

911 & Porsche

World



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Porsche values. Now there's a thorny subject. Why do I bring this up here in the front of the 'mag? Well once again in the news pages the talk is of what is going to make what at the next big auction (Retromobile, Paris in Feb 2014), and we've also paid a visit to auction house, RM Auctions. Elsewhere we've tested three 964 RSs, each of which is increasing in value seemingly by the day. Then there's the cover star Carrera 3.2, which with just 17,500-miles on the clock, will likely be a prisoner of its low-mileage related value. And what of the spiral in the value of 2.7 RS models, up by at least 25% this year alone? In fact if it's a Porsche and it's pre '74, then it's rising in value

“The compulsion is to protect the investment by not actually using it”

at a fairly rapid rate regardless of model.

Of course we've been here before. Back in the late '80s and early '90s the classic car scene went through the roof, and then crashed spectacularly along with the economy. This current boom is different, not least because it's kept on growing despite a worldwide economic downturn.

So a good thing or a bad thing? Well if you're the owner of a classic Porsche, then good in many ways. But on the flipside there is the altogether understandable compulsion to protect the investment by not actually using it, which surely is the biggest negative of all when it comes to Porsche values?

Steve Bennett

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PORSCHE NEWS



TURBO CABRIOLET HERE FOR CHRISTMAS

The roll out of the 991-series range continues with a North American debut for the drophead 911, the Turbo and Turbo S Cabriolets being shown at the LA Auto Show in November. They cost £126,766 and £149,511 respectively, £8417 and £8659 more than the equivalent coupes, and go on sale in the UK in December.

The mechanical specification is identical to that of the all-wheel drive coupes, the 3.8-litre twin turbo flat-sixes producing 513bhp and 487lb ft torque, and 552bhp and 516lb ft

torque, in both cars torque increased by 37lb ft on overboost when the Sport Chrono Package is specified. A PDK automatic transmission is standard.

Performance is all but identical to the coupes – 0-62mph is 3.5 and 3.2 seconds, maximum speed 195/197mph – and fuel consumption is exactly the same, at 28.5mpg. With a CO2 rating of 231g/km, both escape the highest road tax category, but in this fiscal period attract a first year rate £840.

As with the four other 911 Cabriolets already launched, the Turbos have Porsche's "panel bow" hood, a solid panel within the folding sections which helps give the canvas roof a more solid feel, and enables the roofline to be more like that of the coupe. It is mounted on a lightweight magnesium frame. Equipment levels mirror the coupes, the S coming with a high spec including the adaptive Sports Seats Plus, giving 18-way adjustment and memory positions.



ALL TURBO MACAN RANGE

Some weeks ahead of its unveiling at the LA Auto Show in Los Angeles in late November, Porsche released a series of teaser pictures of the compact SUV that will equip it with as many family car model lines as it has volume production sports cars. The Macan is seen here testing in southern California, the photos showing its strong likeness to its bigger brother, the Cayenne, which has long been the top selling Porsche.

No specific details accompanied the photos apart from the fuel economy range, 30.7 to 46.3mpg on the combined cycle, and CO2 emissions, which are from 159g/km to 216g/km. According to the most recently leaked information, there will be

two models, the Macan S with a 3.0-litre turbocharged V6 and the full on Macan Turbo, using a 3.6-litre unit. The lower CO2 and higher fuel consumption figures are possibly for a forthcoming four-cylinder model, the emissions figure 16 per cent less than that for the most economical Cayenne, the Diesel model. The night photo reveals an interesting quad LED headlamp design.

If any car can be guaranteed success, the Macan can – the worldwide SUV market is strong, especially the compact sector. The leaked prices for the Macan S and Turbo are \$52,000 (about £32,100) and \$75,000 (£46,300), with the PDK gearbox standard equipment.



OUR TAKE

ELECTRIC AVENUE

The development of electric cars may slacken now that the German government has torpedoed proposed EU emissions laws. But are these overweight battery cars a good idea anyway, David Sutherland asks.

Most people without a specialist knowledge of the motor industry probably think electric cars are the answer to the pollution problem. The industry's recent offerings, not least Porsche's Panamera S E-Hybrid, have been superbly engineered and pretty reasonable to drive, and while sales have not been growing at a fast rate, they did seem to be becoming a logical part of the automotive landscape.

That was until Angela Merkel, now arguably Europe's most influential politician, exposed the wobbly and insubstantial basis of their existence. As reported in these news pages, in late October the German Chancellor, in fighting her car industry's corner, vetoed a stringent EU emissions target previously agreed for 2020 that most German car makers had no hope of meeting, due to their cars being bigger engine and more powerful than most.

Prior to this, Porsche, and particularly BMW and Mercedes-Benz had put a lot of resources into electric cars. Their story was they were being green, but their main motivation was that zero emissions cars help keep their average CO2 emissions down. It was even said that Mercedes only persisted with Smart, believed to be a big loss maker, for the low emissions it generated.

But with the planned 95g/km cap for 2020 now history, the industry has just lost most of its incentive to build electric cars. So maybe these cars – which with their battery packs and complex engineering are still of questionable efficiency when seen in the greater energy context – will revert to being the side show they were previously.

In the longer term electric cars will almost certainly play an important role. But meantime the removal of a distorting legislative force allows car makers like Porsche to get cleaner and more efficient without having to whistle to the Brussels tune.



Sean Edwards 1986-2013

Porsche has paid tribute to Sean Edwards, the Porsche Super Cup driver who was killed in an accident during a private driver training session at the Queensland Raceway in Australia. He was in the passenger seat of a Porsche 996 instructing a driver when it smashed into the racetrack wall and burst into flames. Edwards died instantly, and the driver, who was stuck in the car for more than two hours, was taken to hospital with severe injuries and burns.

'This news has sparked immense regret at Porsche,' said Hartmut Kristen, Porsche's head of motorsport. 'Edwards has for many years been one of the most popular and successful pilots in the Porsche one-make race series. Our thoughts are with his family and we want to express our deepest condolences to his relatives.'

British Born Edwards was the son of former Formula One driver Guy Edwards, best known for pulling Niki Lauda from his burning Ferrari at the Nürburgring during the 1976 German Grand Prix. His action won him the Queen's Gallantry Medal.

As we went to press, an online petition had been started up imploring Porsche to declare the final two rounds of the Supercup, on 2nd and 3rd November at the Yas Marina Circuit in Abu Dhabi, non points scoring races so that Edwards, who was leading the series by 18 points at the time of his death, would posthumously win the championship.



VW TO LOSE PANAMERA DEAL

Firing your cousins from the family firm is always awkward and leaves a residue of bad feeling, but that is what Porsche is poised to do come the introduction of the next generation Panamera, due for launch around 2016. Bodies for the present model are manufactured and painted by Volkswagen in its Hanover factory before being sent to Porsche's Leipzig plant in the old East Germany for assembly – but next time round, Porsche is expected to say thank you and goodbye to its fellow VW Group

marque, and do the job itself.

Some 800 jobs at Hanover are dependent on the Panamera, and could go if Porsche pulls the plug – over 27,000 Panameras rolled out of Leipzig in 2012. Both Porsche and VW remain tight lipped on the matter. Leipzig has been the subject of huge investment in recent years as first the Cayenne and then the Panamera made it their home.





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LE MANS TEAM REVEALED

Porsche's eagerly anticipated LMP1 race car that will contest the 2014 World Endurance Championship (WEC) with Mark Webber as one of the drivers has yet to be unveiled – but team boss Fritz Enzinger has released a bit more information about the team that will enter the eight-race series which has the 24 Hours of Le Mans in mid June as its highlight.

Two LMP1 cars will be fielded, with three drivers per car. Besides Webber, the driving pool comprises Timo Bernhard and Marc Lieb from Germany, Romain Dumas (France), Neel Jani (Switzerland) and Brendon Hartley (New Zealand). The final driver line up will be announced at the end of 2013.

Director of Race Operations – and the man who will shape the team – is Andreas Seidl,

37, (pictured left) formerly of the BMW Sauber F1 team and also BMW's DTM venture. The Technical Director is 41-year-old Alexander Hitzinger, who has been involved in the LMP1 car since the end of 2011. Like the team's star driver, Mark Webber, he is an ex Red Bull Racing employee, where he was technology head, and before that worked at Cosworth.



996 IS UK'S QUICKEST PORSCHE

A heavily modified Porsche 996 Turbo has set a new record at the Bruntingthorpe test track in Leicestershire, posting a 229.6mph maximum speed. It was achieved during the VMax 200 event in October by Surrey based Nine Excellence, whose car produces some 1300bhp, and which is now said to be the fastest Porsche in the UK.

Sporting the tuner's gEXX pack, engine

capacity has risen 200cc to 3.8 litres, while new, large Garrett turbos are fitted along with a new fuel system. In fact very little is left standard.

'It's our final package for the 996 and 997 Turbo,' says NE's Ken Napier. 'The car is a statement of what we can do in house. The concept was not to build it for customers – but we have a couple of people who are interested in it.'

For many years the VMax200 record of 222mph was held by Porsche tuner gff, but in early 2013 a TVR pushed

it up to 228mph. Napier claims that had the conditions not been damp, his 996 could have gone 10mph faster.



HINDLEY'S MINI VICTORY

Phil Hindley, proprietor of Porsche tuning specialist Techg has notched up his fourth consecutive victory in the Tour Britannia series, driving the same 1979 Porsche 911 SC-R he has used all four times, and with the same co driver, Andy Bull for the last three. He competed in the Competition class, which includes full on speed trials at various venues, and whose entry list included three other 911s. There is also a Regularity Class, designed for cars not in race trim.

Pictured on the right, Hindley built up the 911 in Techg's Liverpool workshop in 2012, and for two years has entered both the Tour Britannia and the one day Mini Britannia, the

event he has just won. The 911 is a rare Ruf converted vehicle, built as a lightweight 911SC, hence the name "SC-R". It complies with FIA homologation "3062" which was the final specification allowed for pre-1981 historic rally cars, and its specification includes Öhlins suspension and many lightweight parts.

Scrutineering and signing on took place at Battersea Power Station, with the event kicking off at the remains of the historic banked track at Brooklands in Surrey, before moving to Dunsfold Airport (which Top Gear uses for testing), and then on to Farnborough Airport for a "fast and technical" set of special stages. The final stop was for more special stages at 1979 F1

champion Jody Scheckter's Laverstock Park in Hampshire, with the prize giving back at Chelsea Harbour.



