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Another month, another collection of record breaking auction results. Hold on – that’s exactly what I wrote last month. Running out of ideas? No, I just can’t think of a better way to introduce the fact that a Carrera 2.7 RS Lightweight recently sold at auction for \$1.4m (£844,800). For more reaction to that tale see our news pages and resident retro g11 buff, Keith Seume’s, ‘Usual Suspects’ column on p26.

What do I think? Well, that’s so far into the stratosphere that eventually the market will just run out of oxygen and die, but in the meantime such massive price hikes are just

“Eventually the market will just run out of oxygen and die”

dragging everything else that’s even vaguely classic in their wake. A \$1.4m Carrera RS equals a £100,000+ g11 2.4S right down to a £25,000 g11SC. Yes, I kind of said that last month too, but the reality is setting in.

I also said that the water-cooled g11’s time is coming too, and now I’m convinced of it. Check out our air-cooled v water-cooled g11 showdown in this issue. This could be my ‘Ratner’ moment, but after a good, fast drive in a very solid, well-looked after g96 C2 3.6, the assembled air-cooled g11s just seemed old fashioned and very expensive.

I’ll get my coat...

Steve Bennett

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PORSCHE NEWS

CLASSIC PORSCHE SKY HIGH CARRERA 2.7 RS AUCTIONED FOR OVER \$1.4M



Photo Credit Brian Henniker

While the first international classic car auctions of 2014 underlined the increasing values of early and collectable 911s, the second wave of sales, at Amelia Island in Florida in early March, saw an explosion in prices for the best examples, with a 1973 911 Carrera 2.7 RS sold for \$1,402,500 (£844,800) and a 959 Sport for \$1,100,000 (£663,000). The RS crashed through its top price estimate by \$302,500 (£182,200), the 959 near to the top of its estimate.

Classic Porsche race cars also achieved strong prices, notably a 1968 907 Longtail which sold for \$3,630,000 (£2,186,500) – a new record for Porsche's most iconic endurance racer. A 1959 718 RSK, one of 35 built, and reckoned to be one of the most original condition examples, went under the hammer for \$3,300,000 (£1,990,000).

Those buying classic Porsches

in the last few years have certainly enjoyed handsome returns on their investments. According to London-based Historic Automobile Group (HAGI), which compiles a classic car value index, based on stock market principles, Porsche values leapt 20 per cent in the year to January 2014, and nearly 60 per cent in the last three years.

But other HAGI figures suggest that despite their huge growth, classic Porsches are still undervalued. Prices across the classic market as a whole rose 38 per cent to January, and 75 per cent over three years. Porsche values accelerated faster than those of collectable Mercedes-Benzes, but were left in the shade by Ferraris, which shot up almost 50 per cent last year, and which have almost doubled in three years.

The \$1.4m 911 Carrera 2.7 RS, which was sold by the auction

house Gooding & Company, is the most desired of the breed, the M471 Sport version (commonly referred to as the Lightweight) which came with reduced interior fittings, thinner metal panels and glass, saving 100kg in weight. The left-hand drive, German market RS, chassis number 9113600883, is a "matching numbers" car (meaning it has the original engine and gearbox), and was described by Gooding & Company as a 'remarkably pure and sorted Carrera 2.7 RS'.

The \$1.1m 959, sold by the same auction house, is the lightened Sport version, which accounted for just 29 of around 300 959s that were built from 1986 to 1989, and has covered just 5956 miles. Another 959, a regular rather than Sport model, went under the hammer at a sale held by rival auctioneer RM Auctions for \$687,500 (£413,800), even this lesser price

highlighting how sought after the four-wheel drive Porsche supercar – available for under £100,000 only a few years ago – has now become.

The record price 917, one of seven built for the 1968 season, is thought to be the most successful 917 of all, the first Porsche to win the Daytona 24 Hours race, and a four times Le Mans entrant. Other notable prices achieved at Amelia Island included \$137,000 (£82,800) for a 1969 911 2.0E, \$12,500 above its top estimate, \$242,000 (£146,000) for a 1973 911 2.4S and \$462,000 (£278,200) for a 1955 356 Speedster raced by Pedro Rodríguez in 1958, \$62,000 above estimate. Buyers, sellers and auctioneers are no doubt anticipating the next round of major international auctions, at Pebble Beach in California in August, to see if values will continue their upward trajectory.

Where will it all end? This 2.7 RS Lightweight was recently sold for \$1.4m, a record for a '73 RS, and all the below Porsches hit record sums at auction. Prices have risen by 75% over three years, yet industry analysts still reckon that Porsches are undervalued!



Photo Credit Mathieu Heurtault



Photo Credit Brian Henniker



Photo Credit Mathieu Heurtault



Photo Credit Alejandro Rodriguez

PORSCHE PROFITS UP AGAIN

Porsche continues to make money at an astonishing rate, and one that most other car manufacturers can only dream of, the profit for 2013 up six per cent to €2.5bn (about £2bn), which is £5.9m every day of the year. Profit margins were as good as ever, an industry leading 18 per cent, while the corporate overdaft was knocked down considerably, from €1.9bn to €899m (£1.6bn to £750m).

Sales in this period were super healthy too, rising 15 per cent to 162,145, and Porsche's workforce also increased, up 11 per cent to 19,456. It was to no one's surprise that CEO Matthias Müller declared 2013 'the most successful year in the company's history.' He predicted more of the same for 2014, with profits 'at least on a par' with 2013, despite the high start up costs of the Macan (pictured), and also the considerable investment needed to meet stringent forthcoming emissions targets.



RUF'S TWO-WHEEL DRIVE TURBO

Porsche's 911 range is wide enough to keep most customers happy, but Ruf, which has been tuning Porsches for 37 years, sees a gap in the market – a rear-drive only equivalent of the 911 Turbo, which in factory form is all-wheel drive only. You can have that plus extra power in a 911 GT2, but only if Porsche happens to be making it at the time.

Located in Pfaffenhausen in southern Germany, Ruf bases its conversion on the normally aspirated 991-series 911 Carrera S, and bolts its own intercooled twin turbochargers on to the 3.8-litre engine. Hence the name RCT (Ruf Carrera Turbo), a package it first offered 20 years ago, when the 911 Turbo went all-wheel drive.

The result is 517bhp, which is about the same as the factory 911 Turbo but torque of 502lb ft is halfway between it and Turbo S. You can have the RCT with manual or PDK transmission, and if you want four-wheel drive – though that would surely seem to defeat the purpose – then Ruf will supply that, as well as its IRC (Integrated Roll Cage) and uprated suspension.



LE MANS RACER READY FOR ACTION

Ahead of the first round of the seven-race World Endurance Championship (WEC) that begins on 20th April at Silverstone, and whose highlight is Le Mans in June, Porsche has revealed further details about its 919 Hybrid that will enter the series – and these confirm it as the most technically complex car the company has fielded at Le Mans since it first entered the 24-hour event in 1951.

Seen at the Geneva International Motor Show in March, the 919 Hybrid, which will run in the top, LMP1-H class ('H' is for hybrid) has a 2.0-litre V4 petrol engine that Porsche says is 'as compact as it is light', and, using direct fuel-injection and a single turbocharger, revs to around 6000rpm. A new set of WEC rules for 2014 reduce the amount of fuel that can be used per lap, but dramatically increase the amount of energy that the compulsory hybrid system can produce, hence the challenge for all teams has been to maximise electric energy efficiency rather than outright power.

Two different energy recovery systems are used on the 919 Hybrid, one being the notably innovative electrical generator recovering thermal energy from exhaust gases, and which is powered by the exhaust gas stream. The second system is taken from the 918 Spyder, and is a front axle mounted generator that, via the brakes, converts kinetic energy into electricity. This is stored in water-cooled lithium-ion battery packs, and released when the driver needs the extra thrust,



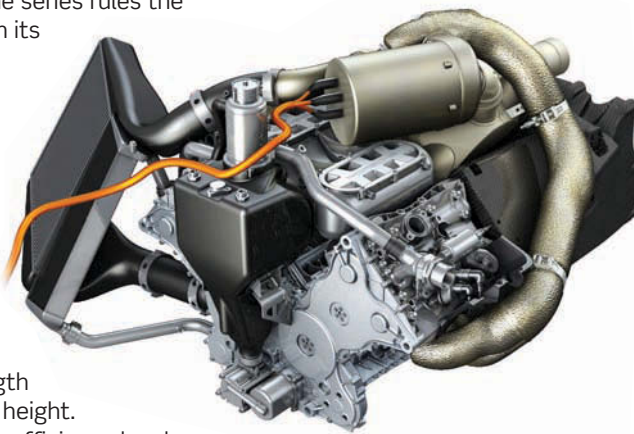
at which point it is fed to the front wheels, temporarily giving the Porsche all-wheel drive, as normally the petrol engine drives the rear wheels only.

The driver can choose between several automated drive modes, a system first used on the 911 GT3 R Hybrid racer. The race rules allow for four levels of energy recovery, ranging from two to eight megajoules (MJ). The 919 Hybrid is engineered for the "Premiere Class", with a recovery capacity of eight MJ, thus the energy recovery and storage systems need to be heavy duty.

Also under the series rules the 919 Hybrid, with its carbon fibre monocoque body/chassis riding on 14-inch wide wheels, must weigh a minimum of 870kg, and must not be more than 4650mm in length and 1050mm in height. Its aerodynamic efficiency has been

honed by 2000 hours of wind tunnel testing.

Inside, there are concessions to driver comfort, the seat raised compared to previous LMP1 regulations in order to give pilots a better view, as will LED four-point headlamps at night. But how right the 919 Hybrid is will only be discovered when ex Red Bull racing star Mark Webber climbs in the cockpit on the Silverstone grid for its first race outing. The 911 RSR, which will run in a different WEC class, was also present at the Geneva show.



OUR TAKE

FUN FACTOR

Strict emissions laws will radically reshape the format of the sports car, but it doesn't mean driver enjoyment will be a thing of the past, David Sutherland hopes

Whether it's road cars or motorsport, the talk these days is all about what you can do with the power you have – not having as much power as you can. The details revealed about the 919 Hybrid racer that marks Porsche's return to Le Mans highlight the challenge that Porsche and its rivals have faced in building a car that meets the new, efficiency orientated series rules, and you don't need a crystal ball to predict that in years to come your Porsche will be using an engine of no more than two litres, if it has an internal combustion engine at all. European Union CO2 emission limits, and possibly public opinion too, will ensure that.

While on the face of it this might not seem a welcome proposition, history tells us that often the best version of a car is the one with the smallest engine and power output, because it is the lightest and best balanced. And Porsche, which since its first model in 1948 has sought to maximise efficiency, can still do a lot with two litres – that was the engine size of the early 911 (pictured), remember, and that car was never criticised for a lack of performance or driver involvement.

And it would certainly be no bad thing for sports cars not to be perceived in terms of acceleration figures, or their time around the Nürburgring. Think of the great drives you've had, and it's quite likely that out and out speed or acceleration were not what made them memorable.

What probably did it for you was the way the car handled over a favourite stretch of road, and – if you'll excuse the cliché – how you and the car felt as one, and there might have been a great view involved too. These are aspects of driving that, luckily, the legislators will find it hard to clamp down on.

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CAYENNE THE QUICKEST SUV

The Porsche Cayenne has been certified as the fastest SUV in the world, following an officially observed shootout with rivals at the Nardò high speed test track in Southern Italy. And we're not talking about the Cayenne Turbo S with its 542bhp 4.8-litre petrol

V8 – but the S Diesel.

In the contest, organised by the German magazine *Autobild*, vehicles ran on Continental tyres on the 12-mile bowl and the 4.2-litre V8 Cayenne D reached a maximum of 280.7km/h, or 174.4mph. This beat the petrol powered BMW X5 and

Mercedes M-Class, though in fairness they were electrically regulated while the Porsche was not.

The Cayenne did have an extra trick up its sleeve – the fitment of a TechArt Power Kit TA 058/SD1. More about that in the *Buying Power* pages following news.



ALL GT3 ENGINES TO BE REPLACED

Following Internet reports of 991 GT3s going up in flames, Porsche has stepped in and, following a swiftly implemented investigation, is to replace the whole engine in all 785 cars delivered worldwide, about 100 of which are in the UK. Two cars had caught fire, one in Italy and the other in Switzerland, neither case involving accident or injury.

'It was caused by a loosened screw in the connecting rod which damaged the

crankcase,' a spokesman for Porsche Cars Great Britain said, 'On the strength of that we undertook work to strengthen that component, and we wrote to all customers to inform them of the replacement of the engine.'

Porsche would not reveal how much the new engines would cost it, but said: 'We wouldn't put a price on that – nor would we put a price on customers' unfettered enjoyment of their cars,

or our peerless reputation for engineering.' The retail price of an exchange GT3 engine from a UK Official Porsche Centre is around £19,000 plus VAT.

As soon as the news of the fires emerged, the carmaker stopped deliveries of the £100,540, 468bhp coupes, and, bypassing the usual vehicle recall channels, asked all owners of 2014-year models to stop using their cars immediately and offered to collect them for an inspection at a Porsche Centre.



NEWS IN BRIEF

Porsche boss Matthias Müller has had his contract as Chairman of the Executive Board extended for a further five years, his new term beginning in January 2015. It's a reward for strong profits and the seamless integration of Porsche into the VW Group.

Porsche is to invest €300m (about £250m) to expand its Zuffenhausen plant in Stuttgart, the carmaker's spiritual home, where the 911 is manufactured. New production and administrative buildings will be erected, on adjacent land purchased, which more than doubles the site's size.

The Porsche Cayman has won the category of 'Best Coupe' in the inaugural 2014 UK Car of the Year Awards. 'It's one of the best drivers' cars out there at any price,' commented Richard Bremner, one of the 27 jurors. 'It's glamorous, easy to live with and impressive value for money.'

To coincide with the launch of the Macan in early April, the Porsche Travel Club has offered prospective customers the opportunity to drive it from Barcelona through the Pyrenean mountains and back, over a two day period. The trip, including accommodation and gourmet catering, costs €2150, about £1800.

Deliveries of new Porsches worldwide increased 3.4 per cent to 22,515 in January and February. The biggest increase was in the UK where, thanks to a January surge, volume jumped 20 per cent, followed by Germany with an 11.4 per cent rise.

CATCHING UP WITH

CHUCK MORELAND



Quitting corporate life, he sweated for 12 years building up Porsche suspension specialist Elephant Racing, but in the end success came quickly **How old are you and where do you live, and work?**

I'm 50, and live and work in northern California, in the heart of Silicon Valley.

What was your big break into the motor industry?

PolyBronze bearings was our first breakthrough. It was a big step forward for performance and was awarded a patent, and helped establish Elephant Racing.

Summarise your career

Silicon Valley high-tech corporate geek takes Porsche to first track day, has life-changing experience. Drops out of corporate life to make go-faster parts under the odd name of Elephant Racing. Labours for 12 years before the company becomes an "overnight success".

Are you a petrolhead

In the US we are called "gear heads". I became fascinated with the 911 about age seven, these odd looking German cars with an air-cooled engine out back.

What was your first car?

The poor man's GT0, a tired '67 Pontiac Le Mans bought for \$300.

What was the first Porsche you ever drove?

I bought the first Porsche I ever drove, a '73 914.

Which Porsche past or present do you like best?

The early lightweight 911s with peaky engines, so engaging to drive.

What car do you drive daily?

A 2014 GT3, which makes me smile every time I get in it.

What gets you out of bed in the morning?

Having a customer say how much they like the product, that gets me out of bed to do it again.

What has been the biggest challenge in your working life?

Quitting corporate life to start my own company. Preparing to quit, I remember waking in the night in a cold sweat, filled with anxiety – but the moment I quit, the anxiety was over.



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BOXSTER, 996 NOW CLASSICS

The original, 986-series Boxster and the 996 911, both of which were launched in the mid 1990s, are now classics – and that's official. Both these models have recently been inducted into the Porsche Classic Family, which means they are now supported by the Porsche Classic division. 'In terms of the usual service nothing will change for the customer,' the carmaker explained. 'However, Classic specialists will ensure the availability of Porsche genuine spare parts, and that the information on the vehicles will be maintained for decades.'

In practise, Porsche is unlikely to keep producing every single part for these two cars indefinitely – at the moment, for example, some parts for the 1989 to 1993 964-series are unavailable. But with 52,000 items held in stock for Porsches dating back to the 1950s 356, the most needed parts will be easily accessible.

Pointing out that a wide parts back up maintains the appeal – and just as importantly the

value – of older models, Porsche is also continually re-introducing some parts that were discontinued many years ago. Recent returnees after a long absence include front fog lamps for a 1980s 911 Carrera 3.2, a gasket for the rear number plate lights on 1974-89 911s, a 1969-76 914 speedometer cable, and even the highly complex control unit for the

self levelling suspension on 1986-89 959s.

Other useful items available from Porsche include front body undershields for 964s and 993s, 6Jx15-inch steel wheels for 1970-73 911s, and wiper motors for all 924s and early 944s. Porsche says its classic parts supply is one reason that over 70 per cent of all Porsches ever built are still on the road.



NÜRBURGRING RESCUED

Europe's favourite trackday destination, the Nürburgring Nordschleife, has been bought by a German-based automotive group for something over €100m (about £83.6m). The deal encompasses the entire Nürburgring complex, which includes the Formula 1 circuit that stages the race every two years, and the hotel and other facilities.

The new owner, the Capricorn

Group, has pledged to keep the 13-mile Nordschleife, in use for over 300 days a year but which has been in financial difficulties for some time, open to the public, but there will be a rethink on how drivers are charged to use it. Up to €25m (£21m) is to be invested by the new company set up to control it, Capricorn Nürburgring GmbH.

The Nordschleife, built in the 1920s and situated in the Eifel

Mountains south of Cologne, hosted the German Grand Prix until 1976, when its safety was called into question after legendary Ferrari driver, Niki Lauda, crashed, receiving life threatening burns.

The Capricorn Group produces a wide range of engine components for road and race Porsches, including pistons, con rods, cylinder liners and crankshafts.



EVENTS

THE PORSCHE MONTH AHEAD

SHOWS AND EVENTS

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www.espiritudemontjuic.com

April 7-12

Tour Auto

France

Blasting through France, this fabulous race for '51-'73 classics is always a magnet for high-end classic Porsches
www.peterauto.peter.fr

April 11-12

La Jolla Concours d'Elegance

San Diego, USA

A concours event that's fast establishing itself and in very agreeable surroundings
www.lajollaconcours.com

April 24-26

Manx Classic

Isle of Man

Competitive speed events on closed roads over three days
www.manxmotoracing.com

Sport

April 5-6

BRSCC Porsche Championship

Rounds 1/2

Silverstone, Northants

www.porscheracingdrivers.co.uk

April 5

MSA British Historic Rally Championship

Round 2

Rally North Wales, Welshpool

www.hrcr.co.uk

April 21

Porsche Club Speed Championship

Round 1

Croft, North Yorkshire

www.porscheclubmotorsport.co.uk

April 21

British GT Championship

Round 1/2

Oulton Park, Cheshire

www.britishgt.com

April 21

Porsche Carrera Cup/BTCC

Rounds 3/4

Donington, Derbyshire

www.btcc.net

May 3

Porsche Club Championship

Round 1

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BUYING POWER

THIS MONTH'S MUST-HAVES AND PORSCHE ACCESSORIES

Power promise

This is what we like to see – an engine tuner that states its claimed power gains in black and white. Arizona-based multi makes modifier Evolution Motorsports has released a new “header” system – that’s exhaust manifolds to us in the UK – for the entire 997 GT3 range and told us that, for example, on the 3.6-litre, 2007 season model it will increase power by 31bhp to 440bhp, and torque by 18lb ft to 318lb ft.

The Club Sport system costs from £3095 including VAT to £3795 depending on what catalyst option you want. To achieve the above figures the engine will also need the firm’s ECU remap, which costs around £1000, but there is no need to fit a sports exhaust, as most of these seem to contribute more to sound output than to power output.

The headers, whose laser cut flanges bear the “EVOMS” logo, are a three-into-one, equal length design, made from mandrel bent stainless steel, and a direct replacement for the factory items. They mate up easily to the standard exhaust. The UK importer is Regal Autosport, based in Southampton, on 02380 558636, or at www.regal-auto.co.uk



Taking space

There are many different brands of wheel spacers available that are suitable for Porsches. But Porsche competition suspension specialist Tarett, based in San Diego in California makes the proud boast that those it supplies for the Boxster and 911 are ‘by far the highest quality and lightest weight wheel spacers on the market.’ It adds that the hub centric design accurately locates both the spacer and the wheel to the hub, making for a balanced and vibration free set up.

They are CNC machined (computer numerical control) from aerospace grade 6061-T6 grade and cut away in parts for “added lightness”, as the late Colin Chapman, founder of Lotus, would have said. The track widening is 3mm, 6mm, 15mm or 19mm, and the spacers are finished in a corrosion resistant black anodised plating. Compatibility is 986/987-series Boxsters and 996/997 911s, and they are sold in pairs, priced at \$88 (£53) for the 3mm items, the others \$175 (£105). More detail are available at www.tarett.com



New start

Cambridge Motorsport Parts in Hertfordshire is supplying a starter motor for pre-1987 911s that is both lighter and more powerful than the original factory item – and, at £270 including VAT, almost exactly half the price. It is also a new starter, whereas those supplied at Porsche dealers are reconditioned exchange units.

Suitable for 911s with the pre-G50 gearbox, it is named the Edge Starter Motor (Edge being Cambridge Motorsport’s own product brand), and is based on a Japanese Denso starter, but with a special pinion and mounting brackets. Its output is 2kW, and the gearing is reduced for greater turning power – very useful when cranking a high compression road or racing engine. For further information call 01462 684300 or visit www.cambridgemotorsport.com





- 3.6 997 C2 2010
- 4.8 Cayenne Diesel 2012
- 3.4 996 Turbo S 2005
- 3.4 Boxster S 2007
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Turning up the torque

With 378bhp, backed up by 627lb ft torque available at just 2000rpm, the V8 engined Cayenne S Diesel – the more powerful of Porsche's two SUV oil-burners – isn't exactly crying out for more power. But German tuner TechArt takes the view that a little, or indeed a lot, more grunt never did any harm, and has extended its Techtronic system to cover this model. The TechArt Power Kit TA 058/SD1, essentially an ECU remap, claims a power lift of 20 per cent to 454bhp, and an 18 per cent hike in torque, taking pulling power to 738lb ft – or the magic 1000Nm. The torque peak occurs 2200rpm higher than on the standard engine.

The enhancement sees the factory 0-62mph time of 5.7 seconds pared by an eighth of a second, which doesn't sound much, but it drops the much quoted sprint time below the five second threshold. Maximum speed is up 8mph to 166mph, and the TechArt modified Cayenne has been crowned the fastest diesel SUV in the world – more about that in the news pages.

The Power Kit is priced at £4964 including VAT and fitting, and there is also a carbon fibre Engine Styling Package to go with it, which costs £1887 fitted. However the UK importer, Liverpool-based Tech9 (0151 425 5911, www.tech9.ms) is currently offering readers of *g11 & Porsche World* a special price: £3995 all in for the Power Kit and £1499 for the Engine Styling Package.



Bright spark

The business case for Elf Ignition's products is the not unreasonable proposition that owners of classic Porsches will be happy spending money to upgrade the electrics of old cars, which are invariably substandard, and often in poor condition as well. The firm, based in Rednitzhembach, south of Nuremberg, is offering, under the Nology brand name, its HotWire sets which are replacement spark plug leads that give a bigger and shorter spark, thus burning the fuel in the cylinders much more efficiently. It claims an even more effective improvement when the HotWire set is used in conjunction with the Nology ignition modules, of which there are various types.

