect driving the K3 on the road ”

Kremer principal, Eberhard Baunach, took on Kremer in 2010 and reset the historic outfit's agenda to cover the water-cooled generation as well as historic air-cooled

daunting, but opportunities like this don't come along that often; it's a proper Kremer racing car after all! There's no gearlever, just the paddles, but not an issue. I also have the clutch to facilitate the gear-changes. However, the clutch is of the on-off variety;

I don't get out of 3rd, especially in the woods, though on the open straight I have time to find 4th and 5th. One time going into 4th there's a twitch from the back-end on account of the damp road. Woah! On the road every gear is a sort of compromise, and it's difficult











The effect of the Kremer K3 bodywork is rather like a 997 Carrera Cup racer has been driven inside. Below: The rather agricultural interior of the original K3, the starting of which involves a key! Stubby rose-jointed gearlever and linkage, plus brake bias

in traffic to find exactly the right gear to be going along in, whereas on a track you'd be slotting ratios to fit every corner. Nevertheless, when unfettered the grin factor sure is a big one. As for the noise, it's pure Nordschleife! At turnarounds I'm noting the engine temperature on the Motech speedometer and it's consistently reading 8.5°. Obviously all the controls are race orientated at the moment, and maybe this is what you'd want with your Kremer street car, the real-deal so to speak, but you could always stick with the standard 997 Turbo apparatus when you place your order. As Eberhard says, 'when we're making the proper road-going 997 based K3, it will have the interior of the normal 997 Turbo road car. We have two directions: one is to build on a 997 Cup base like this, so the interior will be like this, or you

get a 997 Turbo or GT2, whatever you want, and we make the K3 on that. The flat-nose is good for racing because the engine and gearbox are at the back, so you have more pressure on the back wheels, plus the flat

Last word to Eberhard: 'No bodykits; we do the work in house so it's done right; that way it's a proper Kremer conversion, too, with the kudos that brings. It's the right time for the K3, too. Porsche recently brought out the 997

“ No bodykits; we do the work in house. It's a proper Kremer conversion ”

nose is not only good looking, it has aerodynamic advantages, too.'

All of which filters down to the price. Ballpark €99,700-grand on top of the donor 997, work carried out at Kremer's workshop.

Sport Classic, pale grey with a little ducktail, and it was immediately sold out, so this retro look is working.' The K3 may reprise the halcyon racecar, but it looks awesomely modern, too. Let the renaissance begin. **PW**

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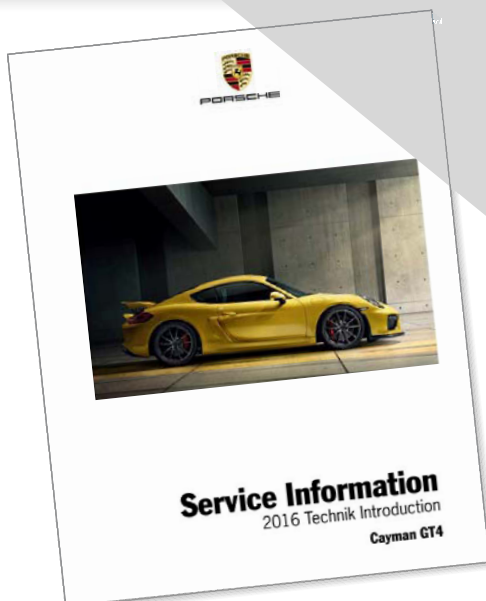
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# TOP OF THE POPS

RAK Records' swinging '60s boss Mickie Most was so enthralled by Kremer's 1979 Le Mans win he had them turn his '74 2.7 Carrera into a K3 street car. We sample a music industry icon

Words: Johnny Tipler  
Photography: Antony Fraser





**R**eady, steady, go! Lowdown lights ablaze, beatbox booming, the slant-nose rocker zooms through the Soho jungle on a dance-the-night-away mission. Let's get down and boogie with the Kremer 935 Street-car named Desire!

Disco glitter-balls at the ready: this is the very wheels belonging to legendary pop music record producer Mickie Most, gifted him in 1974 by EMI and given the Kremer workover in 1983. That makes it a 2.7 Carrera with 935 bodywork. We're on familiar territory with those two concepts

individually, but a word first about the illustrious owner before delving into the car's anatomy. Starting off as a singer and band member, Mickie Most (AKA Michael Hayes) enjoyed success in South Africa in the late 1950s before restarting his pop career back in GB in '62. But it's as a music producer, publisher and founder of RAK Records that he's best remembered – he pioneered the stacking of albums in record shop racks (geddit?).

Here's the short story: our music biz mogul was already a Porsche fan when he was presented with a 2.7 MFI (mechanical fuel injection, as in 2.7RS) by EMI in 1974.

It's a European-spec 2.7 Carrera, chassis number 9114601025, making it 11th from last of the G-programme Carreras made in the 1973 model year. Its matching-numbers 6641445 flat-six is the 2685cc unit, retaining the 2.7RS's Bosch K-Jetronic mechanical fuel injection, coupled with a five-speed 915 gearbox. More specifically, the car was ordered from the factory by Wilfred Jung, boss of EMI Europe, to Most's specification, which included the midnight blue leather and corduroy seats and silver bodywork, and collected in person by Most from Porsche HQ. A contemporary snapshot of Most receiving the car at Zuffenhausen







Wild thing! OK, that wasn't one of Mickie Most's hits, but it rather sums up his Kremer converted Carrera 2.7. The fact that it's a normally aspirated Kremer conversion makes it quite rare, and that's without the celeb connection

shows that it was presented in 3.0 Carrera RS guise, implying that as far as 911s were concerned, he knew what was what. Normally we describe a car's history in terms of journeys made and work carried out, but in this case it's more fitting to record the passage of time in terms of its owner's discography. As the '70s rolled on, the prolific Mickie Most masterminded a diverse raft of classics including Donovan's Cosmic Wheels, Suzi Quatro's Devil Gate Drive, Hot Chocolate's You Sexy Thing, Chris Spedding's Motor Bikin' and, er, Pogo Dancing by the Vibrators. When Kremer Racing's 935 won the 1979 Le Mans 24-Hours (Klaus Ludwig/Bill Whittington/Don Whittington), it can't have gone unnoticed by someone steeped in show business that actor Paul Newman placed 2nd that year in another 935 (with Dick Barbour/Rolf Stommelen). So, Mickie Most, an avid collector of bikes, boats and cars, was no doubt intrigued. Then, seeing F1 team boss

Walter Wolf source a 935 K3 street car from Kremer Racing, with bodywork designed by DP Motorsport's Ekkehard Zimmerman (Design und Plastik), Most decided he'd go for something similar. He asked the Cologne-based team to convert his 2.7

straightforward, though. At first Kremer balked at using an older 911 as the starting point, offering to do the job for him on a brand-new 3.3-litre 930 Turbo or 911 SC. Then, EMI boss Wilfred Jung appears to have prevailed on Kremer to accept

“ At first Kremer balked at using an older 911 as the starting point ”

Carrera into a K3 road car, and by 1983 (when Kim Wilde's Kids in America was a RAK Records smash) the transformation was complete. He'd have been aged 39 then, some might say old enough to know better, though still young enough at heart to make outrageous changes to a perfectly respectable 911. It's not quite that

Mickie Most's 2.7 Carrera as the base car, and the upshot is that we have quite a rare thing in the shape of a normally-aspirated Kremer creation.

As for the looks, the frontal aspect is pure slant-nose, intended to confer aerodynamic benefits over the regular 911's stand-up headlights; the first 935s sported normal



Right: No it doesn't go to 11, but it does go to 180mph. Well, that's what the speedo says at least! Interior – in leather and corduroy – matches the vivid blue exterior







Most's Kremer machine wears its scuffs and scrapes with pride. Front spoiler mounted headlamps surely too low to be of much use

rounded wings. Slant-nose – flat-nose if you like – 935s have their large round headlamps housed way down low in the valance, flanked by a pair of mesh covered cooling vents and the vast central oil-cooler grille. It's not without a few minor battle scars where the bottom of the skirt has come into contact with sleeping policemen, and Mickie Most's daughter Natalie Hayes who runs RAK Publishing today remembers that her father did find this an issue back in the day. But as

Trofeo Cars' Graham Heels remarks, 'we thought about taking care of those scuffs, but then that bit of the car would look as new, and are we trying to preserve it or restore it, so we thought best left alone.' The front wheelarches are flared and pierced by slats designed to expel heat from the brakes, while aero side-skirts resembling mini-running boards extend the length of the sills, swelling slightly towards the rear arches. The six-slatted forward facing inlets dominate the rear wheel

arches, though of course they're basically redundant in the absence of any turbocharger, with heat expulsion vents in the rears of the arches. In profile, the droop-snoot matches the curvature of the coupé's rear lines, echoed in the orange stripe with its gold coachlines. The stripes wrap the slats in the front wing-tops, and emphasise the absence of headlights in the wing fronts. Both front and rear bumpers are of the impact variety with rubber concertinas and remind us that this





There's no doubting what we have here, with Kremer script dominating the side skirts. However, thanks to the dark blue paintwork, the overall effect is reasonably subtle, even with orange and gold stripes. Below right: Most with 911 wearing RAK 8 number plate. This very car? It certainly could well be

is a street car rather than a track toy. On the other hand there's no getting away from the imposing rear wing and engine lid, which, in a normal K3 context would accommodate a large intercooler but in this case, despite the lack of a turbo, it's still a fundamental part of the Kremer imagery and present here purely for visual effect. Although at the rear end the car is some way smaller than a 935 racecar of any persuasion, its component parts are consolidated into an imposing and compact no-nonsense image. It's rather like a factory-made SE/930S slant-nose, or 3.2 Carrera 'Turbo-Look' Super Sport that was available from 1984 – though when the request to convert the car was made to Kremer a couple of years earlier, there was probably no other option available at the time. The 935's zenith was its '79 Le Mans win. As well as the works Martini cars first seen in 1976, other teams apart from Kremer Racing to field 935s included Barbour, Gelo, Alméras, Jöst, Fitzpatrick, Garretson, DP Motorsport, to name just a few, and all subtly different; The last time 935s ran at Le Mans was 1982, by which time they had begun to look quite different to the original model, being aerodynamically far more complex, which makes Most's Kremer conversion seem rather like catching the last train home. However, stacked against the factory's slant-nose

Turbo output, he comes across as a bit of a trendsetter. The in-house Sonderwunsch special order department built 237 slant-nose 930s between 1981 and 1987, and the production slant-nose Turbo was officially designated the M506 in 1986, with 675 cars built between 1987 and 1989.

On this car, then, Kremer didn't stint on applying their own badging, perhaps conscious of the client's influential personality: as well as the obvious side-stripes there's a Kremer Racing sticker in

when the car was sold, and supplanted by a close match sourced by current owner Alastair Iles. Mickie Most's other Porsches also bore RAK numbers. At the wheel later on I discover that the streamlined blips that serve as mirrors on the doors are not that effective in traffic situations, but better than nothing; their lenses minimise everything in view, so it's all there, just smaller than in a conventional door mirror and in that respect more difficult to interpret. A crucial aspect of the K3 imagery is the impressive set of

“ On this car, Kremer didn't stint on applying their own badging ”

the back window and a metal badge on the bottom of the engine lid. Although Most picked up the car personally from the factory when new, the AFN sticker in the rear three-quarter window suggests that's where it was maintained. The decal in the right-hand window testifies to “25 years of driving in its purest form 1949 to 1974” so that has been in the car since new, more or less. The rather obvious number plate is an homage to the car's original RAK 8 registration, retained by the Hayes family

Fuchs wheels, with their smart blue centres, spokes and set off with alloy rim edges. The rears have a particularly broad offset, and they must have been specially made at the time; they're shod with Pirelli Cinturato P7s, 205/50 VR 15 on the fronts and 285/40 VR 15s on the back.

The blue leather and corduroy upholstery matches the rich blue of the body colour. It's a right-hooker, and the steering wheel is the three-spoke style introduced in 1974, rather than a four-spoke early '70s version.

## TAKING THE MICKIE

Mickie Most produced – and in the '60s that was almost as good as saying he managed – bands such as The Animals, The Yardbirds, Donovan, Jeff Beck, Suzi Quatro and Herman's Hermits – though, as it turns out, not Billy J Kramer (geddit?). Nor is the car a quattro, or a bit of an Animal, though it was at his Beck and call... (that's enough feeble musical allusions, Ed). Tellingly, Most's legacy is a string of fabulous hit records

including the Animals' House of the Rising Sun, The Nashville Teens' Tobacco Road, Lulu's Eurovision number 1 Boom-Bang-a-Bang, Donovan's Mellow Yellow, and Mud's Lonely this Christmas. RAK Record Studios, based in North London, is still a going concern, run by his daughters, Nathalie and (psychologist) Cristalle. Highlights of his later career include appearing on the panel of TV's New Faces (precursor of

X-Factor, Most was the proto Simon Cowell), producer of the Punk TV show Revolver, and at the time of his premature demise in 2003 aged 64 he was one of the wealthiest people in the country. His family retains several of his Porsches, as well as the original registration of our star car, 8 RAK. You fancy following in his footsteps? Contact Alastair at Trofeo and discuss the possibilities.





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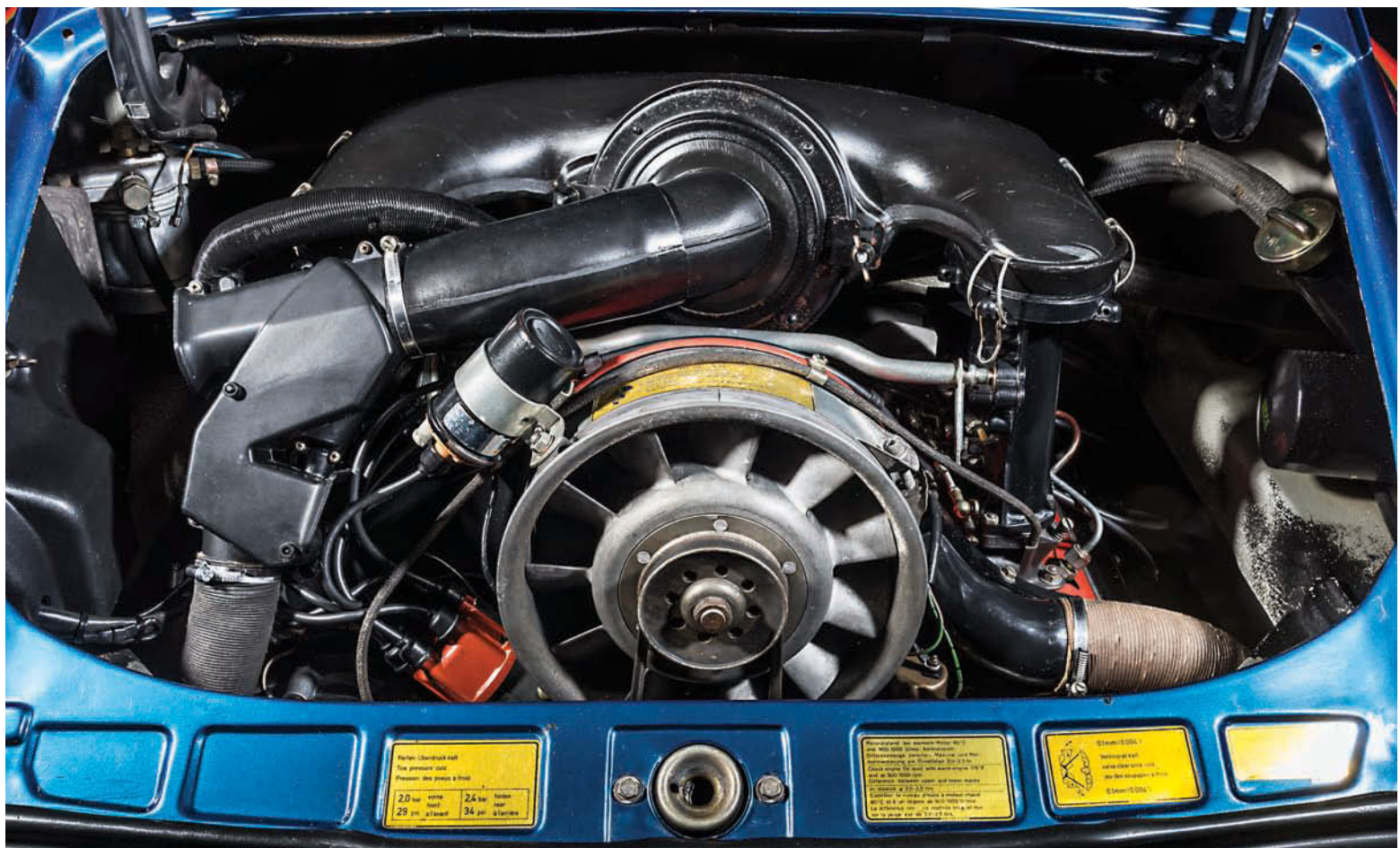
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Most Kremer conversions would be hiding a turbo engine, but this is the 210bhp, 2.7-litre engine as found in a '73 RS or a '74 Carrera 2.7, making it quite unusual. Indeed Kremer were reluctant to convert what was, when Most approached them, quite an old car

It's no surprise to find a superior sound system in the car, given the owner's occupation, and this is a neat Decca Sound 8-track module, with Decca speakers in the doors. They must date from the car's

conversion was carried out they'd be looking decidedly old hat. Speaking of which, the hand-throttle and heater control are down beside the handbrake lever, testament to the early date of manufacture.

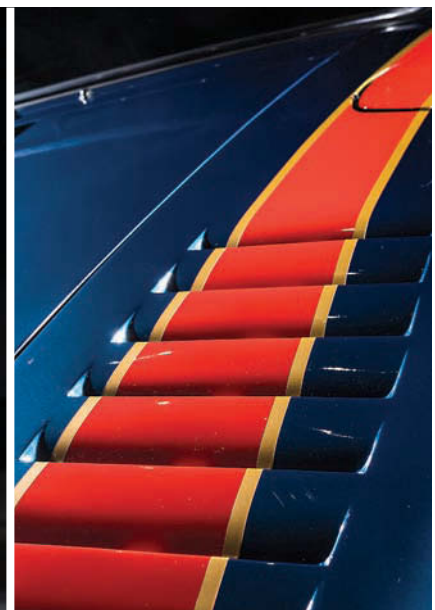
bay while I crank the starter. And it's Hi Ho Silver Lining, and away we go now... Once warm it's a pussycat. I'm sitting higher than I'd expect to be – the seats are not at all worn – but I soon come to the conclusion that it's an optical illusion brought about by the lack of anything in the way of bodywork in view up front. The shift is typical 915, but of the silky-smooth persuasion and a pleasure to use. The mileometer reads 7773, but what that relates to is unclear; I'd say it's been driven a little further than that, though everything is decently taut, including the steering, suspension and the 915 shift. The ride is firm though not harsh, and the brakes are perfectly adequate in an early '70s fashion. We got to get out of this place is a lyric that could aptly be sung by motorists frustrated by the sheer volume of traffic in this neck of the woods, and

## “ Can you imagine the groovy tunes as Most motored along ”

origins in 1974, and you can imagine the groovy tunes that Most sampled as he motored along: maybe by The Arrows, a band he mentored at the time, plotting their most successful single Touch too Much. However, a decade later when the Kremer

Current owner Alastair Iles of Trofeo Cars gave us carte blanche to sample the car. We've manoeuvred it out of the Porsche Centre Hatfield showroom and Alastair's techie Graham Heels (himself 2003 AROC champion) works his magic in the engine

Scraping the surface. The lowdown front end is at the mercy of road furniture, bumps and undulations. Right: Front wing slats designed to air brake cooling. Probably essential of the race versions, but not so much for the road





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possibly in the Home Counties as a whole, but Antony Google-Earths some less congested byways in the north of the county where we can accomplish the tracking and panning shots.

Put bluntly, it proves to be a multi-layered concoction of paradoxes: a 2.7 Carrera masquerading in a Kremer K3 body, driving like a 3.2 Supersport, albeit with 915 shift. At rest, the 2.7 RS engine zings beautifully around the rev counter, and drives the car forward with zest; but the ever-so wide Fuchs wheels counter that, presenting a resistance that the willing 2.7 engine has to overcome, despite the wind-cheating slant nose and maybe not-so-lightweight bodywork. By compensation the enormous tyres provide impressively high levels of grip through the sweeping bends. I ask myself whether I'd be content with 2.7 RS levels of performance, were it not for the aspirational K3-style imagery that harbours a promise of turbo power that it will never deliver. Having accepted that it's always going to be standard 2.7 RS levels, I judge that its acceleration is efficient rather than vivid; I'm cruising quite quickly but I can't see the top of the speedo as the wheel rim hides it. Perfectly adequate in the current environment, then. There's a fair amount of tyre noise and a slight whistle from the passenger window. Assessing its performance from a different angle, it feels like I'm driving a fresh RS; the ride and handling are more like a Carrera 3, but not as smooth as a wide-tyred Supersport. As I flick through Welwyn Garden City's endless roundabouts in our quest for a suitable corner to shoot it on (the best ones seem to be in the middle of villages), it ducks and turns in

smartly enough, though without the excitable agility of an RS – it's more a matter-of-fact sort of delivery, though absolutely competent. When I get out into the countryside and find quicker corners, it feels secure through the bends and, like all Porsches, it makes a lot more sense in this environment. I find myself becoming quite attached to it, so that it's clear why Mickie Most didn't want to part with it, preferring to indulge a fantasy and give an old friend a new lease of life. Three decades on, it seems he was right; the wheel has turned full circle, because as I drive slowly past a college in Hatfield it's a cool head-turner: da yooof is attracted by the distinctive shape and colour, I suppose, just as Mickie Most was, way back when. As his

in terms of looks, than the Kremer. He obviously knew his stuff, as he wanted his own car converted, rather than buying a new one. We had discussions with his widow Christina when the car was on display at the RAC Club in Pall Mall and she was keen to see it and be photographed with it.' Clearly, then, it was a significant car in the Hayes family history.

So if we accept that Michael Hayes' motivation for commissioning the Kremer conversion was driven more by his Porsche connoisseurship than a whim of fashion, we shouldn't lose sight of the fact that it was carried out in an era when people were forward-dating their cars – like the Trinidad RS we recently featured in *911&PW* – rather

“ It was carried out in an era when people were forward dating their cars ”

daughter Cristalle affirms, 'it was an amazing car at the time.'

Not surprisingly, owner Alastair Iles has his own take on the car and Most's ownership of it, and believes that the characters of Michael Hayes and his alter ego, Mickie Most, were actually very different, almost a case of a split personality. He comments, 'Hayes was a Porsche enthusiast, and ordering the Kremer conversion was a distillation of his knowledge of Porsche during that era. He owned other Porsches, including two 356s and a 911 Carrera, which were more ordinary, certainly

than frantically backdating them as the current trend demands. Back in the late '70s and early '80s, modernising and forward-dating older 911s was never given a second thought; the exact opposite of today's retro-fad, it's what people did then: apply broader arches, fit wider wheels, loud paint jobs, bigger spoiler, whaletail wing and front air-dam and you turn a '60s 911 into an '80s one, simples. The 911 was such a great car that owners went to great lengths to keep their old favourites up to the mark; Mickie certainly made the most of his. **PW**

Would-be pop svengali, Johnny Tipler, pilots Mickie Most's mean machine. Expect to see similar stripeage on his 996 anytime soon!





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# 964S WITH ATTITUDE

What is it about the 964 that lends itself so well to modifying? We find out with this modded fivesome on a slippery December day

Words: Adam Towler Photography: Antony Fraser





**H**ere's a feature to brighten up the end of the year. As the rain falls with a persistence that seemingly knows no limits, and the low, leaden cloud base merges almost as one with the drab grey-brown-green of Longcross test track, thank heavens for our kaleidoscope of 964-shaped goodness. My first thought is quite simply that a 964, set for action at the correct ride height and on Cup or cross spoke wheels, is a really beautiful thing.

It won't surprise you to learn that none

of these Carreras are standard. Those with longer memories, who can still recall a time when these cars were really out of favour, can probably picture a standard, tired old 964, on 16in wheels and with that ludicrously high ride height. This bunch are far from that, each one sharpened to a very fine point of ability that has far more in common with a Carrera RS. In fact, most, if not all, are probably quicker, offering more power, more torque, and with suspension that benefits from 25 years of automotive development. The Carrera RS is still in many ways a chief inspiration, a car that remains out of reach

due to its current elevated market worth, but it does donate body panels and other mechanical components to the cause of these very personal projects. When a 964 Carrera RS could be had for £20,000 upwards then they would have often been the starting point, but alas those days are long gone now.

So, consider this not so much a comparison, either of an individual's work or that of the specialists involved, but rather more of a cross section of modified 964 Carreras out there. What can be achieved? What are people doing to these cars, despite their worth increasing almost







James' Maritime Blue 964 was bought from a friend and registered as a Cat D. James had it totally stripped, straightened and re-jigged by Waff Zuff and turned into the machine that it is now

while you look at them?

James' Maritime Blue car is possibly the most aggressive car here in terms of how it drives, while also being probably the least powerful, but the result is a shockingly good fast road/track car.

James takes up the story: "I'd never had a weekend car before this, or a Porsche, but I broke my leg in 2012 and it was the moment that changed how I think about life. I decided to get something, and a friend owned this Carrera 2 that he'd bought to turn into a racing machine. It had been registered as a Cat D in 2001 and had lain around as an unfinished project for some time. When I bought it the car was well presented, but it was a lash up, so I set about correcting those faults (which, incidentally, a pre-purchase inspection hadn't picked up). 9Excellence did a lot of the work for me, and the car was then decent and I proceeded to enjoy it for the next few years."

Nevertheless, James wasn't completely

happy, not least because even the naked eye could tell that the car wasn't completely straight. Enter Raikku at Porsche specialist Waff Zuff, who stripped the car right back to the 'shell.

As Raikku says, "It takes a lot longer to strip a 964 down than an early long bonnet

The result is an uncompromising car because James not only likes to drive hard on track, but also enjoys 'spirited' road drives with friends who own all sorts of different high performance machinery, new and old. So the sunroof has been deleted; there's Bilstein PSS10 suspension with

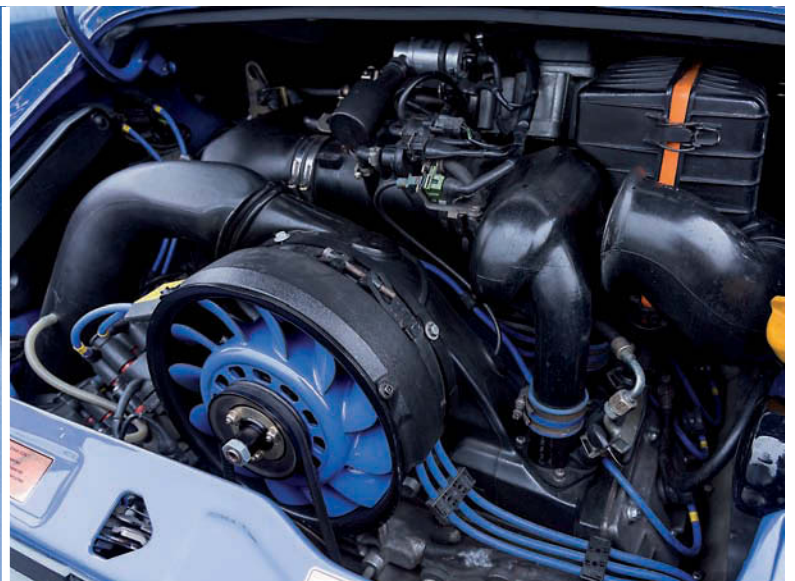
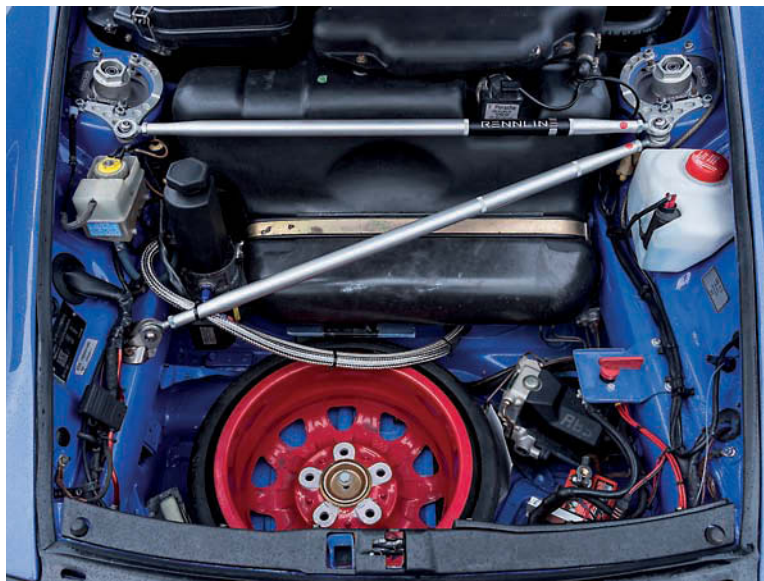
“ The result is a shockingly good fast road/track car ”

car because there's so much stuff in them. Probably three times as long."