CATCHING UP WITH

DOMINIC DELANEY



The former F1 and WRC engineer who founded Specialist Vehicle Preparations now gets his kicks bringing competition tweaks to fast road Porsches

How old are you and where do you live, and work?

I'm 45, and live and work in Droitwich, Worcestershire.

What was your big break into the motor industry?

A TWR apprenticeship as a transmission builder on everything from Group C Le Mans cars to manufacturer prototypes.

Summarise your career

Motorsport with TWR, Williams F1, Mitsubishi Ralliart and a bunch of independent teams and workshops. I started Specialist Vehicle Preparations (SVP) in 2009.

Are you a petrolhead?

Utterly.

What was your first car?

A 1988 Peugeot 205XS, bought new but soon converted for club rallying. I recently found it on eBay, untouched from when I sold it! I am now restoring it to rally with my sons.

What was the first Porsche you ever drove?

An early 911, which we built as Björn Waldegård's first historic rally 911.

Which Porsche past or present do you like best?

The lightest and fastest – the 917.

What car do you drive?

Usually our fast road Cayman SV – better than morning caffeine any day. I've got a Cayenne S for family days, or when Dexter the dog comes to work.

What gets you out of bed in the morning?

The support of my family, and knowing I have five great workmates waiting at SVP, plus so many customers who love what we do.

What has been the biggest challenge of your working career?

I've worked for two F1 World Champions, one WRC Champion, three Finnish and four British Rally Champions, but working for myself has been the toughest job yet!

NEWS IN BRIEF

Rick Styryn has won the Boxster Race Championship, part of the Jasmine PorschLink backed BRSCC Porsche Championship 2013. He secured the title at Cadwell Park in late September, with one race still to go. That was at Donington Park in October, which he won. Porsche Consulting, which supplies expertise to a wide range of commerce and industry clients, has been voted the best out of 40 consultancy firms in Germany. The poll was carried out by the magazine, *Wirtschafts Woche* (Economic Week). Porsche's worldwide sales for the first nine months of 2013 increased 15 per cent to nearly 120,000. The US has been particularly strong for Porsche, sales there up 26 per cent.

The Porsche customer website is the most useful in the car industry, say participants in the JD Power evaluation. Porsche says it is a significant result given the huge increase in tablet ownership.

Mercedes invented the neck warming Airscarf, and now Porsche is developing an individual wind deflector that will be built into the headrests of its cabriolets, a leaked patent drawing reveals.



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ELECTRIC CARS LOSE SPARK

Thanks to the German Chancellor Angela Merkel, Porsche has suddenly found electric cars, including the Panamera S E-Hybrid pictured here, a far less attractive proposition, at least for the foreseeable future. One of Merkel's last initiatives before the recent election was to veto the previously agreed EU programme that would have capped CO2 emissions at 95g/km by 2020, which looks likely to be postponed until 2004.

Now that this super stringent limit need not be complied with for more than a decade, much of the pressure is off Porsche - and also Audi, BMW and Mercedes - to build zero emissions cars in order to lower average emissions across their model ranges. Previously their very survival as volume car makers was going to depend on these cars, which generally cost more to build than they can

be sold for, as without them none would have a hope of coming anywhere near 95g/km.

Porsche, along with its high emitting compatriots were almost certainly key to the recent lobbying which saw Merkel, currently Europe's most influential politician, toss a spanner into the European Union legislative machine. The

Stuttgart sports car marque would even struggle to meet the 2015 limit of 130g/km (on pain of massive fines), but for its luck to be included in the VW Group quota, which allows turbocharged 911s and Cayennes to pump out a load of penalty free CO2 so long as there are enough super economical and zero emissions Volkswagens.

Even if the system of "supercredits" is adopted, whereby zero emissions cars count for more than one regular internal combustion engine car towards the average score, it still looks like the veto could put back the cause of electric cars by a decade or more, at least as far as the buying public is concerned. For more see 'Our take' on p10.



CENTER POINT

More often than not Britain takes its lead from America but this time it is the other way round, with California to get a version of the Porsche Experience Centre located at Silverstone. Following the groundbreaking of the site at Carson in the greater Los Angeles area in August, construction is

under way, including providing a Porsche race outfit for the Muffler Man glassfibre statue which overlooks the adjacent 405 freeway.

The Porsche Experience Center, a near \$30m (about £18.5m) project, will be completed in late 2014, offering driving and fitness courses, and conference

facilities. It will also be the home to Porsche Motorsport North America, which is moving from Santa Ana, about 30 miles away, while a classic car restoration workshop will be established. Overall, the site is expected to generate \$22.5m (£14m) for the local economy.



DELAVILLA UP TO SPEED

Porsche is very likely to build a Speedster version of the 991, after all, there has been a low roofed, streamlined version of every 911 generation apart from the 996 since the 1989 car based on the Carrera 3.2, and of course there was the 1954 356 Speedster. But Porsche will not be the first to produce a 911 version, as French tuner Delavilla has beaten Stuttgart to it launching a Speedster version at Goodwood this year.

Of course the Chaponnay-based company isn't badging the product as such, a wise move given that to have done so would have been a red rag to Porsche's copyright solicitors. It's being called the HardBack, and amounts to an easily installed, three-piece bodykit that

can be fitted to the 991 Cabriolet in under a minute, with no drilling required.

It comprises a central section which stays fixed, while the two body panels can be removed and stored in the covers supplied. The original Porsche hood stays lowered, behind its solid storage panel. The HardBack kit costs £2400 inc VAT but not painting. There is also a kit for 996- and 997-series 911s.

Delavilla has also taken what is an unusual step for a tuner by offering one of its modified cars on a lease deal, with 12 to 60 month agreements

possible and the option of bolt on maintenance options. The car on offer is a Cayenne with the CrossRoad bodykit fitted. More details on this and the HardBack kit are available from Delavilla's UK importer, Les Automobiles in Berkshire, on 01438 832322.



KEY CLASSIC RACERS FOR SALE

The current boom in values of premium classic cars has prompted leading international auction house, RM Auctions to add another sale to its calendar - in which significant Porsche racing cars will appear. They are from Peter Harburg, a prominent historic race driver in Australia who is disposing of his collection.

The headline Porsche in the sale, to be held at the Retromobile classic event in Paris on 4th and 5th February, is a 1982 956 Group C Sports Prototype, chassis 004. It was completed in June 1982 and immediately delivered to Le Mans for the 24 hours race, in which it competed as one of three factory entered cars. Driven by the Hurley Haywood/Al Holbart/Jürgen Barth combination, it came third, and later in the season finished second in the Spa 24 1000km, piloted by Derek Bell and Vern Schuppan. It continued as a works entry in 1983 and 1984, and, in correct Rothmans livery, goes into the sale with a £2.2m (£1.9m) estimate.

Another Porsche racer, which did not even see action, carries the same estimate. The 1973 ex works 917/30 Can-Am Spyder, which was the ultimate development of the 917, was powered by a 5.4-litre engine producing over 1100hp and was built specifically to win the 1973 North American Can-Am series. Six were built and three raced, this being chassis 005, a spare which did not compete.

At RM Auctions' last sale, in Battersea in London in September 2013, a 1965 Porsche 904/6 racing car went under the hammer for £1,232,000, and Paris sees an earlier version, the four-cylinder 904 Carrera GTS, offered, its estimate £1.1m (£935,000). Chassis 045, it was purchased and raced by a privateer, Dickie Stoop. A 1959 356A and a 1987 959 are also being offered from the same collection.





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BUYING POWER

THIS MONTH'S MUST-HAVES AND PORSCHE ACCESSORIES

Good start to winter

If a car battery is old and weak, there is a strong chance that it will fail around now with the onset of winter, the increased cold and damp finishing it off. Many will know the frustration of an aborted journey because the engine wouldn't start. It is always preferable to replace the battery with the original type, especially if it is a classic model, and Ohio based Stoddard, which claims to stock more classic Porsche parts than any other source outside Zuffenhausen, is now offering twin batteries for 911s made from 1969 to 1973. These go in the chassis pockets each side of the front boot, placed there to help weight distribution.

Being tailor made for the car makes other batteries less likely to fit properly. 'Universal batteries never seem to work just right and can cause short-circuits, and even fires if the terminals touch the surrounding metal,' Stoddard says. They cost \$170 each (about £105, and obviously you are likely to need two) plus shipping, and if you are wondering how batteries can be sent safely, they are shipped dry, after which you fill them with the acid solution which is available inexpensively at car accessory shops. For more details, visit www.stoddard.com



Five-spoked and special

If you wanted to sum up the wheels supplied by Porsche tuner TechArt, based in Leonberg near Stuttgart, the appropriate words would be "style", "quality" and "price" - with "very high" in front of each of them. The latest rim is called the TechArt Formula IV, a quite extreme twin-spoke design that the firm says is even available for one Porsche that hasn't been launched yet - the forthcoming Macan 4x4 SUV.

It is a forged rim, which allows thinner spokes with no loss of structural strength, and it comes in 20-, 21- and 22-inch diameters, and in a wide range of finishes including silver, grey, gloss or matt black, or indeed any colour/finish customers require. Porsche models that it fits which you can presently buy are the 987 and 981 Boxster/Cayman (the previous and present generations), and the 997 and current 911, and the Cayenne and Panamera.

So far no price has been given, but with TechArt's other wheels between about £700 and £1800 each, that gives you a good idea of how much you'll need to save up. Once they're available, they can be ordered through the tuner's UK agent, Techg in Liverpool, on 0151 4255 911 or at www.techg.ms



On a charge

Still on the subject of battery health, every garage should have a charger, especially if it contains a classic Porsche that is driven only periodically, and CTEK, which specialises in battery maintenance has a new all singing, all dancing charger available. The MXS 5.0, possessing what the company describes as a 'unique combination of advanced charging modes', can deliver a trickle charge to keep the battery in an unused car in top condition, or a full power boost to revive a dead battery, or anything in between. It has, for example, temperature compensation, and it can be used on batteries of any type, size and from any vehicle (motorcycle, car, lawnmower etc), provided they are 12 volt. The price is £80, with further details at www.ctek.com

Light work

Twelve kilos – approximately half the baggage allowance on a British Airways cattle class flight – is not a lot compared to a car's overall mass. But for Porsche tuning parts firm, Specialist Vehicle Preparations in Worcestershire, it was a crucial weight loss on its Cayman project, not only reducing the mass the engine has to propel, but on what the suspension has to cope with.