Sets are available for every type of Porsche up to and including the 993-series Carrera 2 and 4. The HotWire four-cylinder set, priced at €232 (about £193) fits the 356, 912, 914, 924 and 968, while the six-cylinder set for the 911, 914/6 and 930 Turbo is €348 (£290). The eight-cylinder set for all 928 variants is €464 (£387), and the six-cylinder double ignition set for the 993 is €696 (£580). They come with all the necessary connectors and clips, and are available in black, red, orange, yellow and blue. Delivery is around 20 days, says the firm, more details about which can be seen at www.elf-ignition.de



The Tyre DEPOT

New, quality tyres will refresh your Porsche's handling – but only if the chassis setup is spot on

If you are about to purchase tyres for your Porsche, you need to be mindful about correct wheel alignment and geometry settings. Because while fitting good tyres is imperative to the car's performance and handling, in order to maximise the benefit of a new set of rubber, the chassis and suspension set up needs to be on top form. If not, irregular handling and premature or uneven tyre wear can result.

Porsche the manufacturer had the insight to provide an adjustable chassis, which can be reset back to the original factory intended position. This is of the utmost importance given the condition of the roads in the UK, and the daily trauma your car is put through.

Wheel misalignment is commonly caused by kerbing, potholes and other road damage, all of which can put it dramatically out of true. Worn suspension parts can also badly affect alignment, and of course it may have been wrongly adjusted previously. Misalignment will make the car less stable when taking emergency and evasive manoeuvres.

The benefits of accurate alignment are significant. It can add thousands of miles to the life of a set of tyres, and can improve fuel consumption, thanks to a decrease in rolling resistance when all four tyres are pointing in the same direction and are inflated correctly. Many handling problems can be eliminated by four-wheel alignment, giving a driver more confidence and a better driving experience. It is well worth having a suspension inspection as part of an alignment procedure – then worn or damaged parts can be spotted without unnecessary cost.



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PRODUCTS

Panel game

Chemical cleaning specialist SPL in Dudley in Warwickshire has up until now offered an immersive treatment for car bodies, to strip away paint, underseal and corrosion. It also cleans engines, which is very useful for removing limescale and debris from hard to reach waterways.

Now it is extending the service to individual body panels that are being restored on classic cars. Despite its efficiency it is described as “gentle”, which is good news if the body panels concerned are very old and a touch fragile, as they might be on, for example, a 356.

SPL says it makes no difference whether the panels are steel or aluminium, the four-stage process being the same for both. An “e-coat”, or KTL Process rust-proofing finish – widely regarded as the best available anti-corrosion treatment for mild steel – is also offered. Having a 911’s bonnet, engine cover and doors cleaned would cost £360 including VAT, with the same again for e-coating. Engine cleaning prices start at £77. To find out more, call SPL on 01384 242010, or visit www.surfaceprocessing.co.uk, which features a demonstration video of the immersive process.



Seeing the light

Meguiar’s is best known as the supplier of potions that make the dirt melt away from bodywork, but now for something completely different from the US-based car care specialist, which dates back more than century, but which only set up in the UK in 2002. Its latest product is the Headlight Lens Correction Kit, which contains everything needed to get rid of light oxidation, general cloudiness and surface scratches, and to produce a crystal clear finish.

The kit comprises an 118ml bottle of Plast-RX, three double-sided sanding discs with four different grits (1800, 2400, 3200 and 4000), a micro-fibre towel and a 28ml bottle of Meguiar’s Headlight Protectant. The kit costs £16, which does not seem a high price given that running with scratched or foggy headlights is so tiring and dangerous. It can be purchased on the company’s website www.meguiars-online.co.uk



Heat treatment

Rusted-on components can be the bane of the home mechanic’s life, as anyone who has tried to remove an exhaust system from an older 911 that has been in place for a long time will no doubt testify. Hence the Heat Inductor from Laser Tools in Warwickshire promises to be a very useful item for the garage toolbox, offering a professional level of safe heat – which comes via a high frequency electromagnet, not a naked flame – in a conveniently compact, hand-held format.

At £595 it is not cheap, but according to its maker it is most effective. It comes with 19mm and 22mm coil attachments to allow the heat to be concentrated on nuts and bolts, and also a universal “rope coil” attachment that can be wrapped around the part to be heated. For an extra £114, a kit of eight preformed coils from 15mm to 19mm is available.

The Heat Inductor can also be used when less extreme temperature is required, such as when removing badges and transfers from bodywork. In this instance, a special pad is used to spread the heat at the point of contact. Should contacts with an attachment become loose, the circuit automatically cuts out. For more details of the product, and of stockists, go to www.lasertools.co.uk

Classic engine care

With a classic Porsche engine unsophisticated by modern standards, it couldn’t make any difference what oil you throw in it, right? Wrong, according to the Yorkshire based oil specialist Millers Oils, which has just introduced its High Performance Classic 20w50NT, a fully synthetic formula designed for older, high revving engines. ‘Many classic car owners don’t realise that most post-war cars run just as well, if not better, on modern synthetic oils as they do on mineral oils,’ says Nevil Hall, the firm’s managing director.

The oil, using Millers’ “nanotechnology” is claimed to be both low friction and have long oil film durability, and to reduce wear on older engines by up to 38 per cent compared to other oils of the same grade. Five litres is likely to cost around £46. For more details, visit www.millersoils.co.uk





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1987 Porsche 911 Supersport Cabriolet
White. 47,600 miles. RHD



1986 Porsche 911 3.2 Carrera Sport Coupe
Blue. 55,000 miles.



1997 Porsche C4S Coupe
Metallic Arena Red. 44,000 miles.



1996 Porsche 993 C2 Coupe
Turquoise. 45,000 miles



1989 Porsche 3.2 Carrera Supersport
Guards Red. 21,400 miles. RHD



Porsche 912 E
Red. 43,000 miles.



1989 Porsche 911 Sport Body 3.2 Carrera
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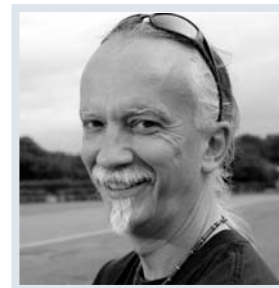
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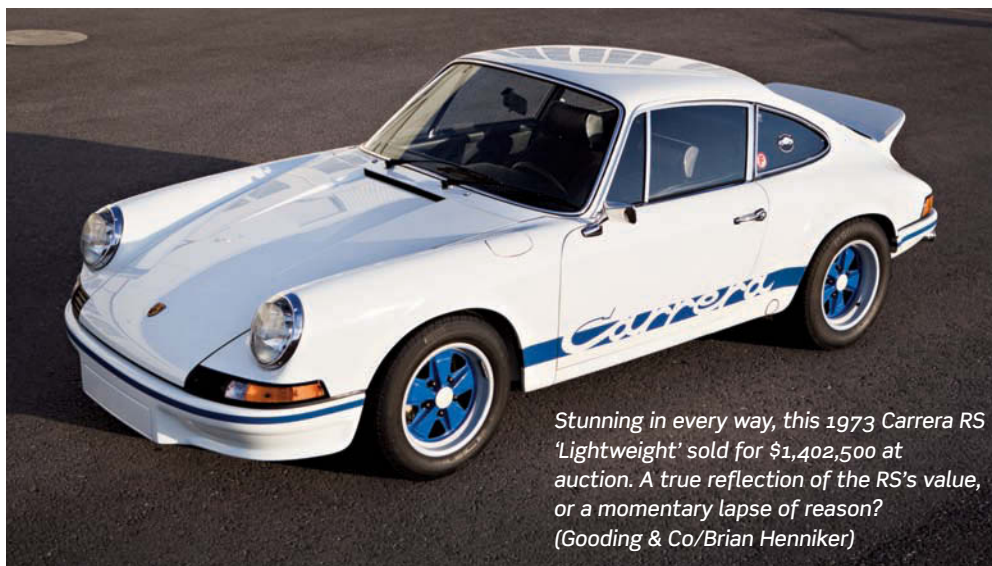
USUAL SUSPECTS

WITH CARRERA RS LIGHTWEIGHTS NOW CHANGING HANDS AT OVER A MILLION DOLLARS, KEITH SEUME CAN'T HELP WONDERING IF THE WHOLE WORLD HAS GONE MAD. BUT IS THERE ANY WAY PRICES CAN BE KEPT IN CHECK? HE HAS HIS DOUBTS...



KEITH SEUME
Classic Porsche

THE COLOUR OF MONEY



Stunning in every way, this 1973 Carrera RS 'Lightweight' sold for \$1,402,500 at auction. A true reflection of the RS's value, or a momentary lapse of reason? (Gooding & Co/Brian Henniker)

Has the world gone crazy? That's the question many people have been asking in recent months as auction prices for classic Porsches have gone through the roof, through the ozone layer and into outer space. And I don't like it one little bit.

At the recent Gooding & Co auction at Amelia Island in Florida, a 1973 911 Carrera RS sold for \$1.4 million. That's one and a four, followed by five (count 'em!) zeroes. Not long ago, that would have bought you, if not a 917, then certainly a 550 Spyder, with change left over to buy a nice 911S or two. Back then, entry-level 911s were still affordable, with SCs going for four-figure sums, 912s likewise. Even good pre-1974 cars, except for the S and RS, could be picked up for under £20K.

But no longer. You see, what happens at the top end of the market ultimately affects things at the bottom. The values of classic models have gone nuts, the result of which brings a mixture of delight and dismay in almost equal quantities: some people revel in the fact that their classic which they bought just a few short years ago is now worth a fortune while others lament the fact that old Porsches are no longer affordable. At least, not as far as the average enthusiast is concerned. And that has to be a bad thing.

What I have always liked most about the

Porsche scene as a whole is that it had generally been 'off the radar' as far as investors are concerned. Yes, there are those who have always known certain models would probably increase in value but, cars with competition history aside, production models apart from the Carrera RS have never really come under scrutiny. And, yes, the Carrera RS was a production model – not a hand-built, only a dozen ever made, exotic.

It is a fabulous car, but unless it's been raced at Le Mans or by a famous works driver, not a million-dollar car in my eyes. Indeed, one could argue that there's probably more pleasure to be gained from owning a well-sorted 2.4S than there is from an over-restored, under-used RS which drifts from concours to concours, auction to auction.

No, Porsches have generally been sensibly valued – but others prefer to use the term 'undervalued'. I suspect they are the people for whom enjoyment comes from knowing how much their cars are worth rather than the thought of blasting over hill and dale early on a Sunday morning in June.

Let's leave the stratospheric prices to Ferraris and the like. That's probably doing everyone a favour anyway as, let's face it, Fezzas have never had the greatest reputation as far as practicality and reliability are

concerned. I knew a guy who owned a Testarossa. He talked about 'two-pump' and 'three-pump' days: press the throttle pedal one too many times and the car wouldn't start. He sold it, bought a new 930 Turbo and never looked back.

But we can't turn the clock back. 'The market' has suddenly switched on to classic Porsches and we can't do a thing about it. Prices will continue to rise, investors seeking a safe place to store their cash safe in the knowledge that they won't be taxed to the hilt when they eventually get bored and dump their collection back on the market in a couple of years' time.

Naturally, restorers and purveyors of fine automobiles will rub their hands with glee over this rapid upturn in values. The more these cars fetch at auction, the more we're seeing rotted and bent wrecks being returned to life rather than being scrapped for parts as they perhaps should have been. Let's replace every conceivable body panel, weld in the original VIN stamping and call it the same car.

It happens all the time – and then the original shell, minus its VIN, ultimately becomes valuable as the market continues to go crazy, the result being you're going to end up with two examples of the same car. It's already happened in other markets and I know for definite that it's starting to happen in the Porsche scene.

Auction houses and aforementioned purveyors of fine automobiles surely won't be alarmed at the rapid rise in Porsche values. Following years of the collector sportscar market being dominated by Prancing Ponies, the arrival of the Stuttgart Stallions must be like manna from heaven, offering a fresh



1988 Porsche 959 'Sport' – \$1,100,000 (Gooding & Co/Mathieu Heurtault)

Here they are: The usual suspects, g11 & Porsche World's elite squad of journalists and Porschephiles. They've always got plenty to say so we've given them a couple of pages each month to chunter on



PAUL DAVIES



CHRIS HORTON



BRETT FRASER



JOHNNY TIPLER



STEVE BENNETT



Cars with race history will always command high prices - in this case, \$3.6million for an ex-Le Mans 907 (Gooding & Co/Mathieu Heurtault)

introduced 'net investment tax' of 3.8 per cent on anyone who makes \$200,000 or more in one year. So someone who hits the market right, buys an RS at a bargain, say \$750,000, and then flips it at the right auction 10 months later for a cool million bucks could be liable to taxes on his \$250,000 profit totalling (pause to find calculator...) \$108,500 (further pause to register disbelief). Well, actually it would be a little less than this as the vendor can offset sales costs (presumably advertising and auction premiums, etc) against profit. Oh, on top of that would be any taxes payable to the State in which the car is sold, too.

There is a way round this by taking advantage of the IRS's 1031 exchange system, using an 'accommodator' - that's someone who actually makes the transaction for you, holding the money until you find a replacement vehicle. The only proviso is that ownership of the vehicle shall have been handed over to the accumulator before the sale, or at least before you receive any money. There is a 45-day period of grace before tax becomes liable to allow you time to find another car, proving that you didn't do all this purely for profit and that you really are a car nut.

But the bottom line is that the US equivalent of our CGT has had no real effect on hammer prices at auctions. After all, in the rarefied world of billionaire collectors, what's \$100K between friends? And that means that Porsche prices will continue to rise until somebody finally realises that it's all getting a bit silly. But that won't happen for a long time.

Sooner or later we'll end up with nothing but private collections filled with cars that are too valuable to use. And that, my friends, is not what Porsche ownership is all about. **PW**

opportunity to benefit from the commission on sales. And it's good publicity, too.

No auction house wants to be seen achieving what might be misconstrued as mediocre results (even if the hammer prices were a true reflection of the lots on offer) when a rival can boast of multi-million dollar sales a week or two later. But have you ever watched coverage of some high-end US auctions on TV? To be honest, they make me feel quite ill. It's like watching a circus act.

On the one hand, you have suited and booted bullies yelling at bidders to dig ever deeper into their pockets - I mean, literally yelling at them - while on the other you have smug-looking bidders who derive great pleasure in proving to themselves and a TV audience just how much they can afford to pay for cars which will now spend their days sitting in an air-conditioned storage facility, like bars of gold bullion in the vaults of a Swiss bank.

Oh for the days when bidders raised an eyebrow to discreetly attract the attention of the auctioneer to show their interest in a lot...

I guess it shouldn't matter what prices cars go for at auction - but it does. There is an inevitable knock-on effect which filters all the way down to the bottom. Higher prices mean fewer people able to get their foot on the Porsche ladder - just like the housing market in the UK. With no new blood coming in at the lower end of the market, Porsches - and here we're principally talking about g11s - will join the ranks of other exotics and become toys for the rich. Which, contrary to populist opinion, is something Porsches have never really ever been about.

There has been much debate about this topic on many Internet forums and some have

pondered (myself included) on what would happen if Capital Gains Tax (CGT) was introduced on the sale of classic cars. The obvious response is that it would stop investors moving in to capitalise on a rather lucrative loophole in our tax laws. That, surely would result in prices falling to a more reasonable level. Wouldn't it? Maybe not, if the USA is anything to go by.

I had no idea until recently that a version of CGT is payable on the sale of classic cars on the other side of the Pond, the percentage payable on the profit of the sale (assuming there is one, of course) dependent on how long the car has been owned. According to a fascinating address given by one John Draneas at the recent Gooding & Co Amelia Island auction, you are liable to CGT of 20 per cent if you've owned a car for more than a year, but a whopping 39.6 per cent if less than a year.

But that's not all: there is a recently-



RSK sir? Yours for a mere \$3.3 million... (Gooding & Co/Brian Henniker)



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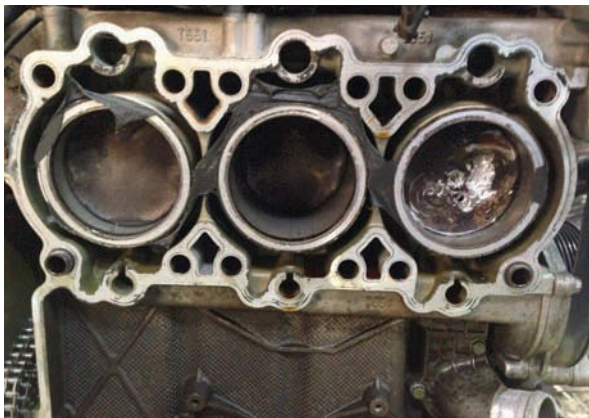
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LETTERS

GOT SOMETHING TO SAY? NEED TO EXPRESS AN OPINION ON THE PORSCHE WORLD? WELL, HERE'S YOUR CHANCE...



SENSATIONALISM?

For a while I have been wondering whether *g11 & PW* has fallen into the tabloid trap of creating 'news' for the sake of sensationalism and perpetuating, on the way, a panic based on a distortion of facts and the propagation of inflated myths about mechanical problems with the Mg6 and Mg7 engines.

I could not agree more with previous readers who have expressed their dismay and in particular I am in sympathy with Phil Raby (*Letters*, April 2014). Instead of you taking stock of the critical and valid comments made, you respond, as in previous issues, in a very guarded, defensive and theological manner by claiming you are firm believers in stating the facts and by implication that the facts speak for themselves as well as taking a moral stance on the issue. You claim, '...it would be wrong for (you) not to make people aware of potential problems...'

But do facts speak for themselves? It is one thing to tell others about potential problems (in an informed but non-judgmental manner as others have done). It is another to amplify and distort the facts to give a false impression that

anyone contemplating buying any such machine is basically heading for financial ruin.

What really pushed me to the brink is the way in which you appear to almost deliberately manipulate the myth by acting as independent and detached gurus whilst in fact you choose to promote your own gospel. In doing so, you fail to remain faithful to your most important task as a reliable and informative voice in the world of Porsche.

A friend and I bought two identical examples of the water-cooled Mg6 engines (Boxster 2.5) and while mine was perfect, my friend's had serious issues within a short period and needed a new engine. Though the two cars were similar there was a distinct difference: he ran his recklessly, I ran mine carefully – and for three years without trouble. Then I bought another Boxster (a 3.2) which I kept for three years and used on a daily basis, again without trouble. This was followed by a 996 with the first-generation Mg7 engine – also trouble-free. Finally, for the last six years I have been running a Cayman S (32,000 miles) which remains in pristine condition in every aspect.

Is that luck? Maybe but 'luck'

is not a case for scientific analysis. However, what are scientifically measurable are consistent and regular maintenance, and the quality of maintenance. I believe that none of my cars have ever failed because of an almost evangelical attitude to servicing which far exceeds the recommended intervals.

So, when a reader writes to you in Q&A, *Porsche Problems?* (April 2014, p.107), we cannot help but feel sorry for the owner and remain equally upset and worried about the same nasty experience befalling on us. In this distressing context of events, what is the response? 'Yet another Mg6 Meltdown...' shouts the headline, followed by pictures and commentary which in a simplistic albeit ill-informed way succeeds in adding credence to the myth and by implication establishing it as a bare fact.

I would ask anyone who cares about facts to read the letter by the unlucky owner. He starts his nightmarish tale by saying, amongst other things, that 'relatively little servicing had been done during the previous three years... after I acquired it the car was treated to a major service (the first new oil in three years!)'. This is both astonishing and revealing. Astonishing that anyone would buy a Porsche in that abused state. Revealing because if a car has been so abused one wonders what other types of persistent abuse was also inflicted by previous owners; and inevitably with such abuse what surely follows is mechanical failure.

Shouldn't you have given an unequivocal lesson about the relationship between maintenance and reliability, and

in this instance promote the alternative case by suggesting that rather than been a meltdown waiting to happen, poor maintenance ought to be considered a likely culprit for the 'meltdown'?

It costs money to buy a Porsche (a good one anyway) but it costs more to keep and maintain it at a level which ensures a reliable and durable machine. An expensive toy to play with or keep in the garage you may say but then you have something which, if properly looked after, may last enough to prove every pundit wrong.

Dr T Vass, via E-mail

Keith Seume replies: We couldn't agree more with your comments about the importance of maintenance. However, we have been in contact with Barry Hart (Hartech) and you may be interested to read his views: 'It seems that some people want information to allow them to make informed decisions, while others want to live in a rose-tinted world in which they hope they will avoid the worst – unfortunately these are, more often than not, the victims. If you trawl the Internet for our posts relating to engine problems you will find that we always make the point most strongly that these are great cars, and now generally priced to reflect the risk. But not all will last as long as most buyers would hope before they need an engine rebuild.'

For journalists, Porsche engine specialists and dealers selling them, there is the dilemma of whether to comment on the subject or simply ignore it.

Our world is full of issues where no one was prepared to

spill the beans – meanwhile many people suffer until the truth eventually comes out, at which point everyone wonders why it took so long.

In my view, it would be totally irresponsible not to show the true picture and if some people decide they would prefer not to know, the answer is simple: don't read about it...

One of the roles of the press is to responsibly highlight issues of public interest and to advise those who could be exploited. In my view the weaknesses in this engine, the unacceptable response from the manufacturers and the many owners, dealers and warranty businesses who are exploiting the lack of exposure about the problem need publicity – and it is the duty of those in the know to act accordingly.'

MORE PROBLEMS?

I have followed with a mixture of interest and dismay your coverage of the problems associated with the so-called Mg6 engines. Like many others, I suspect, I had hoped this was a one-off 'blip' in Porsche's generally troublefree history. Now I am beginning to wonder if that is indeed the case.

I refer, of course, to the news that Porsche is recalling every single 991 GT3 following fires in two customer cars. I understand from my local OPC that all cars will be fitted with a new engine regardless of whether they have suffered a problem or not. This has to be Porsche's most expensive and embarrassing faux-pas to date.

One can only imagine what the mainstream media will make of this – and as for Clarkson on *Top Gear*...
Adam Wright, via E-mail

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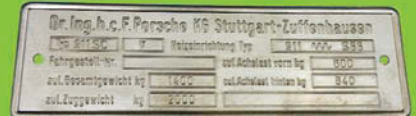
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TURBO IS TERRIFIC

Gordon Thomson is obviously a Turbo kind of chap. He's had a 924 Turbo and a 944 Turbo, but it's his 911 Turbo that he has real affection for

Words and photography: Brett Fraser

Not until Gordon Thomson eases the cover off his 1981-vintage 3.3-litre 911 Turbo, does it strike you how rare these cars have become. Outside of a dedicated Porsche event, when was the last time you saw one? And what makes Gordon's car all the more eye-catching is the fact that it's white: most 911 Turbos surviving from this era seem to be Guards Red or silver. But white does suit it, although in strong sunlight the flare off the paintwork tends to disguise the breadth of those trademark fat wheelarches.

A quick look at the odometer reveals that Gordon's Turbo has only done 92,000 miles, a fact that causes the IT specialist a modicum of embarrassment. 'I've really not driven it much in the past 10 years,' he admits with a note of shame in his voice, 'and that's criminal really. In fact, I think that between its most recent MoT and its previous one, I'd only gone 11 miles!'

Conscious of how cars can deteriorate when under-used, even when well kept, Gordon admits to nerves when the annual test comes around. 'Every year I become very anxious, but then every year the Turbo sails through its MoT. There was an advisory this time for slight corrosion on the brake pipes, but it was nothing concerning.'

Despite the lack of mileage in the last few years, Gordon's car displays evidence that he hasn't simply tucked it away in the garage and forgotten about it: there's a relatively up-to-date road atlas nestling in the rear footwell, and the front carpets are flecked with the little bits of gravel and dust that accumulate when you're frequently jumping in and out of the driving seat. And he keeps the battery rigged up to a trickle charger, clearly in the hope that one day circumstances will be right for another outing.

'The biggest problem,' Gordon explains, 'is that the Porsche isn't really all that practical when, say, I need to take a laser printer across to a client. As a consequence I tend to use my Audi RS4 Avant for most journeys these days; it's more convenient.' But you can

tell from his slightly rueful expression that Gordon wishes he could use the Turbo more often.

Strangely, given his penchant for fast cars and the fact that he's a distant cousin to Formula One ace, Jackie Stewart, Gordon wasn't a raving petrolhead in his youth. 'Yes, I'm not really sure where my car fascination sprang from, he confesses, 'as I'm also very much into horses. But the interest in cars probably stems mostly from the four or five years I spent working in Antwerp.