The car was then meticulously jigged, straightened completely, strengthened and then re-painted. "James' car is as extreme as you can go as a road car and still not lose your fillings – we built it for his specific wishes", notes Raikku.

H&R roll bars and fully adjustable suspension items such as the top mounts and the rear spring plates; an RS clutch and flywheel, RSS GT3 engine mounts – the list runs on and on and is far too long to include in its entirety here. In other words, this C2 is pared back to the essentials and prepared for driving above all else,

Below: Braces stiffen up the front end. Engine is original and unopened at 111,000-miles. Tweaks extend to a de-cat pipe and remap. Performance is strong, with substantial weight loss from stripped bodyshell





something which is about to become abundantly clear when I edge out onto our test track for today.

Perhaps the only element of the package that hasn't seen much attention is the engine, for it remains original at 111,000-miles and is still going strong, using very little oil. It's had a chip, de-cat and a Cup pipe, but that's about it. It certainly makes its presence felt through the engine mounts, but given the spartan nature of the car there is absolutely nothing wrong with that.

The 964 engine, as Nick Fulljames from Redtek will tell me later on, is both a very strong engine in standard form and an ideal basis for tuning. Despite the minor modifications to the unit in James' car the substantial reduction in overall

weight and the torquey, linear delivery of the flat 'six' mean it takes off down the road with infectious energy. Its vibrating heartbeat fizzles through the 'shell and the seat, but it's not so intrusive to be unpleasant, and while the ride is firm, as Raikku had predicted, neither is it something I would find intolerable. James has dialled in a slightly softer setup from the initial settings, but this is still a car that goes to Spa and all round the Alps in anger, and often.

From a pure driving perspective it's utterly brilliant. The car turns in with a precision that's genuinely breath taking, requiring only the slightest pressure on the wheel to adjust the line thereafter. It's so adjustable mid-corner, so poised, agile, communicative. After a few minutes

it feels utterly on your side, even though you know that it's still not a car to be toyed with aimlessly: 964s can always bite. The driving position is superb: sat on the floor with the thin, business-like Momo GT3 Cup wheel right into the chest, even if, with an electric power steering conversion from a Mercedes A-Class, the rack doesn't require pumped arm muscles even when applying urgent counter-steering.

I have to force myself to stop driving James' car, but there are four more to sample so needs must. When they look as good as Stan's red 964, that's no hardship. Regular readers may remember another of Stan's Porsches from a few issues ago when we borrowed his GT3-kitted 996 for a

Our man Towler earning his keep! Like most of the 964s on test, this one is riding on Bilstein PSS10 suspension







Stan's 964 started life as a C4, but it's not anymore. With a 993 six-speed gearbox fitted, it now only drives the rear wheels. It also has a lightweight flywheel and LSD, plus numerous suspension tweaks

modified 996 Carrera vs GT3 cover story. That car had the air of a machine with a real attention to detail about it, so expectations are high for this 964...

"I bought a 944 Turbo when I was 21", reflects Stan, "That was when they were cheap. I had it for a couple of years, then had a gap from Porsches, then bought a nice 2.5-litre Boxster, pre-kids. I bought this 964, originally a Carrera 4, in 2010, just before prices started going up."

I won't tell you what Stan paid for it, but if you feel priced out of the current air-cooled market the number would make you weep. The car already benefited from an engine rebuild, and also featured a desirable spec with Cup 1 wheels, air con and sports seats. Stan wanted a Carrera

2 like most of us tend to do, but it was clearly a good car so he bought it. And it was a red one, which tapped into a nice memory: as a boy, sat in the back of his dad's 911SC Targa, a brand new Guards Red 964 had passed them on the motorway back in 1989, and the young Stan – as is so often the way – had said there and then he'd have one like that one day.

Unfortunately, the engine suffered a snapped head stud and required an unplanned engine rebuild. Stan got Steve Winter at Jaz Porsche to do the work, incorporating ARP head studs and rod bolts, Redtek 'Sport' camshafts, and a Specialist Components Standalone ecu with uprated fuel injectors and MAP

sensor. The engine breathes through a de-catted Dansk sport exhaust, with 305bhp the quoted power output.

However, there's a lot more to Stan's car than just the rebuilt engine; this car has turned into a labour of love, a never-ending project in which Stan often takes to the tools to work on the car himself. For starters, it's no longer a four-wheel drive car, having been converted by Jaz with a six-speed 993 'box, lightweight flywheel and slippy diff. The suspension mixes Bilstein HD shocks with Eibach lowering springs, H&R anti-roll bars and semi-solid WEVO engine mounts, although this winter Stan is moving to a PSS10 kit as part of the next phase of the project. Braking is via 964 RS drilled





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discs, with 'Big Red' calipers on the front axle, while there are Recaro Pole Position seats inside, a Matter half cage and RS Touring door cards.

In fact, Stan has calculated that the car weighs an incredible 240kg less than when

car has been developed to incorporate more comfort into its repertoire than James', given a broader range of driving that it gets used for, so while the spec sheet is full of hardcore items it's the smoothness of drive that strikes me initially. It steers with

certainly feels it. It also has a really energetic top end, pulling keenly and with a very sweet induction note past 4500rpm which is addictive once you've revved it through that zone for the first time.

Stan's car runs on 18in rims, which on a day when the Longcross track offers very limited grip means their advantage of wider rubber is lost versus the delicacy of the narrow, 17in option as fitted to James' car. We are talking only very minor differences here, however, but there's a little more feedback and a broader window of warning about the impending loss of grip with the narrower tyres. Nevertheless, this is a fantastic package of looks, performance and usability. I dare say Stan will never quite finish making adjustments, incorporating new developments and replacing worn out components, but that's true 911 ownership for you and I doubt he'll ever be parted from it.

“ Stan has calculated that the car weighs 240kg less than standard ”

it left Stuttgart, but it retains its heated front and rear screens, a sunroof, and air-conditioning.

As will become increasingly clear as the day progresses, while all these cars might be similar takes on the same theme, they all drive subtly but notably different. Stan's

fantastic precision, but the effort is a bit lighter and the car isn't quite so hard-wired to the human at the wheel, and is therefore less demanding of your complete immersion into the experience. The engine doesn't vibrate through its mounts, so whether in reality it's smoother or not, it

Guy's 964 is easily the most subtle car present, with its Oak Green paint, retro interior style and gold Fuchs wheels







Believe it or not, this 964 was once a sad looking Cat D red C4. Owner, Guy, with the help of RPM, rebuilt it into a C2, with an RS Touring theme. Yellow tinted front headlamps are RPM's new Lume Technik conversion

The last of our '3.6s' is the stunning Oak Green Metallic car belonging to Guy. It's the work of RPM Technik, and 964s are the big passion of RPM's Ollie Preston from his earliest days in the business. RPM have been working on a number of 964-based projects lately, so this won't be the last time you see one of their cars in this magazine.

As Guy says, "My car is a long story", and he's not fibbing: this 964 has come a long way from the condition it was once in, via much time, effort, money and thought, to the superb machine you see on these pages here. I know much of that for a fact, for I happened to see the 'shell in the yard at RPM a couple of years ago, and even toyed with the idea of buying it. Back then it was a red 1992 Carrera 4 that had been Cat D registered and hit on the rear wing.

It was also minus its engine and 'box, and a very forlorn looking car it was, too.

RPM rebuilt the car as a Carrera 2, with a rebuilt G50 gearbox – as Guy notes, "It allowed me to have the same braking system as the RS (shared with the C4), not the vacuum assist of the C2."

From there, Guy's car is a very thorough take on a bespoke RS Touring build. It features 993 RS uprights, discs and calipers; a set of KW's Variant 3 coilovers; a genuine RS strut brace and Rennline top mounts. The engine has been rebuilt and is largely to standard specification, but features a bespoke conversion to the MAF and an AIS Infinity ECU. On the dyno it made 298hp at the flywheel, but although it was originally built with a lightweight flywheel, Guy found living with the car in the city not so nice so

has switched to a dual mass item.

After all the work was completed Guy decided that red really wasn't to his taste, so had RPM strip the car back down again and a full repaint in the colour you see before you now. Inside it's a pared back ambience, with no air con or radio, gorgeous Recaro Pole Positions and their custom retro upholstery, six point harnesses and a Heigo bolt in rear cage. Above my head is a carbon-fibre roof panel, while small details such as the yellow rev counter with the red line positioned at the top of the dial really impress. Those yellow headlamp lenses cover RPM's new Lume Technik headlamp conversion, giving these cars the kind of lighting performance only dreamed of when they were new.

To drive, Guy's car has an obvious



Alan's white 964 C2 was found on a local car lot. It may have had 150,000-miles on the clock, but it drove well and had great history

polish to it that says a lot for RPM's experience and the standard of their work. It's light, and it has near on 300bhp, so it's no surprise that it feels every bit as fast as the other 3.6-litre cars here, with a broad, linear power delivery that's a brilliant match for a chassis that's been set up mainly for road use. Guy has driven it on a circuit when his regular track car developed a fault, and it acquitted itself well, but it was created first and foremost to be an enjoyable road car. He's quite philosophical about what that actually means: as a man who owns some very powerful other road cars he's not been searching for ultimate performance, rather something that thrills at saner speeds on the public road, and I think that's the beauty of the car he's created, and to be honest, of all the other cars in this feature. There's more feedback, and for want of a better word,

'character', with all of these cars in the first five yards of driving one than there is in a new Porsche after an entire day at the wheel. Either something's drastically wrong there, and needs putting right, smartish, or Porsche simply isn't building cars to cater for people like Guy, or me, and I suspect, many of you, too.

It's time to move up in cubic capacity: time to drive Alan's purposeful-looking white 964. This is the first of our two 3.8-litre cars, both with engines built by Redtek.

Alan bought his first Porsche back in 2000 – a 996 Carrera – and owned it for five years. Although owning many other interesting cars, he then had a break before purchasing a midnight blue 964 three years ago and commencing a very in depth restoration, largely working on the car himself (he shows me the pictures of the nearly finished car and it

looks spectacular).

However, meanwhile he found this white car purely by chance, driving past a small car trader and seeing it sat in the showroom. It had a Linen interior which didn't appeal, but it was a manual Carrera 2 coupe, and that was the important bit; despite over 150,000 miles on the clock, it had great history and drove really well.

Alan then set about modifying the car, ending up with something quite a long way removed from that meek, well-used Carrera. "I've always been modifying cars", says our owner, "But the feel-good factor with these cars is amazing – I'll not be changing brands now. We're trying to improve upon something that came out 25 years ago, for this is a true classic car now."

Much of the spec of Alan's car closely resembles that of the cars we've already covered, there being the Dansk de-cat





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No surprise that Alan's car sits on Bilstein PSS10 suspension, with H&R anti roll bars

exhaust with Cup pipe, the Bilstein PSS10 suspension kit, H&R anti-roll bars and the combination of 964 RS front brake discs with 993 Carrera rears. But there are subtle differences, too, such as 'Big Black' front calipers from a 928, and genuine Porsche suspension mounts.

The key difference though is with the engine, for this is one of Redtek's 3.8-litre builds. Using Alan's original engine as a basis, Nick Fulljames builds the lump up with '3.8-litre' Mahle barrels and pistons in a boat tailed crankcase, all carefully balanced. There are ARP big end bolts, heavy-duty valve springs and high flow injectors and Cup cams, all controlled by a DTA ecu. Deploying the 319bhp and 287lb ft is an RS flywheel and clutch, plus a Quaife LSD.

Alan wanted his car to double up as a GT as well as offering a hardcore driving experience, but that doesn't mean this car is soft – there is still a Heigo roll cage and

RS door cards, for example – but also lovely details such as the gear lever gaiter trimmed in nappa leather along with the centre console and the parcel shelf.

This is a beautifully well-balanced car that has all the attributes found in the very best Porsches. In doing so, it's hard to see how it could be improved as an all-round

are no gaps in the powerband, just a lovely sweep of power and torque that make this lightened car a seriously potent machine. It stops well, and handles with the same sort of precision (this is another Raikku set up on this car) that marks out all the cars here, and the ride quality must be fine I imagine even for long trips. "The setup and package

“ The Redtek motor pulls from just 2500rpm with conviction ”

proposition, and also shows just what a brilliant basis the 964 is for such work, and why it has come to be so revered. The Redtek motor pulls from just 2500rpm with conviction, but then surges onwards enthusiastically towards the redline. There

is really good", says Alan with a big smile. I can easily see why.

That brings us to our final car, a very rare, late-build Carrera 2 in Speed Yellow. This car has quite a few of the usual modifications, including Bilstein PSS9

Details abound inside. Pole Position Recaro for the driver and a standard Porsche 'Sport' seat option for the passenger. Engine is a 3.8-litre unit built by Redtek, putting out a meaty 319bhp







Nick's 964 is a very rare, late-build Carrera 2 in Speed Yellow

suspension, Quaife LSD and 'Big Red' brakes, but the centrepiece of the conversion is the Redtek 3.8-litre engine, built with real power in mind.

"It's effectively a copy of the 964 RSR engine", says Nick, before reeling off a spec sheet that's similar to Alan's white car. However, attaining the headline power figures means the ability to rev high and for long periods of time, so this engine also features a lighter crankshaft, Pauter steel rods and ported cylinder heads with RSR cams. The valves are RSR items, with shot-peened rockers for additional strength, and there's a Redtek exhaust featuring race headers and fabricated heat exchange boxes. The key

point of interest surrounds Nick's usage of a mk1 996 GT3 induction plenum, which replicates the factory 964 RSR plenum but at a fraction of the cost. After considerable development Nick teamed this manifold with individual 'low' throttle bodies, which gave the engine the manners below 3000rpm to match the top end fireworks.

The result is 352bhp, and the tantalising prospect of an 8000rpm redline. You're also looking at a substantial increase in cost, but it's easy to develop amnesia to such things when you hear the angry tone of the engine as it fires up. Just listening to it at idle speaks volumes about its character: not because it's lumpy, which it is not, but it just has this voice that only a

race spec 911 engine has.

With 264lb ft to the white car's 287lb ft, and a good deal less torque below 4000rpm, this is an engine that needs to be kept singing to give its best. Thankfully, it is impeccably well behaved below that magic figure, so driving in traffic would not be a curse.

Even so, around Longcross's tighter sections it's not realistic to drive the car out of a corner in, say, third gear, requiring instead a swift downchange to second to really blast onto the next straight. However, work the engine over 4000rpm – and you've a wide rev band in which to do so given it feels very keen to rev right up to 8000rpm – and it's a proper force of nature





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Thanks to all for braving a cold day at the test track

the raw acceleration matched by that granite hard wail from the engine that's so familiar from modern-era GT3s. This is a 964 with that character – it apparently outpaces the owner's GT3 through the gears – that same

their 964, but if you can't afford it don't whatever you do try it – because you will want it very badly having driven it!

By the end of the day I think I have brightly coloured 964s imprinted onto the

few other cars. What a shame then that with the current prices of 964s it's highly unlikely that many more will be created. Sure, the wealthy few will, and already are, creating interesting project cars with the help of specialist Porsche garages, but the sort of long term projects begun by enthusiasts on a more 'normal' budget like the rest of us are in the minority these days. Why? Because the cars are worth so much to start with, there are far fewer donor cars around, and the cost of parts has risen as they become scarcer, and some suppliers inflate their cost in line with the typical clientele now restoring the cars. All we can hope is that there will still be those people prepared to go their own way to create a car they feel a lot of passion for: I know what I'd buy as an air-cooled project following this particular feature... **PW**

“ With current prices of 964s it's unlikely that many more will be created ”

Engine in Nick's car is the most radical on test. Built by Redtek, it's a 3.8-litre unit with steel rods, RSR cams, ported heads and, most obviously, a modified 996 GT3 induction manifold. Power is rated at 352bhp

unburstable appetite for revs, yet it doesn't feel like it overwhelms the rest of the car, which is nicely judged, too. This car could be used everyday, and without any hardship. For me it's best summed up by the thought that no one really needs this sort of power in

underside of my eyelids. It's quite easy to find everything one admires and enjoys about 911s, and Porsches in general, in these 964s. They look and sound great, and they thrill the driver, encapsulating him or her in a driving experience that rewards like





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# DUCKTAILING TO SICILY

The Giro di Sicilia is Sicily's best-known motoring event after the Targa Florio. Johnny Tipler ducktailed in an RS rep to the land of The Godfather, The Leopard and, er, Inspector Montalbano to take part in the regularity rally

Words: Johnny Tipler Photography: Johnny Tipler and James Puttock







Parked up in front of the old Targa Florio pit buildings, complete with hanging artwork. On the left is James Puttock's RS rep and on the right Mike Birtwistle's real deal RS, which is being reunited with the Sicilian Porsche concessionaire that delivered the car new back in 1973

Left: A couple of Porsche 356s lurk in the foreground and plenty of other Porsches take part, too, but in the main the Giro di Sicilia entry list consists of an eclectic mix of sports cars new and modern

I was really quite drunk by the time they arrived. I'd been covering the Nürburgring 24-Hours and although I'd travelled from Cologne to Liège OK, a Belgian train strike meant a succession of bus journeys to Spa, and once arrived at our bar rendezvous the temptation to consume a succession of Duvels was irresistible.

The two 911s – a 2.7RS and a 2.7RS copy, belonging to Mike Birtwistle and James Puttock – have driven from Blighty via Belgium rather than France on account of the riots, strikes and fuel shortage. Our objective: Palermo, Sicily, for Mike to reunite his RS with Armando Florida, the Sicilian Porsche concessionaire who'd delivered the car new, back in '73, and for James and me to take part in the epic Giro di Sicilia. The Giro was held 18 times between 1912 and 1958 (see sidebar) in years when they didn't run the Targa Florio, and revived in 1988 as a classic car rally, along the lines of the Mille Miglia and Tour Auto. Got to be worth a look, given its Florio roots, and I've asked for accreditation to cover the event, but press officer Rosario Minasola makes me an offer I can't refuse: 'you have a 911 RS, so you can be a competitor,' he says.

We hack south from Spa through western Germany, stumping up the mandatory 40-Swiss Francs toll at the border, and make for the St Gotthard Pass, the mountain climb

seeming a more attractive prospect than the tunnel. There's no finer sight than a pair of RSs winding their way up Alpine hairpins: damn, we look good! We drive from sunshine into clouds in which it's impossible to determine more than the 20ft snowdrifts that still line the pass in late May. The marked transition into the deep heat of Italy is welcome, especially after my recent drenching at the N-24. We join the quayside free-for-all at Genoa, along with half-a-dozen other classic rally cars to board the GVI ferry for the 21-hour voyage to Sicily, and the offhand attitude of the staff is assuaged by the amazing Sicilian coastline as the ship approaches Palermo docks.

Our bivouac is the rustic AgriTurismo guesthouse near Campofelice run by Donatella Pucci, niece of Count Antonio Pucci who won the Targa Florio with Colin Davis in a Porsche 904 in 1964. A Targa connoisseur, James has stayed with her before, and we're presented with one of the best dinners I have ever enjoyed, all from homegrown produce. Mike and Brendan in the black RS are booked in for the duration, but James and I are hell-bent on the Giro, so next day we motor back into Palermo to sign on in the city centre hotel. Staged by Palermo-based Veteran Car Club Panormus, one of the organisers, Eliana Lo Faso, plies us with souvenir shirts, hats and roadbook – plus a local delicacy, arancina risotto balls. Cars are

lined up in echelon along the central plane-tree lined avenue, in date order according to when built, and as dusk falls the place fills up with promenading Palermo peeps keen to get photographed with every car as if it's their own. So much so that James is obliged to warn off the most invasionist – unless they want to sleep with the fishes. Amongst the mouth-watering array of Italianate automobilia we count two Porsche 356s, six 911s including a 3.0 Carrera, two SCs and a 3.2 Carrera, a 964 Targa, a 993, a 924 Turbo and – here's the piece de resistance – an allegedly genuine 718 RS60 Spyder. I'm also intrigued by the awesome presence of an Alfa Romeo 6C Villa D'Este, the very car driven to 8th place in the 1950 Carrera Panamericana by Felice Bonetto, restored precisely as it was in period by owner Corrado Lopresto.

The 1920s and '30s racing cars – Amilcar, Diatto, Alfa and Maserati – roll out under the start archway at 8.00pm, and we follow half-an-hour later, barely managing to squeeze our 911 through the crowded throng lining the route. Police wave us magnificently through blocked-off crossroads, and soon enough we're scanning the darker suburb street corners for the red, white and orange Giro signs, not always successfully. A red Corvette storms past the line of traffic we're held up in, followed by a VW camper that also bears Giro stickers. The penny drops. Winding our way out of Palermo up a succession of hairpins







Wish you were there? James Puttock takes in the scenery on the Targa Florio route

and very tight turns, we're sandwiched between an E-type and a 911 Targa, and behind us is an Alfa Spyder that everybody's overtaken, mainly because he can't see where he's going, probably because he's dazzled by the bright lights of his co-driver's navigation equipment. Once we get out of the mountains we make a couple of good calls on the routes while other contestants get lost, so we're able to really crack on, and there are maybe only a dozen cars ahead of us. Taking a leaf out of no-holds-barred Palermo traffic, we storm past almost the entire field as we pass between Partinico, Trapani and Marsala, and the earliness of our arrival at the Baglio Basile hotel, 144km later, is fortunately masked by darkness. Along the way we've been obliged to call at two checkpoints to get our card stamped, plus a couple of 'regularities' in the centre of small provincial towns. One such is paved with marble slabs, marvellous for sliding the tail of a 911. This is doubtless contrary to the rules, since we later discover the idea is to pass as slowly as possible over designated sections of the town's road system. No wonder the crowds

Below: The way we were: Hans Herrmann on the Targa in 1969, blasts through one of the many villages on the route. Middle: Full circuit is 148kms

cheer us on – the spectacle of rally cars going at snail's pace is indeed a dreary prospect.

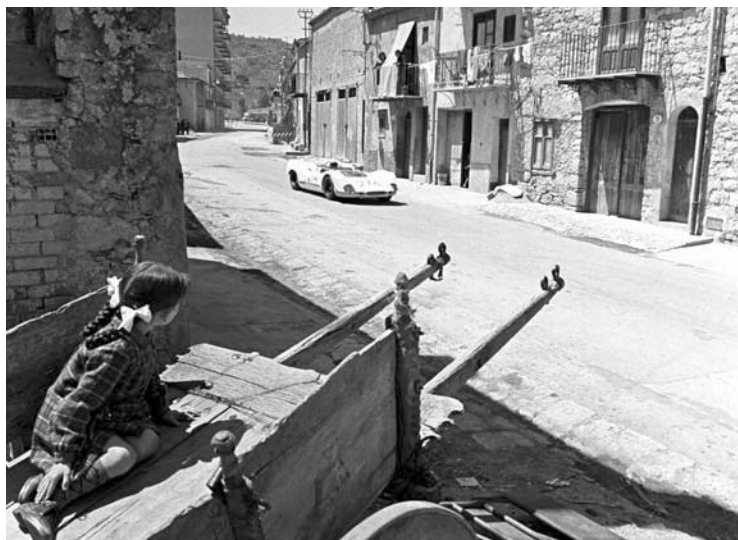
And sluggish is not in our green machine's vocabulary. What started life as a 1972 2.4E was recreated as a no-expenses-spared Viper Green 2.7RS five years ago at James's behest by Canford Classics, replacing the Signal Orange 2.4S he ran when we first met up at the Targa Florio centenary meeting in

It's the truest indicator that, back in the day, Porsche built cars for people who like to drive in a particular way, a car that could be driven like a racing car on the road; whereas some manufacturers built you a family car that would be a dull drive, Porsche gave you a car that you could drive in a particularly spirited and positive way. And Sicily is one place where that technique can be exploited.

## “ Porsche built cars that could be driven like racing cars on the road ”

2006 (see *911&PW*). Its excellent ride and planted dynamics around the corners, coupled with the torque and the eagerness of the engine make it the perfect car for an event like this. Left to our own devices we can really crack on, and the gears we're using most are 3rd and 4th, with not much 5th, with the engine revving round to 6000rpm quite often.

The next full-on day takes us along the island's southern coast, mostly quite fast A-road, very badly surfaced in small towns and very bumpy on elevated bridge sections. First thing to say about Sicily is the staggeringly beautiful diversity of flowers: I notice it straight away – the air is full of the scent of flowers. Roadsides and autostrada are lined with





## CASHING IN ON THE GIRO

Founded by Vincenzo Florio, he of Targa Florio fame, in 1912 with a view to expanding the eponymous event, the Giro – or Tour – of Sicily was held 18 times up to 1958. Post-war front-runners included aces of the day like Bonetto, Taruffi, Maglioli, Castellotti, Fagioli, Villosi, Bracco and Musso aboard an assortment of Ferraris, Alfas, Lancias and Maseratis, trailing innumerable Fiats in their wake. Unlike the Targa Florio, there was a dearth of northern European names in the Giro entry – till Peter Collins' victory in a Ferrari 857 in 1956. Gendebien took the honours in a Ferrari 250 GT in 1957, but that was it in terms of international status; the final Giro in the original 'series' was 1958, and three decades elapsed before it re-emerged as a classic event.



endless red, cream and pink azaleas, bougainvilleas brighter than you've ever seen them, huge aloes, yuccas, agaves and prickly pears, interspersed with spindly Cyprus and topped with umbrella pines and upside-down monkey puzzle trees. Now we're on a flat coastal plain leading towards Montallegri, where the agriculture is predominantly vineyards and olive groves attended by the appropriate factories. While some towns are in full-on Giro mode and at check points are dead keen to bestow items of local produce upon us – the Marsala is especially welcome – others simply haven't a clue, not batting an eyelid, while occasionally the retinue is hooted at by irate motorists. With cars spread out over many kilometres, the lunchtime halt is a straggling affair. We park adjacent to a hilltop Baroque church and are joined by five modern Ferraris who appear to be following an alternative route. We're presented with bowls of squid risotto in the town hall, which also affords a dramatic aerial view from a second floor balcony of Giro cars approaching the main square.

The route swings north to the Autodromo

Valle dei Templi, which, as the name implies, is a region rich in Roman temple architectural remains. The race circuit looks relatively unchallenging, but even so, the requirement to drive between coned and timed regularity sections at between 10mph and 30mph is achingly frustrating; the irony of driving as slowly as possible on a racetrack is unbearable, and we throw caution to the wind for a half-lap blast. We go right instead of left out of the circuit, having gone up the entrance road rather than the exit specified on the roadbook's tulips, and are now distinctly lost. Tulips are from Amsterdam as far as I'm concerned, and to get back on track we call upon TomTom, who pitches us up at our second hotel, the Federico II at Pergusa. During hors d'oeuvres we're treated to a baroque dancing demonstration beside the swimming pool, and then, over dinner, I chat with the owner of the 718 RS60, Prof Giuseppe Virgili. Is it the real deal? Not quite. 'It was built for a famous Portuguese driver, Filipe Nogueira, who was racing a real 718 Porsche, and he was working with the Portuguese Porsche and Volkswagen

concessionaire. So they had this car built as a gift for him and he sold it to somebody else, and then we bought it last year in Portugal. It's nice looking, but it's a short chassis and difficult to drive, but it is amusing and I like it. It's the same model that Stirling Moss would have driven on the Targa Florio in 1960.' Indeed, it does look the part.