A good place to lose it was from the tailgate, given its limited function on a track/race car, and also because its high up location on the car affects the centre of gravity. The original steel tailgate, 18kg without glass or trim, was sent to another race parts expert, EB Motorsport in Barnsley, Yorkshire, which specialises in lightweight panels for Porsches. It then produced a composite version of just six kilos.

The tailgate will take all the standard glass and trim, and uses the standard hinges, though it makes sense to leave the rear wiper off. The price is £699, plus VAT, the tailgate delivered unpainted. For further details, call SVP in Droitwich on 01299 251152 or visit www.specialistvehiclepreparations.com



On the radio

Although no official announcement has yet been made by the government, the existing analogue frequency in the UK is due to go out of service in 2015 as far as national broadcasts are concerned – rendering the FM radio in your Porsche a waste of dashboard space. Digital Audio Broadcasting (DAB) will become the prime broadcasting medium, and DAB radios are now a £324 option on new Porsches.

However you can convert an FM radio to receive a DAB signal, provided the unit isn't too old, and one new product capable of doing this is the DABmotion DAB1001 from in car audio specialist Celsius ICE, in Poole in Dorset. It can be ordered at www.dabmotion.co.uk for £150.

Like others of its type, it receives a DAB signal through a screen mounted antenna, feeds it to the radio, which then converts it back to an analogue output. A vast number of digital radio broadcasts are now available to you.

The compact unit – 112x86x23mm – fits either in the glove box or behind the fascia, but although it comes with fitting instructions, this is not an easy DIY job, so it will be easier to pay a specialist to install it, which will probably cost around £50. If your Porsche is pre-996/Boxster, it has the standard DIN slot, so an alternative is simply to buy a new DAB radio, which start from under £100.



The Tyre DEPOT

Michelin's new Pilot Sport Cup 2 helped the Porsche 918 to a Nürburgring record

Michelin's tyre supply and development relationship with Porsche started in 1961, and this long partnership continues with the French manufacturer's selection as sole tyre supplier to Porsche's new hybrid supercar, the 918 Spyder. The 918 is fitted with 265/35 ZR20 fronts and 325/30 ZR21 rears in the newest ultra high performance compound, the Pilot Sport Cup 2. This choice of tyre for the 918 with Michelin's co development has already shown its strength in helping Porsche achieve its Nürburgring lap record, with Porsche test driver Marc Lieb setting the super quick lap time of six minutes 57 seconds, at an average speed of 112mph.

Michelin officially released the Cup 2 at the Frankfurt Motor Show, the fastest tyre in the Michelin range not only fitted to the 918 as original equipment, but also to the Ferrari 458 Speciale and Mercedes SLS Black Series. This ultra high performance tyre is more track orientated than the Pilot Super Sport, but remains road legal, and its closest rival would be the Pirelli Trofeo R.

The Cup 2 has some new features over the original Pilot Sport Cup. The bead region of the tyre is 10 per cent wider to increase the tyre's stiffness, improving responsiveness and steering precision. The tyre also features "track variable Contact Patch 3.0", a process that ensures the most rubber is always in contact with the road, especially under the extreme stresses of cornering.

These advances seem to have proved themselves with the 918's 'Ring lap record. But one has to wonder what time a Carrera GT could achieve were it fitted with a set of Cup 2s? The OE sizes are available today, but supply of replacement market in a wide range of sizes will start in early 2014.



PRODUCTS

Take space

Fitting wheel spacers has a small benefit on handling, due to the car's track being increased. But the main benefit is improved looks, especially on a Porsche, the spacers filling up the wheel arches more completely and giving a more muscular appearance. A Porsche in standard form will always be able to take the extra track width under the wheel arches – just don't expect to be able to fit your snow chains afterwards.

Porsche specialist RSS in California supplies its Spacer Kits ranging in width from 5mm to 18mm, available in silver or black and supplied with longer wheel bolts, which are zinc plated if silver or anodised if black. They fit all Porsches from the Boxster onwards, with the exception of the Cayenne, and they are not suitable for centre lock wheels.

Priced as a pair from £150 for the 5mm in silver up to £252 for the 19mm in black, they are not the cheapest on the market, but are guaranteed quality, says Steve McHale of Porsche specialist JZM in Hertfordshire, the UK supplier, who recommends 15mm as the ideal width. 'Quality is a crucial factor on everything you put on a Porsche.' Further details can be seen on the JZM website, www.jzmachtech.com and at www.rss.rpmware.com



Chair men

Porsche seats are rather excellent items, designed with the help of osteopathic experts to offer the best possible comfort and support behind the wheel. Now you can have the same at home or in your office – and that's official.

At the Frankfurt Motor Show the Porsche Driver's Selection division announced a special chair made from actual Porsche seat parts for the 911-series 911. Like the car seat, it reclines electrically, using a built-in battery pack, and it features a jacket hanger on the rear. On a swivelling base with five casters, it is upholstered in original black car seat leather, with the shell made from silver grey plastic.

If you like the idea of the seat, the accompanying wall shelf made from a 911 GT3 Cup rear wing might appeal too. Carbon, and with a shelf span measuring 171cm, it is a lightweight construction of five kilos, and can support 120 kilos. The seat costs £4000 (not so different from the cost of a car seat ordered as parts) and the shelf £3000.



Boosting reliability

According to specialists, the diaphragm in the blow off valves in the 997-series 911 Turbo and GT2 will eventually split or perish under the extreme heat, causing turbo boost to leak away before it is expelled, the result being a loss of performance. Turbo specialist, Yorkshire-based AET Motorsport is one firm selling what is said to be a more permanent solution, a valve assembly with a billet aluminium piston in place of the diaphragm, guaranteed to last indefinitely.

Sold under the Turbosmart brand name, the valve is priced at £121, and according to AET's John Marshall, it is DIY friendly provided you can get access to the underside of the car, using a ramp or a pit. 'It's an easy fit, you take the undertray off, and the valve is held in by three 8mm bolts.' For more information, call 01924 228042 or visit www.turbosmart.com



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FEATURED

Mk1 996 GT3 – Arctic Silver Metallic with bucket seats in black leather. The list goes on and on! The work that has been carried out to this GT3 is to extensive to list. This Porsche needs to be seen to be fully understood!



Gen II GT3 Comfort – It gives JZM great pleasure to offer this stunning, low mileage GT3 Comfort in the frequently requested colour combination of Solid Black with Black comfort trim. This GT3 is supplied in superb mechanical and cosmetic condition.



991 C2 – We are delighted to offer this 991 that is supplied with the balance of manufacturers warranty. This Carrera looks stunning in Agate Grey with contrasting black full leather and the overall condition is nothing short of exemplary.



JUST IN!

964 C2 – This 964 Carrera 2 makes for interesting reading. Yes this 964 may have covered a well documented 127,000 miles, however it has also recently benefited from an engine rebuild in the last 8336 miles with JZM.



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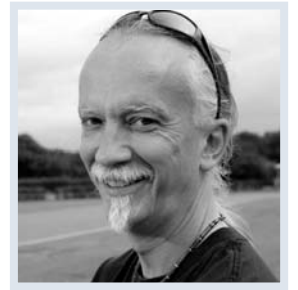
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USUAL SUSPECTS

HE SHOULDN'T LIKE IT, OF COURSE, BUT OUR MAN SEUME'S COME BACK FROM SILVERSTONE RAVING ABOUT THE 991. WHO WOULD HAVE BELIEVED IT? THAT'S NOT ALL: HE'S ALSO RENEWED HIS LOVE-AFFAIR WITH THE 930 TURBO



KEITH SEUME
Classic Porsche

SLIP-SLIDING AROUND



I've just returned from a very enjoyable day at Silverstone, as guest of Porsche on one the Classic 'YouDrive' days, held at the Porsche Experience Centre alongside the hallowed Northamptonshire circuit.

It was the second time that Porsche had held a driving day specifically for owners of 'classic' Porsches, where they had the opportunity to drive their own cars on the kick-plate and ice hill sections of the course, and then sample both manual and PDK-equipped versions of the 991.

The kick-plate is a device that kicks away the back wheels of your car to one side as you drive over it, simulating a sudden loss of traction on an icy road. As the road surface is coated in a very slippery plasticised layer, which is then sprayed with water, the effect is very realistic. Oh, and to add to the effect, you

don't know which way the plate is going to kick you, either.

The ice hill is a 14 per cent gradient, also with a slippery coating, which is again sprayed with water. The aim is to drive up the slope, round two sets of water jets, without losing control. It isn't as easy as it sounds.

My steed for the day was a very tidy Carrera 3.2 supplied by Porsche and it acquitted itself well. It's been a while since I had driven a stock Carrera 3.2 and I'd forgotten what great cars they are. Another one for my garage one day, perhaps.

But the highlight for me was the opportunity to drive a pair of 991s on the handling course, accompanied by a qualified Porsche driving instructor. First up was a Carrera 4S with PDK, followed by a Carrera 2 Cabrio with manual transmission.



You can learn a lot about your car's – and your own – limits on Silverstone's 'ice hill'. It's great fun and very educational

The handling course is supposed to replicate a typical rolling English country road – all I can say is, if you know where this road is, let me know. I mean, constant ups and downs, tight twists and turns, all with zero on-coming traffic and no speed cameras. Perfect!

The 991 is, no matter what anybody tries to tell you, one hell of a car. OK, OK, I know the left side of my brain (or is it the right side? I can never remember) tells me that I shouldn't like it as I generally prefer my cars old, without power steering or driver aids, and light in weight. The 991 fails on all accounts. But it's still a hell of a car in my book!

Having written about the origins of PDK technology in last month's issue, I was keen to try a car so-equipped as soon as possible. I was delighted, therefore, when the first car on offer was the Carrera 4S with PDK – the ultimate in fly-by-wire, can't put a foot wrong, I-may-be-an-idiot-but-the-car-isn't, technology.

The poor instructor sat next to me summed up my driving style within minutes, with the comment 'I see you have your racing head on today...'. I don't actually do any circuit racing but the car inspired such incredible confidence that I felt perfectly happy to push it well beyond what would normally be my personal limits. And that PDK transmission! All I can say is, don't knock it until you've tried it.

Forget all the BS about 'oh it's not a real 911' – it damned well is. It's just that technology has moved on a whole bunch. Do you honestly think that Porsche wouldn't have built a car like this back in 1973 if the technology had been available? Of course they would.