'At that time I drove an Austin Allegro; you know, the one with the square steering wheel that they called a 'Quartic' wheel. Some of my friends out there in Europe were into their motor racing, and from Antwerp it was relatively easy to get to all the European grands prix. At that stage (the mid- to late-1970s) the grand prix scene was quite vibrant and the races more interesting than they tend to be these days. And so I picked up a slight interest in motorsport, too.'

Perhaps inspired by what he'd seen on track, the mighty Allegro eventually made way for the first of a string of Porsches, in the form of a 924 Turbo. 'That was an absolutely fabulous car,' recalls Gordon, 'and Helen, my wife, and I have lots of fond memories of it. When I brought it back to the UK after finishing my work in Antwerp, I had the very obliging chaps at Lancaster, now trading as Porsche Centre Colchester, install a pair of kids' seats in the back of it.

'I think we did about 80 or 90,000 miles in the 924 Turbo before moving on to a series of 944s. Not only did they handle very well, but also you could get an awful lot of stuff into a 944. Our first one was white, the second red, and then in 1988 we moved up to a 944 Turbo, one of the limited edition Silver Rose models. Some of my friends and colleagues teased me about that car because in certain lights it could look quite pink, but I really didn't care because it was so dynamic to drive.

'Frankly I think it was one of Porsche's best ever cars, and we ended up doing about 200,000 miles in ours.

Right: Gordon Thomson and his 911 Turbo which, by his own admission' doesn't get used nearly as much as it should

Below: Looking good in white, the colour of the factory racing Porsches of the era. Just needs some Martini stripes!





“Back then you could use more of the performance because there was far less traffic on the road: the whine of the turbo coming on boost was very attractive”



GORDON THOMSON YOU AND YOURS

After Helen and I had finished with it, my son Adam took it on and put another 50,000 miles on the clock. He eventually needed to sell it, but from what I understand the car is still going strong.'

Shortly before signing the registration documents for the 944 Turbo, Gordon bought NUD 77W. 'In 1987 I'd decided I wanted a 911 Turbo, but it took me six months of searching to find the right one. It was a 1981 example with about 22,000 miles on the clock, and I bought it from Hendon Way Motors. It had a full Porsche service history and still does – I've always had it serviced at Porsche Centre Colchester. And I have a large stack of paperwork relating to any work that's ever been done on the car.'

In the early days of Gordon's tenure, the Turbo was used for business mileage as well as for pleasure. 'It sure enabled me to get between appointments quite quickly,' Gordon jokes. 'Back then you could actually use more of the performance because there was far less traffic on the road; the whine of the turbo coming on boost and the sudden increase in speed were very addictive.' Modest man that he is, Gordon prefers not to talk about a lengthy conversation with the police about the aforementioned speed, nor about a three-figure tailslide in the wet, but it's pretty evident that he's heartily enjoyed the Turbo's considerable assets over the years.

'I've never taken it onto a race track, though,' Gordon admits, 'and neither have Helen and I ever taken it abroad, although I couldn't tell you why! However, we have taken it up to my uncle's place in northeast Scotland on several occasions. Well, almost to my uncle's place – the final approach to his house is up a bumpy dirt track, so we have to leave the Turbo down at a neighbour's house and either get a lift or walk the rest of the way.'

For Gordon the ownership experience has been largely trouble-free. 'Mind you, I'd expect nothing less from Porsche, even though I understand there have been problems with some of the more modern models. But my car has never suffered any major mechanical maladies and the engine has never been out. I did have second gear replaced a few years back, but only because it was getting a bit noisy. Even the tyres have

lasted well – I've been getting about 15,000 miles out of a set of fronts, a bit less from the rears.

'A few years back I had a full re-spray carried out – simply for cosmetic reasons – by a chap called Mark Banthorpe from a local outfit called Prospray. Mark used to work in a Porsche Centre bodyshop and did an excellent job.'

The only real near-trauma Gordon has experienced with the car was when somebody tried to steal it. 'I was on my way up to Scotland and had stopped overnight at a hotel. The thief drilled out the driver's door lock easily enough, but was defeated by the immobiliser. However, he did steal the owner's manual and a collection of crappy cassettes I had in the car, recorded from Top of the Pops. The police did manage to catch the guy, so I had to formally identify my Turbo's handbook and those cassettes, which was very embarrassing.'

The Turbo's recent lack of use has set Gordon thinking of selling the car. 'He won't do it,' insists Helen, his wife, 'and besides, our daughter has her eyes on it: Gordon drove her to the church for her wedding in it.' And yet Gordon maintains that the sale is a possibility. 'There'd be a few little mechanical glitches to sort out first, though. After accelerating hard you can lift off the throttle and then find that the engine can't be revved much higher than idle speed – I think that it's just a dodgy relay. And it can sometimes be reluctant to start from cold.'

Having seen the look of delight on Gordon's face when he pulled the covers off the Turbo, you get the feeling that if he got out in the car for a few thundering miles then it would dispel all thoughts of its departure. Especially as he's been musing about an electric car as a replacement: 'Some of the modern ones do accelerate extremely fast,' is part of his justification.

Perhaps, Gordon. Perhaps. But if it's rabid thrust you're after, then there is absolutely no substitute for a 911 Turbo. And you're already the lucky owner of one of those...

If you're curious to know whether or not Gordon really will sell the Turbo you see pictured here, he suggests emailing the car directly at NUD77W@gmail.com. **PW**

The black and white theme is continued with the black leather interior. By today's 911 Turbo standards, Gordon's car is almost subtle. Hard to believe it was considered quite outrageous, with its huge wing and massive (for the time) rear wheels and tyres. Tiny 'turbo' badge is almost apologetic!





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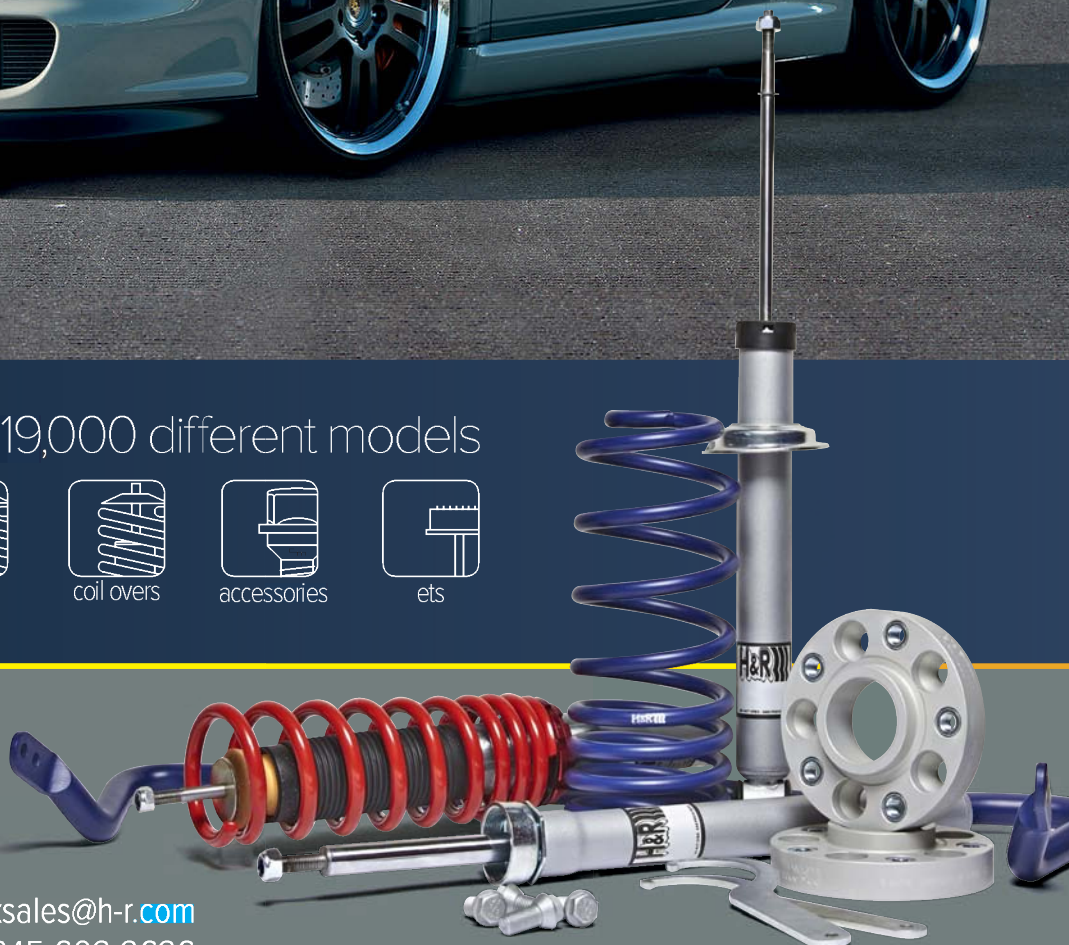


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PORSCHE BY DESIGN: SEDUCING SPEED

A stunning exhibition of Porsches has been running at the North Carolina Museum of Art for the last six months, with cars from a number of important collectors and owners including Steve McQueen, Ralph Lauren, Janis Joplin and, of course, Porsche too. Mission Motorsport and sometime *911&PW* contributor, Jim Cameron, was there, with pictures by Darren Kamara

Porsche as an art form? Why not? Well that's certainly what the North Carolina Museum of Art thought, and while other museums have displayed cars based on their aesthetics, this is the first time a US museum has dedicated an exhibition to a single marque, with more than 20 historically and culturally significant Porsches from Dr Ferdinand Porsche's 1938 Type 64 Berlin-Rome racer, a 356A Speedster Super 1600 owned and raced by Steve McQueen to a psychedelically-painted 356C

once owned by Janis Joplin.

Also starring was a Porsche Type 901 prototype looking simple and simply gorgeous, resplendent in red and chrome. Racers were in attendance – Dan Gurney's 1962 French GP winning Type 804, and of course the Martini livery on the 917 is art in itself.

North Carolina is a long way to go for an exhibition, so we've brought the cars to you here and, as they say, a picture is worth a thousand words, so enjoy Porsches at an exhibition. **PW**



PORSCHE AT AN EXHIBITION

Left: 904/6 prototype. Hybrid 911 racer that so nearly won the Nürburgring 24-hr race. Dan Gurney's 1962 French Grand Prix winning 804 F1 car. Right: Gorgeous 356 Carrera Coupe



Below left to right: Captivated by a 1960 Type 718 RS60. Gurney's 804, Martini livery on 1970 917 is a work of art in itself. Gmund built 356 Coupe



Left: Ex-Le Mans 550 prototype in Carrera Panamericana livery

Below: Ex-Vic Elford 908K prototype is centre of attention. 901 prototype is pure and uncluttered. Daytona 962 represents the classic '80s GpC era





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THE DIVISION BELL

Earth, Wind and Fire? Forget them. Today's elements are Air and Water. Editor Bennett and journo Tipler go head-to-head to make the case for their fave 911 cooling systems – duking it out in the ring with wince-making hypes and thumping price hikes. Who deals out the body blow?

Words: Johnny Tipler/Steve Bennett
Photography: Antony Fraser





The line-up. Starter air-cooled 911s v starter water-cooled. The difference? Well, for a start off about £10,000 in favour of the newer, modern 911. But that not the whole story here. This battle is about more than money, it's about which is the best 911 for your money

TIPLER ARGUES THE CASE FOR AIR

A million-and-a-half dollars! *\$\$\$*! That's what a 2.7RS fetched at the recent Amelia Island auction. Look on line and you'll find a 996 advertised for a shade over £8 grand. Extreme as the comparison is, it's symptomatic of the disparity between Porsches ancient and modern. How is it, then, that the current entry-level 911 is a 15-year-old model, while cars twice its age soar into stratospheric sums? We're with marque specialist Paul Stephens, who's kindly provided us with three cars from each camp, all C2s, for our stand-off: 3.2 Carrera, 964 and 993 representing the classic brigade, and a 'generation one' 996, 'gen two' 996 and 'gen one' 997 from the kettle coterie. Let battle commence!

There's no sign of this yawning divide between classic 911s and their modern incarnations reducing. Matter of fact, we're reaching the point where it's unfeasible to get on the classic Porsche ladder at a realistic price. Even SCs from the late '70s are no longer £10K cars, with good ones now commanding £25K. The burgeoning classic market is towing the later air-cooled cars along with it, while values of the 'moderns' are floundering.

But what's the reality? Is a classic 911 actually worth twice the price of a newbie? And that's before we enter the realms of the righteous 2.7- and 3.8 RSs. There are several reasons why I think so. And that's not just because I happen to already own one. OK then, yes it is; a

bit. But if it's the authentic 911 experience you're after, there is only one way to go, and that is back in time, when the fans really whirred.

The case for the air-cooled kids begins with their sublime aesthetics: a combination of pert contours like those stand-up headlights and curvaceous flowing flanks, versus the jelly-mould blob, where it's a case of: "they all look the same to me!" The moderns are visually so alike that I need to be reminded which models we are actually dealing with, whereas each of our sample classics projects a distinctive image. Then, in wintertime, our classics inhale frosty fresh air with gusto, while the unfortunate moderns are obliged to swill more sweat than the Somerset Levels.

Next, let's move onto the sonorous delights of the unflooded flat-six: its unrestrained bark simply sounds awesome, compared with the modders' radiator-stifled impedimenta. There's no contest aurally, because the proper 911 flat-six engine sounds absolutely raw, unfettered and sublime, whereas in water-cooled format it's muffled, presumably by all that water sloshing around.

I go for the throat. The clincher is that the air-cooled cars are all ramping up in value, whereas the water-cooled cars are continuing to depreciate, due to perceptions of quality because they're mass produced instead of hand-built. Uncomplicated, compared with over-complex (by yesteryear's standards), our gaspers were all painstakingly crafted in Zuffenhausen's hallowed portals, hewn as if from solid billet and components



manufactured in-house, as opposed to an amalgam of cosmopolitan bits and pieces imported from global sources and fastened together by robots. For that is what your mass-produced kettles are comprised of. They even had to employ the good old 964's air-cooled engine casings to produce a motor strong enough for the nancy-boy GT3 and Turbo models. Surely time for The Dear Leader to throw in the towel? Actually, I value my job, so I'd better concede a little. As we shall see, they do let me out in a 996, which is a very together car, and quite 10mph faster in any situation than the air-cooleds on the same route.

Whether you're attracted to one camp or the other seems to depend on your level of 911 awareness; as Paul Stephens responds, 'Who are the average buyers of modern 911s? If someone simply wants a Porsche, they'll come and look at a 996 or a 997, but if someone knows their stuff, they'll come and look at an air-cooled car. They've done their homework, they know the cars, the ones on the posters on their bedroom wall, the ones they

longed for as a child or in their youth.'

How to gauge values? Age is not a cut-and-dried way to define the worth of the classic models. Good, low-mileage older models can command higher prices than later ones. Paul illustrates current rates and the broad spread of prices, and there's no trace of astonishment in his voice: 'The market's increasing in value almost day by day,' he says, 'especially with the SCs: they're no longer £10- or £11,000 cars anymore, and as the earlier market rises it drags the rest of the line-up along with it. A £5-£7K SC is now ripe for restoring, because we're at that point where it's worth spending the same again to ping it up a bit, and that's another leap forward, so we're just starting to see a resurgence of the SCs. They're probably driven by people in their 40s who know them as iconic cars and who've got a bit of money to spend. Good SCs are getting towards £25 grand, and they've overtaken 993s to an extent, where £20 grand is really dolt territory now for an unloved 993.'

This is surprising news. Until very recently the 993 was

So these are your typical air-cooled, starter 911s: 993 leads 964 and Carrera 3.2. As to the best, well that's down to personal preference

Tipler's favourite, but then he would say that being the owner of a luridly coloured 964. Talking of lurid - who specced that interior?

Right: Can't argue with a Carrera 3.2



AIR-COOLED V WATER-COOLED 911S

perceived as the most valuable of the air-cooled 911s, being the most recent model available and hence the most developed. But now, apparently, it ain't necessarily so. 'The 993s don't seem to be cream-of-the-crop any more,' says Paul; 'they still need that dedicated fan-base, and it's the 964s that have got that fan-base. People love them and they want them because they retain that iconic

3.2, the 964 is 80-per cent a different car, and it's all the bits you can't see, but they didn't compromise its old-school drivability or its looks, because it's still an iconic shape. As for the 993s, they're great cars, but they're not as sought after as 964s now, though I think they'll float up with the rest of the air-cooled market, but more slowly. Three or four years ago the 993 was very much the

“Three or four years ago the 993 was very much the wanted air-cooled car”

911 shape, but the 993s have lost that look a little bit, so they're neither earlier-looking nor modern; it's that mid-point transition from classic to jelly-mould 996. But they're still air-cooled, so people want them, but they're not quite in love with them. I fully expect the 964 market will be buoyant for the next few years, so they're worth spending money on, very much so. Compared with the

wanted air-cooled car, but interest has tailed off a little bit. People are more interested in 964s at the moment, but the 993 will increase because it's air cooled, and the fan-base will come back in the 993 market.' All classic Porsches have experienced this fluctuation in popularity; in the 1970s, 356s were overlooked and valueless, so a barn-find 356 now is worth a fortune, as indeed is any





long-bonnet classic.

But we're missing something: the bedrock of classic 911 territory is surely the 3.2 Carrera, which has always seemed to me to be a more solidly built car than the 964 and, as a more modern incarnation than the SC, is usable every day. Ten years ago I used one for the daily 80-mile round trip school run, which would not have been anything like as tolerable in a different marque. On the drive to our favourite WW2 airfield I'm in the 3.2 Carrera, snicking through its delightful G50 gearbox on the winding backroads. Admittedly, the pedal arrangement is clumsy by comparison with the modern car, though the gearbox and delicate steering are sweet and the brakes reasonable, but I am having to haul it around the tight turns, though soon enough it will start to dance with me again. The torsion bar suspension has the ride pegged down, and it's revving nicely round to 4,500rpm where it delivers good performance, which makes for an inspiring drive. The 3.2 Carrera is very much a classic car, whereas the 993 is more akin to the 996. The 993 is a relatively heavy car, manifest in the power-steering input necessary to haul its bulk around, though the gearshift is way more compliant than the 3.2's G50 or 915 'box, and it all seems

better built than the modern car too.

If affordable classic 911s are becoming harder to source, finding a decent modern car is not straightforward either, despite volumes, because 996 values (in particular) have tumbled. 'They've been let go because they weren't appreciated enough,' says Paul. 'They're not built as well as the old ones, and they've got to that point where people who are buying them are just using them because it's their first Porsche, but they're not keeping up with the maintenance. There's a lot going on under there that can go wrong with their multi-link suspension. Occasionally we come across a really good one that has been maintained regardless, but there aren't that many. And at the moment a regular one isn't really worth turning around.'

I've had some great adventures in 996s, 997s and 991s, and have just bought a Boxster (for Mrs T) which Paul Stephens tells me is also water-cooled, so all my slanted, if not derisive, comments regarding the kettles are tongue-in-cheek (or are they?). Fact is though, of the three classic air-cooled cars, the 964 provides the optimum combination, blending looks with performance and handling bravado, and it would be my choice.

Left: Tipler at the air-cooled helm. Classic air-cooled interior is exemplified by black leather of the Carrera 3.2. Fan on the 993 engine is what gives the air-cooled its defining thrum. Fuchs wheels? Iconic and available on the pre '89 air-cooled generation only

TIPLER ON THE 996

I'm being made to drive this to impart some objectivity to the piece. And it has a six-speed manual box. It makes a nice staccato noise, accelerates very briskly, there's ample power, it exhibits sharp handling and is very well poised in the Suffolk-Essex back lanes. It's a very different driving experience from the oldsters, and is extremely competent. There's a choppy ride on the uneven country lanes, but I would commend the gearshift as being vice free. The performance is quite exhilarating, while on an open A-road the handling and the ride are superb. There's nothing not to like about it. It almost drives itself, but where's the fun in that? Sure, you have the reassurance of modernity, but you don't have the sensitivity, the sensation that you get from any of the air-cooled chassis, you feel slightly distanced from actual contact with the road, and with the tactile qualities prevalent in the old cars. There's alacrity in spades, and it's a supremely efficient and excellent drive, though the driving experience is less acute, less rewarding, as if there's something missing from its progress. Maybe its build quality, too. I close the driver's door and it sounds like I'm shutting a van's. You pays your money...



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BENNETT ARGUES THE CASE FOR WATER

Well it's all very well for Mr Tipler, sitting smugly on his air-cooled investment. Hell, he's even managed to turn his car (the Peppermint Pig lest we forget) into some sort of celebrity. He and said car really are recognised wherever they go. Sorry if I sound a bit sore about all this, but you see I sold my own air-cooled 911 a few years ago and so have missed out on this classic 911 feeding frenzy.

I though I was pretty clever selling my Carrera 3.2 for slightly more than I paid for it after six years. Twelve thousand pounds seemed pretty reasonable. A dealer probably would have sold it for £13,500. The same car now would be an easy £20,000+. Bitter and twisted, me? Well no, actually. Fact was – as well as needing the money – I wasn't using it much. I was becoming ever more precious about it. Storing it in an air chamber in the winter

your entry level 911 is no longer an SC or a Carrera 3.2, it's a 996 or a 997 and we'd better all get used to it. I've said it before – the water-cooled cars' time is coming and here's why.

The air-cooled purists can moan all they like about the modern 911. The fact is it had to happen. There was no choice. Porsche had to modernise or cease to be. The Boxster was the path to the future, developed in tandem with the 996 model 911, the first all new 911 since the model was launched in 1963. Really, they couldn't have squeezed any more out of it.

And guess what? With a clean sheet of paper, and the benefit of modern production techniques and development, Porsche built a modern 911 that frankly blew what came before clean away. Yes, really. The hardcore were loathe to admit it, but grudgingly the 996 was accepted as the better car. Yes there were caveats. It was a bit bland and maybe there wasn't quite so much

997 leads two generations of 996. Not a bad trio all told. The pick of the bunch? The red 996 C2. It's a beautifully maintained example and as tight and invigorating as when it left the factory. Proof that a bad 996 is a neglected 996

“Porsche built a modern 911 that frankly blew the old guard away”

(never driving it of course), and using it sparingly in the summer. Even though as an investment it wasn't particularly going up, I was treating it as such. Yes, I loved it, but more as a classic car than anything else.

Fact is the air-cooled boat has sailed for me. Sure, if I pulled out all the stops I could perhaps swim for it, but actually I don't want to anymore. Love them as I do, with increasing values comes increasing responsibility and a general fear of actually driving what is becoming an asset and that's not what it's all about.

So that's why I'm here in the water-cooled 911 camp defending Porsche's modern output. You see the fact is

driver interaction and general 911ness, but compared with the current 991, the first 'modern' 911 was still a full on sensory 911 experience. Well Porsche were hardly going to build something that was worse.

That's certainly how I felt about the 996 when I drove one for the first time as a complete 911 virgin. It was a gen 1 3.4 C2 from the press fleet, and I wanted to know what all the fuss was about and wean myself away from a diet of Imprezas, Elises, Caterhams and general 'go hot hatchery. Frankly I'd never experienced anything like it. The way it moved around was quite unnerving, I really could feel that rear engine swinging around (despite the

fact that my older colleagues were claiming that Porsche had tamed it), but after a few days and a trip to the Nürburgring (I made the most of my week), I started to unclamp my fingers from the steering wheel and learned to go with it, using the weight to pivot the rear of the car to change direction and to squat and rocket out of corners. I loved it, and loved its solid feel and the way all the controls and contact points felt precision engineered

potentially spend the same again getting it up to scratch. But that's where we are. The water-cooled price crash comes on the back of an explosion in popularity and production. Popularity and production borne out of a worldwide economic boom (then, not now) and a 911 that appealed to more people more of the time. People who rightly wouldn't put up with the old 911's general strangeness. You can call it dumbing down, but really it's

“With air-cooled prices getting silly, the water-cooled 911's time is now”

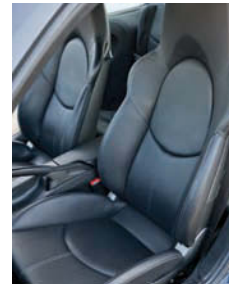
and worked in unison. The 996 may be derided now as being low on build quality and mass produced, but back then it felt solid.