Day three – Saturday – kicks off with a visit to the local Pergusa race circuit. Set around the perimeter of a notoriously snake-infested lake (hence I step out cautiously when answering the call of nature), it was on the international Formula 2 and F3000 trail between 1962 and 1998, and its main event was billed as the Mediterranean Grand Prix, where contemporary greats like Ronnie Peterson, Hans Stuck and Clay Regazzoni did battle, and where John Fitzpatrick won the 1974 Coppa Florio in a 3.0 Carrera RSR. Again, the travesty of driving a slowcoach regularly at 20mph in a place like this besmirches the memory of the aces who wrung the guts out of their cars flat-out on this very Tarmac. Fresh upgrades have enabled it to host the ETCC in recent years, so its glory

Below: Lancia Fulvia on the start ramp. Middle: 'Is this man bothering you?' Our correspondent chats with Costanza Florio, granddaughter of the Targa Florio founder, Vincenzo Florio







Posing outside Sicily's only race track: Enna Pergusa, which is built around a snake-infested lake

days live on. With that in mind, we did give it a go between un-coned sections, even overshooting a chicane to the dismay of a prone snapper. Still, it does give me the opportunity to interview Costanza Florio, granddaughter of Vincenzo Florio who created the Targa Florio back in 1906. We pause on track so I can snap her hurtling by in her '64 Porsche 356. In the final reckoning she places 9th overall.

We head south towards the coast again. Not so many vineyards and olive groves here, more arable farming. A few bovines, but no headless horses. We pass a police car at the roadside, which could have been a speed trap, but as we slow one cop films us with his mobile phone rather than a speed camera, and the other waves like a tifosi, so we enjoy the irony there, too. The routebook decrees we cross a broad agricultural plain to access a set of hairpins that wind up to Modica. The entourage pauses in dribs and drabs for a restaurant lunch in this impressively grand town, the cars lined up in echelon all the way down the broad main street for inspection by the curious populace. We follow the Austrian

924 Turbo of Dr Otmar Wacek and his wife out of town, and it proves a pretty quick car as we chase him into more arid, rocky moorland. He's had a little trouble with his air-con compressor overheating, but actually it's another example of the quality of front-engined Porsche models that still wallow below their true market potential. Day three ends in the hill top town of Enna in the shadow of a vast Baroque cathedral that can't be far off the size of the Vatican's St Pauls, an indication that, during the 16th century, these towns were extremely wealthy, since that they could afford to build edifices like this.

It's the fourth day of the Giro, and we're driving through the rat-runs of the back streets of Enna, having got totally lost and being led a dance by our friend Pietro and the head of the Tunisian motor club in their VW bay-window camper. It transpires that the organisers have cancelled the city centre checkpoint, but the information fails to get through to a lot of competitors. Once again we despair of the tulips and call upon TomTom to re-route us, and we sample the florid window boxes and drying laundry on balconies as we proceed

down the narrow back streets of Leonforte. We're scheduled to do a regularity – or perhaps a more appropriate word is hilarity – down the high street in front of some mildly inquisitive locals and a languid commentator who introduces us over the Tannoy, though I don't know what he says about us. My knowledge of Italian is limited to five years of schoolboy Latin and three years at uni studying renaissance history books: in other words, enough to order a Peroni, a pizza and a pistachio ice cream. For James's benefit I count off the seconds between the cables stretched across the road: one-and-two-and-three, etc, and we're done.

We're going north now, and we wind our way up the hillside from hairpin to hairpin, glancing at colourful roadside flowers and grasses, and watching out for potholes and misshaped asphalt as the road is very deformed. It's not so much that the surface is broken up, it's that they mended it so badly. Ubiquitous windmills top the ridge. At Sperlinga we're handed a box of special chocolates to add to the pots of avocado paste, cans of tomato puree and assorted

Below: Crowds and delays in the hectic backstreets of Enna as navigation goes awry! Nice to see a humble 924 in the mix







As road trips go, the Giro di Sicilia has to be right up there, particularly if you're a Porsche fan

bottles of local wine. Blatting along open arable country B roads, we come upon the RS60, a tiny car dwarfed by the two big guys in it, and they're really going for it. The green machine snarls by and we wave to each other. Our car is working really hard and lapping it up, loving the full-on revs, with James working hard at the wheel and going incessantly through the gears from 4th to 2nd then up to 3rd and back again. We're in the heart of the island where it's quite mountainous, and the road winds down very fast from our last check point, with not a single straight, through yellow gorse and back into olive groves again, and there's quite a retinue following us down the hill; it goes like that – sometimes we're out on our own, and sometimes we're with one or two other cars, right now we're with a white Duetto, and sometimes there's quite a cavalcade.

Soon we're back in the land of the umbrella pines, cypress trees and azaleas, and we ease into seaside Cefalù with its Norman cathedral. They ruled here from 1100AD to about 1900AD, apparently, and it was the cultural hub of the Med. On the prom I spot

the location for the Montalbano TV cop series, though alas the Inspector is not available to show us the way past the crowded harbour front cafes. The Giro's last gasp is a visit to the Tribunes and pits at Cerda where the Targa Florio started, followed by the final lunch and presentations at a hotel on the old Bonfornello straight.

Unfinished business. We repair to Signora Pucci's AgriTurismo guesthouse for the night, and before catching the Genoa ferry for the return leg we pause in Palermo as Mike's RS is reunited with Armando Florida, the supplying dealer. Both parties are suitably excited and it transpires the car was owned by two former racers in the Targa Florio.

“ We come upon the RS60, a tiny car dwarfed by two big guys ”

In the final reckoning, a 1958 Lancia Aurelia B20 V6 takes 1st place, with the 1969 Porsche 911E of Stefano Ceraulo and Streci in 2nd, and a 1971 Alfa Romeo Giulia 1300 coming 3rd. Yours truly, with very little idea about the Giro's rules and objectives, are awarded 90th place out of 122 finishers, a situation as bewildering as the trophy we're presented with by Ms Eliana after the lunch.

After leaving Genoa we drive through a thunderstorm north of Turin. We cruise the 11km-long Mont Blanc tunnel at 50kph, and spend the night in the shadow of Mont Blanc. A long day up to Calais, with the Viper 911 running too rich and the RS needing two front tyres at Dijon, and eventually I'm home in Norfolk in the small hours next day. Happily, there's a giro waiting here, too... **PW**

Below: Tiny 718 RS60 rep blasts along, dwarfed by its occupants. Middle: The black RS is reunited with the Armando Florida, the original supplying dealer. Right: Targa posters and graffiti







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## MOBY DICK AND THE BABY

During the latter half of the 1970s, the Porsche 935 dominated sportscar racing at both national and international level, but Weissach wasn't content to sit on any laurels. Following the brief success of the amazing 935 'Baby', Porsche rolled out the outrageous 935/78: 'Moby Dick'

**Words:** Keith Seume **Photos:** Porsche Archiv

**T**he racing world didn't know quite what had hit it. Porsche's *wunderkind*, the 935, had proved dominant in just about every arena of sportscar racing since its first public outing at Mugello, Italy, in 1976, where it proved victorious, a result repeated at Vallelunga soon after.

The two wins in a row drew attention to Porsche's new weapon of choice from the FIA, whose rule makers objected to the huge air-to-air intercooler fitted to the 935. Porsche replaced it with a more compact water-cooled version which appeared to satisfy the FIA's tech committee at the

expense of performance. It took Porsche's engineers a few more races before they were satisfied with the 935's new set-up. It was at Le Mans that year that the revised 935 showed its mettle, taking a fine fourth overall despite a major rear-end shunt and a lack of fuel capacity.

From that point on, the 935 stamped its mark on championship sportscar racing in a way that few other cars ever have. Main rivals BMW had been the ones to beat in Group 5, but the writing was on the wall.

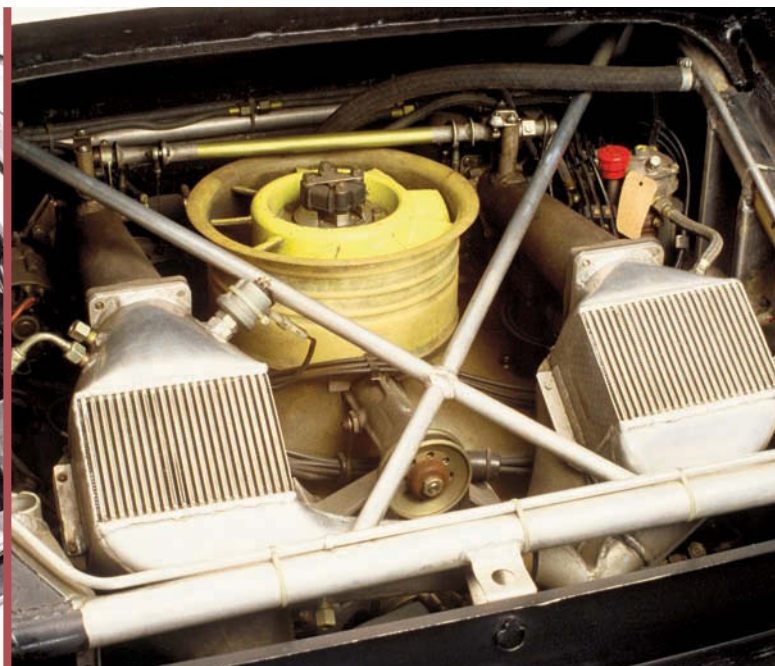
At the end of the year, BMW announced it was pulling out of Group 5 racing, a decision that left something of a void. For

Porsche (and spectators), there could have been nothing better than a head-to-head with the men from Munich.

As it was, Porsche won every round of the Championship of Makes in 1977, the latest 935/77 proving utterly dominant, despite suffering recurring head gasket failures. But over the winter Porsche had built a series of customer cars, which carried the flag when the factory team faltered. Among them were 935s supplied to Cologne-based Kremer, who concentrated on improving the 935's aerodynamics. George Loos' 'Gelo' team was another front-runner, with customer

Above: On display ahead of a rather more conventional 935/77, 'Moby Dick' looks every inch the outrageously styled, aerodynamic masterpiece it was





cars eventually winning four of the seven championship rounds compared to the factory team's five. Porsche didn't mind – if the name on the trophy (and victory posters) read 'Porsche', that's all that mattered.

But some pundits suggested that Porsche didn't really have any meaningful opposition now that main rivals BMW, along with Ford, were competing in the sub-2.0-litre classes, while Porsche's 935 was left to play by itself in the over-2.0-litre ranks.

That clearly struck a raw nerve at Weissach, a nerve that was positively jabbed hard by the news that the German round of the championship to be held at the Norisring was to be televised – but only the race for sub-2.0-litre cars. BMW and Ford, of course, were perfectly happy with the decision, Porsche not so...

So having been denied the chance to take on BMW in a head-to-head on the track, and now potentially being excluded from any TV coverage on its home turf, Porsche stunned its rivals with the announcement that it was to build a car specifically to run in the sub-2.0-litre class at the Norisring. The decision, made by Dr Ernst Fuhrmann on April 5th, resulted in the creation of the 935 'Baby'.

It took Porsche's engineers just eight weeks from start to finish to build this new car. It was powered by a 1.4-litre turbocharged engine (which was rated as 1995cc when the regulatory 1.4:1 'turbo factor' was brought into play) developing 380bhp through a single KKK turbocharger running at 20psi boost.

The 'Baby' was based on a regular 935/77 but had to be put on a diet to get its weight down to a more competitive 1599lbs – a full 140lbs less than the previous lightest 911 (the famous 1970 Tour de France car) and a massive 400lbs less than a basic 935/77.

The quest for weight loss had been made a little easier by new rules dictating what had to remain of the original production

vehicle on which these cars needed to be based. For 1977, it was now possible to lose all bodywork in front and behind the front and rear bulkheads, respectively. This metalwork was replaced with lightweight aluminium tubed subframes bolted to the bodywork, further rigidity being added by the substantial aluminium rollcage.

In addition, the 'Baby' featured a new lighter body tub stamped from thin-gauge steel, along with featherweight glassfibre mouldings for the wings and doors. Windows were made from thin glass (windscreens) and lightweight plastic, while further weight-saving measures included a titanium throttle pedal and gear lever.

That was not all: the wheels were smaller in diameter, too, and to save further weight on the oil lines, the oil cooler was mounted

at the rear of the car. The lighter 915/50 five-speed gearbox was also used, the reduced power output of the Baby's engine allowing it to live under race conditions.

At its first outing at the Norisring, Jacky Ickx qualified the car in a lowly 13th position, a consequence of the lack of development time. Turbo response was sluggish, gear ratios too high and, as things turned out in the race itself, cockpit temperatures off the scale, forcing Ickx to retire.

For the next crucial outing at Hockenheim, Fuhrmann, Bott and their team had carried out several modifications to the car, including insulating the firewall, changing the gear ratios, resetting the fuel-injection pump and further stiffening the bodywork.

The work paid off, with Ickx putting the car on pole and running away from the rest

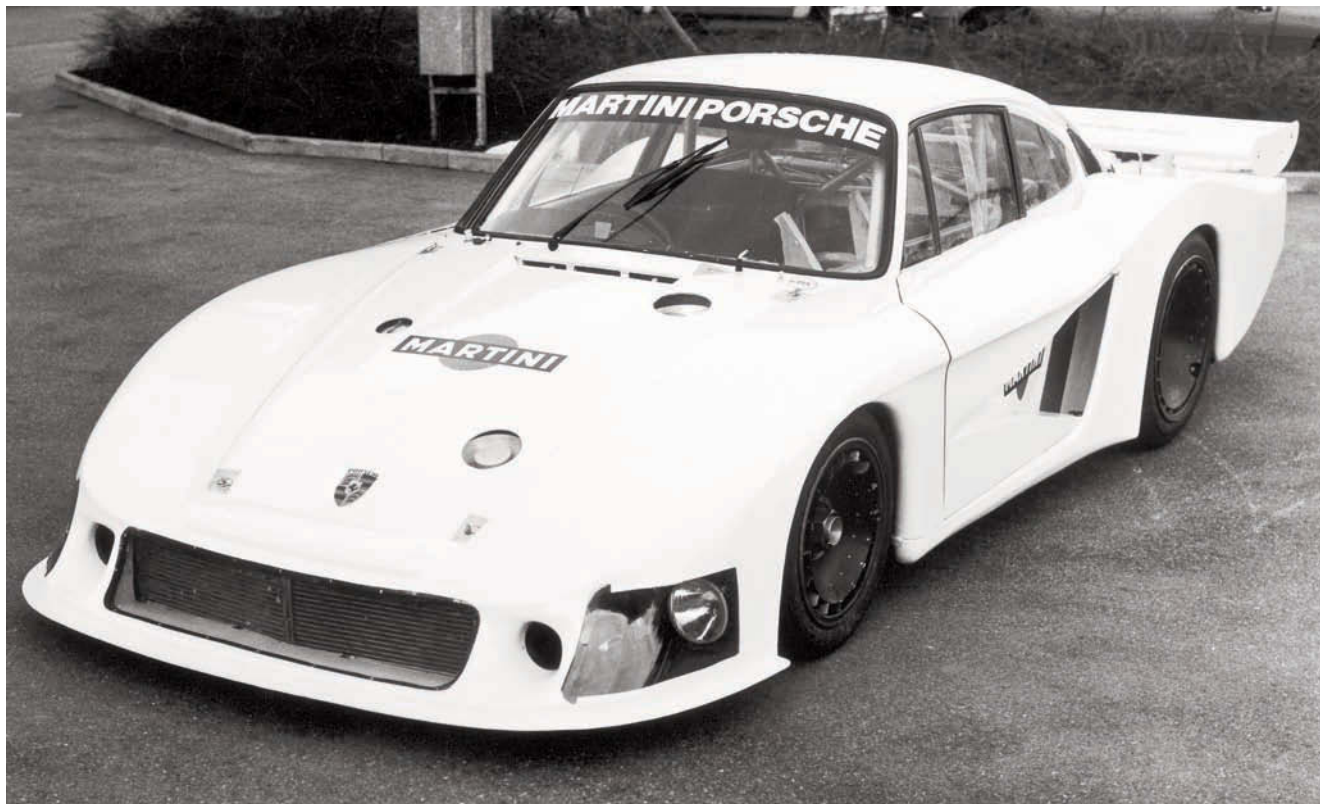
Above left: Every effort was taken to reduce weight on the 935 'Baby' – even the gear lever and throttle pedal were made of titanium

Above: one-off 1.4-litre turbo engine produced 380bhp

Below: The 935 'Baby' laid bare. The bodywork in front and behind the cockpit area was cut away to make way for ultra-lightweight aluminium tube subframes







Left: The original design for the 935/78 (better known as 'Moby Dick') called for flush-fitting doors with large NACA ducts built in to feed rear-mounted radiators, but the concept was vetoed by the FIA technical inspectors

of the field to finish half a lap up. The Baby's work was done and the car was retired from further competition.

During the 1977 season, as successful as it was, it was becoming clear that the 935's engine was reaching its limits. As dictated by the Group 5 regulations, the engine was based around the production 930 crankcase, and was fully air-cooled as one might expect of a flat-six Porsche motor of the time.

But as boost levels and power outputs rose, head gasket and piston failures were becoming rather too commonplace. And that was no way to confidently tackle an event like the Le Mans 24 Hours.

The most obvious improvement would be to simply water-cool the engine, but that surely went against everything that Porsche stood for? Heading the team looking into how to solve this thorny problem was Hans Mezger, Porsche's legendary engine designer and the man behind the 911's flat-six. For Mezger, simply adding water-jackets to the current air-cooled engine – either round the cylinders or the heads, or maybe both – was not enough. If you're going that far, he believed, then you might as well go the whole hog and make some really radical changes to the design.

The most obvious way to improve the design would be to use dual overhead

camshafts, a concept first explored by Porsche back in the late 1960s with the flat-eight four-valve 908 engine concept. That was not a success as the engine ran hot (it was air-cooled), so water-cooling was considered. However, at the time, developing the flat-12 917 engine was considered more important, so the idea had been shelved.

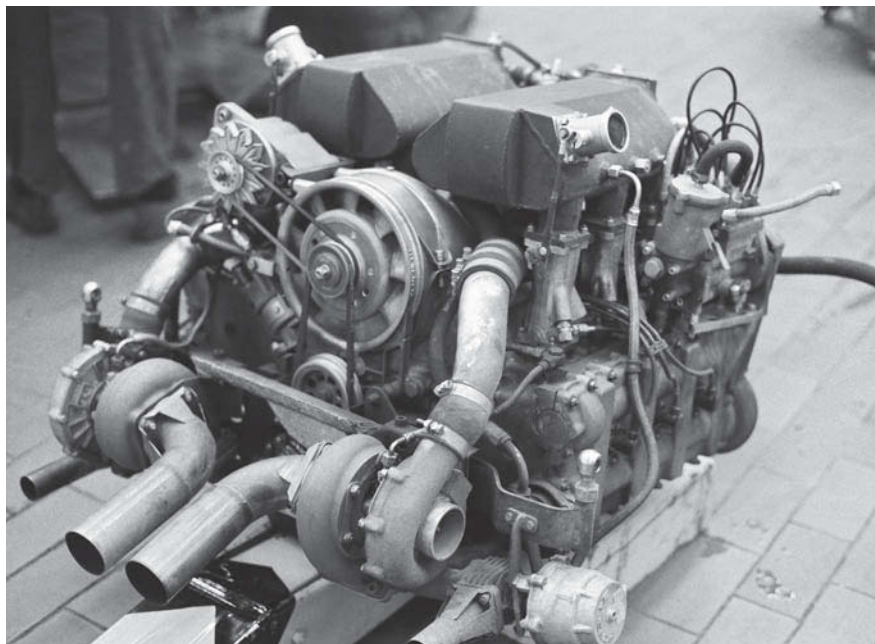
When Mezger dusted off the dual-cam, four-valve, water-cooled concept in 1977, it made a lot of sense. The Group 5 rules dictated that the original 930 crankcase and air-cooled cylinders be retained, which meant that the original forged crankshaft could also be used, a short-stroke version of which would be available for use in a Group 6-specification engine.

The new 3.2-litre unit retained the idea of using individual heads for each cylinder, but now with provision for a water jacket to keep the heads cool. A pair of water pumps driven off the two exhaust cams (one for each bank of cylinders) circulated the coolant. At the front of the engine there was a vertical cooling fan which passed air over the cylinders.

This should have been enough but Mezger was taking no chances – he decided to weld the heads to the cylinders so that there was no further need for problematic head gaskets, using a process called electron-beam welding.

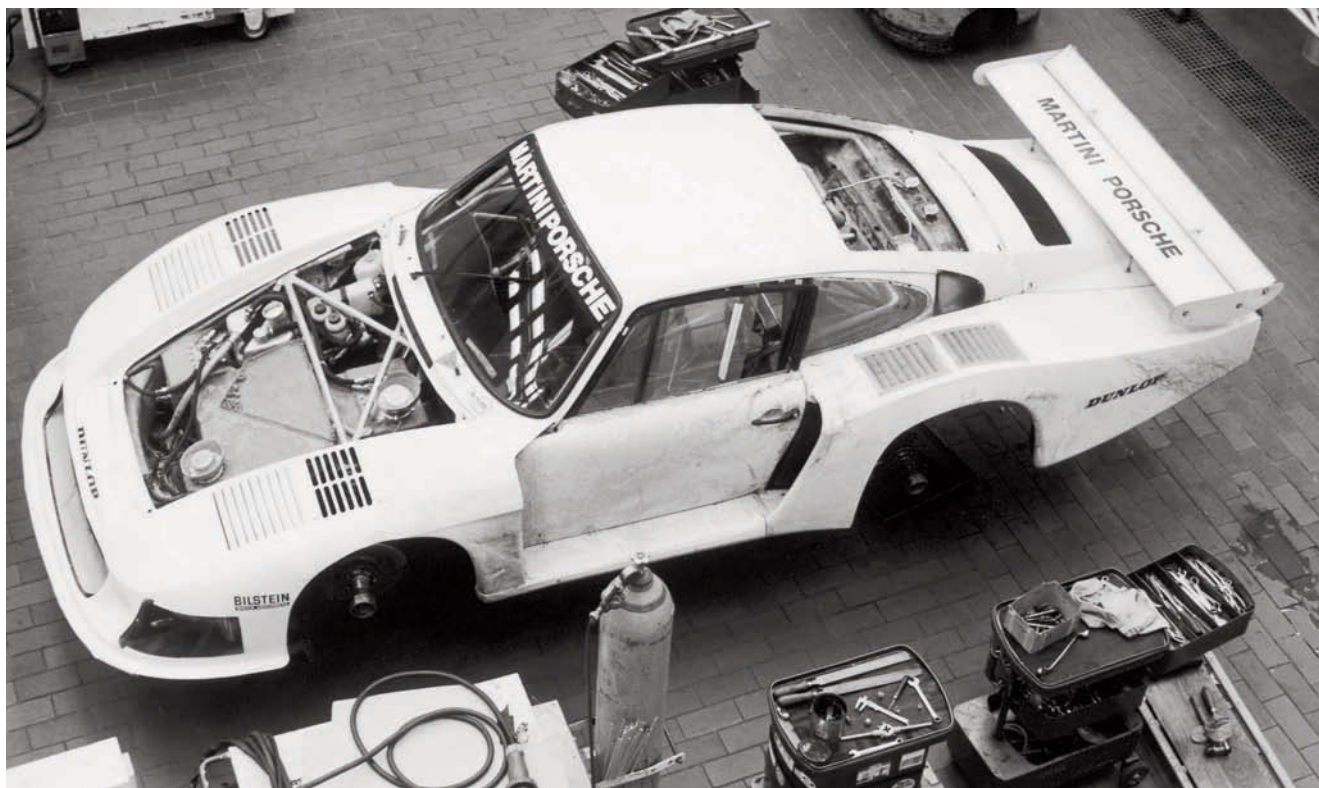
With twin KKK turbochargers, at 8200rpm the new engine produced a massive 750bhp at 22psi boost, with up to 840bhp available at higher rpm and boost. A far cry from the (up to) 380bhp of the 'Baby' 935 which went before.

With the engine problems now hopefully sorted once and for all, Norbert Singer and his team turned towards creating the ultimate Group 5 Porsche in which to put it



Left: As much as 840bhp was available from the twin-turbo double overhead cam engine developed for 'Moby Dick'. The camshafts were gear-driven off the crank. Note the upright cooling fan, which was used to cool only the cylinders – the cylinder heads were water-cooled





Left: Following the FIA's rejection of the flush-sided design, Porsche was forced to use more conventional doors. However, the final incarnation of 'Moby Dick' used short extensions to the front wings which extended about a third the length of the doors. Both Porsche and the FIA were happy with this compromise – Porsche probably more so...

“ It was the outrageous bodywork that drew the most comment... ”

to good use. The previous season's 'Baby' 935 had shown the way ahead as far as development of the basic 911 (930) bodyshell was concerned, so Singer began once more by cutting off the front and rear panelwork to make way for new aluminium tubular subframes on which to mount the

suspension and drivetrain. Once again, an aluminium roll cage added much needed torsional strength without adding too much weight. From this point on, Porsche's engineers began playing 'games' with the rulebook in search of that extra – or as the late Mark Donohue had referred to it, 'unfair'

– advantage, much to the FIA's dismay.

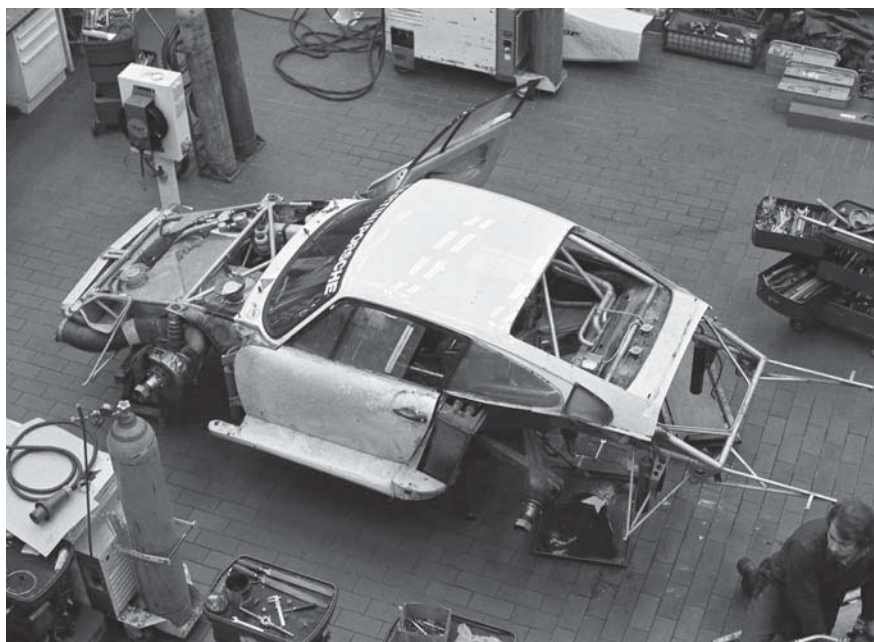
The Group 5 rulebook had undergone a revision over the winter period, mainly in an effort to entice the likes of BMW back onto the grid. One of the changes had been to allow the floor of a car to be raised by 75mm. This was supposedly to allow the exhaust system of a front-engined car (ie, a BMW or Ford...) to be routed under the car. This would allow for improved aerodynamics by tucking the exhaust system away, making it easier to manage airflow along the car. Nobody expected Porsche, with their rear-mounted engines, to take advantage of the rule change, but take advantage they did...