After that, the manual Carrera 2 seemed positively 'old', understeering its way round corners when you got the entry speed and lines all wrong, and (with driver aids 'off') stepping out of line when you applied the power too soon. Hmm, in fact, it felt rather good fun because you could make mistakes and pay for them.

Now I'm confused: should I prefer incredible technology that turns you into a hero, or not-quite-so-incredible technology which proves that you're not? Only one way to find out: I'd better try them both again...

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



PAUL DAVIES



STEVE BENNETT



BRETT FRASER



JOHNNY TIPLER



CHRIS HORTON

REBUILDING THE PAST



While up at Silverstone for the YouDrive day, I had the opportunity to take a look at a range of g11s which had been restored by OPCs across the country.

As part of the 50th anniversary celebrations for our favourite sports car, Porsche had encouraged its agents to take on a restoration project of some kind –

it didn't matter what model or age, just pick any 'classic' g11 and rebuild it to the best of your ability.

The projects ranged from a 1973 g11T to a far more modern g93, with impact bumper models from the 1980s being the most popular. It's fair to say that the most dramatic was the Viper Green 'backdate' (shown left), which was the handiwork of Porsche Centre Reading, an RS-inspired hot-rod based on a Carrera 3.0 and powered by a g64 Neil Bainbridge-built motor.

I have to admit, it wasn't to my taste, with its green-faced instruments, green harnesses and green-piped seats, but it proved that PC workshops can handle more than servicing modern g11s.

It didn't take long before the assembled purists started to give the cars the once over, muttering

between themselves about incorrect screws, poor panel fit and signs of shrinkage in the paintwork. In fact, some seemed to take delight in finding fault.

For my part, I take my hat off to the PCs that volunteered to take part in the exercise, and to Porsche Cars GB for instigating it in the first place. The 'competition' (all cars were judged at the end of the day) helped technicians more used to working on modern g11s to become familiar with the old'uns, and also acted as a great team-building exercise. Talking with some of the people behind the projects, it became clear that they loved getting involved.

But most of all, it showed that Porsche really is interested in the early cars, and not simply concerned with moving new products out of the showroom.

BLOWN AWAY

It's been a bit of a turbocharged time of late – quite fitting seeing as this is the 40th anniversary of the first public showing of Porsche's prototype Turbo – as I had the opportunity to get behind the wheel of a 3.3-litre g30, courtesy of Cornwall-based specialists, Williams-Crawford.

The experience made me cast my mind back to 1977, which saw me borrow a new g11SC from Porsche for road test, followed by the opportunity to go on an accompanied drive in a g30 Turbo. They didn't let just anyone loose in a Turbo, you see, especially not a 23-year-old newbie. I'll give Mike Cotton, Porsche's then PR, credit for remaining cool as he asked me, 'Have you had any driver training at all?' while I wrestled with boosted power for the first time in my life.

The recent occasion was a photoshoot for sister magazine, *Classic Porsche*, and I'd arranged to collect the Turbo early one morning to give me plenty of time

to find a location – itself not always the easiest task, even in picturesque Cornwall. But, of course, every cloud (several on that particular morning) has a silver lining, because my quest meant that I had to drive the Turbo a little further than I'd originally planned. What a shame...

It had been a couple of years since I'd last driven a g11 Turbo and I knew I'd love the car, but I'd forgotten just how much. I think the styling is superb, and the interior makes you feel right at home – the optional 'sports' seats fitted to this particular example were supremely comfortable and supportive, while the dashboard layout and gauges will be familiar to anyone who's driven an older g11 (or even a relatively modern one, such as a g64 or g93).

But it's the moment you turn the key that you know this is something special. The deep throated idle, the slightly heavy clutch, the ponderous gearchange

– all conspire to add to the sense of occasion.

Out on the road, it's easy to wonder what all the fuss was about when the Turbo was first launched. It feels almost flacid at low rpm, more so than a contemporary g11SC, even. But stay with it and as the revs rise you sense a distinct change in character. The engine note deepens and the boost gauge starts to wake from its slumbers.

Then you hit 4000rpm and

things start to happen surprisingly quickly. No, make that very quickly. The power delivery can never be described as subtle, especially compared to today's cars, with their turbine-like smoothness, but it's not quite as 'on-off' as popular opinion might have you believe.

So, before you lay down your money on a brand-new g91 Turbo, I recommend you track down one of the originals and give that a go first. Who knows, you might even prefer it.





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Sat Nav, 37,000 miles.....£45,000



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LETTERS

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



STEERING EASY

I read with great interest the article on EZ electronic steering in the November issue of *g11 & Porsche World*. I have similar electronic steering assist fitted to my right-hand drive 1978 Porsche SC and can vouch for the added enjoyment and benefit this kind of system brings to day-to-day driving.

My steering unit is manufactured by NSK, which is fitted to many GM cars. I managed to fit it inside the smuggler's box (see below), which facilitates mounting it directly to the steering rack, with all the electronics mounting under the dash. It

has infinitely-variable sensitivity via a control knob mounted on the dash, allowing adjustment for all conditions.

Fitting modern electronics and steering systems to older machinery doesn't always have a positive benefit, but in this case I think it really does enhance the driving pleasure of what can only be described as being pretty hard work in the real world.

Although my car originally started its life as a 1978 SC, over the past seven years it's undergone some pretty heavy modifications. Previous owners, time and the British weather had taken its toll on

the bodywork and its mechanicals, so some kind of restoration work was needed.

From an external point of view I'd always wanted to have the choice of being able to swap the identity of the car's appearance between the '70s classic look or the more modern and rounded '80s look by interchanging between the SC and g64 bodywork.

I wanted the changeover time to be fairly minimal so I could have an impact bumper car sat on a set of Turbo Fuchs one week then the more muscular g64 on a set of Speedline rims the next.

Performance-wise I wanted the car to behave more like a GT than a track car, so I fitted a 993 engine, which has fabulous torque, driving through a 993 six-speed gearbox. This required some fairly major chassis and suspension work but when coupled to a not-too-loud exhaust system, electric assisted steering, good brakes and comfortable cabin, the result is a relaxed drive with minimal effort.



I like to think I've cherry picked some of the best parts of the air-cooled g11 range to create a quick, useable everyday car, which can look like either an SC or a g64, with 993 performance. For day to day use, I prefer the g64 plastic bumpers, mainly from a corrosion and weight saving point of view, but it's nice to have the choice.

Some of the major work includes a ground-up restoration and respray of the bodywork in Scheafer Blue; chassis and centre tunnel fabrication with rear suspension modifications; 993 Varioram engine, wiring harness and ECU; 993 modified six-speed gearbox; custom made flywheel with RS clutch; 993 Supersprint and Dansk stainless-steel exhaust system; full 993 interior and new carpets etc; electric power-assisted steering; g64 brakes all round; g64 oil tank and thermostat with twin Carrera 3.2 oil coolers and fans mounted in the front wings; interchangeable SC and g64 bumpers, side sills, Cup mirrors, lights and boot lid/rear wing.

I hope you find this of some interest and many thanks for a great magazine
Paul Dolman, via E-mail

Keith Seume replies: I have to say I find this one of the most interesting projects I've seen in a long time! Quite apart from the 'dream list' of mix-and-match parts, I love the fact you can change the appearance of the car from g11SC to g64 so easily! Your electric power-steering installation looks very neat, too

HI-RES PHOTOS?

You very kindly carried a letter in a recent issue of *g11 &*

Porsche World relating to information on g24 Carrera GTs that are still existing. This brought great results with a good many contacts, and so the list of surviving Carrera GT chassis is growing.

Progress on the book is going well, the people at Stuttgart have been most helpful as I have raided their archives! I have many hundreds of images but there are a few I am still looking for, so I wonder if you might be able to put out another appeal for me?

To recap, some readers may know that, as a writer of several motor sports books published by Veloce Publishing, I am preparing a work about the almost forgotten g24 Carrera GT, GTS and GTR Porsches. Progress is going well and the book will be published in 2014. However I am stuck for a few photos that are proving hard to find. Can anyone help?

Naturally anyone who helps in this enterprise will have their contribution credited in the book. I am looking for good quality photos of Richard Lloyd's Canon g24 car at Brands Hatch and Silverstone in the early 1980s.

I am also after any rallying images other than the Walter Röhrli Monnet car, from anywhere and at any time. The other area that is lacking is images from Australian races. If you can help please e-mail me on Alpeene@aol.com.

Roy P Smith, via E-mail

Keith Seume replies: Well, can anyone help again? Everyone who attends a race meeting takes a camera, so if you saw any of these cars race back in the 1980s and have any photos, please get in touch with Roy at the above address.