If you had told me then that the same car could cost as little as £8000, I would assume that you were one cylinder short of the full flat six. Not that I would recommend anyone spend that little on a 996, not unless you want to

just responding to a clear market need and demand.

So with air-cooled prices getting frankly silly, the water-cooled 911's time is coming and here's what is going to happen. At the moment it's all about the dross. The rubbish cars will fall by the wayside through neglect and too many chancers trying to run them on fresh air. Their engines will doubtless blow up (we'll come to that) and





they'll be scrapped because they will be worth more in parts. The bad cars are currently dragging the whole market down. With those out of the way it will start to stabilise and then, inevitably – because these are Porsches we're talking about here – it will start to pick up. The time to buy, then, is right now. So time to sell the whole concept then.

Assembled here we have C2 versions of both the 996 and the 997. The silver 996 is a 3.4-litre gen 1 car, while the red 996 is a 3.6-litre gen 2. The 997, meanwhile, is a 3.6-litre gen 1. Price wise we're looking at £14,000,

memories. It's identical to the test car I drove back in 1999 – silver with back leather. This car has 80,000-miles on the clock and it wears them well inside and out. A scruffy 996 is only scruffy thanks to neglect. I also have an affinity with this car because its owner, Andrew Beavers, was the previous owner of my 944, which he part exchanged with Paul Stephens for this 996. Aside from aftermarket TechArt wheels it's standard.

Out on the road it feels terrific. The 3.4-litre, 295bhp engine has to be worked a little, but it really sings. The only downside is a slight dead zone in the steering at the

This Gen 1 997 C2 has been hard-driven, but still remains a fit example. It feels harder and more precise than the 996 in terms of its ride and mechanical responses

“It's always the C2 that becomes the most sought after with enthusiasts”

£16,000 and perhaps a smidge over £20,000. Yes, steep comparatively, but these are all excellent examples of the breed. Excellent looking examples too. It's funny how these things creep up on you, but the 996 is finally growing into its skin and we all concur that even the early 3.4-litre C2 is maturing nicely. Oh, and it's always the C2 that becomes the most sought after amongst enthusiasts.

Jumping into the silver 3.4 C2 brings back a flood of

straight-ahead point. Which manifests itself when turning into a corner. Slightly odd, but then the offset on the front wheels has widened the track, which is surely the culprit?

It is indeed. Next up I jump into the gen 2 996. It looks fantastic in red (it sold the same day that it hit Paul's stock list), with black leather interior. Again it's got 80-odd thousand on the on the clock and here – kerrching – the penny drops. Quite simply this car is sensational.

Water-cooled evangelist Bennett at the wheel marvelling at the sorted ergonomics, and how he can operate the pedals without having to lift his feet off the floor





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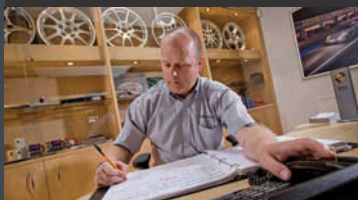


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No I'm not just saying that because I'm in the water-cooled camp, I'm saying it because it simply is.

The way it moves and changes direction is just sublime. The passive suspension is the perfect compromise of firm but fair and the steering is fingertip precise and full of response. The 3.6-litre, 320bhp engine fills the gap at the bottom end, where the 3.4-litre is lacking, and the gearbox is everything that you want from a manual. Johnny reckons it moves down the road 10mph faster than the air-cooled cars but I reckon 20mph. Frankly it makes the current 991 feel like something of a blunt instrument, and the fact that this immaculate example can be had for way under £20,000 is frankly ridiculous. On every level it is plain better than the opposition from the air-cooled camp because it just works properly and its inadequacies don't have to be explained away as character. Oh, and if comfort, a pedal

box that doesn't trap your feet and working air conditioning are considered to be dumbing down, then I'm happy to be thick.

The 997 C2 benefits from a much-improved interior over the 996, but the driving experience is a bit more hard-edged and precise, something that has blighted the development of the modern 911 to a degree. I've often thought this, but the later cars have lost the 996's sweet spot.

There are issues of course. The grey trunky animal in the corner is of course the very real issue that concern and revolve around the M96 and M97 engines. We know what the worst-case scenario is, and it's a risk. We've explored this more than any Porsche magazine, and there's more to come. But put it this way. My eyes are wide open and my next Porsche will be a 996. And no, I'm not just making a virtue out of a necessity. **PW**

Andrew Beaver's early Gen 1 996 3.4 C2 proves again that a good 996 is simply one that has been looked after. These are the sort of cars that will command a premium

CONTACT:

Our thanks to Paul Stephens for supplying the six cars tested here. The three air-cooled cars are all from stock, while the three water-cooled cars are from customers and sold by Paul. www.paul-stephens.com Tel: 01440 714884

BENNETT ON THE AIR-COOLED CARS

Ah, the classic (air-cooled) cars. Of course I love 'em. There is a bit of natural banter going on here, but I stand by my guns when I say that you needn't feel short-changed with a water-cooled 911. However, if you're in the market for air-cooled then any one of these will hit the spot, although only one truly does it for me: The Carrera 3.2.

This particular example is exceptional. With just 45,000-miles on the clock, and with a G50 gearbox, it's a joy to drive. Only a lack of power steering making it feel rather old fashioned compared to the 964 and 993. The steering wriggles as the rear fidgets and sways, but that's what the classic 911 is all about. Those pedals make my ankles ache almost immediately, but the noise and grunt of the engine diverts attention. The gear lever is long and wand like, but it slices through the 'box and makes the 964 and 993 shifts feel rubbery.

The interior, too, is devoid of shake, rattle and roll, unlike both the later cars. The 993, in particular, has more door and dash furniture in an attempt to modernise it, but this only succeeds in more bits of plastic to rub and chafe against each other.

The Carrera 3.2 is the ultimate evolution of the original air-cooled 911, retaining an almost unaltered bodysell and the original torsion bar suspension. Sure it feels classic by today's standards, and ancient compared to the 996 and 997, but it smells and feels like a 911 of the old school.



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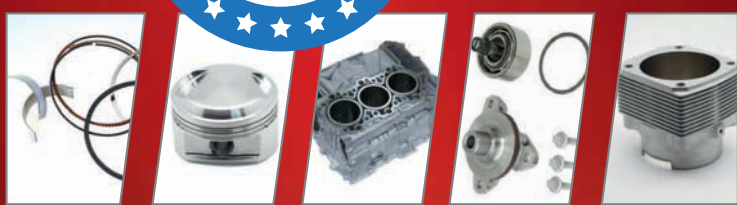
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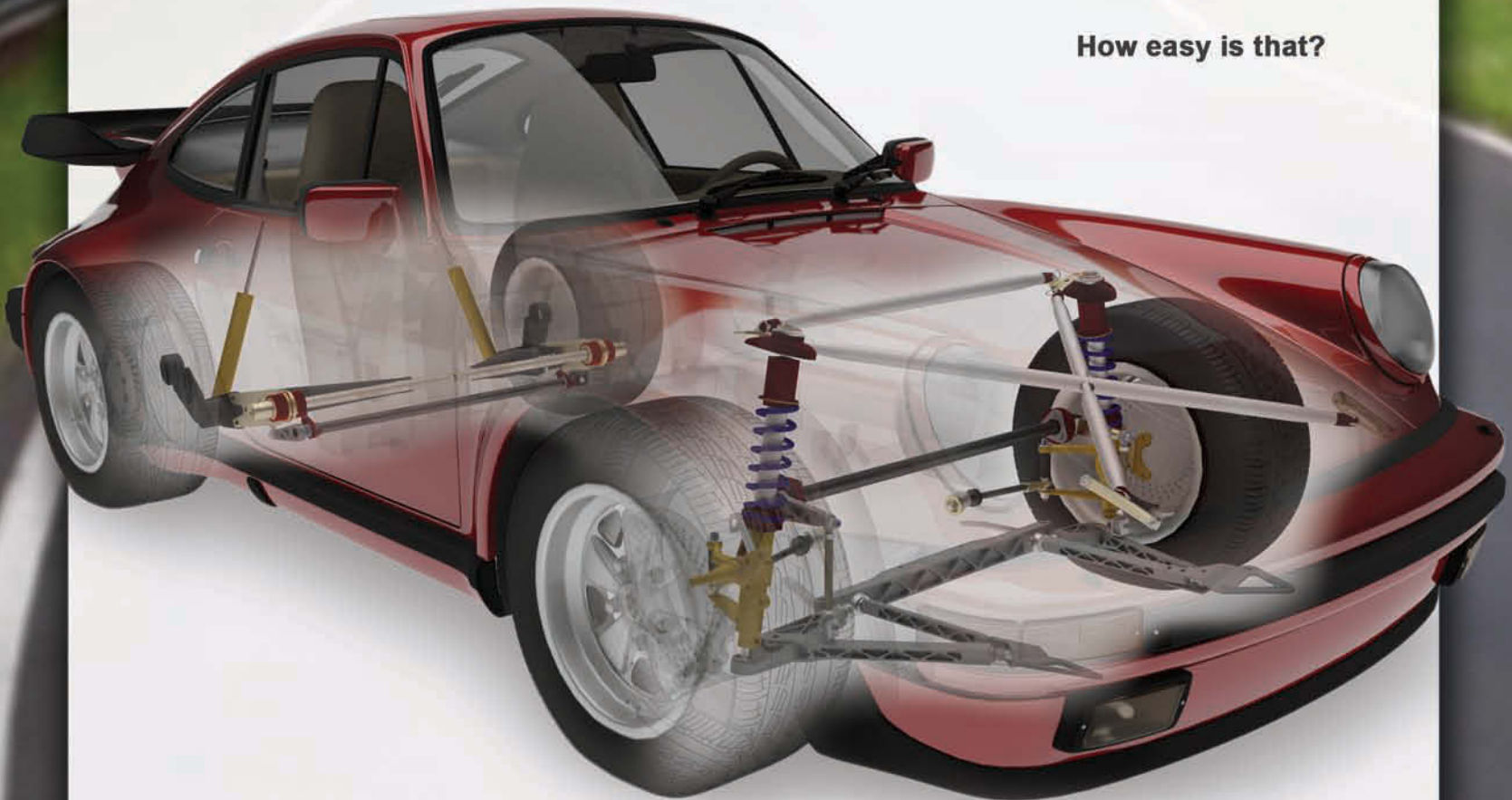
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GT3 RS SERIOUSLY?

Words Matt Stone Photography: Les Bidrawn

This 2014 US-spec GT3 gets a few subtle tweaks, with a few more pending, to create our best look yet at the next GT3 RS

Southern California enthusiast supreme “Cliff Sullivan is the ideal GT3 customer,” comments Rusnak/Westlake Porsche General Manger Keith Goldberg. “He’s had great cars, Ferraris and Porsches, and all the top hardware, but had been away from the brand for a little while. Here’s a guy that knows fast cars from the inside out, and he’s always had the best Porsches, twin turbos and all the hot rides so he understands great cars and Porsche.” It’s true that Sullivan was inches away from placing his order for a Ferrari 458 Spyder when Goldberg convinced him to try out the latest Porsches.

“I drove all the new stuff” says an enthusiastic Sullivan. “Turbos, Panameras, all the 991s, if Rusnak could get one, I sampled it,” yet he ordered his new 991 GT3 on faith, specs, and Goldberg’s recommendation alone; it was one of the very first delivered in Southern California, out of Rusnak’s initial allotment of just seven new GT3s. “I’m kind of an old school guy” says the mid-40s-something Sullivan, “and I’ve always liked conventional manual transmissions. But everyone’s been telling me how this PDK trans, especially in the GT3, can shift faster and better than any human can, and I liked the idea of the response from a larger displacement, naturally aspirated motor so this just seemed like the right car for me... and it is. I like the idea of having an automatic when I wanted one, because this will be my every day driver, and it’s super easy for my wife to drive too. But when you want to go, it’s racecar fast and the trans is amazing. Plus the way it looks.”

Something we won’t discuss or debate here are the relative merits, or not, of the PDK box being the only new GT3 transmission offering. The simple fact is that you can’t get a new GT3 any other way, so philosophical debates over it versus the traditional stick and clutch pedal manual are moot. If you want the three pedal deal in a GT3, you’re looking at a used 997, plain up.

Sullivan’s car was built to order, spec’d out very carefully by himself and Rusnak’s Goldberg. There was never any question that it would be triple black, and on top of that was given nearly every performance and







appearance option on the GT3 order form. Included among the extras are an upgraded leather/Alcantara trimmed cabin, the front axle lift system to protect that knife edged lower front spoiler, the Porsche Carbon Ceramic Brakes, the Light Design group, a substantive sprinkling of carbon fibre trim, 18-way Adaptive Sport memory seats, BiXenon headlights, and anything else in the goodie bucket, for a total of USD \$162,110 including destination and “gas guzzler” taxes. Or around half the price of the Ferrari that Sullivan contemplated.

Wanting to make the GT3 a bit more his own, Sullivan and the Rusnak folks dreamed up a few subtle custom touches; easy for the owner to do himself, as owner of Premier Coach, a small chain of ultra high end body and collision shops. No factory bodywork was replaced with anything aftermarket, but some very subtle use of paint and paint finishing gave this discriminating owner the look he wanted. All of the surfaces that were plastic coated or otherwise finished in a textured or satin finish were repainted in gloss black. All of the bright metal gills and grilles were stripped bare and also refinished in the same inky body colour gloss paint. The few small bits of chrome hardware on the body were blacked out, and the

turn signal lenses given a mild smoky grey treatment. Sullivan wanted the “car’s dramatic shape to speak for itself without blemish” and it really does. The car’s ride height is unchanged, yet it looks minisculously lower and a bit smaller than most 991s in bright colours would appear. Sullivan’s GT3 now looks like a Porsche coupe carved out of black alabaster, perhaps with an overcoat of polished black porcelain sprayed on. If Darth Vader had a new GT3, this is what it would look like.

Already packing 475 horsepower at 8250rpm and GT3-spec tuning for the PDK, there wasn’t much room in the power adder department. But Rusnak and Sullivan “knew a guy” that could make the very most of it. And that guy is tuning engineer wizard Stuart Schikora. Schikora grew up in the car business, and high performance German cars are part of his DNA, as his father is the late Harry Schikora, a highly respected and somewhat legendary German development engineer who worked on the original Mercedes-Benz 300SL Gullwing. Schikora senior moved from Germany to Southern California decades ago to raise his young family, working at one of SoCal’s most prestigious Mercedes-Benz dealers for some time, and also running

Above: It’s, er, black! Only the signature ‘Big Yellow’ calipers offer some relief from the inky black finish! Below: Engine bay still looks like the back of a computer, but with added carbon fibre bits. There is an extra bit of grunt, and a faster shifting PDK ‘box thanks to tuning whizz, Stuart Schikora



his own small independent Porsche service shop. UCLA-educated Schikora the younger began “tuning” cars back when that meant “burning E-PROM chips” for early computerised engine management systems, and is a master at the black art of maximising today’s software driven EMSs. He works primarily on top end European machinery, although is fascinated at the prospects and future of alternative power technology.

You may have heard that many noted tuning shops

Schikora, “because there’s not very much more power to be found in these cars without major hardware changes, and because Porsche gives most of it to the customer already. Trust me, the exhaust systems are highly efficient, the air intake and air filter systems breathe well, and Porsche doesn’t hold a lot back from you in the name of warranty concerns or trying to meet emissions because they already can do that without the compromises.” His philosophy is to make improvements

“There’s not very much power to be found. Porsche gives most of it already”

Sullivan’s 991 GT3 looks subtly different thanks to some clever paintwork and tinting tweaks. Any textured or satin black surfaces have been painted gloss black. The indicators and headlamps are tinted

have had trouble cracking the EMS codes and cranking more power out of 991 series cars. This is true, but Schikora has long and deep relationships at Porsche, and Bosch, primarily due to his “you can’t outsmart the factory” attitude and the respect for his legendary father’s ethics and accomplishments in long ago Germany.

“I don’t care what some other tuners claim,” notes

one horsepower and one rev at a time, so he manages to crank just a bit more out of the GT3 in meaningful increments. He starts with some secret EMS coding that comes from inside Germany, and then puts his own special spins on the algorithms and programming. And this is the approach and method he laid on Sullivan’s GT3.

“The programming lets the engine make another 12





horsepower, which these days is actually a lot. I've also raised the redline from 8250 to 9100rpm, which is still safe in this engine." The real magic is the reconfiguring of the PDK's shifting habits; it now shifts faster, harder, and at higher RPM than stock. Schikora's shop is his laptop, all the work is done from the driver's seat, with this specially armed laptop plugged into the OBDII port. And the results are startling.

As the car warms up, we ease our way out of the Rusnak Porsche parking area to head for the curvy roads of nearby Malibu Canyon. Sullivan has us play a little game with the front axle lift system. We press the button to raise the front end, with one wheel up on a high curb. The car then "teeter totters" on three wheels, because the lift system lifts both wheels in sync, and because there's little to no twist of flex in the GT3's remarkable chassis.

The Sport button is activated so we get the maximum stiffness out of the shocks, and the loudest snarl out of the exhaust, but we let the PDK shift for itself for the first several miles just to sample the reconfiguration without manipulation of the paddles. Several things

strike us immediately; the first is that the car has acquired no bad habits. It still fires and idles like any normal 991, if of course a bit cammier, edgier, and slightly louder. Give it some toe, and the PDK revs up and through the gears quickly and crisply. The shifts are firm, and fast.

Some "automatic" is this! We stick with auto mode for the few miles of freeway needed to get to a more open section of Kanan road heading toward Malibu.

While cruising the 101 freeway, Sullivan tells us more about his business. One of his more interesting Porsche-related projects is that his company is in the final stages of Porsche Authorised Collision Centre Certification, which ensures that Premier Coach can do factory authorised and levels of Porsche body and chassis repair for insurance companies, dealers or any customer (although Porsche insists that "customers" are referred to as "guests"). This means Sullivan and his people have invested in the equipment and the training to do the aluminum, steel and carbon fibre work needed to completely repair a crash damaged Porsche to factory standards and specs. We don't know exactly what's

Above: Modified 991 GT3's new 9100rpm rev limit displayed as a graphic

If Darth Vader drove a Porsche, this would be it. It certainly does look very sinister. And black, being black, gives it a very slimming/lowered look. Above right: Compared to previous gen GT3, the interior is very plush





involved in this certification or what it costs, but the rumour around the community is that it's roughly a million dollar investment.

Once off the highway, it's time to take control of the PDK. While the factory's GT3-specific tuning makes this transmission ultra fast and responsive, Schikora's tuning magic amps it up a measure yet again. We don't know that we can "butt clock" the difference between stock 475 and the new 487 horsepower other than to say that this GT3's throttle response is Xacto Knife sharp and sledgehammer strong, with a suddenly torrid mid-range. It pulls like an atomic locomotive through the entire

any corner with a hard launch out of it. And the sound of everything between the engine's newfound rev range of 8250 to around 9000 revs is maniacally symphonic.

OK. Yes, we love this car. Just the way it is. We can't identify a single bad habit this car picked up in the modification upgrade process. The cost for a dozen more ponies, 850 top end revs, and the rifle bolt shifts is about five thousand USD.

Sullivan and Schikora have a few more tweaks in mind, namely a set of race spec cams to further expand the power band, and also a titanium exhaust system; it's not likely to yield any more power, but should sound even a

“The ride is race car connected yet never punishes, the steering laser precise”

middle of the big tacho and the shifts take place with a quick yet somehow still supple edged bang. Unless your last name is Andretti, and perhaps not even, then you cannot shift quicker or more precisely than the GT3's PDK. The car is your ultimate dance partner, letting you lead and responding to every input, yet making you look a muscular Fred Astaire in the process. Coming out of one particular corner, the weight came off the left rear tyre ever so slightly, just as we were banging off a high RPM 2-3 shift, which momentarily broke the driver's side rear tyre loose with a satisfying bark yet no loss of control.

Schikora's straightforward embellishments only underscore how good the new GT3 is to begin with. It manages to be crazy fast yet with superb manners and with the driver in complete control. The ride is race car connected yet never punishes, the steering laser precise, and of course there's enough power to pull you through

little more extra special, and will knock off a few more pounds.

So, back to our GT3 RS analogy. Porsche certainly has one in the works, but hasn't yet shown it nor announced its spec or hardware. We imagine it much as Sullivan's GT3 currently stands: all the goodness of the GT3, a few more horses, a few more revs, a bit snarkier looking, and a little judicious weight saving. It's a formula that's worked before, and will surely work again. Sullivan says he'll likely buy one "just because," although he doubts it could be a lot more satisfying than the car he now has. But he and Schikora acknowledge that "those Porsche engineers and product guys are the best in the world," so who knows what they can come up with.

We'll find out soon enough, but this Black Dahlia seems like a good place from which to begin mixing the next GT3 RS potion. **PW**

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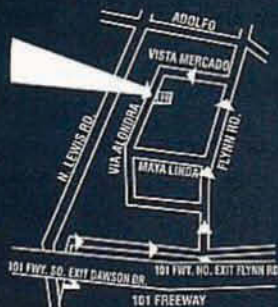
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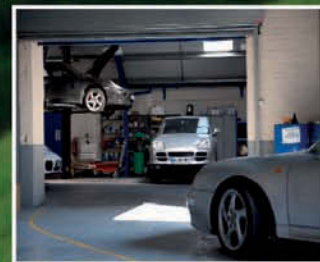
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TOPLESS SUNBATHERS

Basking in the Cornish sunshine, we got our kit off in a trio of Targas, proving the compromise between out-and-out cabriolet and sunroof coupe really works

Words: Johnny Tipler
Photography: Antony Fraser



I've got my top off! The car's, that is. I'm not so big on abbs exposure, but in any case I'm sporting my Vic Elford 907 Targa Florio T-shirt, so blushes are spared. It's that hot, and we're in Cornwall with a topless trio of 3.2 Carrera Targas, courtesy of specialists Adrian Crawford and Richard Williams. Prompted by Porsche announcing the 991 Targa, I want to revisit the model that perhaps most epitomizes the roofless 911, and where better to pitch in than the quintessential classic, the 3.2 Carrera.

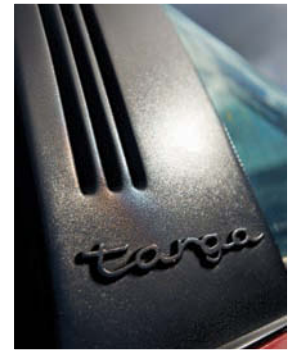
The Targa top has always been an enigma. Neither coupé nor convertible, its styling is eccentric beside the flowing lines of its tin-top sibling. But, lid off, the Targa has always appealed to fresh-air fiends; you can have as much of a blast as you like, without subjecting yourself to the all-or-nothing, roadster-style of the Cabriolet, or the letterbox-slot sun-roof of the coupé. If there's any downside it's the small matter of stowing the Targa top; either it goes in the front luggage compartment or behind the seats, and even though it folds neatly in half, the implications of both are clear: it's kids or cases, not both.

Introduced in September 1965 and available from January 1967 as a slightly clumsy, folding, zip-on plastic rear-window model, the satin-finish roll-over hoop seemed to exemplify the late-'60s pervasive surge of safety measures aimed at cars, drivers and race circuits. Indeed, it was the first roll-over bar fitted on any production car. The Targa's removable lid made sense of the whole concept, and it was aptly named too, since

Porsche was busy cleaning up in the great Sicilian road race, ultimately winning it eleven times between 1956 and '73. The contemporary 910 sports-racing prototype, which won the 1967 Targa Florio in the hands of Umberto Maglioli and Udo Schutz, was similarly configured with a lift-off lid, luckily for Schutz, a giant whose helmet was proud of the cockpit by several inches. The 911 Targa's removable roof remained part of the package until the 993 Targa arrived, strutting its ingenious sliding glass roof, though the writing was already on the wall for the original soft-window version at the start of 1968, with the inception of the exquisitely curvaceous greenhouse rear window. That was simply an option until 1971, when the plastic zipper window was withdrawn completely.