Singer's interpretation of the rules was to raise the floor of the new car by the requisite 75mm and then bring the whole body structure closer to the ground by the same amount. This had a significant effect on both the aerodynamics and the handling, as the centre of gravity was now lower. And despite trying their damndest, the FIA's team of technical inspectors could find no reason to outlaw the new design.

Other changes included the use of 16in wheels at the front and 19in at the back, with the front track widened by around 120mm. The transmission was turned upside down to allow the drivetrain to sit lower to the ground (a feature soon adopted by Kremer), while larger 330mm brake discs were installed, along with big four-pot calipers.

Although plenty was going on under the skin, it was the outrageous bodywork that drew the most comment – and is what gave rise to the 935/78's famous nickname.

The front and rear bodywork extended far further than on any previous incarnation of the 935, the nose accommodating a pair of water-to-air intercooler radiators, with the



Left: An excellent view of 'Moby Dick' at Weissach showing how aluminium subframes were used in place of the regular sheet metal of the stock 930 'tub'. New fabricated trailing arms were also used on the rear suspension





rear wings accommodating another pair of radiators, this time for cooling the cylinder heads. These rear wings stretched far behind the centre line of the driven wheels and served as mounting points for the rear

1977. But even though the FIA inspectors accepted this radical redesign, they then had second thoughts, demanding that the fully-faired door panels be removed, meaning that the bodywork now took on a

considerable attention from the media. The elongated side profile gave reason for German magazine *Auto Motor und Sport* to refer to it as the 'Great White', after the shark. The Porsche team members, however, had other ideas, preferring the name 'Moby Dick' after Captain Ahab's Nemesis in the book of the same name.

At its first race outing, 'Moby Dick' was in a class of its own. The event was the 1978 Silverstone Six Hours, held on May 14th. It was the fourth round of the World Championship of Makes and the car – chassis number #006 – was to be driven by star drivers Jacky Ickx and Jochen Mass.

Despite the importance of the event in the WSM calendar, it was not considered to be of major significance as far as Porsche was concerned, rather as an extended test session ahead of Le Mans in June. Porsche's Manfred Jantke even said as

Above: After qualifying third overall behind the 936 of Ickx, Mass and Pescarolo, and the Alpine-Renault of Jabouille and Depailler, 'Moby Dick' looked in a strong position for an overall win – or at least, victory in Group 5. But it was not to be...

“ At its first race outing, 'Moby Dick' was in a class of its own... ”

spoiler. After extensive tests in Weissach's wind tunnel, Singer decided upon flush sides, with the door panels extended outwards to fill the 'void' between the front and rear wings.

It was in this form that Jacky Ickx first tested the car at Paul Ricard in March

far boxier form than had been hoped. However, it was still far more aerodynamic than any previous design. In fact, with the pods removed, the 935/78 had a Cd figure of 0.38, a figure which matched that of the old long-tail 917s.

On its announcement, the new car drew



Left: Le Mans proved to be something of a disappointment in the end, an oil leak forcing the team to back off, finishing 8th overall as a consequence. Post-race inspection showed the leak to be of less importance than first believed





much in a pre-race interview, a comment which will not have gone down too well with the race organisers.

*MotorSport* magazine reported that 'In unofficial practice, Mass lopped five whole seconds off his own Group 5 lap record, in first practice he was easily the quickest, in second practice Ickx went quicker still to confirm the car's pole position, and in the race itself they led every inch of the way to win by seven laps. So fast was the car that Mass pulled out a staggering four second advantage over everyone else on the first lap, and from a rolling start at that!'

*MotoSport's* correspondent then added: 'It really had no opposition at all, and one wonders how fast the Porsche might have gone if victory had been its first priority!'

The next outing was, in effect, the whole *raison d'être* for 'Moby Dick': the Le Mans 24 Hours. If you need any proof of just how

fast 'Moby Dick' was, consider this: on the Mulsanne Straight, the 935/78 was clocked at an astounding 227mph in practice, and 221mph in race trim. That made it the second fastest car down the straight, and third fastest qualifier overall behind Ickx's Group 6 936 and the Renault-Alpine of Jabouille and Depailler, the latter being the fastest on the straight at 228mph.

'Moby Dick' out-qualified the second works 936 by almost five seconds, and was only 2.5 seconds behind the pole sitter. Impressive for a car which, under the skin, still bore some (albeit modest) resemblance to a production model.

Sadly, in the race itself, 'Moby Dick' – driven by Manfred Schurti and Rolf Stommelen – was plagued with problems. A new engine had been fitted prior to the start after the original holed a piston while the car was being driven to the track on public

roads. This flag-waving exercise arguably cost Porsche dear...

Unable to push the new engine to its full potential early on, 'Moby Dick' slipped back to sixth place, a position it held until the 17th hour when a seemingly terminal oil leak forced Schurti and Stommelen to throttle back in an effort to 'save' the engine. As a result, 'Moby Dick' could only finish eighth overall and third in Group 5 behind two privateer 935s.

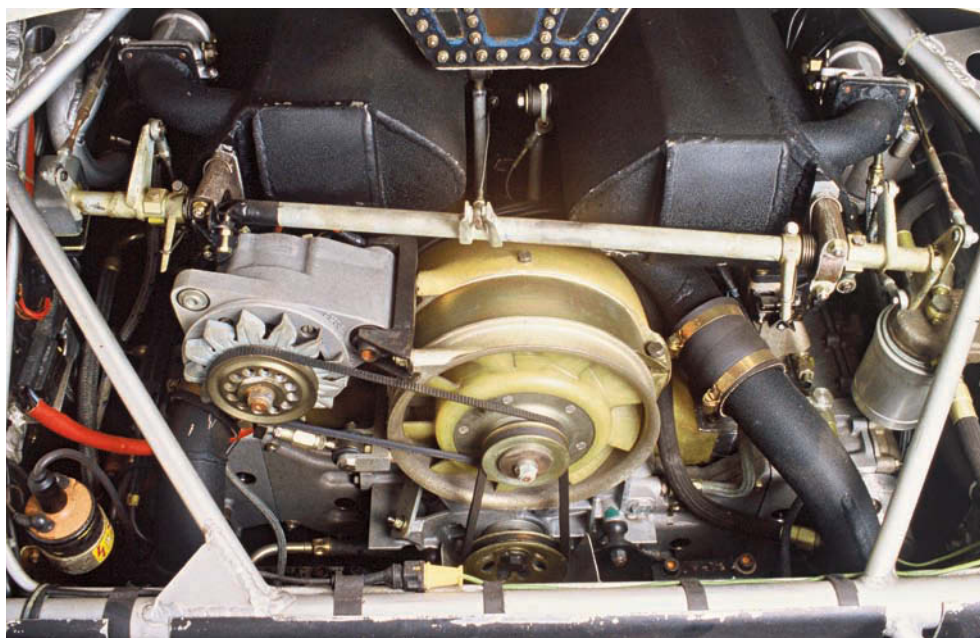
Post-race, a tear down revealed that the oil leak was relatively minor and should have been of no major concern, but it was too late. 'Moby Dick' would never again run at Le Mans.

Together, the 935 'Baby' and 'Moby Dick' will stand for ever as living proof of the incredible versatility of the 935 – and, indeed, the whole 911 family – and the determination of Weissach's engineers. **PW**

Above: The side profile is undoubtedly the most dramatic view of 'Moby Dick'. The colossal front and rear overhangs helped reduce aero drag to give an impressive Cd of 0.38, similar to that of the long-tail 917

Below left: Similar in many ways to the 908 DOHC engine, the 935/78's motor still used the production 930 crankcase

Below: 'Moby Dick' was the only 935 built in right-hand drive, giving drivers a better view of most tracks





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# TECH: HOW TO

## STEADY AS SHE GOES, MR SULU...

Your 997 may well have come from the factory with optional Tempomat – cruise-control, in somewhat plainer English – but if not, and if it's something that you think you really need, then it's a remarkably simple and inexpensive system to retro-fit, using a readily available kit of parts from Porsche itself. Story and photographs by Chris Horton



**I**t's one of those 'Marmite' things, cruise-control. You either love it or, like this writer, you cannot even begin to comprehend the point of it, or certainly not here in the increasingly crowded southern half of the United Kingdom, where almost by definition any vehicle maintaining a constant speed quickly becomes a mobile chicane. It's a

different story in mainland Europe, as I was reminded when driving a Panamera to Italy and back a couple of years ago – set it to the 130km/h French autoroute limit (110 in the rain), and concentrate on your driving, rather than whether *les flics* are hiding behind the next bush – but surely the only British motorway where it might have the same value is the relatively peaceful stretch

of the M6 north of about Lancaster.

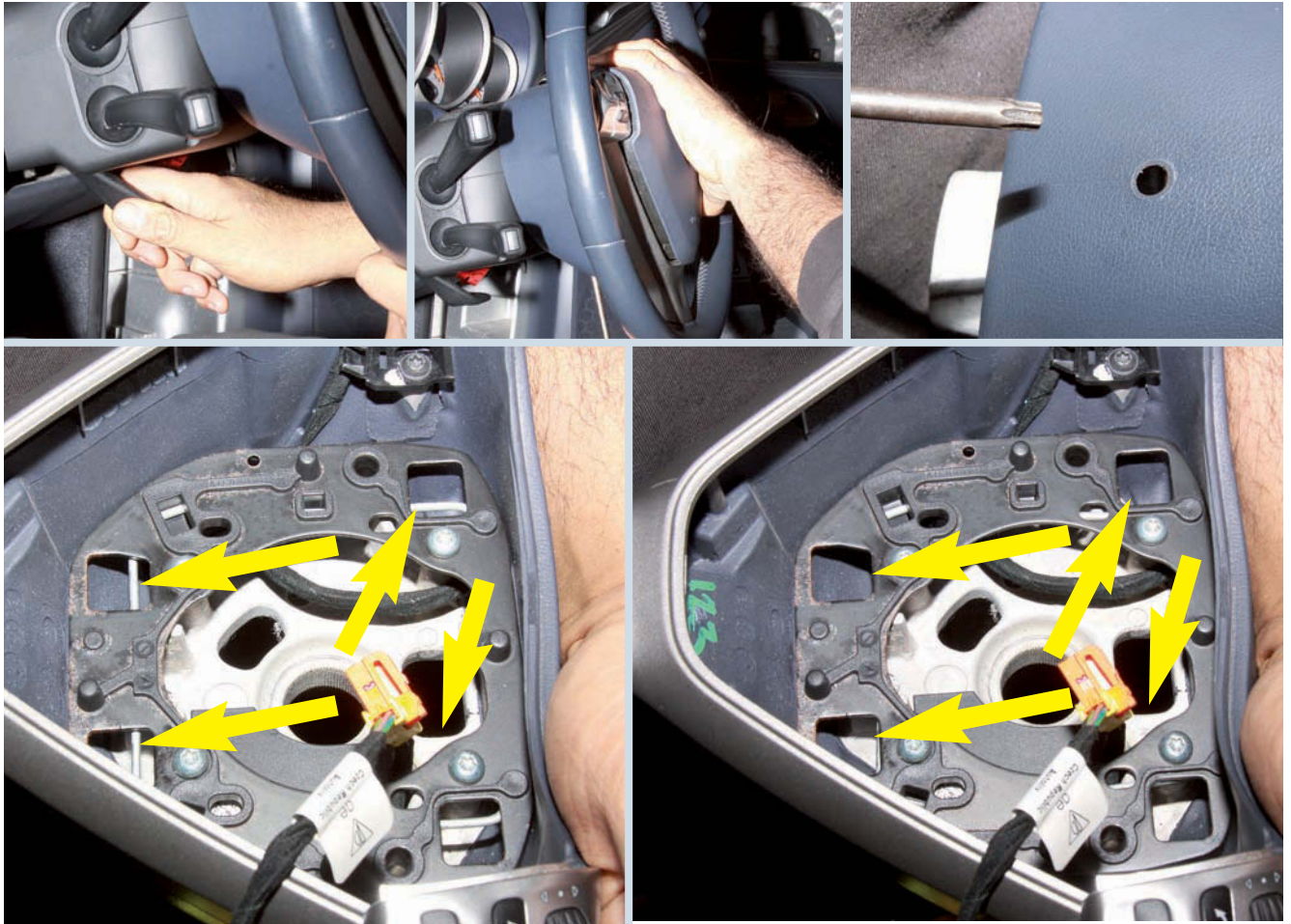
I was understandably ambivalent, then, when Porsche-Torque's Sid Malik (above) suggested for one of these how-to stories retro-fitting 'cruise' to a customer's 997 Turbo. (Today Porsche calls the system Tempomat. For many years it was always Tempostat. In either case you can probably work out why.) Brought up, automotively

Parts from Porsche in a reassuringly small box: £325 plus VAT. Few tools required, although the car must be reprogrammed for system to recognise the new hardware. Thanks to Sid Malik at Porsche-Torque: 01895 814446



Arguably the trickiest part of the procedure is removing and later refitting the steering wheel – although it's actually quite easy when you know how. Remember that the column goes up and down for driver comfort, and this also allows it to be raised and lowered for access to the top and bottom of the column, as required.

The single large retaining screw is accessed by easing off the central horn pad, inside which is also housed the driver's airbag. To do that, insert a suitable rod – Sid Malik uses a Torx driver, top row, far right – through a hole in base of hub. This presses against the lower part of a wire clip – shown here with the wheel detached – and disengages it from corresponding lugs on the airbag; arrows indicate where. We're getting a bit ahead of ourselves here, though: we need to get the wheel off the column first...



Once you have unclipped the airbag from the wheel, turn it over and carefully disconnect the wires.

(This is why you disconnected the battery earth lead before starting the job.) Black connector (top row, near right) is a simple pull-off affair, but yellow and green ones require you to ease up their central locking tabs.

Fingers should suffice, or a plastic blade; avoid using a screwdriver. Once you've done that, pull this orange connector (top row, far right) off the wheel hub.

Now you can undo the central securing screw. Set the spokes level, if necessary rotating the wheel a few degrees to settle the front tyres, and use only the correct splined driver; you don't want it slipping and damaging the screw. Centralise the wheel again, and gently pull the wheel off its splines on the column. Good idea to leave screw fitted, but loose, so the wheel doesn't suddenly fly off and smack you firmly in the face

speaking, in a world of carburettors and later that new-fangled Motronic system (it will never catch on, you know...), I immediately – and completely wrongly, of course, not least because Sid, at least, would never do anything less than a proper job – imagined many metres of wires and Bowden cables, untidily drilled holes in dashboards and, well, the sort of general

mayhem that had left the electrical system of Antony Fraser's 911SC in ruins. (See the July and August 2016 issues.) Why, I questioned Sid, would you ever bother?

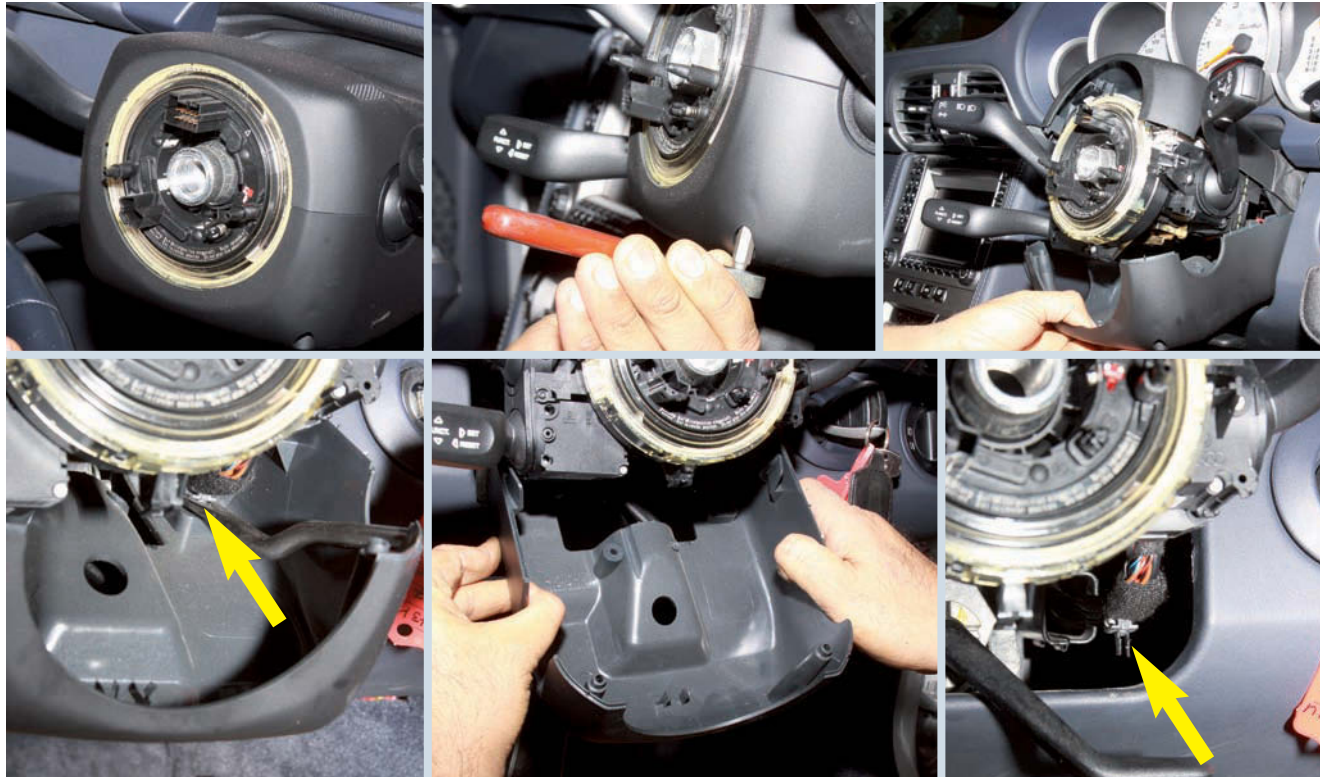
'It's actually a remarkably straightforward procedure,' he assured me. 'The necessary parts come as a boxed kit from Porsche – currently they cost just £325 plus VAT – and literally all of the installation work is centred

around the steering column. There is no drilling or wiring – beyond a couple of small, plug-in connectors – and the finished job is effectively exactly as it would have been from the factory, had the car been assembled with the device as an option. You have to take off the steering wheel, which I know can seem daunting in these modern airbag cars, and the entire vehicle





# TECH: HOW TO



Once you have the steering wheel off and safely stored to protect it against damage, the next step is to undo the Torx screws securing the two halves of the steering column's plastic cowl. Gently pull the lower section down, easing the edges away from the upper portion, and you will see a tiny plastic clip (arrowed) securing it to the relevant part of the wiring harness. Carefully ease that out of the plastic moulding with a suitable forked trim-removal tool, and then you can pull the moulding clear

will need reprogramming on a diagnostic computer, so that it recognises and then activates the new hardware, but you don't even have to open the engine lid.'

That sounded a bit more encouraging. It's difficult to object to additional equipment that leaves both the structure and the fabric of the car so fundamentally unaltered and,

regardless of any such modification's practical or even resale value, the fact of the matter is that no-one is going to *not* buy any pre-owned 997, just because it has the option to maintain a set road speed where conditions permit. And at the end of the day my own possibly prejudiced view of cruise-control is largely irrelevant. If the owner of

this car is prepared to go the distance and have it fitted, then surely so will others. What's more, even if you might not be willing or able to tackle all or any of the stages, this is definitely one of those appealing and immensely satisfying jobs that falls within the scope of a competent DIYer. What's not to like about that? **PW**

Lift the top part of the cowl up and away from the steering column. This will give you access to the three clips securing the 'clock spring'. That's the name given to the ingeniously self-contained device by which the steering wheel and all its functions are connected to the main electrical system. Inside is a coil of thin wires which unwind and wind up again as the wheel rotates from lock to lock. Needless to say, be *very* careful not to go in too hard and break off any of the tiny plastic lugs. This angled pick (far left) makes a good tool for the job. Pull the clock spring towards you, off the end of the column (and its own plugs and sockets behind it) and lift it up to rest on top of the column as shown. All 997 steering columns, regardless of whether the car came with cruise-control, are ready to accept the new switch which acts as the interface for the device. Plug one end of the lead supplied into the switch, the other into the socket provided towards the rear of the steering column (middle row of photos). Once you have done that, insert and gently tighten the two Torx screws provided, and you are very nearly there





Henceforth reassembly is a straightforward reversal of the dismantling procedure. Make sure the clock spring connectors slide smoothly into each other (right), and then offer up the new lower section of the cowl – the cut-out on its right-hand side is obviously designed to fit round the new switch. Don't forget to push that tiny wiring clip back in.

Ease the top half down over the column, and make sure the edges line up correctly – note the cut-out (arrowed, right) that is designed to slide into a matching lug on the bottom half. Fit and tighten the Torx screws – but don't overdo it, or you risk cracking the plastic.

Make sure the mating edges are pushed fully home, too: the finished job will look horribly untidy if they are not

Replace the steering wheel – make sure that it is still centred when you slide it back onto its splines, and tighten the new screw to 50Nm – and finally the airbag. The centre pad should click back into its securing clip with the aid of a firm push with the palm of your hand. Make sure the horn works, and any other functions controlled by buttons on the wheel. Last job of all is to drive the car to your local Porsche specialist for the reprogramming that will allow the electrical system to recognise that it now has the luxury of cruise-control. It's a good opportunity to have any fault codes interpreted and cleared, and well worth the likely modest cost. When all is well – and when the cruise-control activated – you will see the tell-tale green warning in the display to the left of the rev-counter. All you have to do now is learn how to use it effectively...



## THE KNOWLEDGE

The full story, as has become our habit, is explained in the accompanying photographs and captions, but first a few words on both some obvious precautions and what might be considered the trickier parts of the operation. Or the less easy ones, anyway.

It goes without saying that you must first isolate the car's battery, by removing the negative (earth) lead, and perhaps then temporarily insulating it by wrapping it in a piece of rag, and/or securing it well away from the terminal post. That is common sense in any vehicle when you are working on the electrical system, and essential in one equipped with airbags. (Although it's worth pointing out that while airbags deserve to be treated with respect, they are not hair-trigger IEDs, designed to kill on sight. You have to be pretty determined – and clumsy – to set one off by accident.)

To remove the steering wheel you must, of course, first remove the central pad containing said airbag. Here that is done by inserting a suitable rod up through the small hole provided in the base of the wheel's padded hub. Sid used a medium-sized Torx driver, the flat end of which presses securely against the lower end of the internal wire clip, and by doing so moves its upper arms away from the matching lugs on the airbag. Gently pull the pad towards you, and then ease off the electrical connections.

The steering wheel is secured to the end of the column by a single large screw with a splined socket in the head. Make sure you have exactly the right driver before attempting to

undo it. A new screw, with its threads treated with a special locking compound, is provided in the kit, so discard the old one. Make sure, too, that the spokes of the wheel are dead level, if necessary by rotating it from one side to the other in order to settle it against any residual force from the front tyres (which should themselves be pointing to the straight-ahead position). After removing the steering wheel take care not to disturb the column.

Again use the correct Torx driver to undo the screws securing the two halves of the steering-column cowl, and be particularly careful as you ease the two halves apart. The bottom piece will be replaced by the brand-new one provided in the Tempomat kit, but you will be keeping the more visible top half, so it would be a shame to damage it. Note that at the back of the bottom section there is a small push-in mounting point for a wiring-harness clip, and this needs to be eased out with a suitable forked tool. It's hard to see, and even more difficult to photograph clearly, but at least one of my pictures should give you a fair idea of what you're dealing with.

Be equally careful, too, when releasing the three tiny clips by which the so-called clock spring is secured to the column. (It takes its name from the coil of thin-gauge wires inside the sealed plastic casing that allows the airbag leads – and others – to articulate as the wheel rotates. It should last the life of the car – or a significant part of it, anyway – but will be a prime suspect if ever the airbag warning light comes on.) The device doesn't need to be disconnected from its own wiring; simply pull it forward, over the end of the steering column,

and then lift it up out of harm's way.

It's pretty much plain sailing after that. Connect and secure the new steering-column switch that provides the necessary interface for the cruise-control, and from here on it's essentially just a reversal of the dismantling procedure. Inevitably there is a bit of a knack to getting the plastic cowl neatly back into position – just take your time, and don't force anything, not least that tiny harness clip – and don't over-tighten any of the screws, or you will risk damaging the relatively fragile plastic. Fit the new steering-wheel screw – making sure you get the spokes level again; being even one spline out will make all the difference – and tighten it to 50Nm. Reconnect the airbag, push it back onto the wheel hub and, once the battery is reconnected, you are good to go again.

Well, almost. Sadly, your newly installed cruise-control won't even be recognised by the car's electronics, much less function, until the necessary reprogramming has been carried out, but you will certainly be able to drive it to a co-operative independent Porsche specialist (eg Porsche-Torque!) for that to be done, and also for any fault codes cleared. That alone should cost no more than around £35 plus VAT – that's what Porsche-Torque would charge, anyway – and the entire installation should cost only £395, should you choose to have someone else tackle it for you. (That's £325 plus VAT for the parts, £70 for labour, again plus VAT.) How much more satisfying, though, to have a go yourself – and this, as we have suggested, is one instance where that is surely far more than a distant pipedream.





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## STEVE BULL SPECIALIST CARS

Devizes based Porsche specialist, Steve Bull, keeps his feet on the ground to provide no-nonsense servicing and repairs for Porsche owners, that value quality and workmanship over fancy showrooms

Words and photography: Brett Fraser



**S**teve Bull, owner of the eponymous Devizes-based Porsche specialist, is unapologetically old-fashioned. He doesn't really do social media and he quietly rues the fact that Porsche these days focuses more on the mass market than on the enthusiasts' sector. And as for today's crazy classic Porsche prices... 'I'm an engineer and I know that the difference between the 964 that was £14,000 just a few years ago and the 964 that now costs £40,000 is absolutely nothing,' he muses. 'Nothing's changed in the intervening period, it's still the same car. It still drives the same and still has the same problems. You're not buying anything extra despite spending all that money.'

But Steve's adherence to old-fashioned values manifests itself most clearly in the way that he treats his customers. 'It's hardly rocket science, but I do believe that you have to give the customer the best service you possibly can. I'm not talking about a big fancy showroom with palm trees and 49 different flavours of tea, I'm talking about listening to their needs, honestly assessing their cars, and striking up a relationship where they know they can trust you.'

'And you have to go the extra mile on occasions. Many a time we've had someone come in with a problem that we spend an hour or so investigating the cause of. We haven't charged them, we just have to hope that when they want that problem sorted, then they come back to us. Similarly, we've fixed minor issues for customers and not charged them – sure, it

has cost us in terms of time and a few inexpensive components, but it generates enormous goodwill.'

'That's how lots of businesses used to operate and it worked well. In modern car dealerships nowadays it's simply a numbers game and the workshop manager has big targets to hit: the cars then become just money-makers and the personal touch disappears because those guys have to be earning every second that the doors are open. I'm not knocking them because that's the way the whole world seems to have gone, but it's not the way that I want to do business.'

How very old-fashioned. And highly commendable. It's seemingly also a winning formula. 'Things have quietened down a bit now that the winter has arrived in earnest,' Steve confesses, 'but all the way through

The bulk of Steve Bull's work is with the modern generation of Porsches. The older, air-cooled cars are being used less and so demand less work



930 Turbo is in for a full engine rebuild. Cars that are going to be in the workshop for a long period are stored under covers



the summer we've been exceptionally busy. If you'd visited us back then, there wouldn't have been a day when there weren't 25 to 30 customer cars dotted around the place.'

As Steve alluded to, there aren't so many Porsches lying around outside the building on the wintry day of our visit, but there are a couple of latest generation Mk7 Volkswagen Golf GTDs. 'Those are our courtesy cars,' states Steve. 'If you've just dropped off your 991 with us for a service, you don't want to spend the day in some rusty old hack. And even customers who don't actually need a courtesy car will see the Golfs and get the sense that we're a serious operation.'