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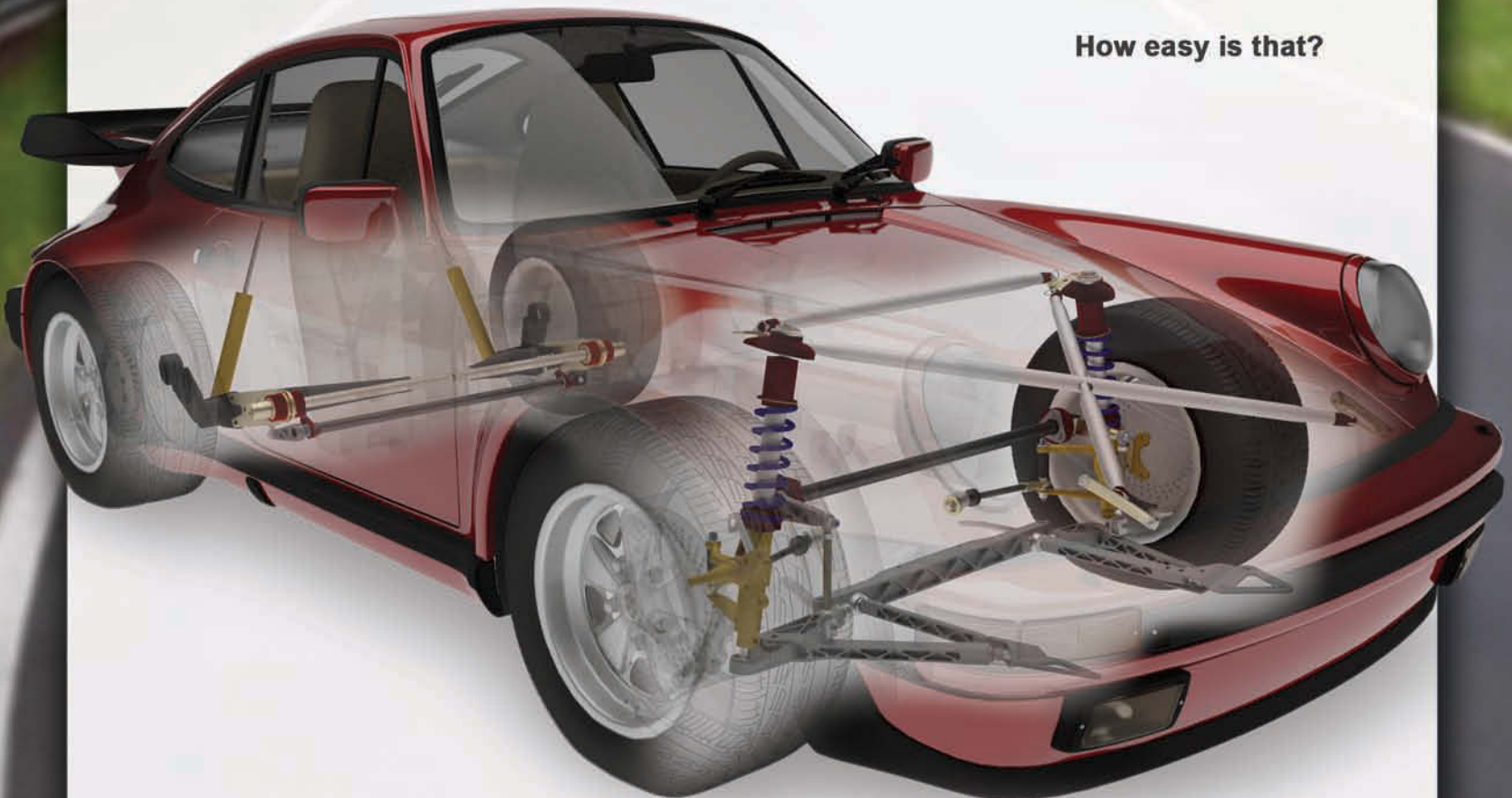
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RACING IN THE BLOOD

From racing bicycles to racing cars racing is in the blood for Gerry Taylor, and he's now a front runner in the BRSCC Porsche Boxster Championship

Words and photography: Brett Fraser

Some people are born competitive. At least, it certainly seems that way with Gerry Taylor, owner of Taylor's Foundry, enthusiastic – not to mention successful – racer in the Porsche Boxster Championship, and proprietor of a race preparation business that specialises in Porsches and Caterhams. Son of an avid bicycle racer, Gerry admits that when he was a mere boy, 'it was never a question of if I might take up bike racing, but when...'

And he didn't wait around too long. 'I did my first bike race in April 1971, just before my 13th birthday,' reveals Gerry with a remarkable memory for dates, 'but I soon crashed and damaged my dad's pride and joy. That was on the Lotus test track at Hethel. And I had my second race at another car-themed venue, the motor racing circuit at Crystal Palace. There my youthful inexperience let me down ultimately – I led for most of the race, putting absolutely everything into it, but was knocked back into second in the closing laps.'

That near-victory clearly ignited a desire to put in even more effort and Gerry went on to represent Great Britain in road racing between 1979 and 1986; along the way he won a stage of the Milk Race in 1979, took part in amateur six-day track competitions, and in 1980 was shortlisted for the British road racing squad at the Moscow Olympics.

Meanwhile, however, Gerry had also been developing a flavour for four-wheeled fun, getting into karting and taking his father's Caterham out for the occasional foray on track in what must have been the very genesis of the trackday scene. 'I also had a little American car fantasy going on at the time,' confesses Gerry, 'and I bought a 1969 Corvette Stingray. Rather than trying to eke more power out of it, I concentrated on making it handle better, and ended up often outpacing more modern machinery on trackdays.'

'Not that that impressed my best buddy Paul Stephens (of Paul Stephens Porsche Specialist fame – Ed), who told

me to chop in my Yank and get a 911. So I did. I bought a 1978 3.0SC from a chap in Birmingham that I didn't even go and look at! Paul said I was probably mad...'

But it was a subsequent visit to Snetterton that got Gerry thinking seriously about motor racing. 'In October 1983 Paul and I went up to Norfolk to watch the Bill Taylor Memorial. In amongst the other Porsches were a few 924s from the BRSCC 924 Championship, and while they were running around near the rear of the field, they looked as though they were fun.'

'Now Paul had been racing 911s since his early teens, inspired by his father, and now I was inspired by him to sell my road car and buy a race car, just to get it out of my system – yeah, right! So I began looking into what 924s were available, spoke to Geoff May the championship organiser, and at the first round of the 1994 championship at Brands, spent some time walking around the paddock with Paul, getting a feel for it.'

'I bought a car the following week. My first race was at Snetterton during the May Whitsun Bank Holiday weekend. I qualified 7th but during the race the car developed a misfire that dropped me down to 11th, I think, but I was awarded Driver of the Day in my first ever Porsche race.'

For the rest of the '94 season Gerry shared the driving with Paul, but for 1995 Paul ended up with a car of his own – Harry Wallace, to whom Gerry had sold his 3.0SC, gifted a 924 to Mr Stephens. That year Paul won the 924 Championship, edging Gerry into the runner's up slot. By now Gerry's dad was also racing a 924, having earned his first ever race licence aged 64: 'When other cars got caught between us it was known as a "Taylor sandwich";' recalls Gerry, 'but while he really loved the racing, he had more than his fair share of crashes.'

Paul moved on to racing Caterhams in 1996 and Gerry won that season's 924 title. He then followed his old buddy into Caterhams for a few seasons, but despite some good finishes, he never ended the championship on

Right: Gerry Taylor and his current Boxster racer. While he hasn't raced this year, he finished third in the BRSCC Boxster Championship in 2011 and second in 2012

Below: Donor race cars are stripped of interior non-essentials. First race car build yielded £1500 from selling unwanted parts like interior and wheels





the top step of the podium. Throughout all this, Gerry had got back into Porsche road cars. 'I owned three 3.2 Carreras, but my fave car, the one I really wish I'd kept, was a 964 Celebration. Paul had taken it in part-exchange for a car he'd just delivered to a client in Monaco; he rang me to tell me about it just as he was driving into a tunnel and the noise from that 964 was just so fantastic I knew right there and then that I had to have it.'

Unfortunately in 2000 Gerry's dad died. 'I went from being the number two at our foundries in Haverhill and Stoke on Trent, to being the gunvor,' he reminisces. 'But it did mean I could spend a bit more money on motorsport.'

In 2001 a moderately successful – 7th overall – one-off drive in a Marcos LM 600 in the British GT Championship convinced Gerry and Paul to invest in a pair of the British-built, V8-engined monsters. 'The idea was that he and I would share one of the cars and hire out the other to cover our costs. But financially it never really came together and our project turned out to be short-lived.'

Gerry kept his hand in, though, with one-off drives in

believe how cheap they are. I bought a 65,000-mile 2000 Boxster S with a full service history for £6500.

'We stripped it down and then put the interior and wheels onto eBay and netted £1500 towards the build cost. The race kit is £6000, two of which goes on the roll-cage. The whole package is closely regulated and you can't touch the engine except for a free-flow air filter and a sports exhaust. My car was finished by June and I decided my first race would be at Anglesey.

'I'd never raced there before and all my engineers were away, so I rocked up at the circuit in a motorhome with the Boxster on a trailer behind. Martin from Brookspeed kindly offered his engineers to help me out, and in the first race I finished 2nd to my buddy Dave Clark. In the second race Dave out-braked himself and I won.'

Unsurprisingly Gerry was hooked. In 2011 he was 3rd in the championship by season's end, and in 2012 came home 2nd, behind new teammate Rick Styryn. And he's built himself a couple of other Boxsters, too; what he calls the Mk2, the facelift 986 from 2003, and the 3.2-

“It was only when I walked into the paddock did I realise this was an extension of the 924 series”

Caterhams and in Top Cat Racing's Marcos at the Britcar 24-hour races in 2004, 2005 and 2006. And then the racing stopped. 'I decided to start work on the house I inherited from my father, and that took all my finances.'

Not that Gerry was completely divorced from the motorsport world: his workshops continued to carry out race prep work on clients' Caterhams. 'And then in 2010,' bubbles Gerry, 'I got a phone call from another old racing buddy, Dave Clark, asking if I'd like to watch him race in a Brookspeed-prepared Boxster in the Porsche Boxster Championship at Oulton Park in April.'

'It was only when I walked into the paddock did I realise this was essentially an extension of the old 924 Championship – I felt as though I'd come full circle. Dave went on to bag pole and fastest lap in both races at Oulton and it got me thinking...

'On Monday morning I spoke to Dave Kettering, my workshop manager, to ask if he'd mind preparing a Boxster for the championship. By this stage our Caterham work had begun to dwindle and I thought that the Boxster might bring in some extra business. Within a week I was scouring eBay and AutoTrader, and I couldn't

litre version of the 987 S, made only in 2005, and the sole 987 that's eligible for the Porsche Club-run championship. 'I now have the full set,' chuckles Gerry, 'although the idea is that we can rent them out for arrive 'n' drive races or trackdays.'

The Boxsters have been good for Taylor's Foundry Motorsport, too. 'At the last round of the Boxster championship at Donington, we'll be looking after eight cars,' he beams.

Meanwhile Gerry has hooked back up again with Paul Stephens. 'Paul has prepared a 1972 911 ST with FIA papers. It's very fast and we took it to the Spa Classic this year to compete in the (911's) 50th anniversary race for pre-'75 cars. It's Paul's ambition to race at Classic Le Mans, which will be great if we can pull it off for next year: it would also tie in with my 20th year in racing.'