The Targa shell was already braced for enhanced structural rigidity, and the solid glass window and roll-hoop added a bit more weight to a car that was already 50k (110lb) heftier than the coupé, though bearing in mind the more laid-back use the car might well be put to, that mattered not a jot. In any case, in a real-world driving scenario, with the senses otherwise occupied, it was unnoticeable. Fresh air was what mattered and from 1969 the roll-hoop was pierced with slits either side and, more significantly, those opening three-quarter vents in the door windows remained on the Targas until 1977. The Targa was heavily marketed in the USA, and by 1970 accounted for 31 per cent of all 911 and 912 sales. Like the rest of the concertina bumper 2.7-litre line-up introduced in 1975, the Targa was de-chromed, and with the advent of the SC in 1978 the roll-hoop was finished in





black with gold Targa logos. Our featured model, the 231bhp 3.2 Carrera Targa, entered production in 1984, with no changes to the bodysell from the SC. It was phased out in 1989 with a grand total of 19,438 units of the Targa version having been built. The original roll-hoop Targa styling demised along with the 964 in 1993, superseded by the 993 and 996's sliding glass roof. And now, opportunely, it's back with a vengeance, bulging with electronic gizmos that mean you don't need to dismount to lift the lid: at the touch of a button the entire hoop and glass roof elevate and the roof panel slips beneath them as they descend into Targa mode.

Our tryst with the Targas takes off. I would say 'Targa Saga', but she's the enigmatic blond 'tec who drives that

at Carkeel, to pick up the cars. And what beauties they are: a non-Sport, which would be the most unassuming of the trio were it not painted Guards Red; we also have a Minerva Blue Sport, featuring the Sport-pack's little front air-dam and whaletail wing at the back, and a beefy Super Sport (called an SE Sport Equipment when introduced in 1985), bulging biceps a la Turbo and finished in Metallic Garnet Red. Unusually for Adrian, they are all right-hand drive. Fourteen years ago when I bought a 3.2 Carrera from him, most of his stock were left-hookers.

Now for the nitty-gritty: the red car is a 1988 model with G50 gearbox that's done 83,000 miles. The majority of right-hand drive 911s imported into the UK in the mid-

This Targa is a rare beast in the UK. Why? Well it's a non-Sport model, so comes sans front and rear spoilers and running on 15in Fuchs. The Guards Red paintwork, of course, marks it out as a child of the '80s, but its spec is rather less brash

“This Targa is a non-Sport with no spoilers and 15in wheels”

lovely olive green 2.7 coupé in The Bridge. I digress, though we do have a bridge of our own to cross. There's a proper sense of arriving in Cornwall, at least where you climb out of Plymouth and cross the Tamar on the tolled suspension bridge at Saltash. Right alongside, Brunel's 1859 Royal Albert railway bridge turrets are swathed in scaffolding, but the glinting river estuary with its lines of moored vessels is spectacularly beautiful. Snapper Fraser warns me off an assignation at the naval base with an Admiral's daughter involving some discharged seamen, and we motor the few miles to Williams-Crawford's new workshop and showroom, just off the A38 Liskeard road

'80s were 'Sport' specification,' says Adrian, 'but this Targa was originally ordered as a non-Sport, which is why there's no spoiler package, and it's running 15in Fuchs rims rather than the more typical 16in versions.' It's shod with Pirelli Cinturato P1 195/65R15 front and 215/60R15s on the back. I recall having similar 15in diameter Fuchs on my 3.2 Carrera, and what an easy rider that was with its tall sidewall Bridgestones. The Targa's black leather upholstery is in fine shape, and there are three-point seat belts for the rear seats. The service book and associated bills reveal a continuous service history, and it has the original toolkit stashed under the front lid.





The Minerva Blue 3.2 Sport is a 1987 car, again with 650 'box, and 70,670 miles on the clock since supplied new to a woman in Jersey. And we know about swingeing Channel Island speed limits, having sampled a Ruf Yellowbird on Guernsey, meaning they are hardly home-on-the-range for high-performance sports cars. So it won't have been thrashed, then. Even so, it's had an engine overhaul recently. Adrian claims it's been a 'hobby car'. The colour scheme was to special order, the body hue matched by a fest of two-tone blue leather cockpit trim: the sports seats are dark blue leather with linen leather centres and cream piping, and dark blue leather clads doors, dashboard, console and rear seats. 'There's no corrosion, and it's never been damaged,' says Adrian. 'All the original handbooks, wallet, tool-roll, unused spare, jack, double keys, invoices and documents folder are all there.' It has colour-coded 16in Fuchs wheels, running 205/55R 16 Continentals on the front and Avon 225/50R 16s on the back.

There's no doubt that the Super Sport model projects the greater physical presence, and you either go for that or you don't. As the aforementioned Yellowbird proved so awesomely back when our trio were fresh off the Zuffenhausen line, you go (12mph) faster in a narrow-bodied 911 than a similarly-powered wide one because there's less wind resistance. No matter; it's a Targa and therefore not bothered about the upper echelons of the performance register; what's 12mph between the banned? What also differentiates the Super Sport from the normal Carrera isn't simply the Turbo-look body and accoutrements: it's also equipped with 930 Turbo suspension and drilled disc brakes, including the 917 calipers. Stiffer rear torsion bars and a softer rear anti-roll bar and lowered ride height (by 14mm) complete the spec. This one is also extremely rare: number 64 of just

68 right-hand drive UK imports. And it looks absolutely stunning in its Garnet Metallic Red colour scheme, the result of what Adrian describes unassumingly as 'an extensive refurbishment' involving the body being dismantled, and all outer panels, glass, bumpers, rubbers, handles all removed, and many parts replaced at enormous cost before it was repainted in its original colour. The effect is ambiguous: in some lights it actually looks gold, and in others it's a deep red.' The body was reassembled with new seals, screws, fixings, lights, and the Targa roof was refurbished inside and out with new seals front and rear. It's a 1986 car, so the transmission is the 3.2's earlier 915 'box. Along with an engine rebuild, new shift bushes were installed, plus new or powder coated tin-ware, new clutch, heat exchangers and exhaust system. Those fatty Fuchs are fitted with Continental ContiSports all round, 205/55-ZR 16s on the front and 245/45-ZR 16s on the rear. The Garnet paint-job is complemented by the matching burgundy leather-upholstered cabin and the older SC-style steering wheel, another pointer to its early 3.2 Carrera genesis.

One of the attractive aspects of Williams-Crawford's location is its proximity to the moors, and together with in-house techy and body-man Graham we make for Pentillie Castle, a splendid manor-house style country hotel overlooking the glassy Tamar. Under the proactive management of owner Ted Coryton, Pentillie ran its own speed festival a couple of years ago, the hillclimb course winding up through ancient wooded parkland. The statue presiding over the canine mayhem in the courtyard is Ted's ancestor, Sir Jamie Tillie who built Pentillie in 1698. We shoot the cars on the bathing hut quay beside the Tamar, watching duck and geese scour the oozing mudbanks as the tide flows in. That done, we ease the lissome threesome up the B3362 Launceston road on

Now this is what it's all about! The Targa might not be the last word in outright 911 sportiness, but it's not far off. What you do get, though, is a sublime open top experience and a much closer connection to that wailing flat six. You don't have to be going flat-out either to be having fun





*Above: Contrasting blue and cream sports seats look good and are super comfortable. The 3.2-litre engine bares all and comes from an era when Porsche were happy to let the engine be viewed.
Below: Roof on and the g11 Targa loses some of the curvature of the coupe's shape. Roof off it makes visual sense*

the western fringe of Dartmoor for some whizzy snappery. My first charge is the blue 3.2 Carrera Sport, and the steering wheel rim feels thinner than I remember, but all the more tactile for it and it's very light to the touch, adding a lithe impression it. Its torquey engine is pulling very nicely and it feels beautifully planted in the fast, sweeping corners. The G50 gear change is slick, the brake pedal is firm and with pressure it slows down as you'd expect of a 3.2.

After the deluge it's welcomingly sunny – and warm – here in Cornwall, so we leave the tops off all day. That's

– they look far better without the Sport spoiler package. Rear wings over-complicate what is already a more complex design than the coupé. Tea-tray or whale-tail, they detract from the embracing curves of the rear screen and interrupt the elegant downward slope of the engine lid. And that holds true for both Sport and Super Sport. Just our opinion, mind. What is a good idea is the rear wiper, which all three have, even the non-Sport, with such a big expanse of glass to clean. The Porsche logo reflector strip across the back on the blue and red cars is considerably shorter – and tidier – than the one on the

“It’s sunny here in Cornwall so we leave the tops off all day”

the whole point of a Targa. The spanner-cum-Allen key to effect the transition lives in the glovebox. The Allen bolts that clamp the lid in place are tucked in little niches either side of the windscreen header rail, and it's literally a few seconds' work to twist them with the key to release the fixtures. Three little metal pins locate the lid in the leading edge of the roll-hoop, so you lift the lid at the front slightly and pull it forward out of its setting. Then stow it. Simples!

Now, about these Targa aesthetics. We've pondered this before, and in our opinion – that's Cameraboy and me

Super Sport, because it incorporates the rear fog lights, which are an afterthought, suspended beneath the bumper on the earlier car. I consider the 3.2 build quality; it is a tad more solid than the 964, and one example of this is when the doors are closed; the strength and solidity of that clunk is emblematic of the overall construction of the whole car. They don't make 'em like that any more...

Driving the red car, it feels even more together than the blue one in terms of the tightness of the controls, precision of the steering, and even the power delivery is





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a bit sharper. Surely it can't be to do with wheel and tyre sizes, because the rolling radius works out the same on Sport and non-Sport. I think. Certainly it has the best ride quality of the three because of its tall tyres and 15in rims. The electric seat adjustments are pretty versatile on all three cars, making it very easy to find a suitable driving position; especially so in the red car, because I've spent longer playing around with that than the other two.

The Super Sport's g15 gear linkage is a little bit more tricky to negotiate, to find the slot for the gear stick, compared with the more robust G50. In terms of build quality and behaviour, this car is equally as nicely together as the other two, although immediately I sense that the wider wheels and tyres are at odds with the alacrity and spontaneity that the two narrow-body cars have. But it's not to be viewed as an underpowered Turbo, and as we swish through the lanes I'm not having a problem keeping up with the other two; it just seems that there's more resistance to getting things rolling. No getting away from it, the narrow-bodied cars do feel more agile, more graceful, more dancers than the hunky monkey with its big bruiser tyres. However, when pressing on in the Super Sport, I'm really getting the benefit of the expansive rubber, because I can drive it flat through the dips and corners, and it's reassuringly glued to the road, so it certainly does have plus points when getting a move on.

I'm now heading towards Liskeard, and I do wonder if the non-Sport car without its aerodynamic aids is a little more susceptible to crosswinds, because I'm experiencing a little bit of a buffeting in that respect on this B-road, but it's a temporary phenomenon. Travelling east on the A390 towards Tavistock, the red car is the

sprightliest and the nicest ride because of the tall tyres. It's lovely to chuck around on the corners, and it turns in and responds really well. It's so nimble and a joy to drive. There's a fair turn of speed as well, and in fact the red car and the blue car appear to rev more freely than the Garnet car, zinging happily around to 5,000rpm, though there's no answer to that as they all share the same engine.

And yet we're really just splitting hairs here, because they all have the same engine, although the Super Sport with its Turbo suspension is less sprightly than the two narrow cars and is thus a different driving experience. There's not a lot in it but, over tea back at Williams-Crawford as we reflect on the outing, I come out in favour of the red non-Sport as car of the day, which just happens to be the least highly-spec'd of the Targa trio.

So, if you're not tracking or racing your g11, what's not to like about soaking up the sunshine on country roads? Ocean ozone, farmyard whiffs and flat-six noise. If a cab is too exposing and the coupé's sunroof aperture too much like a tank turret top, the Targa is the answer. And we've narrowed the choice down even more. That's not to completely dis the winged wonders, but a spoiled Sport? No, a non-spoiled Sport will do nicely, thanks! **PW**

TECHNICAL SPECIFICATION

PORSCHE 911 TARGA CARRERA 3.2

ENGINE:	3.2-litre flat six
POWER:	231bhp at 5900rpm
TORQUE:	209lb ft at 4800rpm
TRANSMISSION:	Five-speed manual
TOP SPEED:	152mph
0-60MPH:	6.1 secs
SUSPENSION:	MacPherson strut (f), torsion bar, swing arm (r)
TYRES:	205/55 VR16 front, 225/50 VR16 rear

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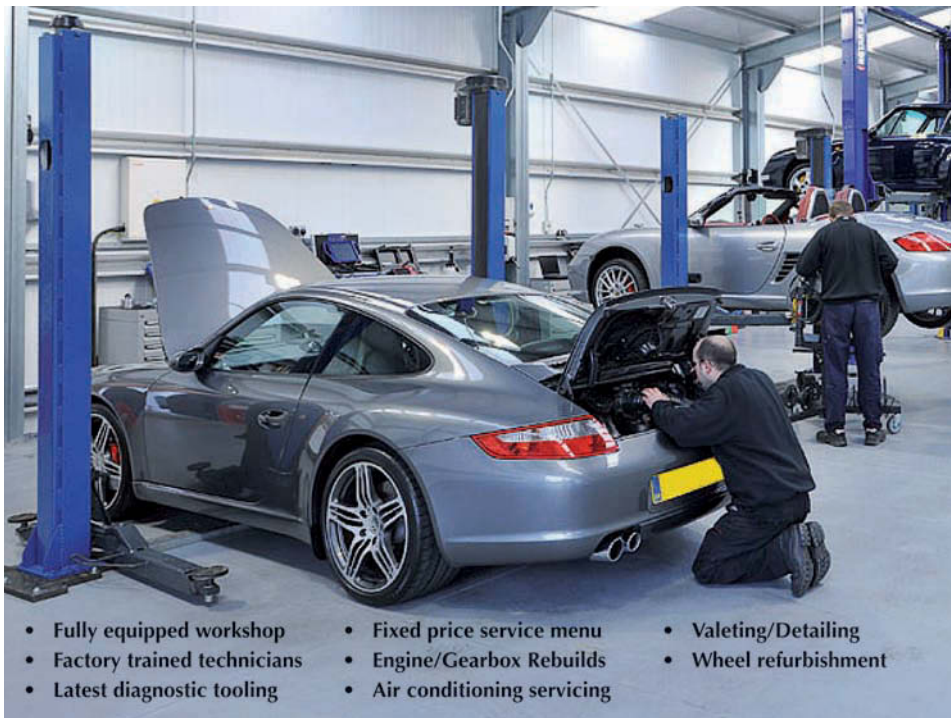


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PORSCHE ARCHIVE

GOING FOUR-WARD

With the success of the 959 fresh in everyone's mind, thoughts turned to how best to exploit the new all-wheel-drive technology in the mainstream production models. In the final part of his three-part series, Keith Seume takes the story of 4WD 911s to the end of the air-cooled era

Words: Keith Seume Photos: Porsche Archiv

Although there was no doubt that the incredible 959 was proof, as if any was needed, that Porsche's engineers could rise to any challenge placed before them, the question of what to do with the 911 remained. By the mid-1980s, the basic design was almost a quarter of a century old (more, if you considered its roots with the 356) and some people inside Porsche – and in the press – were beginning to question its longterm viability.

Porsche had always lived by the doctrine 'evolution rather than revolution' – the original Porsche-penned designs for the People's Car, followed by the first of the post-war sports cars, had represented the revolutionary period in the company's

history, with everything since being an evolution of those early (and highly successful) designs. While the shape of a 1980s 911 may have suggested there was little in common with the very earliest Porsche designs, one look at the concept of an air-cooled rear-mounted engine and torsion-bar suspension would be enough to confirm the link.

But Porsche's detractors questioned the wisdom of such a path – even Porsche's own engineers, headed by development supremo Helmuth Bott, must have felt that the 911 was due for a revamp. But Bott was convinced that the basic 911 design had a bright future, and that by following the evolutionary path (as exemplified by the 959) there was still plenty of





Above: The bare bones of the 964-series Carrera 4 displaying the rigid torque tube that connected the front differential to the nose of the transmission

life in the old dog yet. But in an interview with the German motoring press, Bott made it clear that, in his mind, the future lay not with a 'simplified 959' but with a 'better 911'.

But it was clear that four-wheel-drive was to be a part of the 911's future – it was absurd to

think otherwise. And while the Gruppe B project was on the drawing board (as explained last month, the Gruppe B project was the precursor to the 959), designs were also being drawn up for an all-wheel-drive mainstream 911.

Already underway was the Type 964 project, a modernised 911 with significantly redesigned suspension featuring coil springs in place of Porsche's beloved torsion bars. This design was

perfect for incorporating a four-wheel drive drivetrain as there were no transverse torsion bars at the rear to get in the way of the propshaft needed to take drive to the front wheels.

However, there had never been any intention of giving up on the traditional rear-drive 911 layout, so some far-reaching decisions had to be made. Should the styling of the then-current 911 (the Carrera 3.2) simply be updated so that it resembled the new models, while the 964 was sold as a 4WD in its own right? Alternatively, how about applying the new suspension technology to the old Carrera 3.2, modifying the bodyshell to accept the coil-springs and wishbones of the 964? Neither was a particularly satisfying answer, at least not as far as the

engineering department was concerned. And neither would be particularly cost-effective.

The answer lay in a third option: develop the new car so that the bodyshell could be used across the range for all models, both two- and four-wheel-drive. Even though the decision to abandon the older unitary body-chassis package was an expensive one, in the long run it made far more sense, especially as one of the stipulations for the 964 project was that it should be equipped with power-steering, thanks to the ever-increasing weight and the use of ever-wider wheels and tyres.

Without significant reworking, there was no way the old 'shell could accommodate PAS. But to make sure the costs were kept in check, orders

Below: It was the success of the 959 and its competition variant, the 951, which gave Porsche the confidence to apply four-wheel-drive technology to the mainstream production cars



“The answer lay in a third option: develop the new car so the bodyshell could be used across the range for all models, two- and four-wheel-drive...”

were given that the bodywork above the bumper line must not be changed and the interior, too, should remain essentially the same.

Two new problems presented themselves, however: the first was how to simplify installation of the new drivetrain on the assembly line, the second what to do about luggage capacity. It was Ferry Porsche who suggested that the new drivetrain be installed from under the car – early plans which centred around modifying the existing floorpan would have meant fitting the driveshaft to the front differential from above, a time-consuming

operation that would have a detrimental effect on production.

The matter of luggage capacity caused a degree of head-scratching to begin with, too. The problem was that the front differential would, of necessity, take up valuable space normally available to accommodate the fuel tank and luggage. The problem was solved by making the 964's fuel tank from plastic, meaning that it could be moulded into virtually any shape and therefore made to fit more accurately round the driveline components. There was still a downside to this in that

the capacity of the new tanks was reduced to a little under 21 litres, just over 2.5 litres less than that of the older model. Luggage capacity was reduced to 3.5 cubic feet on the 4WD model compared to 4.9 cubic feet on the rear-wheel-drive version.

The four-wheel-drive technology itself was a development of the system used on the 1984 Type 953 Paris-Dakar entries, with the front

differential unit linked to the transmission by a large-diameter torque tube, through which the driveshaft was routed.

Drive was taken from the front of the secondary shaft of the rear-mounted gearbox (referred to as the Type G64/00 transmission). This secondary shaft was in fact hollow, allowing drive to be taken to the main differential unit via the pinion shaft, which passed through its

Below: The new 4WD system was put to the test in the most extreme conditions. Helmuth Bott had one shot to get the technology right - and he did - but mounting costs ultimately cost him his job...

Right: The Carrera 4 relied on the ABS system to measure wheel speed to assess wheel slippage





Left: Test, test and test again – that was Bott’s mantra. The 964 Carrera 4 was subjected to extensive pre-launch testing to ensure the new technology was up to Porsche’s expectations

“Wiedeking was extremely unhappy with the situation and accused Helmuth Bott of trying to destroy the company...”

centre. A central differential (located in the nose of the transmission) split the torque in the ratio 31/69 per cent to the front and rear wheels, respectively.

Many more conventional all-wheel-drive systems feature a manually lockable central differential for operation by the driver when conditions are very

slippery, but this task was handled in the 964 by a multi-plate clutch arrangement. This relied on feedback from the ABS (anti-lock braking system) wheel sensors which informed the system’s electronic ‘brain’ whether the front or rear wheels were slipping – in that case, torque would be transferred to the pair of wheels with most

traction. However, in extreme conditions, such as snow and ice, it was possible for the driver to press a button to manually select a ‘traction’ setting. There was also an electronic differential mounted in the rear drive system, too, which carried out the same duties as a

conventional mechanical limited-slip differential.

The first of the prototypes was available for testing in December 1985, with a second joining it a month later. This was to be the first time that Porsche had offered an all-wheel-drive version of its flagship sportscar, so everything had to be absolutely spot-on before it could be signed off for production. The reputation of the company truly rested on its success.

Costs meant that there was no way the complex electronic systems available to the owner of the 959 could be incorporated in the 964, so it was vital that extensive testing be carried out under all conditions if the simplified set-up was to work satisfactorily. This meant plenty of winter

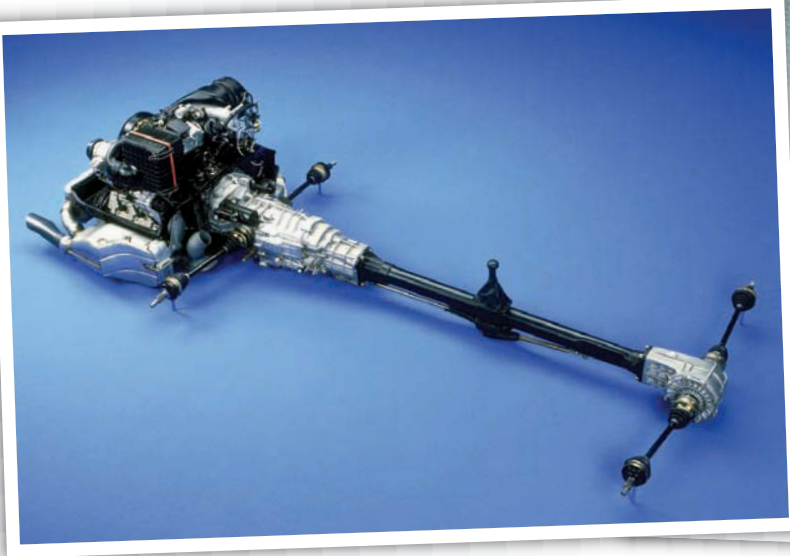
testing in snow-covered Weissach and wherever else Bott decided to send his team. It is difficult to express how important it was for Porsche to get this right – after all, it was a change of direction of truly epic proportions.

The decision to move away from torsion bars in favour of coil springs was not made entirely because of the desire to incorporate four-wheel-drive. In fact, uppermost in Bott’s mind was to fit the new Porsche with 959-style self-levelling suspension, using air springs front and rear. But as we now know, the system was never put into place, coil-springs chosen on grounds of cost and simplicity.

However, this presented another problem in that the loss of the rear torsion housing removed a lot of the ‘shell’s strength, a problem further compounded by the fact that the coil springs, even though they were isolated using rubber mountings, applied a lot more stress to the body than it was originally designed to handle. For this reason, the 964’s bodyshell had to be beefed up at the rear compared to the earlier models. More head-scratching, more cost – more weight.

By the time the 964 was ready for sale, all these changes had made it an expensive car, in terms of both development and build costs. Wendelin Wiedeking, Bott’s immediate boss at the





time, was extremely unhappy with the situation, accusing Bott of trying to destroy the company and, although Wiedeking left the company soon after, there is no doubt that his feelings led to Bott's decision to leave Porsche in September 1988, not only two years ahead of his planned retirement, but significantly also ahead of the 964 launch.

Press response to the new Carrera 4, as it was to become known, was very positive and the future of 4WD as part of the Porsche line up seemed assured. The only criticism that some people made was that the Carrera 4 lacked 'feel' and didn't seem as light and delicate as earlier 911s. However, there was no getting round the fact that four-wheel-drive 964s accounted for 20 per cent of all sales.