Steve can trace his automotive roots back to childhood. 'I guess in common with a lot of *911&PW* readers of a certain age, I had a poster of the 930 Turbo on my bedroom wall, and that inspired my lifelong passion for Porsches. After school I got into engineering and eventually ended up with the Porsche dealer, Dick Lovett. It was a proper family business when I started there and I spent a very happy 20 years working for Lovett's, rising to workshop manager, a job I did for about nine years.

'But as Lovett's expanded and people started talking about 'units' instead of 'cars', I realised that this new world wasn't really my cup of tea: I really enjoyed looking after the Porsche enthusiasts. So I set up on my own, initially in a shed on a farm mainly restoring older models such as the 356, but then about 20 years ago moving to a small industrial unit on the same [Devizes] estate that we're on now; I saw a very clear gap in

road, there isn't much passing traffic, and there are fields and trees out the back and a pond to the front. The customer reception area is large, light, airy and neatly presented. 'Because I come from a main dealer background I'm very aware of the importance of good presentation,' says Steve. 'Even when working on the farm and with the knowledge that the sort of customers I was dealing with were unlikely

“ I enjoyed looking after the Porsche enthusiasts, so I set up on my own ”

the market servicing, repairing and maintaining cars for Porsche enthusiasts who no longer wanted, or couldn't afford, the main dealer experience. After about 10 years we outgrew the unit and had our existing premises purpose-built.'

Most of us will have a vision of what the average British industrial estate looks like, but Steve chose his estate and his plot extremely well. Pretty much at the end of a

to be concerned by such things, I always ensured that my workshop was tidy. Apart from anything else, you work more efficiently in a well-ordered environment.'

This wisdom is applied to Steve Bull Specialist Cars' current workshop, too. The tools are smartly arranged on the benches and cars that are in for lengthier repairs or restoration sit beneath fitted covers. Although Steve insists that the workshop

Smart, functional premises define the Steve Bull ethos. Business is thriving and in the summer there can be up to 35 cars parked in and around the workshop at any one time







Steve Bull carries out his fair share of engine rebuilds on modern Porsches. Worst offender is the gen 1 997, largely for bore scoring

has entered a period of comparative calm over the past few weeks, there's a good spread of cars being worked on, from a 991 through to Boxsters and Caymans, 944s to older air-cooled 911s. Under covers sit a 930 Turbo in for an engine and gearbox rebuild and a 964 3.6 Turbo that's also having its mechanicals rebuilt as well

giving more attention to the side of your business that provides regular cash-flow and the restoration work plays second fiddle: the result is cars that sit forever in your workshop and disgruntled customers. So while you've seen the 3.6 Turbo in here today, the respray was done elsewhere and we are rebuilding the mechanicals.

and 944s. We get plenty of Boxster owners, too, who even though they've bought a cheap car, still understand the importance of high quality specialist maintenance.'

There are several engines and gearboxes sitting either as complete units on pallets or disassembled on benches whilst in the throes of refurbishment. Not all are from high mileage classic Porsches... 'Absolutely the worst modern Porsche for engine issues is the gen 1 997,' reveals Steve. 'Bore scoring is well documented, and while it doesn't affect every car, it is of genuine concern. But if you look over there you'll also see a Cayman on the ramps with its drivetrain dropped out. That said, Porsche is no worse for engine problems than any other premium car maker – BMW and Mercedes are equally guilty – it's simply that the Porsche world is comparatively small compared with others and bad news tends

## “ Porsche is no worse for engine problems than any other premium car maker ”

as a full respray.'

'To be honest,' confesses Steve, 'we don't really do ground-up restorations any more: I don't believe that servicing and repairs mix very well with restorations. You don't do it consciously, but you end up

'As the investment market is steadily taking the air-cooled 911s off the road and into collections or storage, we're working on fewer and fewer of them. The core of our business has evolved into 996s and gen 1 997s, although we do see a fair few 993s



Cayman on the ramp, with engine dropped out for rebuild, bore scoring the culprit. Left: Courtesy cars are two very smart current gen Golf GTDs



Right: Main man, Steve Bull. Steve learnt his trade at Dick Lovett, where he spent 20-years, rising to workshop manager. Far right: Our man Fraser reclines in smart reception area



to spread quickly and widely.'

In addition to the aforementioned engine and gearbox rebuilds, Steve Bull Specialist Cars also undertakes regular servicing for all eras of Porsches, the full gamut of other mechanical repairs, and laser suspension alignment. What the company doesn't get too heavily involved with is car sales.

'We do occasionally sell a few cars,' admits Steve, 'but typically these are vehicles that have been coming in here for years and we know them very well and know their owners, too. That way we can have utter confidence in the cars we do sell. Buying in unknown cars for stock carries far too many risks – our reputation has been hard-earned and I wouldn't want to gamble it on making a few quid from a car sale. But we will offer to find cars for customers and we do carry out pre-purchase inspections.'

Although Steve concedes that

increasingly sophisticated electronic systems are going to make life tougher in the future for independent Porsche specialists, he remains upbeat. 'Yes, technology can be a nightmare, but there will always be those who can overcome

money, but won't want the expense of going to an official Porsche dealer. Not only are our hourly rates cheaper, but we can advise them on a programme of preventative maintenance over an extended period – dealers want to fix everything at once, and

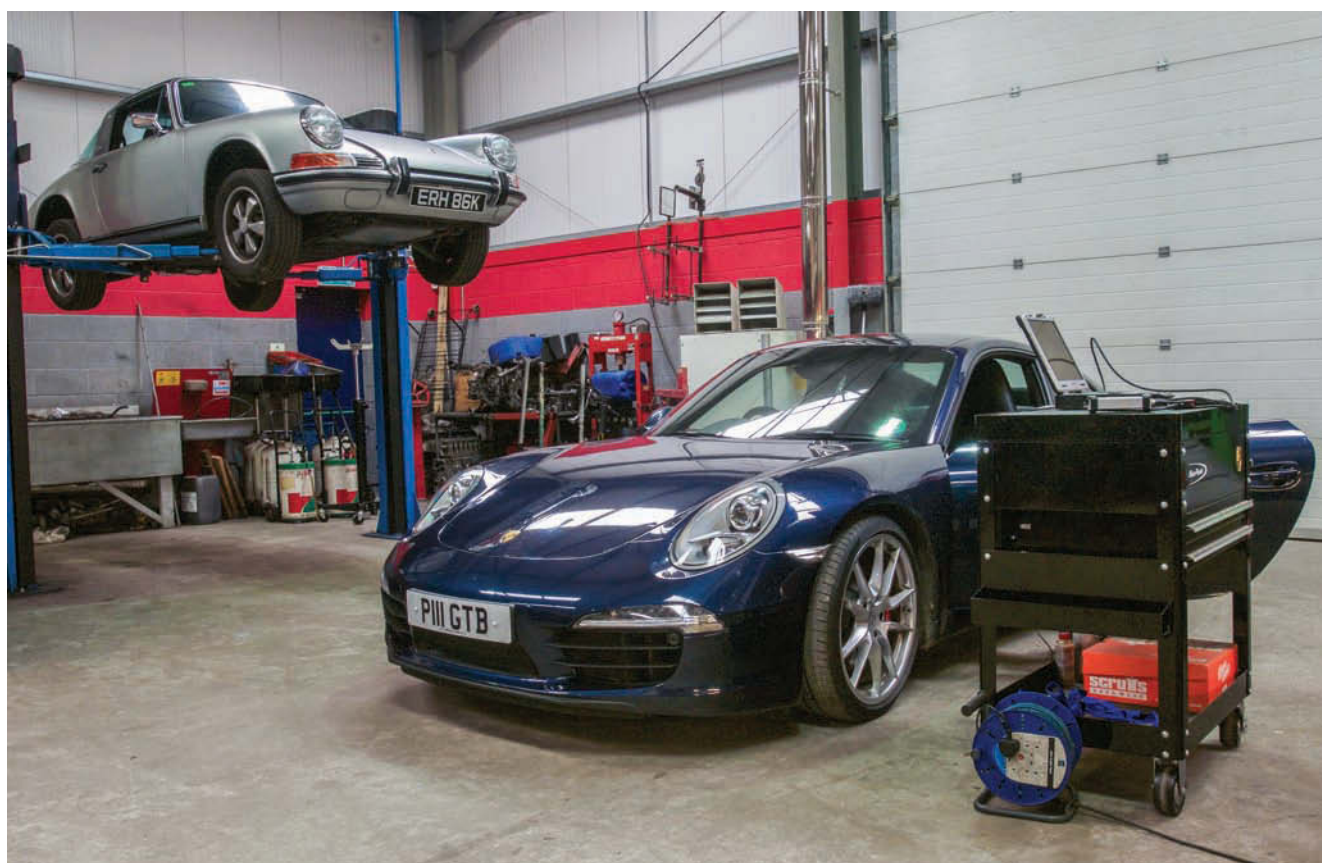
“ Our reputation has been hard-earned. I wouldn't gamble it on car sales ”

the difficulties. And new car depreciation is always going to work in our favour – certain rare Porsches will shoot up in value, of course, but more mainstream models will plummet.

'That's when enthusiasts will take the gamble of buying an awful lot of car for the

sometimes well in advance of certain items actually needing replacement.'

Steve may well believe that he has less and less in common with the modern world, yet by sticking to his old-fashioned values he seems exceptionally well armed to tackle its challenges head-on. **PW**

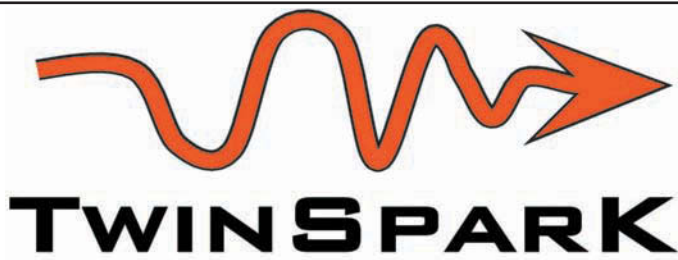


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## PROJECTS

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

### THE TEAM

#### STEVE BENNETT

996 C2/944 LUX



Last month in this very confined space, I promised to get the 996 back on the road, and I have! I know, miracles and all that. It wasn't especially onerous, just an MOT and new coil packs.



#### KEITH SEUME

912/6 'EL CHUCHO'



El Chucho continues to fight back, but I'm sure I've got the rascal cornered now, as the jobs list gets ever smaller and I can see a future of just driving and enjoying. In my darker moments I even considered selling!



#### CHRIS HORTON

924S, 944



I know you probably won't believe it, because I scarcely do myself, but the 944 is now not just running, but insured, tested and taxed! Still a few small jobs to do, of course, but now I can start to enjoy it again.



#### PETER SIMPSON

911 2.7 TARGA



For the full gamut of feeble excuses, you only need to see opposite. Seems that 2016 wasn't a great year on many levels, and it certainly wasn't a great year for my projects. Things can only get better!



#### BRETT FRASER

BOXSTER 3.2S



Groaning, creaking and losing water, and that's just me. Not really, it's the Boxster. The suspension seems to be seizing up. Could be the coffin arms. It's losing coolant, too, but from where is the question?



#### JOHNNY TIPLER

996 C2



Recent oil leak was traced to a fixing coming loose on an auxiliary camshaft oil feed hose. A quick tweak with a spanner and all was well. Still debating various cosmetic graphics options.



#### ANTONY FRASER

996 GT3, SC, TRACTOR



Lots of GT3 work, which will be featured in next month's issue. Have replaced the rear springs for softer items, plus had front apron and mirror covers painted, and tidied up the underneath.



## LOOKING FORWARD

Pete's trying to look forward, but it's a struggle. Here's hoping for a productive 2017, where he can finally get to work on the 911 projects and get them back on the road



### PETER SIMPSON

911 3.4

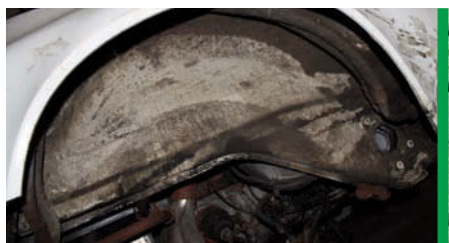
**Occupation:** Studio Manager, CHPublications  
**Previous Porsches:** 996 C4, 944S2  
**Current Porsche:** 911 3.2 Carrera  
**Mods/options:** Far too much to list here, but highlights are a Tuthill built 3.4-litre engine and Bilstein suspension all round  
**Contact:** pete@chpltd.com  
**This month:** The rear arches have had some much needed treatment and I hope we are back on track with Project Backdate. Rear trailing arms are next

So, Steve tells me to sum up what I'm looking to do on my Porsches over the next year. I sat and thought for a bit and then the depression set in.

What happened to last year? How can I write 'I'm moving on with my projects' when I seem to have failed in 2016? All I can say is: 'must try harder', and the first thing to do is get the engine rebuilt on the '72 Targa. That might make me feel better; I've pretty much collected everything necessary to get the job done, apart from machining the heads to accept the twin-spark set up. Then there's tons of welding that needs doing, and a full interior retrim. Sounds simple when you say it, but in reality it's all time and money. Looking at the pics on this

page isn't exactly helping, either. Had I got on with things, I could have been driving at least one of these cars around in 2016. I will pull my finger out and get to work ASAP – watch this space!

As for the 1989 911 3.2/3.4 Targa? I'm basically stuck. The suspension has given me nightmares, which is the reason I've walked away from the project at present. It's a coilover conversion, which, as you can see in the pics, looks very smart, but just doesn't seem to work, with the coilover units rubbing against the bodywork amongst other issues. I'm planning on putting the torsion bars back in and I'm preparing the parts for powder coating, so that I can move on. Once again all I can say is: Watch this space! **PW**



Top: At least the bodywork is coming together on the '72 Targa, with the horrible wide wings replaced with original steel wings. Left: Coilover conversion has been less than successful on the Carrera Targa. Planning on refitting the torsion bars



# 996 BACK ON THE ROAD - AGAIN

Bennett reckons that he's a JAM Porsche owner, as in just about managing! Still, at least he's got the 996 through an MOT and replaced the coil packs to cure a misfire. He's still whining on about the suspension, though. Yawn!



**STEVE  
BENNETT**

**944 LUX/  
996 C2**

**Occupation:**

Editor,  
*911 & Porsche  
World*

**Previous**

**Porsches:** 911  
Carrera 3.2, plus  
numerous 944s

**Current**

**Porsches:**  
944 Lux/996 C2

**Mods/options:**

944: Augment  
Automotive ECU  
and camshaft, Koni  
dampers, 996 C2:  
Eibach springs

**Contact:**

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**This month:**

MOT and new coil  
packs

I think I must be a JAM Porsche owner. You will be aware of the acronym. It's been doing the rounds recently. In politico economic terms it stands for 'Just about managing.' JAMs are the new economic group identified by our glorious government, and they're doing everything they can, bar actually helping, to assist this new tribe. And JAM is how I feel about running a Porsche sometimes.

Actually, it's not so much that it's a Porsche, it's more the fact that it's an 18-year-old car. To be surprised when things go wrong is just a nonsense and, to be fair to my 996, it's not so much things going wrong as things just wearing out.

Earlier in the year I replaced a lot of the suspension, fitting new 'coffin' arms all round, various bushes and suspension arms plus top-mounts front and rear and new Bilstein dampers, with Eibach springs. At the same time I also had the front and rear discs and pads replaced. And it was better than it had been on the M030 set up, but I now recognise elements of the 'King's new clothes' occurring here. After sinking my hard earned budget into this little lot, I rather wanted it to be the answer to my ride and handling woes, but it's not.

My initial observations, after an enjoyable drive home from Auto Umbau – where the suspension had been fitted – were positive. But that was on flattering main roads and dual carriageways. In the real world, things

were not quite so positive. The ride is still too stiff for my liking. Or should that be hard? There are occasions when the damping just seems to lock up, particularly at the rear. Expansion joints can be a nightmare, as are traffic calming strips. Poor surfaces are an assault on the ears as are those horrible high-grip surfaces.

This, I must point out, is no fault of the guys at Auto Umbau. They fitted the parts that I supplied. I'm thinking that the springs are too stiff for the dampers, which are standard Bilsteins, so maybe I need to have a natter with Eibach and go for something softer. Hell, I'm even on standard 17in wheels, for goodness' sake, and when was the last time you saw a 996 on those? Even when they were new, 99% of buyers went for the 18in option. But I like the 17s particularly tight in the arches as they do.

Last month I promised to get the 996 back on the road. The above woes, and a horrible moment on the M25 in Friday morning rush hour, when it started misfiring, meant that I had stuck it in the garage and ignored it. That was back in August. The misfire was identified as a coil pack. No big deal, but then the MOT ran out, too. Out of sight and out of mind.

Having to write about the car every month, even if it's just a paragraph of the usual excuses, takes its toll, so I guilted myself into sorting it, even if I'm unlikely to drive it much in the winter. So I attached the battery charger and booked it in with local specialist

Michael Cleverley at Cleverley Repaired Cars, Stradbroke, Suffolk. Michael's stock and trade is sports cars and MX-5s, but he looks after a few local Porsches and sticking some new coil packs into mine and sorting the MOT wasn't going to be a challenge. Did I want him to get the coil packs in? No, I would deal with that, I thought.

I've outed myself as a cheapskate Porsche owner in a previous issue and it's a tactic that can work for parts. Keep an eye on eBay and there's often someone out there with bits they don't need. So I did a quick search for coil packs and struck lucky. In amongst the full price ones, the cheap pattern jobs and the chancers selling secondhand tat, was a private seller with a full set of new Beru coil packs at just £25, a saving of about £150. The advert had only just gone up and I hit 'Buy it now' immediately. A couple of days later they were with me and a further two days down the line, Michael had the car on the ramp. The coil packs that came off were a hotch potch of four Berus and two Lucas badged Bosch units, so clearly they were being replaced as and when.

That done it trundled through the MOT with barely an advisory and my bill came to just £90. That's not JAM, that's just plain jammy. Michael did tell me that the handling on my car was 'awful', though. So that absolutely has to be the next priority. After all, what's the point in having a Porsche that you don't enjoy driving? **PW**

Left: Six new Beru coil packs, were an eBay bargain at £25. Middle: Michael Cleverley performs the fiddly task of replacing the coil packs. It is a DIY job, but like most things, much easier on a lift. Below: Coil pack in situ





## TECH: PROJECTS

## TIME PASSAGES

Hold the front page: amazingly, perhaps even incredibly, Chris Horton's 944 is finally ready to go. What's more, he tells us, rummaging through its substantial documents folder reminded him of two rather intriguing co-incidences

CHRIS  
HORTON

924S, 944

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

**Previous**  
**Porsche** 924S

**Current**  
**Porsches**

924S, 944  
**Mods/options**  
The 924S has later  
944 wheels, and  
both have a so-  
called throttle cam  
for improved pedal  
response, but other  
than that they are  
both bog-standard

**Contact**  
porscheman1956  
@yahoo.co.uk

**This month**  
Preparing the 944  
for its first MOT  
test in probably  
eight years – and  
possibly 10. And  
which, as you will  
read in detail next  
time, it passed!

I have what you might call a fascination for frequently inconsequential anniversaries, and especially the co-incidental events that somehow seem to connect them. In about three hours' time, for instance, at noon on Friday, 2nd December 2016, my left-hand-drive 944 Lux will at last be insured and ready for its first MOT test in goodness knows how long. That alone is reason enough to hang out the flags, but I have just realised, looking at the V5 registration document, that it will be 17 years to the day since I bought the car.

(Another rather odd co-incidence: its previous owner was a chap by the name of Jonathan Sterck. Years after I bought the Porsche, my step-daughter met and then married a Dutch man whose family name is Sterk. Both spellings – Strong, in English – derive from the same origin in the Benelux region of mainland Europe. But I digress.)

Whether or not C259 EYF will pass the inspection – booked for next week – remains to be seen. I am quietly confident that it will, and either way it will be useful to have someone else check my handiwork (perhaps not entirely surprisingly, I am rather more forgetful than I was back in 1999; I have to make myself double-check everything). And even if it does fail I can't imagine that it will be on anything too serious. It feels like I've been over every inch of the car during the last year or so, and especially during the burst of enthusiasm that brought it to this state over the last few months and weeks.

I must have spent quite a lot of money on it, too. (And no, I'm not going to try to work it out. It's tedious enough preparing my 'books' for my accountant.) Recent purchases include four brand-new tyres, a fuel pump and filter, a rather small but *circa* £400 bag of odds and sods from Porsche (more on that next time), and nearly 35 quid on a pair of common-or-garden number plates. When did they get to be so expensive? There's a lot more I could – and probably will – spend, as well. The brakes have been treated to new rear discs and handbrake shoes, and I overhauled all four calipers, but the front discs and all four flexible hoses are original, so it wouldn't be a shock if they need to be changed soon.

There remain several relatively minor tasks on my to-do list. I'm not sure that I have set the timing-belt tension precisely as it should be (the characteristic whine from the front of the engine suggests that it's a bit tight, which won't do the water pump any good, but in the absence of the special tensioning tool I have to rely on experience and judgement), and the slight but noticeable vibration from the engine, which despite ageing mountings always used to be turbine-smooth, indicates that the balance shafts aren't timed exactly right.

The tailgate, too, needs attention. Thanks to the two utterly useless drain holes, for years the car stood with rainwater pooling on the rear spoiler. I solved that by removing the spoiler (in 2009, I think...), which revealed that the rubbery resin bonding the glass to the aluminium frame was in a very poor state – although interestingly the design is such that,

when the car is stationary, at least, no great quantity of rainwater seems to find its way in to the cargo area. Assuming that I could source some suitable material I reckon I could fix the frame joint – and these days, surely, there must be something out there that would do the job far better – but, given the modest cost of a complete second-hand replacement tailgate, is it worth the time and effort?

In most other respects the car has survived a long period of neglect verging on persistent abuse remarkably well. That's due in part, I suspect, to the quality of its design and construction (in an Audi factory, of course; I'm not sure that a Zuffenhausen-built 911 would have endured the process quite as well), but also, perhaps counter-intuitively, to standing outside in all weathers. Thus it has often been soaking-wet for days or even weeks on end – think of the last few winters we've suffered – but was also able to dry out quickly and completely when given the chance. I am not offering that as an ideal storage regime – the paintwork, the trim and the now badly cracked dashboard top are obvious collateral damage, although the last would have suffered just as badly were the car in daily use – but there is an unmissable irony in the fact that the 944 is now in better shape than many S2s from the end of the model's life in the early 1990s.

Anyway, that's it for now. Wish me luck with that MOT test, then, and look out for a full but I hope usefully succinct photograph-based summary of what I have done to the car, and why, in the next month or so. I wonder what the next 17 years will bring for us both? **PW**

MOT carried out by Oxford Car Care in Great Milton. Not a Porsche specialist, but certainly a classic local garage: friendly and always helpfully inexpensive. Among the last few jobs was to find some 'R'-clips for the brake-pad securing pins (below, far and middle left). Horton bought these on-line. Replacement steering-rack 'boots' needed, too – track-rod ends just a few pounds each from local motor factor (Jayar in Thame), so replaced while he was at it. Last job of all was to persuade headlamps to raise to the right height – more on that little saga next time







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## OIL, BE SEEIN' YER!

In which Johnny Tipler's 996 gets an oil leak staunched, and the hardware arrives for a pair of grilles for the Ruf ducktail. 991 R style stripes have been procured, but yet to be fitted, and a car cover is required to protect against coastal corrosion



### JOHNNY TIPLER

#### 996 C2

**Occupation:**  
Freelance writer,  
author

**Previous Porsches:**  
Carrera 3.2, 964 C2  
**Current Porsches:**  
996 C2

**Mods/options:**  
Modified induction  
set up/K&N filters,  
remapped ECU,  
Dansk exhaust

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**This month:**  
Sorting out a smokey  
oil leak, plus some  
mesh for the open  
intakes of the new  
ducktail

**T**here's nothing more embarrassing than sitting at the lights – or in a queue – with smoke billowing from the back of the car. You know it's just oil burning on the hot manifold, but everyone else thinks, 'poor sod's cooked his engine'. As it happens, I wasn't too worried, as the motor was checked over last time the car was at Shawn Taylor Racing (STR) in central Norwich having the Ruf ducktail spoiler and engine lid fitted. Techie 'Tall Ben' who did the lid opined that it looked like the left-hand rocker cover appeared to have dispensed with its sealant, allowing copious seepage of the amber fluid, but provided I kept an eye on the levels, fixing it wasn't a matter of life-and-death. So I did one or two decent runs in it, notably Abbeville and back, replacing the litre or so of oil that had managed to splurge itself up the duck's arse, and then it went back to STR to receive the cure.

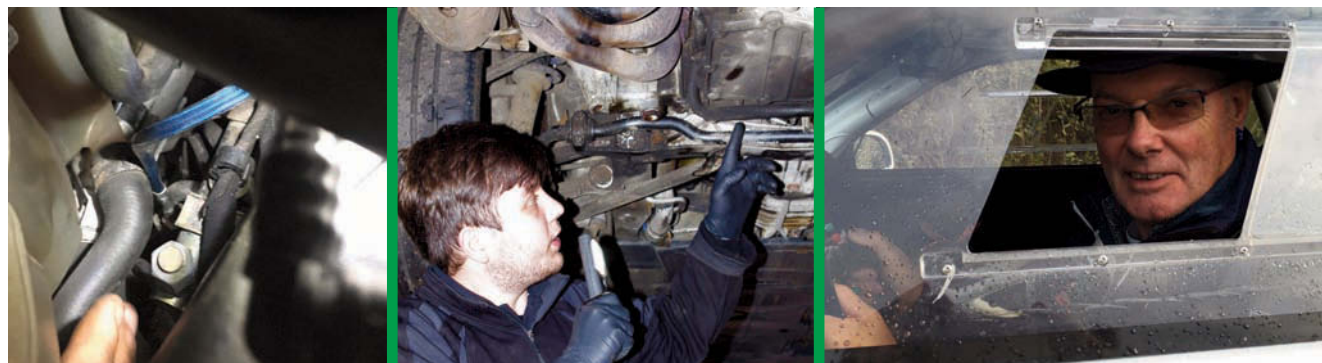
This time the car was looked after by STR techie Anthony Quinton, and he soon discovered that the oil leak wasn't coming from where we'd thought – not the rocker cover gasket after all – but looking at the engine from above, rather than from below with it up on the ramp, it transpired that the nut securing the remote oil line that feeds the camshaft from the oil pump had become loose at its upper location. So after stripping out various components from the engine bay such as the twin EuroCup GT air filters and the heater unit that warms the

intake on a cold day, thus enabling access, he nipped up the securing nut with a regular spanner and, hey presto, leak staunched. Easy as that. Had it been the rocker cover gasket that had failed it would have meant a major strip-down: rear bumper off, headers off – and we know those studs would probably need drilling out – exhaust system off, and probably a whole day in the workshop. A test drive with a warm engine to ensure decent oil pressure, and then back on the ramp for inspection, and two hours later we were given a clean bill of health. Well, hardly clean, but not leaking any more. Why had the connection come loose, I wondered? 'Probably down to vibration,' thought Anthony. 'It looks to be an aftermarket line, rather than a Porsche part. And whilst the left-hand bank and headers were completely saturated in oil, hence the burning and smoking, the right-hand bank looks dry and absolutely fine.' First port of call on my way home? The hand car wash. They may look sullen, but the Eastern European guys do a good job and, till we hit the lanes, it was pristine.