Gerry no longer has a Porsche as an everyday road car, but he does like to keep a Boxster or two hanging around. 'They're such great value, such a great car, that whenever I see a bargain I can't help myself. Both my wife and I will drive around in it until someone gets in touch to say that they want me to build a race car.' **PW**

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DARKSIDE

The Editor straps himself into Fearnsport's power-crazed 723bhp 996 GT2 for a ride on the wild side. It's quite a machine and Fearnsport is quite a tuning outfit

Words: Steve Bennett
Photography: Antony Fraser



FEARNSPORT 996 GT2 ON TRACK

I'm not a nervous passenger, really I'm not. In fact one of the perks of this job is to joy ride with some pro drivers who really know what they're doing and it's an absolute privilege. I've been hurled around the Nürburgring by Sabine Schmitz, I've reached warp factor around Weissach with Röhrl, I've even had a few laps around Brands Hatch with Sir Stirling Moss. Sure, the first time you hit the track with a driver who really knows what they're doing, then it's a fairly enlightening/petrifying experience. Up until that point, you will have had no idea that a car is capable of doing things that you are witnessing. It's not so much the speed, although that can take you by surprise, it's the braking distances and the cornering forces that defy convention. All that aside, though, and my tactic for a wild ride is to strap in tight, relax, watch and experience someone who can really peddle their art. Even so sometimes I'm taken by surprise, but it's rarely

by the sheer power of the projectile I happen to be strapped into. The last time that happened was in the passenger seat of Will Gollop's Rallycross Peugeot 306, but now I think I've experienced something just as mind bogglingly powerful from what to all intents and purposes is a road car. Fortunately I'm in good hands. At the wheel is genial ex F1 driver Mike Wilds. At the wheel of what exactly? A 996 GT2 with 723bhp and 792 lb ft of torque, that's what!

This is Silverstone, the Grand Prix circuit to be precise. It takes a very quick car to make this place feel small, but 723bhp is pretty much bang on what a modern F1 car puts out from its 2.4-litre V8. In terms of torque the F1 car doesn't even get a look in compared to this, needing all its 18,000rpm to produce its maximum output. But I digress. Mike is trundling down the pitlane and through the tunnel that filters on to the circuit. As we merge onto the track from the right a gaggle of





Caterhams flash by. So far so normal track day.

And then Mike hits the throttle and all I can do is utter a very short expletive! The sheer brute force and power of the thing takes me by complete surprise. Basic instincts take over. My stomach has dropped through the seat, my head has snapped back and my brain is sending out random panic messages. It takes half a lap to calm everything down. It's OK, we've been here before, just relax. Sounds a bit over the top? No way, I was there.

Wilds does what all good drivers seem to be able to do in something this fast and powerful: He manages to slow it all down. No frantic movements, his inputs are calm and collected, despite the huge power of the thing, which, OK, is on Hoosier track day tyres, but is otherwise devoid of any form of electronic driver aid save for the intervention of the right foot. It monsters everything, even the Radicals. Mike doesn't make it look easy as such. There is a battle going on here, but he's winning and it's a privilege to have a front row seat.

So a 996 GT2 with 723bhp and 792lb ft of torque. Isn't the standard car fast enough? Sans any sort of electronic

gizmos and dubbed the 'Widowmaker' it was the last of the old school 911s, but the lure of the boost is too much for some. We're not saying it's easy to tune one of these monsters, but turbo boost is easier to manipulate in the search for power than revs. The trick is to make the whole thing stay in one piece, but then this machine has been hand built by the home of the Über Porsche, also known as Fearnspport. Interestingly when you take away the last five letters of the name, you just get 'fear!'

Fearnspport is run by Matt Counsell and he's been fettling Porsche's turbo cars for many years and joined Fearnspport seven years ago. This black GT2 is Fearnspport's wildest project to date driven forward by owner Chris Reed, a serial track day junkie, who when he isn't running his transport business, is trekking all over Europe with the GT2 strapped to a trailer. And Mike Wilds? He's the hired gun who's coached Chris at the wheel and also helped to develop the car. One thing's for sure, he certainly knows how to drive it.

Chris had two overriding criteria for this machine: it must be fast and it must be reliable. Fast is kind of a given

Top left: Track day junkie, Chris Reed, commissioned Fearnspport to build his ultimate track day machine. Interior is very civilised. You could happily drive this on the road in comfort, but as Chris says himself: "What's the point!"



FEARNSPORT 996 GT2 ON TRACK



Top: It's a modern Porsche engine bay, so sadly not much to see. It's all going on out of sight, though. Power is rated at 723bhp and torque a mind twisting 792lb ft. Below: Mike Wilds on track at Silverstone

with a GT2, even standard, but as we said above when you start to extract more power, it's more a case of making it hang together. Normally aspirated engines are easier in this respect, but with a turbo engine it's the potential torque that can be the issue, not so much for the engine itself, since a turbo engine doesn't need to rev to produce its power. No it's getting the power to the wheels via the transmission, or getting the transmission to handle 792lb ft of torque, which is a simply humungous figure given that the standard GT2 produces 472lb ft of the stuff.

Not surprisingly the standard gearbox wasn't in any way man enough for the job in a car that can pull 180mph up the Kemmel Straight at Spa in sixth, which is when it destroyed itself as sixth gear tried to exit the rear of the casing, so Fearnsport built up a gearbox using internals supplied by Guard Transmission in America, which has been 100% reliable and up to the job. More of which later.

The heart of the beast, albeit slung out the back, is the engine. Consider that power figure: 723bhp up from 472bhp standard. How? Well take the standard GT2

engine and sort of throw virtually everything away. Firstly the capacity has been increased to 3.8-litres. New gas flowed crank cases are used in which sit a steel crank with Carrillo connecting rods, which push and pull on uprated forged pistons. The cylinder water jackets have been modified for better cooling, while the cylinder heads themselves have been flowed and bench tested. The valves have been 'back cut' and the cams are a custom grind to Fearnsport's specification, with modified cam timing.

That's the basic heart of the engine, the bit which has to put up with the forces inflicted upon it, which of course are the turbos. Chris was insistent that he didn't want any lag so K24/26 turbos were used, which are neither the largest or most powerful, but suited the ethos of the project, particularly with Fearnsport's fully adjustable turbo actuators, which ensure precision boost control.

The turbos are fed by Fearnsport intercoolers, which have dramatically reduced intake temps on a car which spends all its time on the race track. Surprisingly, perhaps, the standard air box is retained, albeit

“Not surprisingly the standard gearbox wasn't in any way man enough for the job!”





extensively modified to fully utilise the original air intakes on the engine lid.

Pumping air into a turbo engine is crucial, as is getting the spent gases out again and custom exhaust manifolds are combined with a Europipe system to do just that.

Finally there is the fuelling and ignition side of things, which can do much to calm and influence the basic instincts of a 723bhp twin turbo engine. Matt can't praise highly enough the work of Syvecs and Ryan Griffiths, who created and mapped a bespoke ECU for this engine. The

fuel system itself is entirely uprated using components from ATEC (Matt's second home, he says), while ASNU supplied the injectors, which run at a perfect 85% duty cycle (thanks to Simon at ASNU, who has also developed the injectors for 911&PW's 944 project) following Matt and ASNU's calculations on flow. Guess that means that there's some flow in hand should they want to wind the boost up a bit more!

So back to the gearbox, which was last seen in the bin. The heart of the 'box is a three-piece main shaft from Guard Transmission in America. The gears themselves are all straight cut to cope with the huge torque but are also modified to take synchromesh engagement, and a 964 RS flywheel is used with an uprated Sachs clutch. The ratios have been lowered for circuit use, and while this is no top speed machine, it will still max out at 190mph.

FEARNSPORT 996 GT2 ON TRACK

“It’s more of a throwback to the old school days of 935 racers, albeit without the turbo lag”



Below: As you can see from the Fearnsport workshop, they only deal with the quick stuff. We'll be back for a more extensive look very soon

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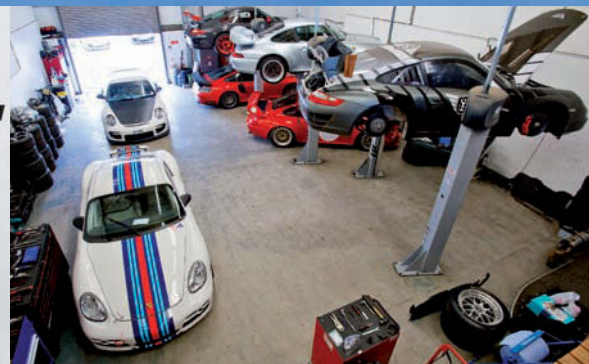
And that's it. Aside from the gearbox issues, Chris's GT2 has held itself together admirably despite much track day abuse. Ostensibly it's road legal but Chris doesn't use it on the road, saying to do so would be pointless. You have to agree with him really. It's tractable (torque is above 600lb ft from 2150rpm), docile even – until poked that is. To give it a wake up call on the road would be madness.

Back on the track, and once the initial shock has subsided, I'm able to watch what Mike is doing at the wheel and experience the way he uses the power and the torque. Instead of wringing out every revolution as you would in a normally aspirated 911, he uses the peak of the torque curve, which swells with the force of the turbos. Go too far and the power drops off so he changes gear in the sweet spot with a chirrup from the turbos and a sonic boom from the exhaust. It's not in any way

frenzied like the Caterhams and the Radicals that are buzzing around us.

I thought that the Über GT2 might get hit in the corners by self same Catehams and Radicals, but no. Mike is able to brake late on the Alcon discs and calipers, with Pagid RS29 pads, and then he fairly throws it into the corners leaning on the sticky Hoosiers and the support from the stiff Öhlins dampers and springs. And then, when it's roughly pointing in the right direction he's back on the power and demolishing one of the world's fastest Grand Prix circuits. Like the road going GT2, this Fearnsport weapon may not have the finesse of say a GT3, it's more of a throwback to the old school days of the 935 racers, albeit without the turbo lag, but when the trend seems to be one of downsizing and powering down rather than up, well it's a refreshing change.

And then it starts to rain – hard – and for once I'm quite happy that I'm not going to be driving today. Respect to Mike for the demon driving, to Chris for commissioning the beast and to Matt and the guys at Fearnsport for building this Über Porsche. We will be back very soon to sample more from the home of the Über Porsche... **PW**



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DOWN ON THE FARM

Forty years ago, Josh Sadler set up Autofarm to specialise in 911 sales and service, pioneering Porsche club racing too. He provides the coffee and we scoop his freshly rebuilt “911 ST”

Words: Johnny Tipler
Photography: Antony Fraser





Autofarm is 40 years young and Josh Sadler can add another 30-years to that figure. Both are doing well

from a scrapyard, which had had a full frontal attack. Josh sought a front wing from Porsche official concessionaires AFN – the dealer network was very small back then – but even they couldn't supply the part off the shelf. So Josh and Steve borrowed a Cortina Estate from Jack (who's still here today!) and drove to Germany where they quickly discovered a parts supplier whose racks were bulging with items scavenged from wrecked Porsches. They bought what they needed to complete the job on the 911L, and immediately returned to Germany armed with a Transit van for more of the same. Soon enough they became aware that the front spoiler for the first run of 2.4 911s in 1971 plus, in particular, in late 1972, the 2.7 RS, was made of glassfibre, which rallying exponents were regularly destroying, and that these guys also hungered for post '71 non 'D-dish' wheels, so they stocked up on these as well. That's where Autofarm really kicked off: 'it was secondhand wheels and the glassfibre front panel that really got us going,' Josh recalls, 'because the lads who were rallying the RSs were knocking their spoilers off and wanting simple front bumpers without the oil cooler box – which caught on things and didn't have a cooler in it in a production car anyway – and wanting spare wheels too. So, suddenly, we were dealing with people with brand new RSs in '73, and they were relatively well off.'