But what next for the 911? Well, let's fast forward a few years to the arrival of the new 993 models late in 1993.

In contrast to the 964 launch, where the four-wheel-drive C4 was available before its two-wheel-drive sibling, the C2, when the 993 made its debut it was available only in Carrera 2 spec, with the promise of a C4 version to follow soon

after. The 993 C4 was marketed very differently to the outgoing 964 Carrera 4, with the emphasis being placed on handling rather than simply traction. Although still technologically sophisticated, the 993's 4WD system was simplified compared to that of the old 964.

Drive to the front wheels was via a shaft attached to a viscous coupling located in the nose of the transmission, dispensing with any need for an electronic 'brain' to decide the torque split between front and rear wheels. Karl Ludvigsen gives a good explanation of how this simple (yet sophisticated) system works in volume three of his work *Excellence Was*

Expected. It was developed by GKN in the United Kingdom and was similar to the system used by Jensen on its FF (Ferguson Formula) Interceptor model.

As Ludvigsen explains, the viscous coupling consisted of a series of discs running in silicone oil, the viscosity of which changed rapidly with even a relatively minor rise in temperature. 'If the 993's rear wheels started to rotate more quickly than its front wheels,' said the automobile historian, 'the fluid temperature rose so quickly that the coupling would react within a tenth of a second, or a quarter-turn of the wheel, to begin transmitting torque to the front.' It sounds very simple and,

in theory, it is. Putting the theory into practice was another matter.

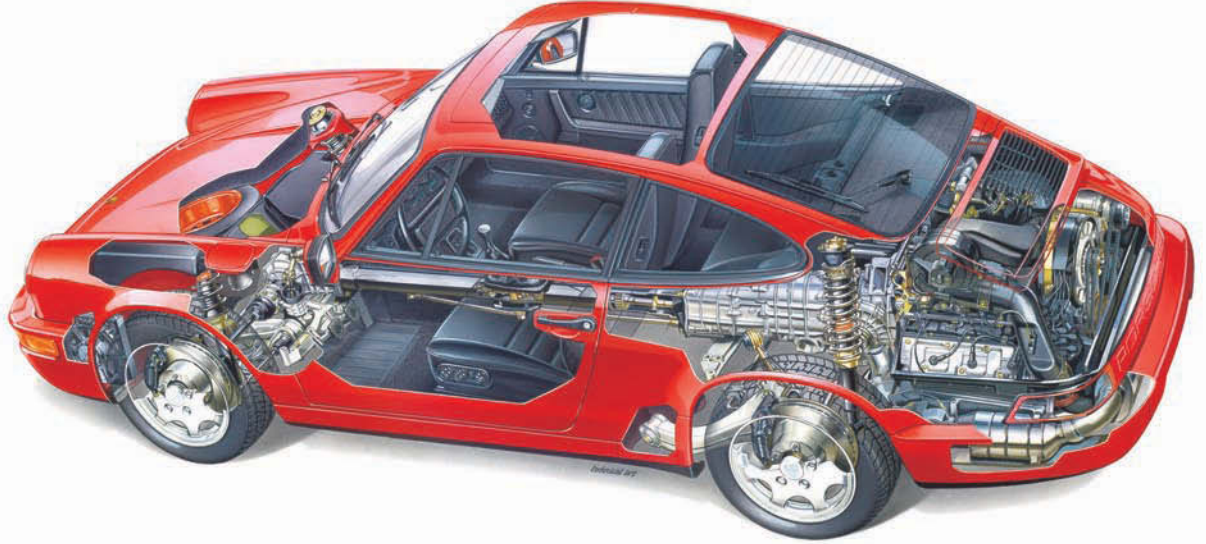
The viscous coupling can only produce torque if the speed at which the input and output shafts rotate is different, causing the oil to get hot. To achieve this, Porsche chose to use tyres of slightly differing rolling radius front and rear. Although the difference in radius between the 205/55x16 tyres on the front and the 245/45x16 tyres at the rear is barely 2.5mm, it was enough to prompt the viscous coupling into action.

On a dry surface, the amount of torque fed to the front wheels varied between five and fifteen per cent, but that could change to a split of more

Above: The new 993-series Carrera 4 also featured a rigid torque tube driveline, but there were numerous differences in the design of the central differential compared to the 964 C4, details of which can be seen in this cutaway (below)

than 90/10, front/rear, if the rear wheels were on a very slippery surface and the fronts on dry ground.

Gone, too, was the manually-selectable 'traction' button fitted to the 964, which allowed the differential units to be locked, the reason for this being that the 993 C4 was equipped with a limited-slip rear differential set to give 25 per cent lock-up under acceleration, and 40 per cent under deceleration.





“The overall result was a car that felt better balanced than its forebear, one that could be powered through a bend...”

Left: Porsche chose to use the same four-wheel-drive system on the 993 Turbo, although the GT2 and Ruf CTR-2 turbos were both rear-drive only. Production 993 Turbo is one of the most accomplished 911s in recent times. A real driver's car - despite the 4WD...

there was no longer a heavy electronically-controlled central differential unit, leading to an overall weight saving of 50kg compared to the older model, a weight-saving further added to by the deletion of the brake servo. A high-pressure braking system was used instead, space taken up by the front differential meaning there was no room for the servo unit.

The overall result was a car that felt better balanced than its forebear, one which could be powered through a bend and driven with more 'enthusiasm' in less than perfect conditions.

It is interesting to note that, while the same four-wheel-drive system was used on the 993 Turbo, Jürgen Barth chose to go down the rear-drive only route when he helped to develop the track-ready GT2. Alois Ruf, famed German tuner of all things Porsche, similarly expressed his preference for two-wheel-drive by basing his 520bhp Ruf

CTR-2 turbo on the chassis of the Carrera 2.

Today, four-wheel-drive is taken for granted, and all 911s since the 993 (996, 997 and the latest 991) have been available with this technology.

As is the case with all so-called 'driver aids', there are detractors who will lament the passing of the simple, tech-free sports car, and who will claim that all-wheel-drive takes the fun out of driving. Well, that may be true to some degree but if the purpose of a high-performance car is to get you from A to B as quickly as possible then the chances are that a Carrera 4 will prove the ideal tool for the job.

After all, not every Porsche owner is an experienced racing driver - and not every road is dry and grippy... **PW**

Below: Discreet badging on the rear gives the game away. Using front and rear tyres of slightly differing dimensions 'forced' the viscous coupling to transfer torque to the front wheels

driven a car with an LSD fitted knows how easy it is to get it to slide under power in the wet. When the ABD system sensed what's happening (picking up its information from wheel sensors shared by the anti-lock brakes), it used the car's ABS control unit to apply the brake to whichever wheel was causing the problem. The ABD system was fitted as standard to all Carrera 4 models, and was also offered as an option on the C2.

One major benefit of the new system was that the front driveline components - propshaft, differential and the driveshafts themselves - could all be made lighter than similar parts used on the 964 C4. In addition,

This was used with what Porsche referred to as 'ABD', short for *Automatisches Brems-Differential* ('Automatically Braked Differential'), which was an electronically-controlled system that applied the brake to any wheel that was spinning so as to transfer torque to the corresponding wheel on the other side of the car. It operated only at speeds

below 70km/h.

At first sight, it might appear that the two systems are simply variations of the same theme, but Porsche saw things differently. A conventional limited-slip differential works fine in dry conditions, helping to reduce lift-off oversteer. However, when the going gets slippery, it tends to make a car very tail-happy - anyone who has





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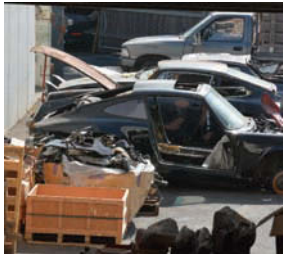
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Words and photography: Matt Stone

Alan Uejo got into the Porsche parts business in 1977, when he was still in high school. It was a part-time job at another San Francisco bay area Porsche aftermarket business, which interestingly enough is still in business and in some ways a competitor to his current endeavor, PartsHeaven, which was originally named PorscheHeaven when he opened its doors in 1984. As you can see from these photos, one of its prime occupations is Porsche dismantling, but Uejo wants you to know his shop is much more than just another car breaker. His goal is to always have, or quickly be able to locate, the part(s) the customer needs the most, be they used, new Porsche OEM bits, remanufactured/rebuilt, or high quality aftermarket.

If you didn't see the mass of disassembled Porsches alongside the building, you might not know PartsHeaven is a dismantler. There's very little banging or crashing noises emanating from the shop's open bay doors, and you enter through a clean, well organised showroom/office area, and much of the new inventory is racked and presented much like the parts department at a Porsche factory dealer. Uejo buys





Restoring a Porsche of any description? Wouldn't you love to have a rummage around here? Anything useful and salvageable is stripped and racked

insurance and otherwise totalled cars from many sources, although prefers "rust free, California iron" when he can get it. Great care is taken to make sure that everything has a clean title and he won't consider taking in anything that could be in any way identified as questionable or stolen. PartsHeaven stocks or otherwise sells new parts for all Porsche models, but on the dismantler side, doesn't part out Cayennes or

licensed and proper dismantler that meets the considerable government and environmental requirements of same. A walk through the parts racks evidences box after box of new Bursch exhaust systems, plus a varying inventory of new hoses, electrical and engine components.

PartsHeaven's staff of ten serves a variety of customers from all over the world, with the United

“PartsHeaven's staff of ten serves a variety of customers from all over the world”

The PartsHeaven team, from the left: Moe, Glenn, main man, Alan Uejo, Spencer, Dave and Wilson

Panameras. "Most of those cars are leased" comments Uejo, "so they are usually repaired or totalled out by Porsche dealers." All other 356, 911, 924/44/68/28 and Boxster/Cayman models are fair game. And the massive shop and side yard is a treasure field of wings, engines, glass, wheels, interiors, and nearly any other re-usable part that came off an unfortunate Porsche. Uejo's two facilities total about 10,000 square metres of shop, inventory and storage space, and they are a

States, the UK, Europe, much of Asia, New Zealand and Australia being its largest customer bases. They sell customer direct, to custom and body shops, racing teams, and the occasional dealer. Uejo notes with interest that his fastest growing customer body is the banger racers, or "LeMons" racers named after one so-named series in the US where the cars can't cost more than \$500, exclusive of tyres and safety equipment, to put on track. "The LeMons guys love running 944s





because they are fast, tough, and handle well. Many teams come here to stock up on the expendables they know they'll need to replace during a race, like wheels and brakes." Another popular LeMons racer is now the Boxster; lightly damaged Boxsters, or those with engine damage due to intermediate shaft bearing failure, are plentiful and inexpensive, and of course are

keep detailed computerised inventories, but stuff comes in and out so fast and it was getting very expensive in terms of data entry just trying to keep up with it; we know what we have or where to get it. The team works very hard to get the customer to the right answer quickly and at a fair price." Uejo admits that "we won't always be the cheapest price, but we don't

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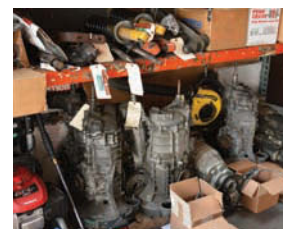
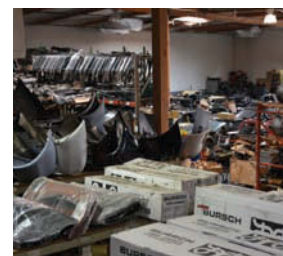
“The team works very hard to get the customer to the right answer quickly and at a fair price”

also great handlers. PartsHeaven also hosts an annual open house, swap meet and car show that's well attended by all manner of Porschephiles, and your visit is otherwise welcome any other time during business hours.

What sets PartsHeaven apart from other Porsche parts shops? Uejo is convinced it's their customer service. "Look, my guys know their stuff. We used to

sell inferior aftermarket parts, and all of our used parts are backed by a go-day warranty. Quite often, part of doing the job properly is talking the customer out of things he doesn't need; getting him only what he does or wants, and getting his car up and running. He can have the greatest Porsche in the world, but if the customer can't drive it, what good does it do?" We couldn't agree more. **PW**

Left: Early 911s are too good for the bodyshell graveyard these days, so it's the unloved 914s and 944s that see out their days on the pile, minus anything useful







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MAKING AN ENTRANCE

The Carrera 3.2 we used for our recent windscreen how-to has evolved into a full restoration. Auto Umbau's Robin McKenzie shows the simple tricks needed to strip and remove a door



Something slightly different for our how-to feature this month. In the March 2014 issue, you might remember, we showed how to remove and – in part, anyway – subsequently refit the fixed windows in a down-at-heel 1984-model 911 Carrera 3.2.

The car had recently been acquired by independent Porsche specialist Auto Umbau of Silsoe, Bedfordshire. Proprietor Robin McKenzie's plan was to restore it and eventually to sell it – and ours simply to put together that single window story – but from that first meeting came another fairly obvious idea. We would

shadow the entire process, using the resulting material for both a series of practical stories within the magazine (interspersed with some other topics to maintain our essential diversity), and

ultimately, perhaps, a book. The heart of any successful restoration – and such is currently the truly ruinous condition of this high-mileage car that this is going to be a very

Start by removing door's inner 'furniture'. Some fixings obvious, others less so – but all there if you take the time to look. Broken speaker grille – caused by over-tightening screw – was an early sign of horrors to come. Plastic trim behind rotary knob for door lock (bottom row, far left) is threaded to mechanism; don't just try to pull it off. Flap for interior door release is attached to a hooked rod, but it's easy to unclip – when you know how. Save all trim, no matter how scruffy, for possible use again



HOW-TO: 911 DOOR STRIPDOWN



substantial one – is an organised, focused and above all methodical stripdown. In short, you need to avoid creating even more problems for yourself, either now or in the future, and also to conserve both components that may be salvageable and your own energy and enthusiasm. Fools rush in where angels fear to tread, and all that.

Welcome, then, to part two of

the on-going tale: the complete dismantling of the car's left-hand door, leaving the individual parts ready for assessment and/or refurbishment, or in some cases (but only when they plainly have no life left in them whatsoever) simply chucking in the bin.

Surprisingly, for such a relatively simple car, there is a lot to get through, so we have

Key to removing the door 'card', as it's known, is a plastic trim tool to get behind the panel and exert an even force as close as possible to the push-in fixing clips. Our first card is in pretty poor shape thanks to water damage – itself the result of someone using what look worryingly like old shopping bags to create a supposedly waterproof membrane – but the covering might just be salvageable

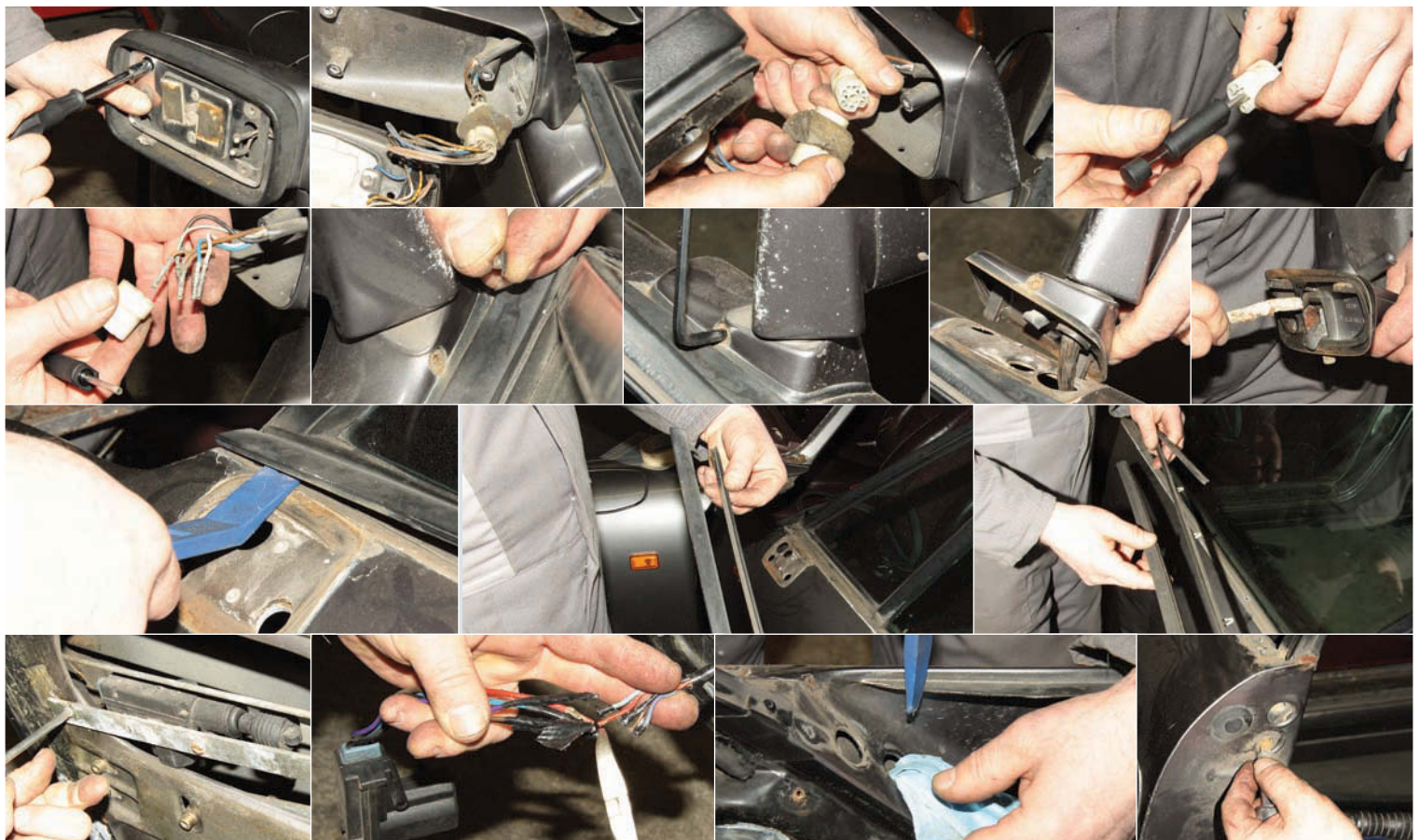
MISSION STATEMENT

Just a quick reminder about what is temporarily 'our' 1984-model 911 Carrera 3.2 coupé. It is an utter wreck. Partly as a result of its 313,000 miles – and it was, to its considerable credit, still a runner when Robin McKenzie took delivery – but also due to the all too often bodged repairs the previous owner had unwittingly paid for over many years. (Having seen the high standard of Auto Umbau's work, he has pledged – with a deposit – to buy it back again when it is finished.)

There is barely an outer panel that is neither rusty nor dented (or both), the inner structure has more holes in it than the *Titanic* – both the 'B'-posts and the inner rear quarter panels have to be seen to be believed – and the interior, also now removed, was in ruins. Mechanically the news is little better. The engine runs (or ran, anyway; we've not seen it in action), the 915 transmission changes gear, and the suspension, brakes and steering do more or less what they are supposed to, but all will need a rebuild, with many new components, before the car stands a hope of turning a wheel again. But live again it most certainly will!

Auto Umbau is at Wrest Park, Silsoe, Bedfordshire MK45 4HS; tel: 01525 861182; www.classicporsche.com

Multi-pin plug and socket for mirror wiring is too big to pass through required holes, but using special tool to release individual pins saves cutting the cables. More on this in next month's Q&A. Mirror itself is secured by a tiny grub screw pulling a pawl against the edge of a hole. Window waist trims prise off; more on those in Q&A, too. Central-locking (bottom, left) looks like an after-market fitment; that goes straight in the bin. Paper towel jammed in access hole saves losing window-frame screws



HOW-TO: 911 DOOR STRIPDOWN



It is possible, in theory, to remove the door glass without disturbing its upper frame, but such is the shortage of working space inside the shell that we wouldn't want to try unless it was essential. Here it doesn't matter, of course: you need the frame out anyway. Even so, and with all the obvious (and some not-so-obvious) fixings undone, including the 'L'-shaped bracket above left, it can be quite a struggle, and your hands will probably end up scratched to pieces. Biggest problem is disengaging the scissors-style window-lifter mechanism from the channel at the base of the window, even with the motor unscrewed from its mount (see below). This frame had been damaged, presumably many years earlier, during a break-in; it may thus need to be replaced with a better second-hand item

work? – but be aware that you are not (in this context, at least) our primary target audience.

Either way, enjoy. And stick with us for what could be quite a long but hopefully informative

journey. For a copy of the March 2014 edition of the magazine, by the way, or a PDF of that first how-to feature about this car, go to www.g11porscheworld.com, or call 020 8655 6400. **PW**

followed the old adage that a picture is worth a thousand words. We have also had to assume that anyone likely to tackle a similar project in this depth will have some basic aptitude and knowledge, and

so won't need each and every step explaining in minute detail. We hope, of course, that those of you who are merely interested onlookers will follow the story, too – which of us can say we don't like watching an expert at

No surprise, given the state of the outer waist seal, that fabric/metal rubbing strip for the drop glass was in such poor condition; clips may be re-usable, though. Wiring for the window motor is wrapped around the body of the unit; don't just try to pull it. With motor detached from the regulator frame that, too, can finally be extracted from within the door. Handle mechanism is held by one screw and one nut, both now accessible from inside the shell. Check-strap mechanism is secured to door shell by a couple of M6 (10mm spanner) nuts, and to the 'A'-post by a roll-pin; try not to damage that or the surrounding metalwork as you tap it free. To remove door safely and efficiently, undo two of the three screws from each hinge, then the third from the bottom hinge, and finally the third from the top. Gently pull the door a few inches away from the shell to allow room to pull wiring through



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KEITH SEUME

912/6 EL CHUCHO

Exciting news! Work on the engine rebuild has begun. 911 guru, Bob Watson, is looking after that - he now works at Canford



Classics at their new premises near Dorchester. As I'm writing this, he's ready to assemble the bottom end. With 'S' spec cams from WebCam, we hope to get something like 190bhp. Should be fun in a lightweight 912!



PETER SIMPSON

996 C4/CARRERA 3.4 TARGA

The Targa has finally been relocated to its new home in Guildford to commence the mammoth task of the backdate. First thing to do will be to get it up on stands and remove the rear torsion bar set up for its coilover conversion.



The next bit of news is that Project 996 has been sold and Martin the new owner is going to love it for years!



CHRIS HORTON

944, 924S

Well, not quite the massive leap forward that I had fondly envisaged, but the fact is that I *did* get outside on the first warm, dry weekend of the year, and much to my surprise I do have the 944's brakes pretty much back in action. Still a very long way to go, of course, but I am hoping that having now started I can keep the momentum going.



STEVE BENNETT

944 LUX

For the full story see p102/103, but for the shortened version read on. Engine mapping by Augment Automotive due for completion soon, but otherwise I've been stacking up the miles and banishing creaks and rattles. New O/E engine mounts waiting to be fitted too. Oh, and drove a really good 996 C2 the other day. That was a mistake!



BRETT FRASER

986 BOXSTER S

Thank heavens for that: the rain's stopped. The sun's popped out, temperatures are becoming clement. The hood's down, revs are soaring, speeds are rising - the fun's back in Boxster driving. I used my Porsche throughout our soggy winter, but only in the role of a drone, doing drudgy stuff, so let's hear it for spring.



TROTTERING BY GENTLY

Blessed with new suspension, The Peppermint Pig now takes all manner of surfaces in its stride. Johnny Tipler observed the new kit being fitted

Poised, as tip-toe on a ballet dancer's points, the Peppermint Pig glides serenely through the undulating backroads, unabashed by even the most severely nuanced surfaces. And that means I'm likely to retain what's left of my fillings, since I'm not feeling the potholes in the harsh way I used to, when every clonk was an oral bonk. There's a new alacrity about its progress, twinkling sprightly as it dips into corners, a joy in the tightest on-camber curves. Why, it could even traverse a trough if it tried. And all thanks to its new springs and dampers.