I'm still revelling in the transformation wrought by Pig Energy's Ruf ducktail spoiler, which really suits the 996. However, there's nothing to prevent leaves and crud from entering the twin air intakes, and quite clearly a couple of grilles are needed. Step forward Porscheshop, proffering a length of mesh, and all that remains is to find someone armed with a pair of tinsnips to fashion a pair of banana shaped grilles out

of it. And then it could be decal time: I bought a set of 991 R stripes on eBay and maybe they'll fit the 996, maybe they won't, but they were cheap enough not to be bothered if they don't. My buddy Rick Cannell at HighgateHouse Graphics, who stickered the 914 that Sarah Bennett-Baggs and I drove on the Carrera Panamericana, is working on a set that will fit the 996, so hopefully those will be applied in the near future. Who knows, I may hate them – like the orange safety stripes I tried out on the Peppermint Pig a few years ago – but the over-the-roof stripes do look rather fetching on the 991 R, and they come in a range of colours. The other thing I'm after is a car cover to clad the 996 in its new salty environment: having just moved to Cromer, I'm conscious that the salt-laden seaside air could inflict corrosion problems longer term. But anyway, I'm shopping for a car cover till such time as a garage becomes a reality.

I'm conscious that winter is here, and though I'll be in New Zealand during much of January, there could be a need to get the spare set of five-spoke alloys on, shod with the Nokian Hakkapellitta snow tyres. Or maybe there won't, seeing as I'll miss the Monte Carlo Historic rally this time. I've been looking at other tyre brands promoted by friends and associates, including Falken and Vredestein, but neither produce tyres quite wide enough for the 996 C2's 18in back wheels, so it's likely that we'll simply replace the boots on the Porsche Classic split rims with good old ContiSports. **PW**



Far left: STR Techie, Anthony Quinton, traced the oil leak to a remote oil feed from the oil pump to the camshaft. Cure? A quick tweak with a spanner. Left: Tipler, just in case you'd forgotten what he looks like!



# THE YEAR AHEAD

Paul Davies' Carrera 3.2 Targa is 30-years old and Paul has owned it for 11 of those. It's in fine fettle and largely ready to go for 2017 for more tours and road trips. Mods on the horizon? Maybe a very subtle back-date involving the Targa hoop and rear spoiler delete



**PAUL DAVIES**  
**CARRERA 3.2 TARGA**  
**Occupation:** Freelance writer  
**Previous Porsches:** One  
**Current Porsche:** Carrera 3.2 Targa  
**Mods/options:** Standard  
**Contact:** auto.writer@btintern et.com  
**This month:** It's all about the year ahead. More events and maybe even a new Porsche. Did I say that?

**E**ditor Bennett says the subject of this piece should be 'The Year Ahead', but after Brexit and Trump who knows what will happen in 2017? I'm writing this in the count-down to Christmas, having just finished my letter to Santa Claus; who I happen to know drives a Porsche 928, slightly scruffy but eminently suited to someone who covers the sort of distances he has to. But somehow I don't think the wished-for Carrera 2.7 RS will materialise on the Big Day.

Still, I can cope with the disappointment of that RS not appearing (again, it hasn't for the past umpteen years) and look forward to an 11th year of ownership of my present Porsche, which passes its 30th birthday in April. With 117,000 miles on the clock (or under 4k a year if you like to be kind) it's in rude health – a condition I put down to it having been properly cared for – and has been well-exercised (with the emphasis on well) whenever possible. I think it's important that classics, even Porsches, are used rather than just preened and polished.

The Carrera 3.2 has been looked after as any old 911 should be – this last year meaning an annual oil change and a check over. It's also recently had a new set of tyres. Santa should try Avon; they're top performers and don't cost the earth as old persons should appreciate.

Appreciating is an important word here. The last couple of years have seen a steady increase in late-911 values, although prices

seem to have levelled out in the past year. Nonetheless, even allowing for the work that's been put into the car in the last decade I reckon I'm ahead of the game. Just.

If you are a regular *911 & Porsche World* reader (which you should be) you'll know I had one little mishap in 2016. Sorry for that. The car fell off an axle stand whilst I was examining a sticky heater valve, but the resultant dent in the sill was expertly repaired by Aidan at my local coachworks. (I did ask Santa if he could drop Aidan a little pressie whilst he was passing on the 24th.)

You'll also know the car's been to Spain and back in the past year (31.4mpg with no hanging about) as well as taking part in as many scenic tours as the co-driver and I could manage. The last such tour was the Autumn Leaves which was a real hoot. Based at Llandrindod Wells, in central Wales, it was a two-day affair and gave us around 200 miles of the best driving roads any Porsche person (and others in lesser machinery) could wish for, including the fast and smooth Tarmac of the Epynt military ranges, and the narrow, blind corners, brows and scary drops on the Abergwesyn sheep trail.

The thing about scenic tours is they're rallies without the nasty competitive bit. No navigation, no timing, no prizes. Just a good run over interesting roads (many admittedly used by serious, scotch egg eating, woolly hat types, in the far-off days when rallying ruled the roads) through often stunning scenery, plus you get the pleasant company of like-minded souls. Santa could use his 928; we

even had a Roller out on the 'Leaves.

Sadly the Autumn Leaves entry was not full – it was late October – and there was only one other Porsche, the 944 of David and Denise Stevenson, amongst the runners. Let's have more Porsche owners out on scenic tours this year. Owners, log-on to the Historic Rally Car Register web site ([www.hrcr.co.uk](http://www.hrcr.co.uk)) for the 2017 calendar. Please.

You'll probably have guessed my plan is to do even more tours this year – perhaps even one on the other side of the English Channel before the drawbridge is finally raised!

But, I've got a little bit of a problem. The Carrera needs some tlc (tender loving care, in Santa's Elf-speak) and I'm not sure which direction to head. The matt black finish on the Targa roll hoop is flaking in a few places, and the top itself has a small tear in it. Do I simply repair, or take the opportunity to do a little bit of back-dating?

Yes, the roof cover will have to be replaced, but the roll hoop could be taken back to the brushed metal finish of pre-'78 cars and it logically follows (to me anyway) the tea-tray spoiler could be ditched in favour of the earlier flat engine grille. I'd end up with a more aesthetically pleasing retro shape, but no longer an original 1987 Carrera Targa.

So original or outlaw? Mild by Keith Seume standards but pretty radical for me, that's the dilemma. Or shall I sell the Carrera and buy a Cayman instead? (Sorry, didn't mean to slip that in.)

See you somewhere in 2017. Perhaps on one of those runs? **PW**



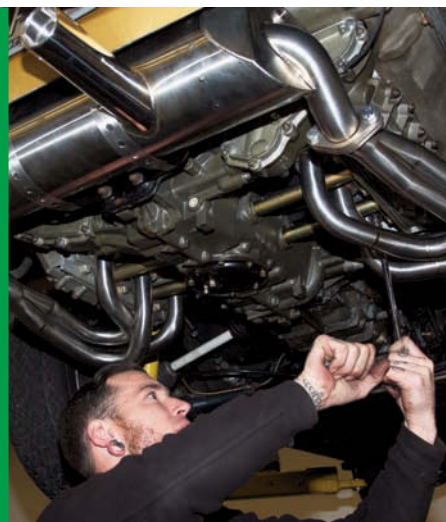
Above and far left: If you're looking for things to do and places to go with your Porsche, then consider a scenic tour style event. Left: Paul with Mrs D



# TECH: PROJECTS

## TO INFINITY AND BEYOND!

Buzz Lightyear's eternal optimism would have come in handy over the last few months but now most of *El Chucho's* troubles appear to be behind us, we can start to plan for the future, starting with a posh new exhaust system!



**KEITH SEUME**

1966 912/6

**Occupation:**

Editor,

*Classic Porsche*

**Previous**

**Porsches:** Carrera

2.7; 928; 912;

914/6; Junior

Tractor

**Current**

**Porsche:**

912

**Mods/options:**

Six-cylinder engine

conversion, etc.

**Contact:**

classicporsche

@chpltd.com

**Future plans:**

Sorting out the

ECU mapping to

match the new

exhaust system;

rebuilding the

window frames;

curing a fuel leak;

realigning the

driver's door...plus

a hundred and one

small jobs that

every old car

inevitably needs!

**R**egular readers of my ramblings will know life with *El Chucho* has been something of a roller-coaster ride over the last few months. Mystery suspension knocks and rattles continued to, well, mystify me, while an expensive-sounding noise from the engine proved to be just that: expensive. But did I despair? Did my undying love for this car ever weaken? Did it? Well, er, yes it did rather...

But this is the dawn of a new year, a time when we look forward to better days ahead – drives without rattling anti-roll bars or dropped valve seats. Days when the skies are blue, the sun always shines and I'm as deluded as ever about the realities of trying to run a hot-rod Porsche on a budget.

Yes, I'll admit I've come close to throwing in the towel, selling up and straying from the path of righteousness. Very close, in fact. So close that I'd already made my mind up that *El Chucho's* place in the garage would be taken up by what would undoubtedly prove to be an equally as troublesome vehicle. But I saw the light, I saw the error of my ways and turned my eyes away from such dubious temptations.

So, what's the plan, then? There are still several aspects of the car which need to be addressed – it's a reasonably long list, to be honest, but not too problematic, I hope. First of all, I really do need to get *El Chucho*

back on a rolling road. The cold start mapping has never been right, but through the summer I've lived with the need to turn it over on the key for longer than I'd like before the engine bursts into life. Now the cold weather is upon us, the incorrect mapping has really made its presence felt, with the engine refusing to idle until fully warm and, worse still, spluttering to a halt after a few hundred yards of driving.

This all points to incorrect after-start enrichment settings – maybe even a failing temperature sender – but I profess that I don't have sufficient understanding of the finer points of mapping to sort it out by myself. It's something I need to leave to the experts, I think. In addition, changing the exhaust system to a new Vintage Speed design has clearly affected the fuelling across the range – it feels very torquey low down but gets a bit 'wooly' at higher rpm. Again, that's something for a rolling-road session to sort out.

The lack of heater I shall have to live with (thicker gloves and thermal underwear are the only answers), but I do need to disassemble the door window frames and get to the bottom of why the windows don't roll up smoothly. I have some new felt channels to install, so that may help. Oh, and while I'm in the vicinity of the doors, the driver's side needs readjusting slightly – it drops a little, not because of worn hinge pins, but because the lower hinge

needs a thin spacer inserted behind it to improve alignment. The factory used them to fine-tune door fit, so it's not exactly uncharted territory.

I also need to get the fuel tank out and cure a slight leak from the rear seam – it appears to be a not uncommon problem with reproduction tanks. If I fill the tank right up, petrol will drip out for the first mile or two. Not an ideal situation. While the tank is out, I may also look into incorporating a swirl pot inside the tank to prevent fuel surge/starvation problems when the level is low.

Most other matters that need attention are fairly trivial, to be honest. No old car is perfect and I am not particularly worried about the odd imperfection. But I will get to discover why the heated windscreen doesn't live up to its name! A windscreen it may be, heated it definitely is not.

Finally, I have another pair of seats to go in *El Chucho* as I find the non-adjustable Corbeaus just a little unforgiving on a long journey. I bought a pair of half-leather seats off eBay which came out of an MGF, of all things. They're the right size and have a period look to them – they just need to be partially retrimmed to suit my tastes.

So, *El Chucho* lives to fight on. This time, though, it's going to be me who comes out on top. I'm getting tired of *El Chucho* winning every battle. After all the car belongs to me – not the other way round, right? I'll show it who's boss... **PW**



Top and far left: New exhaust system from Vintage Speed in Taiwan looks great, sounds great and fits, er, great. But it means the ECU needs remapping to suit. Maybe that will finally put a smile on Seume's face...



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## BOXSTER RUNNING HOT AND DIRTY

No cossetting garage for Brett's Boxster. Cruelly he keeps it outside in all weathers and feeds it mud and grime. Still, apart from clonking suspension and running rather hot at the moment, everything is just fine!



**BRETT FRASER**

**BOXSTER 986 S**

**Occupation:**

Freelance writer,  
Dep Ed, 911&PW

**Previous Porsches:**

None

**Current Porsche:**

Boxster 986 S

**Mods/options:**

Eibach springs and anti-roll bars,  
Pipercross air filter

**Contact:**

brett@brettfraser.co.uk

**This month:**

General driving duties and a hood clean, but there is work on the horizon

**T**ime cracks on. Performance cars get evermore performance. The 252bhp that seemed like such a substantial amount of horsepower when my Boxster 3.2S was fresh out of the showroom, is now scarcely worth comment in age of 300bhp hot hatches. So, completely overshadowed, then, by modern machinery?

Steady on now. You really can't judge a sports car by the number of ponies under the bonnet... I recently lucked into a brief drive of the new BMW M2. What a hooligan – 365bhp from a turbocharged 3.0-litre straight-six engine, 0–60mph in a tyre-shredding 4.3 seconds, top speed limited to 155mph. Mid-range acceleration like an intercontinental ballistic missile. Big time excitement every time you prod the 'go' pedal. Imperfect chassis which goes against the old school M-power ethos, but kind of in tune with the way it kamikazes down the road. A superhero that hasn't yet learnt how to marshal its powers, yet has a certain cheeky charm.

Returning to the Boxster the following evening, I thought I might feel underwhelmed by it after the riot that is the M2. My car was born in 2000, after all, making it almost an automotive relic. And, of course, I'm very familiar with it and therefore a tad complacent about its abilities. But the Boxster was in the mood to teach me that subtlety and finesse can be just as rewarding as maniacal thrust.

There were 15 miles of Cambridgeshire back roads to cover in the dark and the wet

before hitting the A-roads, and while I had to work the throttle hard to keep the pace up, it was hardly a chore and neither was I cursing a power deficit. Unlike in BMW's M-badged wild child, I wasn't arriving at corners needing to panic brake to get around them because I'd just exploded down the straights; I could brake hard but progressively, then turn neatly towards the apexes thanks to steering with more feel and positivity than the M2's and a chassis less prone to fidgeting and anxiety. The Boxster flowed through corners where the M2 had bullied its way around, and it allowed me to work my way up to its limits rather than just careening into the nannyng electronics as it's all too easy to do in the BMW.

There's little doubt that the M2 would have completed that particular journey quicker, and yet my 17-year-old Boxster wouldn't have been too far adrift. More to the point, though, the Boxster made me feel like much more part of the process of driving hard, a sense of involvement that to my mind makes it the superior sports car. Of course that might simply be me making myself feel better because I'll never be able to afford an M2, but I genuinely had no regrets about swapping back into my own car that evening.

Unlike some of the 911&PW crew who pack their cars away in the garage for the winter or clean it down with dry ice, my Boxster is an all-weather Porsche. It's out in the cold and the rain and the mud; living as we do in rural Suffolk, there's lashings of the latter. Mostly the car feels at home being used

as an everyday hack, but the outdoor life does take its toll on the hood. I realised the other day just how grimy it had gotten, so acquired some Renovo Fabric Hood Cleaner from MX5parts.com. You paint the liquid on and then sponge it off after about half an hour – the first application did a reasonable job of chipping away a summer's worth of dust and grime mixed with an autumnal smattering of algae and lichen, but a second coating got it about as good as I reckon it's likely to get.

More concerning than a grubby hood are some of the clunks and rattles emanating from underneath the Boxster, most vocally at the rear. Knackered suspension bushes is my guess, but I need to get an expert to have a proper look. While they've got the car on a ramp I'd like them to check out the front dampers, too. Even over quite modest back road bumps the car is brutally smashing its nose into the Tarmac, and yet in other respects the suspension seems to be acting just fine. It's perplexing, although I suspect that the dampers – which may even be the originals – could be shot.

The cooling system is another current irritation. Stuck in traffic in Bristol I noticed that the car was running hotter than I'd ever seen before. The coolant was low so I topped it up, then a few hours later had to top it up again. Lowgate Dave, my friendly local mechanic, has left the Boxster idling for hours in his workshop but with no signs of a leak; shamefully I've never before consulted a Boxster forum, but now may be the time to start. **PW**



Top: A life of grime. Brett and the Boxster are country dwellers and the countryside is right mucky in the winter. Left: BMW M2 is 100+ bhp up on the Boxster and is a complete hooligan! Boxster is a more composed companion



# PLANNING AHEAD FOR THE CROC

Jeremy is planning a life-long relationship with his Cayman (AKA 'Croc') and a plan of mods that will see it gradually transformed into the perfect mid-engined Porsche. Looks like we're all going to enjoy the ride, then!



**JEREMY LAIRD**

**CAYMAN 3.4 S**

**Occupation:** Freelance writer  
**Previous Porsches:** One  
**Current Porsche:** Cayman S  
**Mods/options:** Standard  
**Contact:** jeremy.laird@gmail.com  
**This month:** Mulling over the future options and mods for life with the Croc

**H**ow to sum up my first two years with the Croc? In a word, dissonant. Will that continue in 2017? Don't bet against it. And yet the Croc is here for the long haul.

Allow me to explain. This has been the most frustrating and yet rewarding car I've ever owned. Take the engine. It delivered emphatically on the M97's reputation for bore-score borkery within a week of purchase. But then the Porsche warranty came to the rescue.

Elsewhere, I could compose a comprehensive list of the Croc's dynamic shortcomings. There's the lack of high-rev zing, for instance. Or how about the dull low-rev throttle response, the mushy brake pedal, the bland interior, the fussy front-end styling, the mediocre gear shift, the lack of low-speed engagement. You get the idea.

Despite all that, there's little to nothing at almost any price that I truly covet as an alternative. The core package is right. A muscular Porsche flat-six sitting amidship in a compact two-seat coupé and hooked up to a manual gearbox is my absolutely pitch-perfect combination. Sure, I'd prefer a bit more GT3-style focus to almost everything it does. But then I also don't want to thump about in a car covered in silly wings and stickers.

Similarly, it would be nice if there was a bit more old-school character à la 993 or 964 in the Croc's on-road department. But I don't hanker after the shonky cabin, the rust and the oil leaks and I don't mind admitting that

the Croc's modern usability and features like a good sound system are significant plus points. So, that's the dissonance I've been carrying with the Croc. I have no problem explaining what's wrong with it. But it's still the perfect car for me almost regardless of price. The latter is pretty remarkable given it's now worth well under £15,000 and rusty old air-cooled cars command hundreds of thousands.

With all that in mind, the future is all about tuning out those shortcomings where possible. It's going to be a slow, incremental process. Partly that's due to budgetary constraints. I'm not comfortable throwing a lot of money at the car in one go, when there will also be inevitable expenditure required just to keep it on the road.

But I'm also in it for the long haul and already enjoy the car hugely as it is. I'm talking decades, so I am in no hurry. Think of it as very much as a long-term relationship with the hope that both the Croc and I will slip comfortably into old age together. So far, I've only made small changes, but the returns have been substantial. In year one, I swapped the 18-inch fashion-spec rolling stock for dainty 17s. That thoroughly woke the Croc up and banished much of the feedback fog.

More recently, I had the brake master cylinder swapped out for the bigger-bore item used in the 997 GT3, Turbo and C4S models. The result was satisfying. OK, the brake pedal could be firmer still. But it's dialled out the worst of the mush and injected a useful dollop of feel. And for very little money. Less successful was a switch to a standard

997/987 shifter that had its plastic bearings and bushes swapped out for steel items. That was a fairly expensive endeavour that netted virtually no tangible difference to the shift action or feel. That will require a little more attention. Shift cables with metal connecting cups are probably the answer.

Add that to a fairly long list of planned tweaks and changes but probably not for 2017. My immediate priority is to add a little body control to the chassis package. But how to achieve that? The problem, as ever, is the inability to try before one buys. Obvious options include fully adjustable coilover kits like Bilstein's B16 PSS9 or KW Variant 3. But I am currently leaning toward the simpler Bilstein B8 solution which pairs slightly shorter dampers with springs to match and increased rates all round.

I know already that the B8 kit won't be quite as focused as I would prefer. But the full coilover kits are getting on for double the money. It's a case of diminishing returns and given that the Croc's mileage has just passed 80,000 and the suspension arms could also do with a refresh, I favour B8 sooner than B16 later, so to speak.

Further out, I'd love a pair of proper buckets, but I'd prefer an OEM look. That probably means genuine 987/997 buckets, which command major money second hand. Let's aim for 2020 with those, perhaps. In the meantime, my main hope for 2017 is to add another 20,000 or so mainly trouble-free miles and simply enjoy what is, despite its many shortcomings, a really wonderful car. **PW**

Above: Jeremy's Cayman is light on its 17in wheels and tyres. Left: Swapping plastic bearings in the shifter for steel items made little difference to shift quality





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## DRIVE A 997 GT3 OR TURBO? IN THAT CASE, READ ON NOW, AND PAY CLOSE ATTENTION!

I had an interesting chat with Chris Lansbury a week or so ago. Chris is the co-proprietor of independent Porsche specialist PIE Performance based in Brent Eleigh, Suffolk ([www.pieperformance.co.uk](http://www.pieperformance.co.uk)). We were talking about the increasingly widely known issue of coolant-pipe failure in 997 GT3 and Turbo models.

For reasons best known to itself, Porsche designed this version of the iconic 'Mezger' engine such that a number of its smaller-diameter rubber coolant hoses are attached to the thermostat housing via light-alloy stubs that essentially are no more than glued into position with (or so one hopes, anyway) some sort of high-tech adhesive.

Over a period of time – and many of even these later cars are more than 10 years old, remember – the continual cycle of heating and cooling, expansion and contraction, loosens off the bond and, because of the pressure inside the system, one or more of the stubs simply pops out of the housing. This very quickly dumps much, if not all, of the coolant over the sides of the engine bay, and then over the rear tyres.

The result, if you are lucky, might be no more than an anxious 'moment', and a sudden end to your trackday fun with a ride home on a breakdown truck, but at the other end of the scale a serious accident, especially if you happened to be driving quickly out on the public road at the time. It's never going to do the engine a lot of favours, either – although by the same token it is unlikely that you would fail to notice the loss of coolant, and so carry on driving until the motor itself suffered a catastrophic overheating event.

It's a problem that Chris has encountered sufficiently often in his many customers' cars to want to do something to prevent it happening to others. And the answer, he says, is relatively simple: take out the engine and gearbox – sadly, there is no other way of gaining adequate access

to the thermostat housing – and then have the several stubs TIG-welded securely and permanently into place.

There is a broadly similar issue, adds Chris, with the two moulded-plastic elbows connecting the engine's water jacket to the oil-cooler. Apparently these have a very thin wall where they are attached to the engine and sealed with two 'O-rings, and again the constant heating and cooling can eventually cause them to fracture.

Yet again the engine has to come out to replace the elbows, but rather than use new standard Porsche parts, which could obviously fail again, Chris buys in the beautifully made stainless-steel alternatives from US-based Shark Werks ([www.sharkwerks.com](http://www.sharkwerks.com)). They do cost nearly \$300 per pair, he concedes, but that's a small price to pay for the dramatically improved reliability of such a vitally important part of the car – and especially one still as valuable (and potentially quick!) as this. And it adds only a small amount to the cost of what inevitably becomes something of a major preventive upgrade.

It's a fascinating subject that I plan to come back to in one of my four-page how-to stories, just as soon as PIE has a suitable car in for conversion, but in the meantime forewarned is forearmed, so dare I suggest that you have your GT3 or Turbo inspected, and possibly upgraded in this way, just as soon as possible? Or certainly inspected, either by PIE, if you are near enough, or by your own reputable and knowledgeable specialist. I certainly would were I lucky enough to own one.

Oh, and good news in this context for owners of 996 GT3s and Turbos. You do, of course, have essentially the same engine, but oddly (or perhaps not) its equivalent thermostat housing and oil-cooler elbows are made from metal, and so do not suffer from the same issues.



Photographs supplied by PIE show work in progress on a customer's 997 GT3 – although the job was prompted by a clutch issue rather than a cooling-system problem. As standard (and on the 997 Turbo, too), pipe stubs are glued in to thermostat housing, but PIE has them securely TIG-welded (top). Middle photo shows thermostat housing back on the engine, and the latter installed in the vehicle. The same car benefited from preventive fitment of a new coolant expansion tank – they can crack







## HOT AND BOTHERED 986 BOXSTER BRAKES

My friends over at Auto Umbau, Robin McKenzie and Terry Parker, spent several days this autumn wrestling with a 2003 986-model Boxster 'S' Tiptronic with an exasperating brake problem that was also mysterious enough to be almost supernatural – and whose eventual solution must call into question the knowledge of a number of the so-called specialists and experts they referred to, never mind the value of the many forum posts they sifted through. But then we all know about forums, don't we?

Essentially the relatively low-mileage and certainly well-maintained vehicle gradually and evenly – but crucially spontaneously – applied its own brakes, such that ultimately it felt as though it was losing much of its engine power. The brake pedal became solid and unresponsive, too – and you can probably imagine the acrid smell.

The first step was to change all four overheated and visibly 'blued' discs, as well as the friction pads and the handbrake shoes. The last items in particular are known to bind against the drums inside the discs if the mechanisms seize up – which they frequently do, especially in automatic-transmission cars (such as this), whose owners tend simply to leave them in 'Park'. Also replaced were the heat-damaged caliper-piston dust covers – the pistons were not seized, before you ask – and as an obvious precaution the similarly cooked brake fluid was changed, too.

In the workshop it looked as though that had done the trick, but sadly a short test-drive showed that the problem was still there. So the next move – perfectly

logically, in my opinion – was to change the master cylinder. The existing unit, recently fitted by another garage in another obviously unsuccessful attempt to cure the problem, was discovered not only to be for some contemporary Vauxhall or other, but also damaged. Naturally it was replaced with the correct brand-new Porsche part. Robin replaced the servo, as well, since these have a known habit of ingesting rainwater and then corroding internally – although the old one seemed perfect. Again, however, the problem persisted.

Naturally disappointed and somewhat perplexed, Robin and Terry next removed both the ABS pump, over on the other side of the luggage compartment, and the relevant hydraulic pipework. The former was sent away to a specialist company supposedly able thoroughly to test and diagnose these units (the car had never shown either a warning light or a fault code of any kind), but which in the event could do little more than confirm that it was from a Porsche Boxster. (So what's the point of advertising yourself as an ABS 'specialist', then? For goodness' sake...) The pipes were inspected for damage – absolutely none was visible – and blown through with clean compressed air.

Still absolutely no change, so the next stage was a replacement ABS unit – and by that time that is certainly what I would have gone for. But those cost well over £2300 from Porsche, so Robin sourced a good second-hand one for around £50 from well-known dismantler Douglas Valley Breakers in Lancashire. (There are many variants, it seems, depending on the specification of the car in

question, but needless to say only precisely the correct one will do the job.) Success. Even after a roughly 30-mile run the brakes seemed to be behaving entirely normally and, to understandable sighs of relief all round, the car was returned to the customer. So it must have been that ABS pump.

Er, no. Just a few days later the Boxster was back at Wrest Park, the problem as bad as ever. As a result suspecting some kind of underlying vacuum problem, which could be causing the servo to pull the brakes on without any intervention by the driver, our team fitted a new so-called 'venturi tube' in the pipe between the inlet manifold and the booster itself (Porsche part number 996 110 170 00, RRP £69.03 plus VAT), and after an extended road-test – and now several more weeks back with the customer – the car seems to be cured. Fingers crossed, anyway.

Robin, I think, felt a little embarrassed that it took so much head-scratching to get to the bottom of a problem that turned out to have such a low-tech answer, but I don't think he should. Which of us can say we have never been on an automotive wild-goose chase? Not only was the fault in a tiny and essentially 'static' component that no one else even hinted might be the culprit – although I cannot believe that no other 986 Boxster has ever had the same issues – but it was also intermittent. And you can't hope to find something that isn't actually there when you look. Either way, Robin and Terry – and I – have learned from the experience, and I repeat the tale here so that you do, too, whoever you may be out there in the world of Porsche. We are all in this together!



Even the Boxster's replacement discs (top) were 'blued' by the car's spontaneous application of its brakes – but nowhere near as badly as the originals had been. Brake master cylinder was found to be from a Vauxhall – and replaced – and a new servo fitted, too. Next step was a replacement ABS pump (above), and finally what Porsche calls a 'venturi tube' in the vacuum line to the manifold



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# LAST OF THE CLASSIC 911S

Porsche knew what the future held, but had to hold on to the present, so the air-cooled 911 had one more throw of the dice, with the 993. Visually modernised and mechanically enhanced, its 'last of the air-cooled 911s' status ensured its legacy. Right now prices are strong and will remain that way. Here's the lowdown on 993 buying

**I**t is one of the ironies of the collector car market that the most revered and sought after of the air-cooled 911 generations was a car that when introduced was a stop-gap measure, cobbled together to keep the roof over Porsche's head. We're talking about the 993-series 911, unveiled in mid 1993, the final evolution of the original 911 and a model that emerged as Porsche's sales evaporated and its model plan crumbled.