Finding suitable premises was the next issue. Josh was always keener on the idea of operating from a rural site rather than an industrial estate, and the notion of an 'Autofarm' was born in a

The only thing agricultural about Autofarm is its location: for four decades it's been a byword for the tuning, maintenance and club racing of 911s. In a year rife with anniversaries, patron Josh Sadler celebrates a couple of milestones of his own: he turned 70 and the firm he created is 40. Enticed by the prospect of a go in his lovingly recreated 911 ST classic racer, we joined him for a sandwich at his Weston-on-the-Green farm premises.

Josh began racing in 1969 with a pre-war Aston Martin as a weekend hobby while working for Glacier Bearings in Wembley. He also raced in Clubman's Formula with a Mallock U2 against the likes of Barry Foley, Simon Taylor, Noel Stanbury and Harvey Postlethwaite. A

“The business lurched off the ground in 1972 with a 911L”

couple of years later, still at Glacier Bearings, he and Porsche-loving colleague Steve Carr decided to go solo and began looking at damaged cars on the basis that they could be bought cheap, mended, and sold on. Early actions involved glassfibre-bodied Lotuses and Reliant Scimitars, which would turn out to be valuable background experience further down the line.

The business lurched off the ground in 1972 when they acquired a 1968 911L

Wembley curry house in 1972. For four years they made do with a rented garage in Iver, Bucks, and the business gradually expanded, with new personnel Mike Evans, Jack Philips and Josh's wife Sue joining. In 1977 they acquired the remaining 14 years of a long lease on a condemned garage and workshops from British Rail, close to the underground station in Amersham, Bucks, on the understanding that the old garage fuel tanks were filled up with concrete, the building re-wired, and a new era began.



As Josh says, 'it was a sort of heyday; we had few overheads, no kids, and we could go upmarket a bit.' There was a showroom there too, and a steady turnover of well-sourced g11s enhanced Autofarm's reputation during the decade. I visited the premises a few times in the late '80s, kicking the tyres of a couple of 2.2Ss – one in Olive green and a lovely rebuilt Roman Purple car that proved an animal to drive, and I've always regretted not buying either. Autofarm became more involved in racing, and while it was synonymous with competition g11s in the '80s, Josh regards the period with some stoicism: 'We only ever went racing

Autofarm speciality became front and rear panels and wings from the 1974 Carrera 3.0-litre RS. 'When the impact bumper g11 came out in 1974 we thought it was a very odd looking thing, but then we got into updating. We'd take a pre-'74 g11S and put glassfibre impact bumpers on it to make it look more modern.' Josh has seen both sides of the retro zeitgeist: 'We rented a barn and we had a huge pile of early bumpers in there, but by the time the market went all the way round and people were looking for early bumpers, the bloody things had all gone rusty!' A similar fate befell the early seats that they'd switched for race seats:

In the best possible way, Josh has been there, seen it and done it. Good times, not so good times – he's watched the Porsche market ebb and flow and he's been around for long enough to see g11s being updated and then backdated! Oh, and now he's been interviewed by Johnny Tipler!

“It was a sort of heyday; we had few overheads, no kids, and we could go upmarket a bit”

when we were based at Amersham because we were on a peppercorn rent, so that was the golden decade, '77 to '87.'

Racing produced a lucrative sideline: they tried manufacturing glassfibre panels themselves, but quickly passed the work onto a local expert who took moulds from original metal parts imported from Germany and fabricated the equivalent in GRP. The

after 30 years they'd become rat-infested. Occasionally Josh comes across a car that was updated and subsequently reverted to its correct classic status: 'trouble is, they're usually sheds underneath, and a shed costs £100,000 to do, so it doesn't really matter whether it's an RS or an ST or a g12.'

There's a disparaging tone about the whole updating concept as Josh cites a client's 3.2 Carrera that was

AUTOFARM ON FORM AT LE MANS

In 1982 at Le Mans, Autofarm ran the red 934 turbo of Richard Cleare, co-driven by Tony Dron and Richard Jones, placing 13th overall and winning its class, covering 2466.97 miles (3970.2km) at 102.79mph (165.42kph). This 934 is now a concours car in the USA.

updated to a g64 lookalike, then reverted to a long-bonnet classic while retaining its 3.2 engine. 'It's not too big a deal to do, but there's not a lot of point in updating now. We get offered kits to update early g96s to g97s, and it's actually quite difficult to do. We had a customer who wanted to do it to a front-damaged g96, and it all got so blooming difficult that the wreck is still sitting up in our store barn and has completely ground to a halt.' He sighs: 'you evolve in life; in terms of updates, we've been there, done that. Technical modifications yes, engineering improvements and bigger engines and bigger brakes and stuff like that, yeah, but cosmetic updates is not where we're at. It never was a market that appealed an awful lot; it's not where the enthusiast is at.' As for technical projects, the barns are full of shrouded cars awaiting the engineers' attentions, including what was originally a 1970 g11E 2.2 Sportomatic, former race car of PCGB treasurer John Piper, fitted with a very special 3.0 RS engine, and a 3.0 RS replica originally built in '83 for Lord Mexborough. 'When we first built it you could pick up secondhand competition parts in the German network quite easily, so we were able to build it to a very good spec back then. We were a regular customer of Freisinger for donkey's years, but as we got a little bit bigger and busier it all became a bit too much like hard work, and you never quite knew what you were going to get, and sending it back to Germany was a pain. They've got so much stuff, buying all the salvage out of the factory and people like Vasek Polak, it's just mind boggling.'

One of the best-known images of Josh is in trials, where the short wheelbase g12's spare wheel is hanging off the back of the car. 'I started doing classic trials again and we discovered that if you put a 'T' engine in a g12 and glass-fibre panels on the front, it would be teetering on the back wheels, which is brilliant for traction, and you could get a twin-tube tow-bar back then that bolted to the back of the floor panel and had a mounting plate at the rear, so we put the spare on there to get even more weight on the back end.' In the late 1970s there was a sartorial shift: 'I grew a beard to make myself look older, and when I got older I shaved it off to look younger. I always used to race in a shirt and tie, and it wasn't until '87 when they made me wear Nomex knickers and a race suit.' There's another unlikely image of Josh Sadler: he may be inseparable with g11s, but he also has deep affection for his Allard J2X racer,

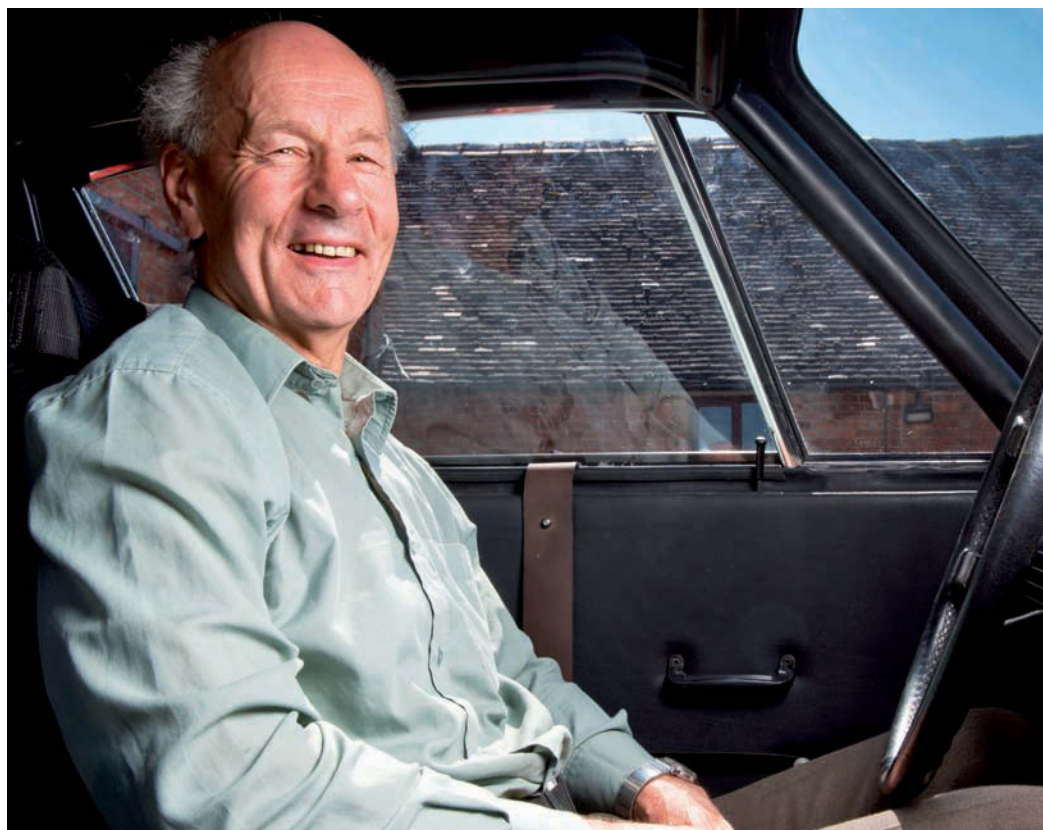
powered by a thundering 6.0-litre Cadillac V8. He also gets to drive Gideon Hudson's Roesch-Talbot in historic events like Classic Le Mans too.