Me and The Pig go back eight summers, to when we first hooked up at Rook Racing in Leverkusen, just up the road from Der Nordschleife. Michael Rook's techies had set up the minty C2 with H&R spring-and-damper units, achieving a ride and height calculated to deliver optimum handling on road

and track, and though the proficiency to cling on and zip around corners never diminished I see with the hindsight afforded by the new kit that the ride quality must have dwindled over time.

Eibach and Bilstein to the rescue and a synergy was achieved by combining springs from Eibach with dampers from Bilstein. A very popular coil over kit is also available from Bilstein, but I decided that I didn't need such an infinitely adjustable set up on what is a road car after all. Plus I was also looking for a somewhat more compliant ride too. My local garage happens to be Shawn Taylor Racing, almost within shouting distance across Norwich's Prince of Wales Road (where you have to shout pretty loud on a Saturday night to be heard above the nee-naw of the police sirens). The suspension work was carried out by Chris Lewis, and I stuck around to watch him in action. He freed up the fixtures of the old units with WD-40 as they were

JOHNNY TIPLER	
964 C2	
Occupation:	Freelance writer/author
Home town:	Norwich, Norfolk
Previous Porsches owned:	1
Car:	964 C2
Year:	1991
Mileage:	315,000 kms (196,000 miles)
Owned for:	5 years
Mods/options:	Cup wheels, Cup pipe, cat bypass, strut-brace, Bilstein/Eibach suspension, RS style rear spoiler
Contact:	john.tipler@paston.co.uk, www.johntipler.co.uk

seized, but eventually they were no problem to remove. The fronts presented no difficulties as far as accessing the fixtures was concerned, but access to the rear shocks' top mounting points in the far corners of the engine bay is so restricted as to be more or less invisible.

Chris talks us through the operation: 'The Bilstein's dimensions are slightly shorter than the H&R's, and the only problem I had fitting the Bilsteins is that the top thread was too short by about 5mm; so I just trimmed the spacer down by 3mm to allow the nut to tighten down, and that reduced the clearance between the top cup and the top mount. It enabled me to get the lock nut on properly so the nuts aren't going to come loose. If





that sounds a bit odd, I double-checked and they are the right dampers for this car. Apart from that, the fit on the Bilsteins and the Eibach springs was good, the rubber mounts are sound, and everything else went straight back on with no problems at all.' Chris is optimistic too. 'These Bilstein dampers are highly recommended, and I think the combination of Eibach springs with the Bilstein dampers should be very good, maybe even better than what's just come off. I think the Bilsteins are probably a plusher ride.' True enough.

Another factor emerged: 'The only other issue was that when I installed the front damper assemblies I had to undo all the brake pipes and feed them behind the

actual shocks, but they all came apart with no problem, and then I bled the front brakes again so they were all sorted.'

The Pep Pig is running the 16in Dgo wheels and ContiSports which, at 30mm lower than standard, make for a more entertaining drive than the slightly larger Cup wheels. There's slightly better acceleration with the smaller wheels, and it feels a lot niftier on the twisty bits. But do we need to take into account the possibility that the Cup-and-Falken combo could be reinstated when Chris is setting the ride height and adjusting the tracking? 'No, it doesn't really matter because our wheel alignment measures everything in degrees, so regardless of wheel size the alignment will be right.

The only time you obviously need to consider it is if you change to bigger wheels and you run very low, close to the arches, so then we'd make sure you'd got good clearance all round, but there's not much in it between 16 and 17s; the 17s are a very low profile tyre, but the rolling radius isn't going to be particularly different.'

To get the ride height to the same setting as before, Chris measured the old struts and dampers and applied the same measurements to the new ones by winding the lock rings up or down. 'The Bilsteins haven't as much adjustment as the H&R kit, but they normally set Bilsteins at the ideal ride height for the car, because obviously you can go too low and then they don't handle as well.'

The car then went from the lift to the pit, where Chris set it on the tracking apparatus and rejigged the adjustments to ensure each corner was perfectly aligned. It was an instant reawakening! The transformation was almost as dramatic as when the g11Motorsport-rebuilt engine was fitted last year; it was as if the chassis was suddenly aroused and decided it was time for a quickstep. Sharper, more sensitive, yet riding the bumps with renewed absorbency. There's no doubt that the Bilstein/Eibach combination works extremely effectively. An uplifting feeling, especially with an outing to Spa with the g64 brigade in prospect later this month. Look out Eau Rouge, here we come! **PW**

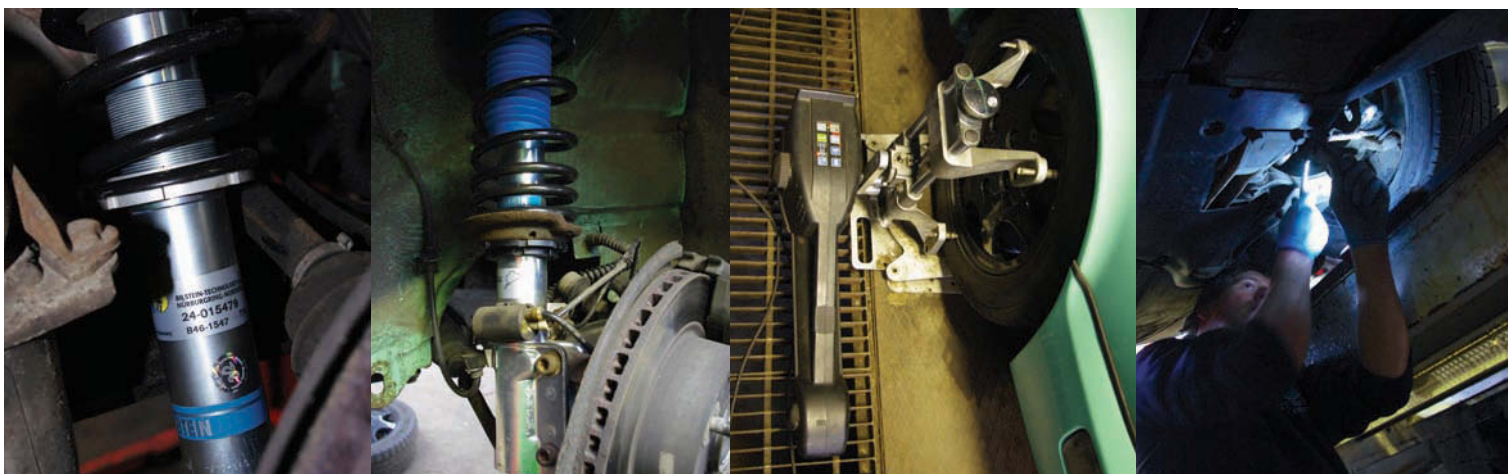
Bilstein/Eibach dampers and springs expertly fitted at Shawn Taylor Racing in Norwich. Fitting straightforward as you would expect, with only a spacer requiring trimming down by a few mm between the damper and the top mount to ensure a perfect fit

CONTACT
Bilstein:
www.bilstein.direct.co.uk

Eibach:
www.eibach.suspensiondirect.co.uk

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Suspension fitted, ride heights set and alignment sorted. The result? Well, almost as dramatic as the engine rebuild according to Tipler, so must be good





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SHAKE, RATTLE AND HUM

Bennett chases out the rattles and squeaks in his 944

STEVE BENNETT
944 LUX
Occupation: Editor, 911 & Porsche World
Home town: Hoxne, Suffolk
Previous Porsches owned: 7
Car: 944 Lux
Year: 1986
Mileage: 93,500
Owned for: 18 months
Mods/options: Modified ECU, injection and ignition system
Contact: porsche.world@chpltd.com
THIS MONTH IN BRIEF:
 Chasing down the rattles and squeaks. Replaced hatch pins and locks and taken the plunge with O/E mounts

First the elephant in the room: My car still isn't fully finished in terms of its ECU and other related work with Augment Automotive. Nobody's fault. The 500-mile trip is a bit of an issue, combined with the various train shenanigans that ensue when leaving the car

there and returning to pick it up. Also Augment are in the process of moving premises. Once all that is done we'll get it sorted.

Overall the car is running extremely well, with just an occasional 'spike' in the power delivery. Tom at Augment reckons that it's the ASNU injectors, which are very sensitive to voltage drops as he's been running a set of the ASNU injectors on Augment's own 944 development car. He's sorted a fix in the mapping and that will be transferred to my car. It's actually conceivable that we could do this remotely. We've loaded the Augment software on to a PC lap top, which plugs straight into the ECU via a USB cable under the dash. I could then load a new map supplied by Tom, but there's the small matter of fitting Augment's new

944 camshaft, developed with Piper cams. Do I want an extra 25bhp, with no loss of torque or driveability? Yes, I think I do thanks.

I've tried it in Augment's demo car and it pulls like a train, and where the 2.5-litre, 8-valve usually gives up at around 5500rpm, this just keeps on going. The perfect time to fit is when finalising the mapping. It should bring power up to around 180bhp, not bad when we started with 147bhp or so. Yes, I know the 944 is supposed to have 163bhp as standard, but I've never seen that and nor have Augment. It seems that 150bhp is about right. Funnily enough every 2.5-litre, 8-valve 924S that I've seen on the rollers has hit 150bhp, so maybe it wasn't detuned after all. Of all the 944s that I've owned, I've had three of them on the rolling road

and have recorded 145bhp, 147bhp and 150bhp. Interesting, that.

So what have I been doing with the 944? Well, mainly driving it. In the eighteen or so months that I've had it I've put nearly 12,000-miles on it, which isn't bad going. As ever, though, there's always a long list of 'to do' jobs and the big one was to get the front end repainted. From a few steps back it looked fine, but there was a lot of stone chipping to the low front end and the bonnet. Cowhams, my local garage in Fressingfield, Suffolk, did a great job of matching the paint and it really does look good now.

Regular readers will know that I've moaned consistently about my 944's engine mounts. An aftermarket pair were fitted over a year ago, and while they made a difference (one of the

mounts that came off was original), they were nothing like as good as the O/E mounts that I fitted to my first ever 944. So, I've bitten the financial bullet and bought a pair of O/E mounts straight from Porsche at £270. Ouch! These are the hydraulic filled jobs, which is basically the difference between the real deal and pattern. Well that's the theory anyway. When I get the old mounts off, I'm going to cut them in half and see just what they're made of. Solid rubber I suspect. Anyway, can't wait to get the new O/E mounts fitted.

Less than effective engine mounts don't help the various vibrations that can develop and agitate the fixtures and fittings of any 944. Some come and go, some need to be tracked down. A trusty can of GT85 or WD-40 is a must and I carry one in the



car at all times. It's amazing how a quick squirt will silence for good an annoying zizz or buzz. Apply to anything that moves in the cabin. Liberal applications of the stuff to all the sunroof fittings and seals banished the annoying creaking, and another success was pulling the gearlever gaitor apart and again lubricating the fixings and the inner rubber boot, which tends to rub and squeak against the outer leather boot. All is silent now.

That other 944 perennial

problem – the rear hatch – is another constant battle. I've fixed this now with new latch pins and clamps. The clamps came up brand new on eBay at a good price, and the pins from Frazerparts. Fitted and greased up, they've made a big difference, as has squirting the outer frame that holds the huge glass area in. This can and does mesh against the glass. Lastly the rubber seals benefit from being lubricated too. I've discovered some stuff called Gummi Pflege Stift (!), which is basically a

rubber care product (gets worse, doesn't it) designed to lubricate (stop sniggering at the back) rubber seals etc. Liberal applications of the stuff revives and 'plumps up' rubber seals for a better fit.

Lastly, and despite the fact it's now spring, I've got some winter tyres from Toyo. Well actually they're all season tyres, but with the emphasis very much on their snow and wet weather ability. Called the Toyo Vario V2+ they have a directional tread pattern and saw-

toothed blocks on the outer edges designed to bite into snow and ice. They come in sizes from 135/80/R13 to 205/55/R16 so perfect for older cars like the 944. Prices start at a very reasonable £38 a corner, so a bit of a bargain too.

While I could use them all year round, I'm going to save them specifically for the winter, and so I'm on the lookout for a spare set of teledials to get them mounted to.

Next month I'll have the engine finally finished – promise! **PW**

Above left: Bennett's 944 at Augment Automotive's Gloucestershire HQ
Top: New clamps and pins have really tightened up the rear hatch and gone a long way to banishing the creaks and groans. New engine mounts are the real deal, so will be interesting to see how they perform

CONTACT
 Cowhams Garage:
www.cowhams.co.uk
 Augment Automotive:
www.augmentautomotive.co.uk
 Toyo Tyres:
www.toyo.co.uk
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www.amazon.co.uk

Below left to right: Toyo Vario V2+ tyres will be saved now until next winter. Gummi Pflege Stift is the stuff you want for reviving tired rubber seals. Tom Barker at Augment Automotive checking the plugs on Bennett's 944



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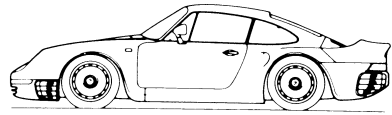
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Welcome to *g11 & Porsche World's* Q&A pages, edited and assembled by the magazine's technical man and incorrigible do-it-yourselfer, Chris Horton (right). It's much the same format as you would expect - you ask, and our experts answer - but we have recently added more detail (including part numbers and typical costs, and also contact phone numbers and websites where relevant), and not least as many illustrations as we can squeeze in. Please note that all prices quoted were to the best of our knowledge correct - for the UK market - at the time of writing, and for the sake of consistency generally exclude VAT, unless otherwise stated. We naturally do our very best to make sure that the information given is both accurate and useful, but unfortunately we can accept no responsibility for any effects arising from it.

MEET THE TEAM



CHRIS HORTON
g11 & Porsche World



PAUL STACEY
Northway Porsche



PETER TOGNOLA
Tognola Engineering



PER SCHROEDER
Stoddard Imported Cars



OLLIE PRESTON
RPM Technik

THE NUMBER OF THE BEAST - BUT THEN PROBABLY NOT...

About 10 years ago I bought an impact-bumper *g11* Carrera 2.7, supposedly a 1976-model 'S'. It was then restored, and turned into something of an RSR replica.

I now wish to sell the vehicle. I see from the documentation that the chassis number consists of only nine digits, but according to all the sources on the Internet that I have so far checked the number for this vehicle should, in fact, contain 10 digits. The only number sequence that I can find on the car itself is stamped into the body, next to the fuel tank, and has then been painted over. I can see only nine digits in that, as well.

That number itself is 911600503, and the engine number 6362533. If you could give me any advice or information regarding the car I would greatly appreciate it. Is there any other way of identifying it as a standard *g11* or *g11S*? Are there any structural differences between the two? How do you find out if it is a so-called 'matching numbers' car?

Billy Hall, South Africa

Chris Horton, *g11 & Porsche World*:

Having some years ago written a five-part guide to chassis numbers and VINs for *Porsche Club GB's Porsche Post* magazine, I confidently expected to be able to answer this in a matter of moments. Having refreshed my memory by looking through all of those features, though, I quickly realised that - as you suggest - if the sequence starts with the figure '9', then it should, by rights, contain a total of 10 digits.

This, and the photo you subsequently sent me (sadly, only just about clear enough to reproduce here) suggest to me that, for reasons about which we can only speculate, someone has tampered with the sequence in

order to conceal the car's true identity. There are some rather odd-looking 'stretch' marks in the metal around the final three digits, for instance, as well as some very uneven spacing between the characters, and I believe that in cars of this age there should have been an asterisk-style symbol at each end of the identifier in order to prevent the addition of any spurious characters.

The only vaguely verifiable piece of information is the engine number you quote, which if the original unit for the car (and obviously there is no way of knowing for sure) suggests it to be a type *g11/81* unit, with a *g15/49* gearbox. This according to Peter Morgan's *Original Porsche g11*, by the way, published some years ago by Bay View Books.

None of this is going to be of very much help or comfort to you now, of course, and for that I can only sympathise, but it does underline the need to approach the purchase of older Porsches - and older *g11s*, in particular - with an almost forensic attention to their alleged provenance and specification. And, for anyone else subsequently seeking verification of their vehicle's identity, the need to provide us with as much information as possible.

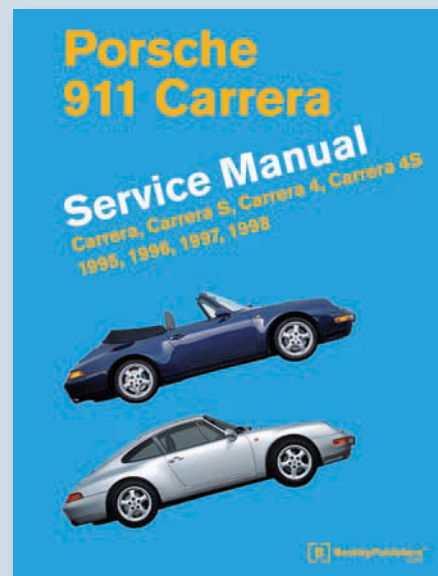


Stretch marks in metal, and insufficient characters, suggest this '1976' chassis number to be a fake

RIGHT TOOLS, RIGHT BOOK

I am a firm believer in having exactly the right tools and technical information for any car I own or work on. The former have become ever easier and arguably ever cheaper to buy, even when it comes to the so-called 'specials' that many years ago were the preserve of main dealers or the then relatively few independents. The latter, though, has paradoxically become harder to obtain, as vehicles have become increasingly sophisticated, and the manufacturers seemingly more guarded about what they release. The Internet, then? Don't make me laugh...

Great to see, then, that American publisher Robert Bentley has released this new Service Manual (below) for the 993-model *g11* Carrera, in the same format as its existing *g11SC* and Carrera 3.2 volumes. The book's highly impressive statistics speak for themselves: 946 pages, 1523 photographs and illustrations, and an on-line price direct from Bentley itself of US \$219.95. I am hoping eventually to have sight of one myself (and I know from the BMW E39 manual I bought from Bentley a few years ago how extraordinarily good it is likely to be), but in the meantime you can find more information at www.bentleypublishers.com - and bear in mind that, armed with its so-called ISBN, you should, in theory, be able to order one from any good local bookshop.



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SPEAK UP AT THE BACK THERE! AND THE FRONT, TOO, FOR THAT MATTER

A little while ago I promised that, having made use of your excellent Q&A service several times over the last year or so, I would repay the favour by explaining how I fitted some after-market loudspeakers to my GT3-look 996-model Carrera. Well, here goes!

Having got fed up with what I considered to be the very basic sound from my stereo – a previously upgraded after-market Kenwood head unit, fitted before I bought the car – I decided to hunt around the forums and the Internet to see what my options might be.

A local car-audio specialist – who is very knowledgeable – kindly offered to install a purpose-built housing and subwoofers, new loudspeakers and an amplifier, but wanted in the region of £800 plus for the job. I don't use the car every day, though, and that seemed like an awful lot of money that could be better spent on something more urgent. (Like the engine's IMS bearing, which in the end is exactly what it did get spent on!)

Eventually I stumbled across the on-line shop run by independent Porsche specialist JMG in Bournemouth (www.jmgshop.com), and found that they were offering a conversion kit for the factory-fitted speakers in both 996s and 986s. Why a 'conversion' kit? Because, for some reason best known to itself, Porsche

electd not to use the industry-standard 100mm-diameter four-hole speakers. Instead it employed not only some pretty average-quality loudspeakers (disappointing in such a prestigious car, to say the least) but also a unique and certainly rather bizarre three-hole fixing arrangement.

The JMG kit is offered with the option to buy the recommended Alpine loudspeakers, which is the route I subsequently took. Other people suggested Focal speakers, but I stuck with the Alpines because these have been tried and tested by the supplier. Total cost, for kit and speakers, was £171.05.

The kit arrived just a week after ordering, complete with two sets of speakers and two sets of conversion kits with a Torx key, to allow me to tackle both the front and rear speakers. Fitting was remarkably simple, and all completed within about 90 minutes. I am a pretty keen DIYer, and in my youth tackled all sorts of car-audio jobs for both myself and my friends, so this was something of a back-to-the-future moment for me.

The result is excellent. Perhaps still not up to full audiophile quality, and arguably lacking the sort of booming bass sound that even my daily runabout Seat Ibiza can offer, but beyond doubt a vast improvement over the

rather lacklustre original equipment.

On my first trip out I realised that the sound level and quality must be much improved, because I noticed that I couldn't hear my new Dansk sports exhaust growling away as I accelerated from a junction. (All well within legal limits of course!)

The accompanying photographs should give your readers a fairly good idea of what is involved, I hope. All I can say by way of a conclusion is that the job was immensely satisfying to do, and the results more than justify the modest cost. And full marks to JMG, of course, whose website is a veritable treasure trove of indispensable parts, tools, upgrades and all manner of other goodies for we Porsche enthusiasts.

Graham Loncaster, Yorkshire

Accessing the loudspeakers in the 996 and 986 is easy enough, although those on the fascia have their retaining screws awkwardly close to the windscreen. Don't let the wires fall into the cavity (below), warns Graham Loncaster. Old and new speakers are quite different, but the JMG adaptor ring and wiring connector (second row, middle two photos) allow for relatively easy installation of the replacement speaker on the original Porsche grille; full instructions are provided, in any case. Key is carefully to cut the corners off the new speakers' mounting lugs (middle row, below). It's probably a good idea to check that all new units are working properly before you finally refit the grilles



GT3 UNDER-BODY CORROSION: AN UNSEEN MENACE HALTED IN ITS TRACKS

One of the many pleasures of the job I do, writes Chris Horton, is the chance to mooch around various independent specialists' workshops, and to see Porsches of all kinds being serviced, repaired, modified and improved. And then, of course, to pass on some of the resulting knowledge to you, *g11 & Porsche World* readers.

Here, then, is what should be a salutary lesson for 996-model *g11* GT3 owners. I am not going to say where these photos were taken, because the owner would almost certainly prefer his car's potential deterioration to remain private – although the fact is that thanks to said specialist's attention to detail that deterioration should now have been halted in its tracks.

Suffice it to say that what was an outwardly very tidy-looking vehicle was on the lift looking more than a little *deshabillée*. Wheels off, front struts completely off, side-skirts off, and beneath it – suitably protected by goggles, facemask, and one of those head-to-toe white paper coveralls favoured by paint sprayers – a technician

wielding a fierce-looking rotary wire brush.

Closer inspection, when the dust had finally settled, revealed why. The car – a now roughly 10-year-old Club Sport, and thus devoid of any significant quantity of necessarily heavy under-body protection – was in places quite markedly rusty, and the owner was sensibly investing in some left-field, outside-the-box preventive maintenance. Particularly worrying were the scratch marks on the inner face of each sill-cover mounting flange – caused by the spring-steel securing clips biting into first the paint, and then the underlying metal.

I wasn't able to hang around long enough to see the finished article, as it were, and there is no denying that it would have been better still to have had the work done years ago (if not at the Porsche factory...). But equally I have no doubt that thanks to the liberal application of some suitably high-tech under-body wax – a process to be repeated each time the car is serviced, one hopes – it now stands a far greater chance of becoming the Carrera 2.7 RS of the 2040s than might otherwise have been the case.



'Galvanised' your GT3 may be (although it's more like a bath of hot, liquid zinc), but an absence of the heavy under-body protection found on mainstream models means that corrosion is always waiting for a chance to strike. Act now, before it's too late

AN EASY ANSWER FOR A BOXSTER MISFIRE?

My *g86*-model Boxster 'S' has started occasionally to misfire, particularly when I am accelerating hard and/or climbing even a modest hill on the motorway. I know that these cars can have quite serious engine problems, but so far mine is behaving perfectly normally in every other respect. Your suggestions would be much appreciated
John Mitchell, Cumbria

Chris Horton, *g11 & Porsche World*:

The most likely cause of this relatively common problem – which can affect all of these modern water-cooled cars, as well as the Cayenne – is simply one or more of the six individual ignition coils (or coil packs, as they are also known) beginning to break down.

These coils, which look like miniature transformers, are bolted to the outside of the camshaft covers, directly over the spark plugs, and are thus close to much of the water and dirt thrown up from the road surface by the wheels. (The rear-engined *g11* has a pressed-steel shield over each set of three coils, but in the Boxster they are unprotected.) Eventually their plastic coating begins to crack and peel off, the inner cores corrode and delaminate, and they can no longer reliably generate the very high voltage needed to fire the plugs, especially when the engine is under load.