Better times would be around the corner, with the Boxster and water-cooled 996-model 911 transforming Porsche's fortunes by the late 1990s, but meantime Zuffenhausen had a four-year void to fill as a result of poor 968 sales and the cancellation of the 989 four-seater. The car to do that would have been the 911, and the recipe was to make it look as different as possible while minimising development costs, hence while the 993 sported a new, flatter nose, it retained the same basic structure, including the roof, doors and glasswork, as the preceding 964.

The 'interim' 911 worked and was well received, and being the last air-cooled Porsche also did its image no harm in

later years. All air-cooled 911s are now rapidly gaining in value but, specialist models such as the Carrera 2.7RS aside, the 993 was the first one to take off, and by the mid 2000s was typically worth double that of the 964 and Carrera 3.2 (currently the GT and RS 993s can sell for over £1m). So, coveted though it may be, is it worth paying the high price for a 993, or do other pre-996 911s offer much the same for less money? Here we look at the staple 993 on sale from late 1993 until 1998, when the 996 arrived.

## DESIGN, EVOLUTION

While carrying much over from the 964, there was a great deal that was new about the 993, not least smoother looking bodywork that did away with its predecessor's 'tacked on' bumpers. Exterior revisions also included 83mm wider rear wheel arches, side glass moved outwards for a near flush fit, and an extended rear roofline, by means of a plastic spoiler, to accommodate a soon to be mandatory high level brake light.

Initially there was one model, the 911 Carrera, carrying over the 964's 3.6-litre

flat-six but with substantial modifications. The crankshaft, pistons, conrods and valves were all lightened, and valves were now hydraulically operated, while engine management was now taken care of by the latest Bosch Motronic system, M2.10. A new exhaust system with reduced back pressure was fitted, and it was this that substantially contributed to the increased output, the Carrera unit up from 250bhp to 272bhp, still at 6100rpm but now requiring 98 rather than 95 octane fuel; torque rose from 229lb ft at 3800rpm to 243lb ft at 5000rpm. A new, six-speed manual gearbox (with either an overdrive or directly geared top, depending on market) was fitted as standard, the four-speed Tiptronic optional.

The strut-type front suspension was retained, with geometry refinements, but at the rear an all new, multi-link set up – originally meant for the 989 – was introduced, made from aluminium to save weight. The 964 had played host to the 911's first power-steering system, and this was re-valved to make the steering slightly lighter, and its ratio revised for 2.5 instead of 2.9 turns lock to lock. The 993 was the first user of Bosch's ABS 5 anti-locking, and the wheels, either 16- or 17-inch diameter,

A stop-gap the 993 might have been, but it was also the last of the air-cooled 911s and therefore much sought after. The Targa featured a clever sliding glass roof, and is back in vogue thanks to the popularity of the current 991 Targa







The 993 featured a much smoother, modern take on the classic 911 body shape. At the rear it featured a heavily revised, multi-link suspension set up. Below: Early 993s came with 3.6-litre, 272bhp air-cooled, flat-six. This later 1985 Targa has the 285bhp Varioram engine

were an inch wider than before.

These being lean times for Porsche, the budget did not extend to substantially redesigning the dashboard, which remained the lovable if hardly ergonomic collection of dials, changes limited to the relocation of some switches. The traditional floor-hinged pedals were also retained. Sales of the 993 in the UK began in December 1993, and range development began soon after.

The first addition, in early 1994, was the Cabriolet and then in October 1994 the Carrera 4 all-wheel drive recipe was applied to coupe and cabriolet 911s. By 1995, with the 968 and 928 run out, the 911 alone was representing Porsche, so no surprise that this year saw a stream of new variants: the 911 Turbo, the RS, the GT2, the glass-roofed Targa (as featured here) and the Carrera S.

These last two, relevant to this buyers' guide, require some elaboration. Unlike the traditional 911 Targa, with its detachable roof panel and chunky B-posts, the 993 version, based on the strengthened cabriolet floorpan, has what is best thought of as a giant glass sunroof, and which retracts inside the rear screen. While the 'S' badge on a 911 presently indicates extra power, in the mid 1990s it was the spiritual successor to the Super Sport of a decade earlier, effectively a Carrera 4 in a Turbo body. Thus it came with 60mm wider bodywork (adding 50kg), 18-inch Turbo wheels with the Turbo's cross-drilled brake discs, all of which added £12,300 to the price.

Besides the rush of new models that year, in September, for the 1996 model year, the normally aspirated 3.6-litre gained Porsche's then new Varioram self-regulating induction system. This boosted power to 285bhp.

## DRIVING THE 993

Those new to the 993 might wonder how it compares to its predecessor, the 964, and the answer is that it is more of the same, but with everything refined slightly. The

## SPECIFICATIONS

### 993-model 911 Carrera/Targa

<b>Engine:</b>	3600cc air-cooled flat-six
<b>Max power:</b>	272bhp at 6100rpm
<b>Max torque:</b>	243lb ft at 5000rpm
<b>Transmission:</b>	six-speed manual/four-speed automatic
<b>0-62mph:</b>	5.6sec
<b>Max speed:</b>	167mph
<b>Fuel consumption:</b>	25.1mpg
<b>Weight:</b>	1370kg
<b>Brakes:</b>	Vented discs front and rear
<b>Wheels (front, rear):</b>	7Jx16-inch, 9Jx16-inch
<b>Tyres (front, rear):</b>	205/55 ZR16, 245/45 ZR16

All figures from Porsche, and a manual 911 Carrera coupe; from September 1995 Varioram engine produced 285bhp

Maintenance costs, 993-model 911 Carrera (guide price, including labour and VAT)

Annual/12,000/24,000/48,000 miles £282/£365/£462/£672

Replace clutch on manual car (including replacing the dual mass flywheel) £2000

Replace front brake discs and pads (not including brake caliper cleaning) £350

Renew headlight lens (each) £170

Four Michelin Pilot Sport 2 tyres (front, 205/50 YR17, rear 255/40 YR17) £675

Servicing/parts prices supplied by Auto Umbau



## 993 TIMELINE

### September 1993

993-model 911 Carrera announced

### December 1993

911 Carrera on sale in the UK

### February 1994

911 Carrera Cabriolet announced

### October 1994

Four-wheel drive 911 Carrera 4 added to range

### Summer 1995

911 Turbo, Carrera RS RS, GT2, Targa and Carrera S launched

### September 1995

Varioram engine with increased power introduced



## WHAT YOU'LL PAY

**£25,000–£30,000:** 150,000-plus miles, and with work required, or possibly Category D insurance status  
**£30,000–£40,000:** The most common price range for early 993s, likely to be a Targa or with Tiptronic transmission  
**£40,000–£50,000:** The more sought after, post-1995 Varioram cars start here  
**£50,000–£60,000:** 1996-1998, issue-free 993 manual coupes, mileage under 50,000

engine has better mid-range pull, the gearshift with its close ratios is better, as is the ride comfort, and the interior is barely changed. In fact, with sheer age possibly reducing engine output, the thing you might notice most in a 964/993 comparison is the view forward from the driver, the much loved tall wings missing on the 993.

It is still very much a 911 in the traditional way: fiery engine delivering electrifying performance, super-agile handling and quite a lot of noise in the cabin. Indeed if you want to meaningfully compare the 993 to any other 911, the 996 is the obvious one, the first water-cooled model noticeably more refined, but less tactile. The Targa, by the way, is an acquired taste, its glass roof creating the feeling of being in a huge fishbowl.

## WHAT YOU'LL PAY

About 15 years ago 993 values began increasing rapidly, leaving the 964 as the unwanted 911. That price gap has closed considerably, but the 993 is still the most coveted of the two, with prices starting at a little under £40,000 and touching £60,000 for a pristine, low mileage coupe. 'Year for year, the gap between a really good 964 and a really good 993 would be £5000 to £10,000,' estimates Robin McKenzie of air-cooled 911 specialist Auto Umbau in Bedfordshire.

However, he reckons that many of the

993s at the lower end of the price range will require work. 'At under £40,000 it will almost certainly be a Targa, and have over 100,000 miles.'

As is pointed out in the "What to look for" section, post-September 1995 Varioram 993s have their particularly problems, but these are nonetheless the most sought after models. 'Everyone wants a Varioram car, and also a car with air conditioning,' Robin tells us. 'This was the time when air conditioning was beginning to be widely fitted to 911s.'

## WHAT TO LOOK FOR ENGINE

Robin McKenzie has high praise for the 993's 3.6-litre engine, describing it as 'about the best engine Porsche ever made in terms of reliability and durability.' However, there are two caveats, firstly maintenance history. 'Spark plugs are an issue,' Robin explains, 'With the twin distributor system there are 12 of them, therefore changing them takes about four hours and many people don't get the hard-to-change plugs done.'

Secondly, while the later Varioram cars are more sought after due to their extra power, the system, featuring vacuum operated variable induction pipes regulated by engine speed, is potentially troublesome. 'Varioram cars that are now garage queens suffer from solenoid valve

## WHAT THE PRESS SAID

'The 911's innate magic is more accessible than ever before, because all the former compromises have been eliminated. So now, 30 years on, the appeal of Porsche's rear-engined monument is greater than ever before, and the new model recaptures exactly what 911 driving is about in its purest, simplest form.' **Autocar, 911 Carrera road test, 6th October 1993**

'Fire the engine up and you can see exactly where the 993 zealots are coming from. One of motoring writing's most well worn clichés it may be, but the sound of an air-cooled Porsche flat six shrieking in anger is as unforgettable as it is glorious. It's one of the reasons for buying the car.' **911 & Porsche World, 993 versus 996 twin test, May 2003**

seizing in the engines, a good reason why the earlier engines are more reliable,' Robin says. 'Early cars also sound better, as the inlet manifolds are plastic, whereas on the later engines they are aluminium and are thicker, reducing the engine roar.' You can tell a Varioram car by the large aluminium pipes on top of the engine.

## TRANSMISSION

'Tiptronic bad, manual good,' is Robin's opinion of the transmission. But although he feels the auto 'box is dated and doesn't do the 993 any favours, he concedes it has proved more reliable than the manual

Styling changes that were first introduced with the 80s 959 are particularly evident on the 993, with its almost flush-fitting front end. Many mourn the loss of the traditional high-mounted front wings, but all-in-all the 993's styling re-boot worked well







Targa's panoramic glass roof was perhaps ahead of its time, with many contemporary cars now featuring a similar layout. Right: Interior can still be traced back to the '60s original, but with rather more creature comforts

transmission: 'The manual gearbox in the early cars suffered from the needle roller bearings breaking up and jamming in the diff, but the later cars had a diff design change.'

### SUSPENSION, BRAKES AND WHEELS

Robin reports no real concerns with the suspension or brakes on the 993, and is pleased to report that while for a long time shock absorbers were unavailable from Porsche, supply has been resumed. On the brakes, he says, 'the biggest issue is brake dust getting under the stainless steel shims, which causes the pads to seize in the caliper.'

Indeed brake maintenance is important. 'The fitting time for changing discs and pads depends on whether the calipers are cleaned or not,' Robin explains. 'Most people pick the cheaper option and just have new parts fitted, but this is false economy because caliper refurbishment is extremely expensive and eventually someone has to pick up that cost.' He adds that some non-original brake discs, for example Pagid, from Euro Car Parts, are as good as the factory originals, but cheaper.

The usual checks should be made on the state of the brake caliper lacquer, which can be damaged during careless removal of the road wheel, and will peel as a result of the rising and falling heat of the brakes. Beware of non standard wheels: 'The biggest headache is probably people fitting "turbo twist alloys", which overstresses the steering,' Robin says.

### BODYWORK

The 993 metalwork is long lasting, but there are areas where corrosion develops, notably on the rear longitudinal chassis members, where rust can creep between the bodywork and the heat shields. Bumpers can also be a problem: 'Refitting the front bumper and seals after a re-spray is difficult and on some cars it has been done badly, and the rear bumper support struts rot out, so it's quite normal for these to need replacing,' Robin reveals. The front end of the 993 is very prone to

stone chips.

A problem on many 993s is a creaking front windscreen. 'Porsche did issue a fix for this, but whether it is cured or not largely depend on the skill of the fitter replacing the front windscreen,' is Robin's view.

### TARGA ROOF

The glass targa roof section, which effectively replaces the hood assembly on the cabriolet body is a wonderful design, Robin feels, but at this age, and at this stage of wear, it can be troublesome, with squeaks and rattles. Ensure that the glass retracts properly and that the front wind deflector pops up. The sheer complexity of the roof could be one reason the Targa is less sought after than the coupe: 'The only way to sort problems properly is to replace much of it, which for most people isn't cost effective,' says Robin.

### ELECTRICS

The 993 pretty much enjoys a clean bill of health in this respect. 'Some sensors such as the oil pressure and temperature can give up the ghost, and gauges do suffer from fade due to sunlight, but otherwise we see no real problems,' is Robin's summary. But look out for the infuriating aftermarket alarm systems of that era that insurance companies insisted be fitted, and which by now may be failing.

### VERDICT

The 993-model 911 was the culmination of 30 years of development, and that is reflected in its road manners and refinement, which for many make it the best air-cooled Porsche generation. With a little over 4000 officially imported into the UK, it's numerous enough to easily find, and with prices of 964s, Carrera 3.2s and SCs having risen sharply, the 993 is looking better value than it was a few years ago – in relative terms, at least! And given that it's hard to lose on a 993 when re-selling, there can be no arguments against this 911, provided you are prepared to spend the money to maintain it properly. **PW**

### BUYER'S CHECKLIST

Ensure service record is complete, as some of the 12 spark plugs are hard to change  
Solenoid valves in Varioram engines can seize  
Roller bearings could break up in early manual gearboxes  
Brake dust causes brake pads to seize in the calipers  
Rust attacks rear chassis members, and behind the rear bumpers  
Front windscreens are prone to creaking  
Targa roof may squeak and whistle

### SPOTTED FOR SALE

**Private seller**  
1995/M 911 Carrera, manual, black, grey leather, 114,000 miles, £46,500, Hertfordshire

**Porsche specialist**  
1996/M 911 Carrera, manual, Ocean Blue, grey leather, 81,579 miles, £52,990, South Gloucestershire  
[www.cameronssportscars.com](http://www.cameronssportscars.com)

**Porsche specialist**  
1997/P 911 Carrera Targa Tiptronic, blue, grey leather 91,000 miles, Category D insurance rebuild, £29,950, Kent  
[www.mr911.co.uk](http://www.mr911.co.uk)

### USEFUL CONTACTS

**Auto Umbau Porsche**  
[classicporsche.repairs.co.uk](http://classicporsche.repairs.co.uk)  
A Bedfordshire classic Porsche specialist for a number of years, and steeped in air-cooled 911s. Offers sales and servicing/repairs

**Design911**  
[Design911.co.uk](http://Design911.co.uk)  
Constantly expanding company offers a wide range of Porsche parts, and also nominates local fitting centres for them.

**Euro Car Parts**  
[eurocarparts.com](http://eurocarparts.com)  
Carries a wide range of competitively priced independent parts





## DEALER TALK:

# RSJ SPORTS CARS

This Berkshire-based Porsche independent takes great pains to provide the best prepared used Porsches possible – and never buys stock from auctions, says sales manager Darren Street



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

We have been in the Porsche business since October 1997, when we bought our first car. That was a Cobalt blue 964 Carrera Tiptronic coupe.

### What Porsches do you specialise in?

We started out with 964s and 993s, and then moved on to 996s and Boxsters, then 997s, Caymans and Cayennes. Now we focus on the £25,000 to £60,000 segment of the market, handling mainly 997s, Caymans and Cayennes.

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

Our cheapest car is a £26,000 Cayenne GTS and the dearest is a Cayman GT4 at £90,000.



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

Personally I think the Cayman S and Boxster S are great cars, but most people want a 911, so a 997 at £30,000 is good value for money. This is an excellent depreciation-proof car with reasonable running costs – but it must be good at the time you buy it, and not the cheapest one you can find. It must have a sound warranty, that's paramount.

### Where do you get your stock from?

All our cars come from private buyers calling us, or people we have sold to in the past, who sell them back to us or trade them back in as part exchanges for newer Porsches. Some come via other dealers taking them in part exchange for their cars, and then selling them to us. We have not bought even one car from an auction in 19 years – too much risk. A Porsche needs to be tested thoroughly at point of purchase by someone who buys Porsches on a daily basis.

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

We give a one-year in-house warranty (which we pay for) covering the engine and gearbox for any internal failure. This includes all the things people worry about, such as cylinder bore scoring and IMS failure. We also cover every other component for the first three months, including wear and tear items.

**What's 'hot' at the moment?** Most in demand is always 997s, which has been the case for the

last 10 years. Gen 2 997s are in particular demand, one of the best Porsches ever made.

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

Best value are 997s, prices have not moved in two years. They're great value at £30,000 to £35,000 for a good one.

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

A 981 Cayman S. This is a great car if you don't have kids, and I would have been happy to have it forever.

### What car do you drive everyday?

A 2013 Cayenne. I have kids.

### What are your plans for the future?

We doubled our showroom space last year. We have constantly grown over the last 19 years, and now stock 50 cars at all times, and sell 250 cars a year. We constantly improve our preparation procedures to make the cars better and better. A fully detailed RSJ car is a sight to be seen. It's just minor improvements here and there, but we are pretty much doing as much as can be done to make 10-year-old cars look and drive like two-year-old cars.

**Contact**  
RSJ Sports Cars  
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Bristol Way  
Slough SL1 3QE  
01753 553969  
[rsjsportscars.co.uk](http://rsjsportscars.co.uk)

## HELPING YOU RUN YOUR PORSCHE:

### ON-LINE VALUATIONS

Is the price asked for the Porsche you are considering its true market value? For many years the two motor trade price guides, Glass's and Cap, kept that information confidential. But now the latter has opened up its database – effectively free of charge. It's because HPI, previously known for its pre-purchase mileage, finance and insurance checks, has launched a new, instant car valuation service drawing on the Cap content, HPI now part of the same company.

To use the service, visit [hpivaluations.com](http://hpivaluations.com) and input the car's registration number and mileage, and up come four prices: when new; forecourt or 'retail' value; part-exchange; and private sale. That's all free, but if you want further information, that'll cost you £2.95 a go. This adds past values, predicted future depreciation and running costs, all useful when considering which car to buy. The system is currently being rolled out and covers cars up to nine years old, but HPI says it will extend the reach to some classic models.



## USEFUL ACCESSORY OF THE MONTH: OIL DRAIN KIT

Sometimes small oversights can frustrate or hold up a DIY job on your car – such as having nothing to drain the old engine oil into during an oil change. Warwickshire-based Laser tools offers its Oil Drain Kit to keep that job as simple – and clean – as it should be. It's priced at £14.90, a lot less than the cost of the oil you'll use.

The kit comprises a six-litre drain pan, made of tough polypropylene which is of course reusable, and also a special mat that absorbs any spills. Afterwards, this mat should be placed in the hazardous waste bag provided (and disposed of responsibly). The mats and bags can be purchased separately from Laser tools. To prevent oil spills at the filler end, a 140mm diameter funnel is included in the kit. For more details, visit [lasertools.co.uk](http://lasertools.co.uk) and search part number 6087 for the kit, and 5712 and 5713 for the spare mats.





# CLASSIFIEDS

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## 911

**Carrera 996 4S**  
(2004), Basalt Back with 18-in black gloss wheels with red calipers, black leather interior (the leather has just been reupholstered) the two front seats have the 4S logo embroidered in the headrests, the bodywork has been fully detailed and looks as new, aluminium trim pack, climate control, factory security system, Bose sound system (DAB has been fitted to original radio), 6 stack CD, heated seats, dash camera, in built phone (complete with SIM), sat nav, Porsche Communication System (PCM), Litronic lighting, sports exhaust system, top tinted front window, Porsche logo on the two front mats, service history and all receipts for work carried out (all brakes and discs renewed) etc. This has to be one of the best 996 4Ss on the market, it is immaculate inside and out, and one of the last to be produced and comes with the Porsche Certificate of Authenticity, any inspection welcome, test drive with proof of insurance. This car has to be seen, lots of photos on request, please phone if further information is needed. Tel: 07759 378007. Email: trev65007@hotmail.com (Kent).  
**£23,499** P0217/019

**Carrera 3.2 1985 show condition**  
Possibly the best out there, engine, body and everything completely rebuilt, box synchros, engine bearings, chains, rings, cylinder heads, valve guides, gaskets, seals etc all done. Body bare metal respray in original Guards Red, black leather interior perfect, 113K miles with FSH, subtle Wevo upgrade parts also, all work done 8 years and 2000 miles ago, downsizing collection, Dublin viewing ok. Tel: 0035 386 2586023. Email: granary@iol.ie (Ireland).  
**£45,000** P0217/020

## 911



**Unique 993 Turbo**  
First owner: Porsche for 2 years; driver: Porsche CEO; condition: excellent (inside/outside); technical condition: 111 Porsche Approved Checklist ok! New Pirelli tyres, electric sunroof, Porsche service history, no accidents, momentary owner since 2001, 76,428 miles. Tel: +41 41 74 90 911. Email: jens.hawner@porsche-zug.ch (Switzerland)  
**£133,000** P0217/043

**2006 997 C2 3.9 GT3 clone ex-feature car**  
Sadly selling as had surgery and unable to drive for over 2 months. Highly spec'd Carrera 2 with extras such as Sport Chrono pack, interior carbon pack, sat nav, cruise control, sunroof, Bose sound system and PCCB, email me for full spec. Featured in Nov 2015 GT3 clones edition, SVP 3.9 conversion and engine rebuilt 79K miles, now on 84K, over 20K spent last 18 months, black. Tel: 07803 088403. Email: kingdebbie@tiscali.co.uk (Surrey).  
**£27,500** P0217/021

## 912

**1968 LHD 912/6**  
RS body, 2.2 flat 6, triple Webers, S cams, 5 speed box, non sunroof coupe, MOT June 2017, car drives very well, sounds great, I have had the car from 2012, it's had lot of new parts fitted. Tel: 07506 299333. Email: oldeboy@hotmail.co.uk (Devon).  
**£23,000** P0217/022

## 928

**9-Apart**  
Parts specialists for 928  
**01706 824 053**

**1979 Euro Porsche 928**  
Service records, nice quality V8. Runs and drives smoothly, # matching, replaced working parts for new to extend reliability, Gunmetal Grey over blk leather. I own a sports car restoration shop, bought this gem to go to car shows with my buddy that I sold my 914 to, fun, fairly rare exotic that won't break the bank, contact for further details. Tel: 330 493-6000. Email: jeffvolkert@gmail.com (Ohio, USA).  
**£7000** P0217/023

## 944

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**£3900 ovno** P0217/024

## 968

**9-Apart**  
Parts specialists for 968  
**01706 824 053**

**968 Convertible 6 spd, 17", full history**  
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**£11,500** P0217/025

## CAYMAN

**Cayman R**  
Platinum silver, Sport Chrono package, full Porsche service history, reg April 2011, one careful private owner and only 5000 miles of summer use, a future classic. Tel: 01395 514820 (Devon).  
**£45,000** P0217/026

## CAYENNE



**Cayenne V8 Magnum**  
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**£16,500** P0217/042

## REGISTRATIONS



**Boxster 987 owners!!!**  
The finishing touch for your Boxster 987! A dateless reg that can only increase in value. Tel: 07763 719646. Email: pbeb@freeuk.com.  
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P0217/040

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AUCTION/SHOWROOM/CLASSIFIED

# MARKET WATCH

As 911 model generations are replaced, they become less loved and cheaper to buy – but eventually catch collectors’ eyes and rise in value. David Sutherland hears from the Porsche trade that this is just about to happen to the “bargain” 911, the 996



The ex-Porsche GB press demo car, with 58,000-miles on the clock sold for £16,880

In any era, there is always the ‘unwanted’ 911. Looking back to 1989 to the launch of the 964-model 911, which at the time seemed such a big engineering leap for the rear-engined sports car, the preceding Carrera 3.2 soon became yesterday’s Porsche, and a dozen years on, by which time many had deteriorated, prices were low.

This from a private advertisement in the December 2000 *911 & Porsche World*: “911 Carrera 3.2, 1984, 86,000 miles, same owner 9 years, FSH, £12,500 ono.” Values of earlier 911s were even lower, as this from the same issue indicates: “911 2.7S, full professional restoration... £7950”. Considering they are both now probably worth at least three times those prices, it’s enough to make you weep.

But when the 993-model 911 arrived in late 1993, with its smoother, flush-fit bodywork it was the 964’s turn to be rejected, its “bolted-on” bumper look regarded as ugly. By the mid 2000s you could pick 964s up for £10,000–£12,000, and once again, look at them now – £30,000 is now your realistic minimum.

The 993 did not suffer the same fate. This was possibly because it was the last air-cooled 911, and at the point where you’d expect the maximum price dip – say 10 years after discontinuation – prices had already levelled out from a high base and were rising.

But the historical trend kicked back in with a vengeance with the first water-cooled 911, the 1998 996-model, which with 18 years under its belt can now be picked up for around £11,000. We calculate, with

help from the Bank of England inflation calculator, that in real terms this is little more than half of Carrera 3.2 and 964 values at their lowest. Two reasons seem to stand out for the 996’s low esteem in the price guides: significantly higher sales than of the 993 and 964 (around 16,000 compared to some 3000 964s and 4000 993s), and the serious and well publicised bore wear and IMS bearing issues that affect the engine, resulting in very expensive repairs.

But that is now changing – the 996, built until 2004, is the hot ticket at the lower end of the used Porsche market, specialists are convinced. It’s affordable – half the price of the next 911 up, the 997. There are plenty for sale – Auto Trader alone had well over 200 of the Carrera, 4 and 4S for sale when we checked. And it seems buyers are now more

likely to take a risk on the bore and IMS issues, possibly on the basis that if the engine hasn’t expired by now, it isn’t going to be affected.

In fact, according to Harry Loannou of Porsche specialist Portiacraft in Mill Hill, north west London, and for whom the 996 is a staple product, buyers hoping to snap up a dirt cheap 996 may be already be too late. ‘The rise in prices has already happened,’ he says. The 996 that was £12,000 last year and £10,000 the year before that is now £15,000. He adds that, in his experience, the 996 has never been unwanted anyway: ‘We’ve always sold 996s and have never had any trouble selling them – it’s always been our best seller.’

One particular 996 model is in great demand. ‘If you want a good Carrera 4S, you’ll have to pay £25,000 for it,’ Harry claims, and of course 996 Turbos, now perceived as top value at around £40,000 for an average mileage example, are not likely to get any cheaper. The 996 GT3 in both Mk1 and Mk2 guises now command up to £90,000 provided they’re low mileage and with no track history, while the stripped back GT3 RS, only 200 of which were built, broke the six-figure mark some time ago.

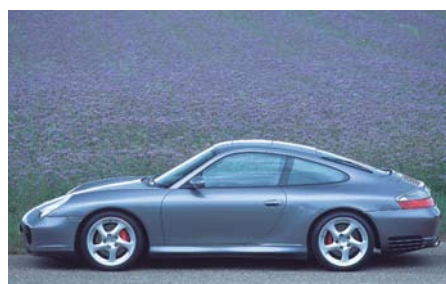
There are various theories over which years of 996 may be more prone to the cylinder bore and IMS problems (Harry reckons the pre-2002, 3.4-litre cars suffer far less). But he has not noticed customers asking for

particular years of 996 because of this. ‘Most people come along to look at the car that is for sale,’ he points out. ‘There is no bad selling colour, they mostly tend to be silver or dark blue – although people don’t like a green leather interior in a 996!’