Coil packs are fairly easy to change – see the how-to story in the March 2011 issue for details – but unless you are a reasonably experienced DIY mechanic we would suggest that you leave it to a Porsche Centre or,

perhaps more likely in the case of an older vehicle such as this, an independent specialist. The latter should charge no more than around £50 all in to change a single faulty coil (which itself retails for around £36 a time from Euro Car Parts; go to www.eurocarparts.com), but it should be slightly cheaper, pro rata, to have all six (and possibly the spark plugs, too) changed at the same time. And obviously that should also avoid the likelihood of a second or even third unit failing soon afterwards.

See also the how-to story in the April 2014 issue of *g11 & Porsche World*. That describes the engine health-check programme devised

by RPM Technik in Long Marston, Hertfordshire (www.rpmtechnik.co.uk). For what I think is an attractively low £99 plus VAT this offers a full endoscopic inspection of the engine's cylinder bores, and while that may not be strictly essential in your case, it is always useful to know what might be going on inside. Crucially, though, gaining access to the cylinders entails removing both the coils and the spark plugs, and if any are found to be faulty these can be replaced at the same time for no additional labour cost. You also get a compression check, and a full read-out of any fault codes that may be stored within the car's memory.



M96/97 owners are justifiably apt to be twitchy about any change in their engines' behaviour, but misfiring under load is most likely to be due to nothing more than faulty coil packs: one per cylinder. Easy enough to replace, and not overly expensive, either – but maybe have a plug change and health check at the same time?

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987 BOXSTER Gen 1

The second generation of Porsche's game-changing Boxster saw the 550 Spyder inspired, mid-engined roadster maturing nicely. With spring upon us, it's the perfect sports car

Words: Steve Bennett Photography: Michael Ward

SPECIFICATION

BOXSTER 987 3.2 S

Engine:Six-cylinder, 24-valve
 Max power:276bhp @ 6200rpm
 Max torque:236lbs/ft @ 4700-6000rpm
 Transmission:Six-speed manual/Five-speed
 Tiptronic
 Weight:1345kg
 0-62mph:6.2 secs
 Top speed:166mph
 Price when new:..£38,720



The car that saved the company? How many times have we heard that said about a new Porsche model? In the case of the Boxster, introduced in 1996, it was true enough. Inspired by the legendary 550 Spyder, the Boxster introduced water-cooling and new production techniques, that allowed Porsche to compete competitively in the modern world. The Boxster was also the first taste of the brave new world of the g11, sharing, as it

did, much of the g11's front end and a downsized version of the g11's new water-cooled engine.

The first generation cars – known by the factory code g86 – were powered by a new water-cooled flat-six, producing 204bhp. Clearly more power could be accommodated and in 2000 the basic Boxster got a capacity increase to 2.7-litres and 217bhp, while a 249bhp Boxster 'S' was also added to the line-up.

The Boxster was a huge success. No other manufacturer

had a car that could compete. It really was the junior mid-engined supercar. No surprise, then, that a new model arrived in 2004 at the Paris Motor Show. Model designation g87, like the g86 Boxster it shared many parts with the new g97 model g11. To the casual observer, the new Boxster looked little different to its predecessor, but there were many differences. Like the new g11 it was 'beefed up.' The wheel arches were more pronounced, the front end more aggressive and clearly inspired by the

Carrera GT, Porsche's range-topping supercar of the day. Most welcome for many was the new headlamp unit design, which did away with the often derided 'fried egg' design for a simple ovaloid shape. The side scoops were rather more pronounced too, while the interior was on another level. Indeed build quality overall moved up a notch with the new Boxster.

Assembled at the Valmet factory in Finland, the g87 line-up began with the 236bhp 2.7-litre Boxster (pictured), and 276bhp



Boxster S. Neither spec lasted for long. In 2007 the basic Boxster received a power boost of just 6bhp, while the 'S' gained a 3.4-litre engine and an extra 15bhp. The base Boxster made do with a five-speed manual, while the 'S' got six-speeds and both could be specced with a 5-speed Tiptronic. A Gen 2 model arrived in 2009, but we'll concentrate on the Gen 1 cars.

WHAT TO WATCH OUT FOR: ENGINE

Engine, engine, engine. Much has been written about Porsche's water-cooled engine issues, and much of it by us here at *g11&PW*. The 987 Boxster uses the M97 water-cooled engine, which is certainly a more reliable unit than the earlier M96 engine. For the full lowdown on both we would point you in the direction of our 10-page feature in the October 2011 issue of *g11&PW* (available as a back issue or electronically from www.g11porscheworld.com).

Problems in the main seem to relate to IMS bearings, although many by now will have been sorted by a variety of upgraded bearings on the market. Porsche moved to a larger diameter IMS bearing for the 2006 model year, which helped matters. Tell tale sign is oil drips between the engine and the gearbox and a popular time to get the IMS bearing upgraded is when having the clutch replaced. Worst case scenario is the failure of the intermediate shaft, due to total bearing failure. Result? One wrecked engine. For peace of mind, then, look to see if the IMS

bearing has been replaced, or budget to do it.

The M97 cars also suffer from scored bores. Again, for peace of mind, get the car you're looking at buying checked over by a Porsche independent.

Engine problems tend to be random in terms of usage and mileage, but there's no doubt that some cars have been abused, and that doesn't help. Such cars tend to be scruffy and neglected and so easy to spot. Look for impeccable service histories and a cast iron warranty if you're buying from a dealer.

If the worst does happen, there are specialists out there that can help, most notably Bolton based Hartech, who have a production line running repairing these engines.

Oh, and what about the gearbox? Well you'll be pleased to hear that there are no particular problems transmission wise, although being the purists that we are we would, of course, go manual. Clutches usually last up to 80,000-miles, more if you're really light on it, or don't do too much town work.

SUSPENSION, STEERING, BRAKES

After the engine woes, you'll be delighted to hear that there are no big problems with the rest of the running gear. The suspension itself is conventional MacPherson strut at the front and multi-linked at the rear.

The suspension arms are in lightweight, cast aluminium and help combine handling with an almost exquisite poise that makes the Boxster an incredibly

WHAT TO PAY

There are a few 987 Boxsters out there at around £10,000, but they're likely to be leggy private sales and 2.7s with a very basic spec. Have a good dig around though, because you might strike lucky. There's no shortage of cars on the market and prices are always negotiable, so if your budget is £10k and no more, then you should also be looking at cars up to £12,000 with a view to making an offer. On the right day, you'll get the deal you're after.

In the main, though, prices are between £13,000-£15,000, with the 3.2 and 3.4S making the running. Most cars will come with a raft of options generously specced by the original buyer. Thanks be to Porsche's expansive and expensive options list we say.

Take your time and the right car will come along. Go private if you're feeling brave, but otherwise take comfort in a dealer purchase.

involving drive.

The arrival of the 987 Boxster marked the start of a more electronic age for Porsche. Most cars on the market come with fairly simple passive suspension, but you will also encounter cars with Porsche's PASM (Porsche Active Suspension Management) set up. It's a desirable option and works wonders to combine ride comfort with roll free handling, although the jury is out as to how long the PASM damper units last for and they're not cheap to replace.

Aside from the usual wear

and tear of replacing dampers and bushes, the lower suspension arms (or coffin arms as they're known, for obvious visual reasons), do wear out. Listen out for various creaking noises. Replacements are easily available from any of the main Porsche parts suppliers.

BODY, INTERIOR AND ELECTRICS

Rust has yet to be a problem on Boxsters, but only time will tell as to whether it will rear its oxide head. Not strictly bodywork, but situated at the front of the car,

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WHAT THE PRESS SAID

The Boxster has ground-covering ability not so far off that of a 997-model Carrera. The question is, how much more evolving can the Boxster do before it finally becomes a 911?
g11 & Porsche World, Dec 2004

The Boxster wins group tests for the same reasons the 911 does, for its brilliantly honed dynamics and feel, finely judged ride and handling compromise, and its reassuring integrity.
EVO, Jan 2005

If you liked the old Boxster, you'll love the new one. It's still the same car at heart, but now it's quicker, fitter and sharper. That scalp-tling yowl from that little flat six could only be Porsche. It may have only made small steps in each area of endeavour, but they're all in the right direction and amount to a substantial leap forward.
Autocar, Nov 2004

the cooling and air-conditioning radiators sit low down and at either side of the front air dam. Both are open to the elements and prone to damage from stones and accumulated muck and grime, which collects in the corners and rots the radiators out. Don't be surprised to have to use this as a bargaining tool. Obviously the hood is a major consideration on any Boxster. Check the operation as it folds up and down very carefully. It's complex and relies on a number of micro switches. The canvas itself is double lined and of very high quality. It's reasonable to assume that most will have been garaged, but at some point it will need replacing. Just try and make sure that it's not required on your watch or, if it's the car for you, but has a threadbare roof, negotiate its price into the deal. A new hood from Porsche

costs around £1500. Independents like Jasmine-Porschelink can supply and fit a good quality aftermarket hood for around £850.

The 987 Boxster's interior was a step up from the 986 Boxster, with good quality textured plastics and plenty of leather options if specced accordingly.

Base 2.7 cars will probably have equally basic interiors, whereas original buyers will probably have splashed the cash for interior options on an 'S.' Leather covered dash tops and door cards are desirable, as is sat nav and the Bose sound system upgrade. That said, the Porsche sat nav system of the time was never one of the best around (we know this from experience), so don't worry if your desired car has everything you want except navigation. A TomTom will do a better job.

SUSPENSION, STEERING, BRAKES

In a word: 'Sublime.' On paper the Boxster has all the prerequisites for the perfect driving experience. Not only is it mid-engined for perfect weight distribution, but that mid-mounted engine is also a flat-six, so the weight is kept very low in the chassis.

That perfect, on paper set-up translates onto the road. Quite simply the Boxster is one of the best handling cars money can buy. Not only that but it rewards with a driving experience that's all inclusive. The steering is full of feel, the gearbox is just a joy to use and the relationship between the gearbox, clutch and throttle is one of well-honed and weighted communication.

You won't feel short-changed with a 2.7 Boxster, but you will have to work it hard. A 3.2 or a 3.4 S is the ultimate in terms of performance and a very satisfying torque curve.

The suspension is sensibly damped, whether passive or PASM, and avoid oversized wheels and tyres because they will just undo all the good work that Porsche's engineers have done.

And all this for potentially under £10,000. A bargain if ever there was one. **PW**

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'I BOUGHT ONE' RUSSELL BROWN g11&PW reader, Russell Brown, looked at many Boxsters before he found the car that he wanted.

"I was looking at buying privately in order to get the best possible deal, but I just couldn't find a good example for whatever reason. I'm a bit of a tyre fetishist. Don't laugh! What I mean is that it's always a good indicator of a car that's been looked after and an owner who understands what makes a Porsche tick. So many cars that I looked at didn't have proper N rated tyres fitted and, of course, they were brands that I'd never heard of. Digging further, and almost without exception, there would be gaps in the service history, or work would have been carried out by a non-specialist garage. In every case I walked away. Bottom line, there's a lot of cars out there which are not owned by Porsche enthusiasts and suffering because of this.

I have nothing against buying from a dealer, but a bit of me wanted to beat them at their own game and not pay the premium, even if it meant running the risk of flying solo without a warranty. I was prepared to trust my instincts for the right car. Eventually it turned up on my doorstep. It was a car that I'd seen around locally and, without being rude, it was owned by an elderly gent, who clearly enjoyed driving it, but not thrashing it. Perfect.

It was (and still is) a 3.2 S, with 25,000-miles on the clock, and I paid £17,000 for it. Naturally it had N rated tyres! It also had a full OPC service history and had had the IMS bearing upgrade which, of course, gave me peace of mind. It was immaculate and, since I bought it, I've put a further 10,000 miles on it, with no issues save for a micro switch operating the hood failing.

Best bits? It's just so good to drive. The handling is perfect and it's plenty fast enough, and it's remarkably practical too. A proper Porsche in every sense.

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944 2.7, 1989, only 53,000 miles, white with blue pinstripe interior, exceptional original condition, S2 wheels with Michelin Pilot tyres, also original cookie cutters, old MoT and receipts, £5995. Tel: 07715 626204. Email: paulbeer45@googlemail.com (Devon). P0514/004



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1994(L) 968 CABRIOLET, manual, Polar Silver, Magenta hood and leather Sport seats, 69K miles, owned 16 years, original toolkit, new front calipers, discs, refurbished wheels and body January, FSH, MoT Nov '14, £7500. Tel: 0141 956 2994. Email: robin.sim@btinternet.com (Glasgow). P0514/044

TRIED&TESTED

WITH 911 & PORSCHE WORLD'S CONSULTANT EDITOR, CHRIS HORTON

911 CARRERA 2.7 ■ 1975 ■ 143,254 MILES ■ £34,000

If ever a picture is worth a thousand words, then surely it has to be here. I could use many more than my allotted 800 or so to in an effort to capture the essence, the atmosphere and not least the sheer quality of this classic 911, and still not come close to expressing how fantastic it looks in the flesh; or how enjoyable it will be – for those who truly appreciate these earlier cars – both to drive and simply to own.

The car's visual appeal stems from two obvious key elements. First, its iconically wide Turbo-style body, with commensurately broad Fuchs wheels (the proper, period, 16-inch jobs), and those no less emotive 'Carrera' graphics on the doors. I say Turbo-style body because the car began life as a standard Carrera 2.7 – and, in the same way that the Carrera 3.2 Super Sport is essentially a 911 Turbo with the later basic Carrera's running gear, it retains that original engine and g15 transmission. The conversion was carried out in about 1989, using the genuine Porsche 930-pattern panels that even then must have cost a small fortune, and clearly to an exceptionally high standard. Even today, 25 years later, there are no discernible seams where the wheelarches have been welded to the body.

The second major string to the car's bow is the deep, lustrous, and indeed seemingly almost bottomless black paintwork. This must have been applied soon after the completion of the Turbo-look conversion (the original colour was a metallic light green), and no less remarkably – although the car has plainly been dry-stored for much of the time since, and driven only very sparingly – has neither needed nor apparently had any attention. For some reason the respray didn't extend to the luggage compartment, but Beeson Retrosport proprietor Graham Beeson – who himself bought the car only a few days before I viewed it in mid-March – is a self-confessed detail freak, and a full strip and repaint for that infrequently seen but none the less important area is right at the top of his to-do list.

Beeson will have a few other relatively small jobs to tackle, too – and I mention them here not to undermine the vehicle in any way, but purely to suggest how much better still it will be by the time it is sold. And perhaps even to encourage the lucky new owner to continue that improvement process; it's all the sort of work that will not only maintain the car's already significant monetary and even historic value, but would also be hugely satisfying.

The oil-pressure gauge is rather vague and erratic, for instance (I'm satisfied it's the gauge, not the engine, that's at fault), and the speedometer occasionally stops working. The passenger seat – probably retrimmed during the 1989 conversion – will need some modest stitching, where the leathercloth is pulling away from the centre part of the base, and I would prefer to see a somewhat less wavy cloth headlining. The glazing, too, warrants attention: the windscreen has a light scratch from a wiper blade (and I am not convinced that the arms are anywhere near the right ones), and is also beginning to turn cloudy at the left-hand lower corner. Neither will be an MoT fail point any time soon, but it would be good to replace both the glass and the slightly perished perimeter seal. Whether you would be brave enough to replace the similarly aged backlight seal, and risk breaking the glass, is another matter. Even if it begins to leak this is not (one hopes) a vehicle that will routinely be left outside in the rain.

Mechanically speaking the car seems in the best of health. The engine – with pressure-fed timing-chain tensioners – fires easily and pulls strongly, and the progressive throttle and clutch allow smooth and confident starts from the outset. Personally, I can't share Graham Beeson's enthusiasm for the classic g15 gearbox, with its typically cumbersome synchromesh and notchy shift, but then again it's no worse than any other I've driven, and better than many. Brakes and steering, too, might come as a surprise to those more accustomed to the anodyne standards of modern cars. The former need a good, hard shove on the pedal (although the discs and pads are in excellent shape), and the latter, despite the big wheel, is surprisingly heavy, especially at low speed. Get the show rolling on a fast 'A'-road, though, where you can easily canter along in third or fourth for miles at a time, and you will soon have a very broad smile on your face.

Should you buy it? If it's a 911 to drive every day you are seeking then no, of course not. You might soon fall out of love with it, and it will, like any other 40-year-old 911, need periodic attention to stand even a chance of retaining its looks and its value. If, on the other hand, it is a rewarding long-term project that you are after – but one that won't need the initial full rebuild that all too often comes with a 'project' – then absolutely, yes. Your children – and perhaps even your grandchildren – will thank you for ever. **PW**

CHECKLIST

Background: A mechanically more or less standard Carrera 2.7 that during the late 1980s received not only a Turbo/RSR-style body conversion, but also a top-quality respray, plus body-side graphics and wide Fuchs wheels to match. Little used since then, and long sought after by Graham Beeson of Beeson Retrosport. About to undergo some modest remedial work to bring it even closer to his perfectionist standards

Where is it?

Beeson Retrosport is at Unit 4, Birchfield Park Industrial Estate, Charlwood, Surrey RH6 0DZ; tel: 01293 862863; www.beesonretrosport.com

For: Looks and condition.

Underlying quality, too: this may have been a specialist conversion (and 25 years ago, at that) but unusually it has very much added to the car's appeal – and Beeson's attention to detail will leave it better still. Comes with a full year's MoT, a big history file, and even a period Blaupunkt radio

Against: Hardly the sort of 911 you could – or should – use every day. And there will remain one or two minor areas needing attention, we think (see text). But for some buyers even those could be very much a positive

Verdict: Not a 911 for me – too old, too modified, too costly and a bit too 'loud' for my taste. But such is the obvious market for just about any air-cooled car that even at this rarefied (but fair) price level I can't see it hanging around for too long



Value at a glance

Condition	✓✓✓✓	
Price	✓✓✓	
Performance	✓✓✓✓	
Overall	✓✓✓✓	
✓ Poor	✓ OK	✓✓ Fair
✓✓✓ Very good	✓✓✓✓ Excellent	

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WITH 911 & PORSCHE WORLD'S CONSULTANT EDITOR, CHRIS HORTON

996-MODEL 911 CARRERA 4S ■ 2003/03 ■ 66,537 MILES ■ £19,995

seem, by dutifully reminding our many readers that Porsche's M96 and M97 engines can and quite often do fail, often for no obvious or logical reason, to have acquired a reputation as a 996-hater.

Wrong! I think they can be genuinely wonderful cars. Just as long as you enter the partnership with your eyes wide open to the possible pitfalls.

Consider this. Among many other interesting vehicles on site (and not all of them Porsches...), Roly Baldwin of eporsch has in his busy workshop a tidy 'Y'-reg Boxster 'S'. Lady owner for several years, average miles, full Porsche Centre history. And *still* it suddenly and so far inexplicably went bang. Roly kind-heartedly (I think) took the by then dead car in part-exchange, and has since been offered £3000 by one of the well-known dismantlers, but can't quite bring himself to 'euthanise' and then cannibalise what remains a basically sound and potentially viable vehicle – even if parts of it might thus help others to live.

But I digress – a little. What, then, of this 911 Carrera 4S? (Which, without any prior planning on our part, is another and arguably only marginally less iconic Turbo-look model; see also the previous spread.) We are viewing it before any of Roly's usual meticulous pre-sale preparation, but overall the news is, I think, good: Arctic Silver, black leather, Alcantara headlining (and no sunroof, I am happy to say), six-speed manual gearbox, all-electric heated seats – with a three-position memory for the driver – air-conditioning (which even if not blowing cold now, certainly will be by the time you read this), and not least just 66,000 miles on the clock. All for not much more than half the price of the classic Carrera 2.7 overleaf.

And so it goes on. There's an opening glovebox, of course (unlike in the pre-facelift 996s), and electric release mechanisms for the front and rear lids – both of which have full-strength support struts, too. On-board computer and cruise-control. Front overmats, so the black carpet beneath is pristine. The usual Bose speaker upgrade – although I am not so keen on the after-market JVC single-disc CD player; surely the original Porsche unit must have been better than that? A rear windscreen wiper. And the 4S's usual stylised tailpipes and reflector strip, of course.

Few complaints on the condition front – or which won't have been dealt with by the time you read this. There are a couple of small stone-chips – one on the leading edge of

the front lid, the other on the right-hand rear wing – but no signs of parking or more serious accident damage, and apart from the usual roughed-up lower front spoiler no signs of under-body dramas; undamaged air-con pipes, too. Typically, the lower rear portion of the left-hand front wheelarch has been shot-blasted by road dirt back to bare metal and thus surface rust, but that's something else on Roly's to-do list – and common to just about any of these cars you might look at these days. Wheels are generally OK, although the right-hand rear rim in particular would benefit from a refurb, and all four centre caps are pretty scabby (ditto, as per usual, the wheel bolts), but a quick look through the spokes shows the (red) calipers, plus the discs and pads, all to be in excellent shape. Tyres are Pirelli P Zeros all round, perhaps half-worn at the front, and around two-thirds abraded at the rear.

Inside, the trim is in basically very sound condition. There are the usual light scuffs on the plastic sill kickplates, and both the aluminium-look (ie silver plastic) gear knob and handbrake lever inserts are rather scratched, but neither of those should be a deal breaker. Seats have a pleasant patina – which is another way of saying that they would benefit from some TLC just about now – and all appears present and correct in the luggage compartment. You might want to give that a thorough vacuum, though (in the highly unlikely event that Roly doesn't), and also to re-attach the few bits of displaced trim and carpet. The battery is a newish-looking Varta unit.

Mechanically, too, the picture is encouraging. No leaks from the engine (but then it has had a recent new clutch, as well as rear main and intermediate-shaft oil seals), around 2.0 bar oil pressure at hot idle, and a temperature gauge rock-steady at 80 degrees Celsius, even after prolonged idling. The coolant header tank looks, if not new, then certainly free from the increasingly common cracks and ensuing leaks. There's a nice clutch action, a quiet and comfortable ride, no dramas from the steering or brakes (apart from a slight wheel wobble at 70–80mph), and as in seemingly all of these wide-bodied 'S' models a lovely hard edge to the performance; bland it is certainly not.

Service history is as complete as it could be, with the most recent attention at Porsche Centre East London in January at 65,050 miles. The MoT runs to next January, and road tax to the end of July. Tempted? I hope so! **PW**

CHECKLIST

Background: A standard and modestly specified Carrera 4S – ie a Turbo-bodied 996 with the naturally aspirated M96 engine and (of course) four-wheel drive. First registered in Belfast in May 2003 – hence the number plate – and three owners since then. Good service history – last attention on 30th January – and recent new clutch and oil seals

Where is it?

Having moved premises last year, eporsch is now at Unit 1, Oldhouse Lane, Bisley, Surrey GU24 9DB; tel: 01483 799245; www.eporsch.co.uk

For: Condition (even before any pre-sales prep; see main text), attractive 'wide' body and front and rear aprons, classic Arctic Silver and black leather colour scheme. Good history and recent maintenance. A lot of car for not a huge amount of money

Against: As ever, the potential for future engine problems – which famously no one can say for sure will or will not occur. Sometimes, though – and if the price is right, as here, you just have to live for the moment. If not, none of us would ever board an aeroplane

Verdict: Nothing very special in the 996 world, but very nice, none the less – and that's before any minor faults have been sorted. Then, I think, it will be very nice, indeed, with the potential to give many years' reliable and enjoyable service



Value at a glance

Condition	✓✓✓✓	
Price	✓✓✓	
Performance	✓✓✓✓	
Overall	✓✓✓✓	
✓ Poor	✓ OK	✓✓ Fair
✓✓✓ Very good	✓✓✓✓ Excellent	

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MISCELLANEOUS

911 & PORSCHE WORLD, the first 911 & Porsche World magazine issue no.1 through to issue no.157 which was April 2007!! Includes the 150th anniversary issue no.150, offers please. Tel: 07785 577824. Email: bob.beaken@gmail.com (East Sussex). P0514/013

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