He reckons buyers don’t take much notice of whether the car is a 3.4- or a 2002 on, facelifted 3.6-litre. ‘I drive lots of them and you’ll find very little difference in them.’ He doesn’t think there’s any difference in values of manual or Tiptronic automatic cars, either.

We can see that the 996 is being “rehabilitated”, but what does the Loannou crystal ball reveal? ‘I think nice examples of early 996 Carreras (and there’s not many of those around) in good condition and with under 100,000 miles are going to rise to £23,000 to £24,000, and then they’ll stick there for a while,’ he predicts. ‘The Carrera 4S is already at that level and I think they will go up to £30,000.’

Meantime, the regular versions of the 996 remain good value. For example, a Zenith Blue 1998 Carrera (main photo) with manual transmission that started life as a Porsche Cars Great Britain press demonstrator, and which boasts an engine top end rebuild and just 58,000 miles, went under the hammer at a Silverstone Auctions sale for a modest sounding £16,880. So things haven’t gone crazy yet – but don’t expect this state of affairs to last long, so get in while you can. **PW**



996 C4S has made the big-leap in values



Base 996 C2. Prices low, but won’t be for ever



996 Turbos were bargain basement. Not any more



996 GT3 big prices for low mileage examples



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**£1950** P0217/005



**'FRY 911J' cherished registration**  
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**£1950** P0217/009

## GT03 DKT

**'GT03 DKT'**  
On retention. Tel: 07711 713479. Email: bschalmers@hotmail.com.  
**£350** P0217/007

## JJI 9115

**Registration for sale**  
'JJI 9115', number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com.  
**£2000** P0217/011

## KII XTA

**'K11 XTA' (BO XTA) perfect plate for Porsche Boxster**  
Number plate on retention perfect for Porsche Boxster. Tel: 07799 061353. Email: carolineclaytonwright@hotmail.co.uk.  
**£1000** P0217/050

## B9XST

**'B9XST' Porsche Boxster plate**  
Superb number plate for Porsche Boxster, on retention and available for immediate transfer. Tel: 07779 125828. Email: adam.tallamy@gmail.com.  
**£1000** P0217/052

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## P911 BUD

**'P911 BUD' cherished number plate**  
Registration for sale, currently on retention. Tel: 07759 691292 Email: cemfleckney@gmail.com  
**£1500** P0217/048

## LES 190

**'LES 190' registration for sale**  
Until recently on my 964 but have now decided to sell the registration, on retention certificate until 3/2/2017, no VAT or other charges to pay, telephone with offers. Tel: 07425 153194. Email: lezdawes@gmail.com.  
**£3500** P0217/051

## P911 SAB

**Cherished registration**  
'P911 SAB'. Tel: +44 1628 633745. Email: mocflyer@hotmail.co.uk.  
**£9950** P0217/016

## T321FLY

**Private plate 'T321FLY'**  
Easily transferred. Tel: 07883 466133. Email: ann.rawlins@ba.com.  
**£1000** P0217/044



**Porsche 911 Arsenal plate**  
Great plate for any Porsche 911, lovely plate for any Arsenal fan, the *ultimate* plate for any Gooner, player or fan with a Porsche 911, 'P 911 AFC', it doesn't get any better. It is on a retention certificate, so very easy process to become yours, imagine this rolling up at the Emirates! If you want it, get in touch now. Tel: 07779 767605. Email: ticktock88@gmail.com.  
**£3500** P0217/013

## REGISTRATIONS



**SWANN or SWAN**  
Super number plate for anyone named Swann or Swan, it isn't often that you can get a perfect name plate, so grab this whilst you can, on retention certificate, at just £1999 it is a real bargain. Excellent investment for the future, pass it on to your children, can be used on any vehicle manufactured after 1994. Tel: 07020 923542. Email: saltydog1@gmail.com.  
**£1999** P0217/008



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Fantastic vehicle number plate for any Tottenham Hotspur FC supporter or player, 'YES THFC', held on a retention certificate right now, so a very simple process to become yours. Keep it on retention for future use or put it on to your car now, get in touch by email for full details. Tel (not text): 07040 209029. Email: saltydog1@gmail.com.  
**£2500 or very near offer** P0217/046



**Cherished number plate 'CA13RRA' for sale**  
As I am Porscheless, I have decided to sell 'CA13RRA' which is as close to Carrera as you will get! Reg is on retention so immediate transfer available. Tel: 07768 182403. Email: srandall@ataraxia.co.uk.  
**£3500** P0217/058

## W22 RED

**'W22 RED'**  
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**£1000** P0217/047



**'JAZ 4911' private number plate**  
Private number plate, dateless number plate currently on a car, can be moved onto retention or onto your car, (JAS, JAS 911). Tel: 44 7944 494840. Email: pssall@hotmail.com.  
**£1000** P0217/010

## REGISTRATIONS

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CAB 911X	911 HDL
REG 911E	911 WVS
S911 LER	911 SCR
POR 996T	911 TYR
POR 997T	911 FEG
POR 911K	911 MSD
1974 RS	911 SHE
993 G	CAR232A
993 POR	930 FF
993 RUF	XXX 911C
X993 POR	991 PD
VNZ 911	911 RWS
964 MC	B911 RSR
964 GC	A993 XXX
RSR 911K	P993 POR
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EMAIL: erha300@aol.com



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**£1500** P0217/012

## YIA993

**'YIA993'**  
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**£1490** P0217/045

## PARTS

**Early 911 parts**  
911 SWB dash top: original padding and vinyl, good condition, two small splits, some non-original screw holes, would recover perfectly, complete with plastic air vents, £250; clock, original VDO/Kienzle, dated 4/69, good original condition and working order, with bulb holder, bulb and mounting clamps, £100. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire). P0217/027



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**PARTS**



**Great stereo for 911**  
Stereo taken from my 911 Carrera, 6 disc radio cassette with remote control, special speakers for parcel tray which are £300 to buy, brilliant sound. Tel: 07872 490760. Email: jimmydawson20032001@yahoo.com.  
**£200** P0217/005

**PARTS**



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**£95** P0217/053

**PARTS**



**Boxster hard top for sale**  
To fit a 987 model in Seal Grey, collection only from Brackley, perfect condition. Tel: 07711 182888. Email: pr@trade-events.co.uk.  
**£995** P0217/015

**PARTS**



**Genuine 997 S Gen 2 exhaust system**  
Excellent condition having covered 17.5K miles, parts included are LH and RH silencers with clamps, LH and RH twin round tail pipes and clamps, centre box with clamps, £650 includes delivery in the UK. Tel: 07860 395079. Email: maweedon@icloud.com (Cornwall).  
**£650** P0217/054

**996 C4S exhaust**  
Complete OE exhaust system from 996 C4S 2003, includes manifolds, clamps etc, but minus exhaust tips, in good condition, replaced for new sports system, P&P extra, call for more details. Tel: 07527 449568. Email: ghilliesmate@outlook.com (Cornwall).  
**£85** P0217/028

**Pirelli P Zero N rated tyre**  
235/35/20 (88Y), N rated, very good condition, 6mm of tread. Tel: 07977 132969. Email: chrishwagorn@btinternet.com (Staffs).  
**£75** P0217/030

**Gen 2 Boxster?**  
Skiing in the Alps or Scotland? Set of 18" S2 alloys c/w winter tyres. Tel: 07922 335060. Email: t.chrisculley@gmail.com.  
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**Gen 2 Boxster**  
With body coloured front air grilles or S in black? Enhance your car with Porsche aluminium look front and rear side air grilles, as new. Tel: 07922 335060. Email: t.chrisculley@gmail.com.  
**£250** P0217/031

**Cayman/Boxster spacesaver wheel**  
As new, unused and complete with Porsche cover, wheel jack and brace, Porsche part number 996.362.130.01. From my 987 and avoids need to use the supplied repair gel, fits neatly into front luggage compartment, will deliver within 50 miles of Bristol or buyer collects. Tel: 01454 414118 (Avon).  
**£110** P0217/004

**1974 Carrera parts**  
Two Fuchs wheels, 7x15 OEM, £700; two Fuchs wheels, 7x15, reps, £150; short bonnet, white, £100; SSI exhaust system, small patch in heat shield required, £100; washer bottle, £30; RSR L/weight engine mount cross member, £75; starter motor, used, £25; torsion bar end caps, new, £30; steering wheel, original, £300. Tel: 07900 780250. Email: rob.packham@live.com (Oxon).  
**£950** P0217/032

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# TRIED & TESTED

With 911 & Porsche World's Roving Reporter, Johnny Tipler

911 2.4 S 1972 64,000 MILES £154,995.00

**S**epia Brown has an artistic ring to it, and for sure, you'd have needed a bit of an eye for a colour that was a little bit strange as far as the regular Porsche palette was concerned, even in 1972 when wild pigments (such as Viper Green and Blood Orange) were taken a bit for granted. It's a kind of Marmite hue, love it or loath it, and actually I find it rather warm and endearing, and certainly not a turn off. But then I did once come within a whisker of putting a deposit on an Olive Green 2.2 S at Autofarm, so I may not be the coolest connoisseur of quirky colours.

Talking of Autofarm, they placed more than just a deposit on this particular 2.4 S, having totally rebuilt the engine and maintained it on behalf of a couple of erstwhile owners a decade after it had been imported into Blighty. More on that in a moment, but first, a glance at the model's history to contextualise it. In 1973 the 911 S was Porsche's top road-going model, bettered only slightly in performance terms by the track-orientated 2.7RS, launched the same year, though of course as we know, the RS is perfectly usable as a street car. All 911s from that era drive slightly differently to one another, whichever the engine size, and frankly there isn't that much to choose between a 2.4 S and 2.7 RS in normal motoring conditions these days. However, back in '73, Porsche was more interested in putting one over on Ferrari at the time, and the 2.4 S clocked 0-60mph in 6.6s, maxing out at 144mph and so besting the 246 Ferrari Dino in the process. So be assured the 2.4 S is no slouch in performance terms. It's a character, too, 45 years on. Another idiosyncrasy presents itself on the S: notice that the oil filler flap is located ahead of the right-hand rear wheelarch, serving the oil tank that, for the 1972 model year, had been relocated further forward to enhance the overall handling. As we also know, this feature was dropped for 1973 because of the confusion it caused in filling stations where unwitting pump attendants were apt to pour the petrol into the oil tank.

You'll have noticed it's a left-hooker – and all the better for that, in my book – because the pedals are in a straight line in harmony with the driving position. The car was originally supplied to Italy and the Porsche Certificate of Authenticity that's supplied with the car confirms the original specification. So, apart from the period Recaro seats now installed, it's still in its original specification. After a couple of decades in Italy, a Dutch enthusiast acquired it, and its documented history confirms it lived in the Netherlands until it was imported into Britain in 2001. It's from this point on that it received attention from some of the UK's leading specialists. For example, it was the subject of a comprehensive written report by Essex-based marque specialist Andy Prill, who confirmed that the car was



largely still in very good original order – thanks to its early dry climate lifestyle, though, he observed, it had been repainted at some point. He also recommended further improvements, including swapping lhd lenses for rhd and mph speedo instead of kph, and fitting hydraulic timing chain tensioners, carried out by another specialist firm in Essex, Autostrasse. Then, in 2004, Gantspeed sold it to racer Robert Barrie, and there's an endorsement in the history file confirming that they too believed it to be an original and accident-free car. They also mentioned that the original speedo was showing 50,976kms when it was replaced by a new speedo fitted when the car entered the UK in 2001, which was by then showing 4800 miles.

Bills reveal that it was owned next by Porsche enthusiast Tony Maschie, who covered a further 5000 miles, whilst having it maintained by Autofarm. The car then changed hands briefly in 2008, and covered another 2000 miles with further work done at Autofarm, thence re-sold to Porsche collector Neil Clifford in 2010, who asked Autofarm to carry out the comprehensive refurbishment amounting to over £20,000 in October 2010, which is fully documented in the history file. Standout items (because they cost lots) that were renewed or reconditioned included the distributor, injection pump, door locks and furniture, complete engine strip down with new parts installed including the clutch; new transmission synchros, powder-coating and painting tin-ware and refurbishing the Fuchs wheels. A great deal of that cost was down to labour, but then it was a big job. Indeed, and then a further £6000-worth of work including servicing and trim replacement was done by Tewkesbury-based international historic racing specialists Peter Chambers Automotive in 2013. Its 6 x 15 Fuchs wheels are wearing Yokohamas, 195/65 all round. Like any good 2.4 S, it's lively, nimble and poised on the Suffolk backroads, up for the game, and actually one of the nicest driving Ss I've handled for a while. Top dollar car, but big money, too. It's not so much the colour that's eye-watering as the price. But, if that's what the market says a 45-year-old 911 S is worth, then so be it. **PW**



## CHECKLIST

### BACKGROUND

Left-hand drive 2.4-litre 911 S, finished in a fascinating colour, which spent its early years in Italy before coming to Britain via Holland. Since then it's had major TLC lavished on it by a chain of UK specialists, including a major powertrain overhaul at Autofarm in 2010.

### WHERE IS IT?

Currently gracing the Aladdin's cave which doubles as Paul Stephens' showroom mid-way between Sudbury, Suffolk, and Halstead, Essex. Accessible from Bures train station (6 miles), Colchester and the A12 (12 miles), or Stansted Airport and the M11 (27 miles). Web: [paul-stephens.com](http://paul-stephens.com) Tel: 01284 827427 Email: [email@paul-stephens.com](mailto:email@paul-stephens.com)

### FOR

Mechanically A1, totally sound body with no noticeable flaws. All trim is good, upholstery excellent. Left-hand drive a bonus as it's a better driving position and a wider global market. Comprehensive service and maintenance record with top specialists since coming into GB in 2001, including driveline rebuild.

### AGAINST

Slight wear to seat belts, mild staining around rear three-quarter windows. Whopping price tag, but that's a subjective opinion; it's where the classic air-cooled market has gone.

### VERDICT

An excellent 2.4 S in an intriguing colour, with recently rebuilt engine and gearbox and no issues. A usable investment.

### VALUE AT A GLANCE

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



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## PARTS

### 996 sports coil springs

Set of 4 genuine Porsche sports equipment coil springs for 996 gen 2, brand new, lower car by 10mm and approx 20% stiffer. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire).

£145 P0217/033

### Cayman 2.9 GenII OE exhaust system

Porsche Cayman 2.9 GenII OE exhaust system with round sport tips, system in excellent condition, car having covered only 19K miles when replaced with new Remus sports system, buyer to collect. Tel: 07815 187533. Email: terrygeorge458@btinternet.com (Powys).

£300 ono P0217/034

### Porsche Cayman exhaust

Cayman 981 exhaust system, complete and recently removed by franchise garage following upgrade, in good condition as car has only done 4K miles. Tel: 01793 530933. Email: ngenticore@hotmail.com (Wiltshire).

£100 P0217/035

## MISCELLANEOUS



### Porsche magazines

911 & Porsche World magazines, over 230 from the original first copy, complete sets in binders, all mint, also GT Porsche, 55 copies from 2006-2010. Tel: Kev, 07860 700486. Email: kevin997clark@yahoo.com.

£160 P0217/057

### Porsche Cayenne 958 18" wheels/tyres

New condition 18" 958 Sport wheels, and virtually new tyres. Tel: 07881 335483. Email: jclewispeng@yahoo.co.uk (Glamorgan).

£390 P0217/036

## MISCELLANEOUS



### Panamera dealer sales book

Dated 12/2008, 169 unmarked pages, hardback, plus price/options list, 81 pages, dated 05/2009, both as new condition. Tel: 07399 359072.

£17 P0217/056



### Porsche repro garage wall signs

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£50 P0217/006

### Covercraft Noah all weather car cover

Fits Boxster 986/987/981, very good condition, just a little grubby around the edges, £100 includes storage bag, security wire and padlock. Tel: 07977 132969. Email: chriswaghorn@btinternet.com (Staffs).

£100 P0217/037

### Porsche 959 official factory technical report 1986

Excellent condition, extremely rare, 24 pages with superb illustrations, German text, factory publication code WVK 104 710, an essential addition for the serious collector/owner, p+p free, will be carefully packaged and sent Royal Mail recorded signature, £150 secures. Tel: 07470 447017. Email: michaelocallaghan12345@hotmail.com.

£150 P0217/038

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£125 P0217/003

### Genuine Porsche suitcase

Brand new, never been used, still with tags, Porsche lock, black fabric suitcase, not on wheels, aluminium handle with Porsche embossing, (still wrapped in original packaging). Inside there are separate compartments for shirts and shoes but these can be removed, measurements: H: 16-inches, W: 22-inches, D: 8-inches. Tel: 07712 654310. Email: downsldodge@tiscali.co.uk (Surrey).

£150 P0217/002

### Original Porsche Tequipment items

Porsche Boxster 981 indoor cover, pt.no 981.044.000.04, new, unused in bag, original Tequipment, £150 ono; Porsche Tequipment valet kit, new and unused, £60 ono. Items can be dispatched by courier at additional cost or collected. Tel: 01945 429600. Email: philipsmith977@btinternet.com (Cams).

P0217/039

## MISCELLANEOUS



### Clearout by former Porsche 356A racer

See Keith Seume Oct 2002 'The Money Pit' article in 911 & Porsche World, clears barn of Porsche auto jumble and memorabilia. Email: wayne.hardman@btconnect.com for extensive list of items available.

P0217/055

## WANTED



### Porsche 911/930 wanted!!!

We urgently require your Porsche 911/930 Turbo! Professionally buying and selling Porsche for over 30 years! For best price and polite old fashioned service call Paul on 07836 617916. Email: paul@theporschebuyer.co.uk.

P1117/016



### Porsche 911(993) wanted by private buyer

I am private cash buyer and am looking to buy a Porsche 911 (993) urgently, all models required, Carrera 2, or 4, 2S, 4S, Turbo, Turbo S, Cabriolet, Targa, RS, GT2, any age, any condition any colour, manual or Tiptronic, if you are considering selling your 993 please call me, I can travel nationwide and cash funds waiting same day decisions made with CHAPS secure bank transfer payments on collection. Tel: 07966 454645. Email: kamgills@hotmail.com (Leeds).P0217/059

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# TRIED & TESTED

With 911 & Porsche World's Roving Reporter, Johnny Tipler

3.2 CARRERA 1989 68,782 MILES £59,995.00

**M**y first Porsche was a 3.2 Carrera, a left-hooker in Prussian Blue acquired from Adrian Crawford just to starboard of Plymouth, and it behaved itself impeccably for five years or so, doing the 80-mile school run and sundry voyages to Portugal. One night it was purloined by burglars who inflicted almost £10-grand's worth of damage that more than justified years of insurance premiums. No one, except the thieves (one was caught and fined £250), could tell what, if any, mechanical damage or strain had been wrought, and so with heavy heart it found a new home in Germany, and its place was taken by a certain mint green 964. I mention this because I am firmly of the opinion that the 3.2 Carrera is an extremely sound proposition as an everyday car – even now, a dozen or so years since I used mine to that end – and I consider it to be more strongly built than the 964 that succeeded it. Granted, there are issues, just as there are with every model, but in general the 3.2 has less of them.

Which brings me to our featured 3.2 Carrera in the seen-and-sampled department; it's the Sport-spec model in right-hand drive, with front spoiler and whaletail wing, on sale at Paul Stephens' emporium of finer Porsches on the north Essex/south Suffolk border at Little Maplestead between Halsted and Sudbury, slap bang in pleasantly hilly farmland crisscrossed by a maze of lanes on which to drive prospective purchases – where I took this one for a most enjoyable outing. It's priced at a shade under £60-grand, with 68K miles logged. I know that that's what top flight 3.2s command now, but it does make me feel a bit pathetic having parted with my own 3.2, valued as a trade-in by Michael Rook for the Euro equivalent of £13K in 2005 (against the 964 at £16K). I think if anything that illustrated the relationship of the two models, where the 3.2 was perceived as a more valuable car than the 964 at the time, so its price was relatively closer to the 964 than became the case more recently. Now, though, it looks as if there's a certain parity between them, because the 3.2 at Paul Stephens is dearer than a goodly number of 964s.

Checking out its history, this 3.2 Carrera is finished in Grand Prix White with what's described as "full velvet red extended leather" interior; in other words, a sumptuous, warm, hide-upholstered cabin with tactile cladding so alluring it's difficult to extricate oneself. There's even white leather piping to the edges of its electrically adjustable front seats. I can still smell it now. The car was supplied new by Waldron of Maidstone on 10th March 1989, so one of the last of the line and fitted with the stronger, slicker G50 transmission. Think back to that era, and those of a certain age will recall Guards Red as the 911 hue of choice, and the selection of a relatively understated alternative such as GP White like this had much to commend it.



The 68,782 recorded miles are supported by a corresponding service and MOT history, carried out by Porsche main agents and specialists, including Waldron from '88 to '90, and from '91 to '93 by OPC Parkwood, followed by Rivervale Porsche in the late-'90s. After that it's been looked after by Gantspeed, Autowerke, DSD Motorwerks, and, in 2014, Concorde Automotive billed £2220 for a new stainless-steel exhaust. There's a Certificate of Authenticity from Porsche on file, which confirms it's a matching numbers car and verifies the extensive factory options bequeathed on it from new. Just so's you know – and which also helps justify the asking price – the list includes an extended hub steering wheel, a shortened gear lever – and though an odd concept, in practice it's barely noticeable and you wonder why someone would bother; anyway, it's collared in a beautiful red leather gaiter. This is a real Rolls-Royce of an interior. All four seats (back and front) are in 'soft-look' leather, and both front seats are heated; there's also lumbar support in the driver's seat; it's got working air-con, top tint windscreen, remote control ultrasonic alarm, Blaupunkt Toronto radio and tape player with eight speaker sound system, plus cassette storage system (and ironically I just binned all of mine, so if I owned this car I wouldn't have any contemporary music to play on the hi-fi now).

What else do we know about it? It has the Carrera badge in black on the engine lid, and while it once had Club Sport-style Guards Red wheel centres, these have since been repainted black. It has rear seat belts – important for the school run – and a rear window wiper that's no bad thing on a damp day. There's an electric sunroof, the better for enjoying the great outdoors, the 3.2 driving lights are set in the front valance, the toolkit and space-saver spare's in order, and the luggage compartment is neatly trimmed. The 16in Fuchs wheels are shod with Continentals, 205/55s front and 245/45s rear.

At the start of this I said that the 3.2 Carrera could still be a sound proposition as a daily driver, but we are now in the realms of collectorville where cars are bought and stored as investments, and this might be such a candidate. However, it isn't a particularly low mileage, even considering its age, and the other side of the coin is that it's perfectly usable and enjoyable for what it is – a pristine 3.2 with all boxes ticked, ripe for high-days and holidays if not necessarily the school run. **PW**



## CHECKLIST

### BACKGROUND

Many agree that the 3.2 Carrera Sport coupé is the last of the real driver's 911s, certainly in air-cooled format, and this pristine specimen is as fine an example as you could wish for. Whether you simply enjoy a period ride or wish to bask in the flamboyance of late '80s indulgence, this could be the car for you.

### WHERE IS IT?

In the showroom at Paul Stephens Specialist Porsche, Sudbury Road, Little Maplestead, Halstead, Essex CO9 2SE. Tel: +44 (0)1440 714884, web: [paul.stephens.com](http://paul.stephens.com) It's 27 miles to Stansted Airport and the M11, and 6 miles to the nearest railway station at Bures or 12 miles to Colchester and the A12.

### FOR

Overall condition is fantastic, with a host of tasty embellishments. It's also a great drive, with that raw air-cooled flat-six soundtrack. Should hold its value, too.

### AGAINST

Rather high on the pricing scale, and confirmation – if any were needed – that, for many of us, the air-cooled train has left the station. But it's in tip-top condition and if this is what the market will pay, so be it.

### VERDICT

A top-spec 3.2 Carrera that's a thrill to drive, to look at, and simply be in.

### VALUE AT A GLANCE

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



# TIME MACHINE

A nostalgic look back at *911 & Porsche World* from days gone by



## FEBRUARY 2003 (ISSUE 107)

**C**lash of the titans. Now there's a coverline. And what were these titans? Well, it was the 928 GT v Carrera 3.2. Hmm, an odd choice you might think, which is why we admit as much in the opening intro, but remember it was the 928 that was supposed to replace the 911 and in 2003 there was a certain price parity between the two as long as the 928 was a late, low mileage example.

Looking back now it does seem rather tenuous but air-cooled 911s weren't the holy grail that they are now and folk were perhaps a bit more open minded as to how to spend there £15,000 or so. These days, that decision is rather made for you. You can still get quite a lot of 928 for £15,000, but not a lot of air-cooled 911. In the end the verdict went like this: "We're comparing the incomparable. And on that basis we'll take the 911. Porsche drivers traditionally never asked for an easy ride, which is why if you love the marque you should be able to live with the 911's foibles. Thrive on them even. You would, though, be forgiven for occasionally longing for the comfort and refinement that a 928 would have provided you with." Wise words indeed and perhaps to illustrate the point regarding the popularity and availability of the two, a quick search through the classifieds brings up pages of 911s for sale and just four 928s. There's also a 964 RS at £27,995, but we'll pretend that never happened...

Elsewhere, in his regular column, Carte Blanche, Keith Seume asks the question: To restore or not to restore, arguing that some Porsches just aren't worth the cost. He was right. With rotten early 911s at £5k or less and 356s the same, restoration

## FEBRUARY 2013 (ISSUE 227)

**A** rather more typical head-to-head on the cover of the Feb 2013 issue, as we pitched the 993 against its predecessor, the 964, claiming it to be 'not the clear cut choice of the past,' which still holds today as the popularity of the 964 continues. True, the 993 still has the edge, but the 964 appeals for different reasons and, as witnessed on the cover this very issue, is the air-cooled car of choice, when it comes to modifying.

If you believe that driving a Porsche should or could be an adventure, then Ben Coombs' tale of driving a 200,000-mile 944 from England to South Africa was an inspirational one. He made it, too. Looking back at the story now, it's the images of driving through Syria that resonate, particularly the illuminated images of the ruins in Palmyra. Scary how quickly things can change.

In other corners of the issue, Chris Horton looked at rebuilding a 944 power steering pump and we liberated an extra 25bhp from a Cayman R, thanks to a fancy new exhaust and a remap.

In the classifieds the air-cooled revolution was yet to start, with 911SCs still comfortably under £15k.



wouldn't make economical sense. Oh for a crystal ball eh, Keith?

Talking of which we interviewed Porsche's head of R&D, Wolfgang Durheimer, who had all sorts of things to say including this about the potential of a Cayenne diesel: Our customers can count on us to make a sports-car statement in the SUV segment. You don't get that with a diesel engine that runs out of revs at 5000rpm." Ah, a cheap shot bringing that one up, but then Durheimer didn't have a crystal ball either...

## FEBRUARY '06 (ISSUE 143)

**D**igging through the back issues always offers up some parallels and coincidences. This issue majors very much on Kremer and its new 997 based K3 homage, plus Mickie Most's 2.7 Carrera based Street K3. In the former feature Kremer main man, Eberhard Baunach, mentions that 911&PW's roving Porsche reporter, Johnny Tipler, conducted the last interview with Erwin Kremer, and here it is in the Feb 2006 issue, some 11-years ago.

It was an interesting chat and even touched on a bit of Germany's then economic and political situation and the new government under Angela Merkel. "In England the last lady in charge created a good environment for commerce, said Erwin. "For the last last six years here the socialists have fought with the capitalists, and under the socialists it is not good for our activities." Wonder what he'd make of things now?

Elsewhere in the mag, new editor, Steve Bennett, introduced himself and his "Porsche politics," as in whether he was in the air-cooled or water-cooled camp. Being ever the diplomat it was both with a Carrera 3.2 for best and a 944 Lux for day-to-day motoring. Today a 944 still remains, but the Carrera 3.2 is long gone and replaced by a 996 C2.

On the cover of the Feb '06 issue was a machine that reflected perfectly the rise of the retro inspired 911 hot-rod scene in the shape of an RS lookalike built from the shell of a 911T and using the 3.6-litre engine from a 964.





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