Considering the extent Autofarm was involved in the sport it's no surprise that they are now working on project number 240. 'We built a lightweight, based on a 2.2 in '79, fitted with a 2.8 high-compression motor, but it wasn't as quick up Shelsley Walsh as the old '65 short wheelbase g12 trials car, by then fitted with a 2.7 RS engine, which we accidentally found some sort of a balance with. It was lovely on the circuits – you could really drift through a corner with the old slow in, fast out principle, throttle steering through the corner. You'd get it wrong now and again and spin like a top but when you got it right it was very satisfying. That had a nice balance in the chassis in the body shell I suppose, the degree of flex was the same at both ends.' Josh went racing in 1975 with a left-hand drive 2.2S with 3.0-litre RS bodywork; 'we only did the odd race here and there because there wasn't really anywhere to race a g11. You could go ModSports, but there were some quite serious lads there, and there was the 750 Motor Club, so I focussed on hill climbing because that worked for us because, A, you could win, and B, you got some publicity.' In that respect, hill climbing was gold dust for Autofarm. 'Then I built the pink hill-climber, which was always a bit of a handful, and sold it



Autofarm as a business has had many locations, but finally in 1993 Josh really did locate to a farm, or at least the grounds of a farm in Oxfordshire. Where next

for Autofarm? More of the same, whether that's priceless restorations, solving M86 engine issues, or just servicing. It's all Porsche business





to one of the Modsports racers who over-ended it at Mallory Park, and then in '80 I built the white 3.5-litre which was based on a '72 911T Sportomatic from the Channel Islands. The engine was based on the 3.3 turbo that had come out in '78 with a longer, straight stroke crank, and you could get big bore barrels and pistons from Mahle and build yourself a 3.5-litre engine, and it was one of those cars that clicked; it was too much of a handful on the circuit, but it was just so chuckable on the hillclimbs, and we ran the standard

could have gelled; we went to Le Mans with a customer 934 in '82 (see sidebar), and Steve and I had a huge debate, because you can't run an outfit like this and go racing: you either have a race shop, or you look after the bread-and-butter enthusiast. The two just don't mix, because racing is weekends, and the parts requirements are completely different, being specialist systems like roll-cages or competition seats. But in those days you couldn't find sponsorship money easily, so we decided we would stay where we were.'

Josh's latest toy. Rebuilt as a 911 ST and originally bought by Josh in 1979 as wrecked rally car. Beyond that it has an interesting history. Starting life as a factory prototype, it was chassis no.12 for a 1970 911S

“I'm a Club racing man, I'm not an international racer; never had the time, never had the money”

RS cams in a full-race engine with race injection and the torque curve was massive.'

Content to pack a tent in the front and head off to a venue like Bouley Bay hillclimb in Jersey or Val des Terres on Guernsey, Josh wore his talent as a gifted wheelman lightly. 'I'm a Club racing man, I'm not an international racer; never had the time, never had the money. I suppose there was a point in the '80s where it

And that meant flinging a 911 around hairpins on an uphill gradient. 'Of course, the 911 is absolutely brilliant at hill climbing because it's all about traction off the line, traction out of the hairpins and tight corners, and so I set off hill climbing in '75. I was running these half page ads in *Motor Sport*, which for me was a bit like getting blood from a stone, but they got a following. I used to work on a Saturday morning, pack up at

lunchtime, jump in the hill climber and drive off to Prescott or Shelsley Walsh, do practice in the afternoon, win the class on Sunday and drive home again and there would be a half page, if not a full page, in Autosport reporting on the event. We got stunning coverage out of that, and all I did was drive there, drive up a hill for 30 seconds and drive home again.'

Josh and Steve helped instigate Porsche club racing in Great Britain: 'we helped start the Club production championship in '83 with Gideon Hudson – who I'm still doing historic racing with – he was a legal man so he was good at getting the regulations approved. We'd do the technical regulations and he would write them up properly. We started the Modified championship in '86 when Chester Wedgewood came on board with Giroflex office furniture, and later under his Gordon Russell banner. I was the first accident too,' he laughs. 'There were six races in '83, each sponsored by a different dealer, and the first race was at Snetterton, and all we'd got at the time was a bog standard 1964 911, chassis number 24. The trailing arm was rusty and it collapsed into positive camber and then completely folded up, and I went backwards into the Armco exiting Russell. It's since been sold to Adam Richardson who restored it and competed at the Goodwood Revival recently.' Chester Wedgewood became a partner in Autofarm and sponsored the racing series from '87 through '89. 'Then everything started to go belly up, because not only had he got our Tring business round his neck, he had problems in his office furniture world, and a very sick child in 1990. It was a lot to cope with, and he's somebody I will always have a huge amount of time for.'

Autofarm rode the classic car boom of the mid 1980s, in which 2.7 RSs in particular tripled in value overnight and, with Chester Wedgewood, the foundations were laid for a move in 1987 to vast new premises on the main A41 at Tring, Herts. They took on Saab and Suzuki dealerships to support the core Porsche operation. 'We were living on a vast overdraft to do it,' Josh admits, 'and that's fine until interest rates go to 17 per cent. It was a bit of a bubble.' At the end of 1989 a scheduled Ferrari auction in Monaco suddenly failed to maintain the

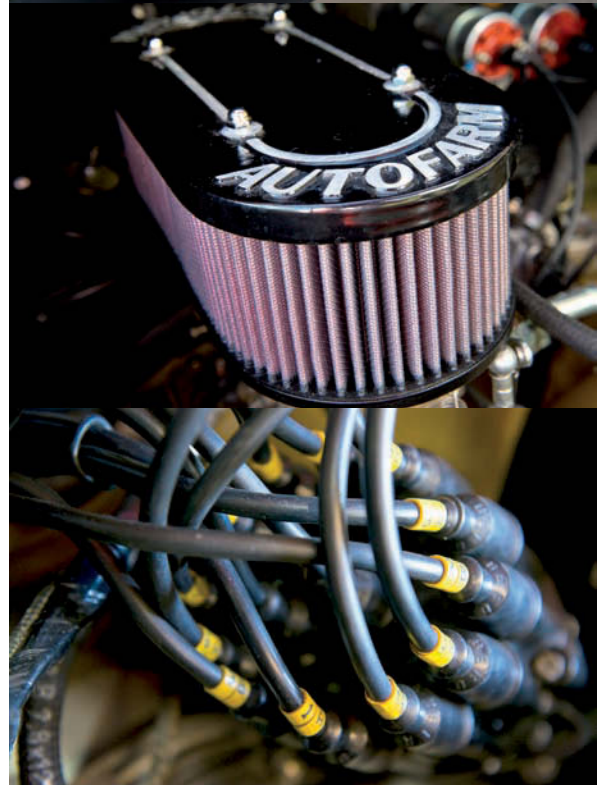
price snowball, and the recession alarm bells started ringing. Downsizing as rapidly as possible during 1990, early in 1991 Chester agreed to release Josh and Steve and cope as best he could. Josh, with Jack and Mike, relocated to a shed at the bottom of Josh's garden at Penn, Bucks, to concentrate on servicing and selling Porsche parts. Steve Carr left to become secretary of PCGB, but nevertheless, the train had hit the metaphorical buffers. 'Chester had no choice but to go bust, somewhat spectacularly,' Josh concedes. 'It's part of life; it was a bloody great big recession. Interest rates went to 17 per cent, so what do you think was going to happen? That stopped the motor racing as well, but by then I'd done enough racing, though I still blag the odd drive here and there.'

In 1993 it was time to relocate the business again, this time to a real farm, at long last fulfilling Josh's ideal, located in Oddington Grange's farm buildings in the 400 acre estate at Weston on the Green, just north of Oxford, where six technicians and a quartet of admin staff service the Porsche fraternity with maintenance, tuning and thoroughgoing restorations. Just like the good old days, this agribusiness.

PIGGY IN THE MIDDLE

One car that really does matter to Josh the enthusiast is the 911 ST spec car that Autofarm has just rebuilt. Josh bought it in 1979 as a wrecked rally car and dismantled it for spares. 'It had an interesting identity,' he explains. 'As a factory prototype, it was chassis no.12 for a 1970 911S and it's got the original German log book, so I gradually accumulated the proper parts to recreate an authentic ST. I'm not claiming it is the original car,' says Josh; 'it's what I call a resurrection, not a restoration.' The FIA papers will be for a 2.5-litre ST, which runs to the end of 1971. Josh explains: 'FIA Appendix K regs are quite specific on 911s for obvious reasons and even though it goes up to the end of '71 you're not allowed the '72 915 gearbox which is quite a bit stronger; you've got to run the early 901 gearbox, which has a dogleg 1st shift. At the moment it will initially run a 2.8-litre with a 915 competition box, with a view to competing in events like the Nürburgring Old Timer. It seemed to me that even an old 1970 chassis with a 2.8

Above: 911 ST 'resurrection' certainly looks the part and uses all original parts, which Josh has been collecting over the years. If he had started collecting bits now, it would probably cost many times more, such is the value of historic Porsche parts these days. It will sport full FIA papers for a 2.5 ST and as such will be eligible for historic events like the Old Timer Grand Prix





carburettor engine would be competitive enough to join in at the Old Timer, and there are all sorts of things you could do with it. We'll see how things evolve, or maybe I will sell it to somebody who will give me a good price.'

Here's the official history. In 1968 Porsche built a batch of twenty 911Rs which were full-house race cars running with the 906 Carrera 6 engine, with glassfibre wings and Perspex windows, and customers who wanted a 911 for rallying were provided with the

with the T spec, though that was never stated in the formal brochures.

The 'ST' was built by Autofarm engineer Mark Henderson, the shell painted Blood Orange, the factory racing colour of the period. In fact it's a prototype S, as Josh explains: 'an original '68 911T Rally was the first with the M471 sport equipment option, and it's got a 911S engine and the simple lightweight interior that's more familiar in the '73 RS lightweight. So it's a

ST is painted in Blood Orange, which was the factory racing colour of the period. Also correct is the combination of narrow Fuchs up front and wide Minilites at the rear. Why? Fuchs didn't produce a rim that was wide enough at the time

“Fuchs up front and Minilites at the rear gives the car an endearing amateurish appearance”

homologated, lighter, 911T fitted with the 911S engine and described as a 911T Rally; the TR was in effect a 911S lightweight. Then for 1970 they built a 911S lightweight as a homologated production model, and the early 1970 line-up consisted of a T, E and S, and what they called the S Sport. This was a simple spec 911S, which was conceptually a 911T with an S engine, so the factory called it an ST internally because it was a 911S

'Lightweight' from 1968 and '69.' Josh draws a parallel with the 2.7 RS Lightweight, which was officially an RS Sport as distinct from an RS Touring. They used M471 as the simple lightweight option code through all the later air-cooled cars. So if you ever come across a car with an M471 option code you've got a winner because it's a homologation special, it's your hen's tooth.' The Fahrzeugbrief or logbook states it was only 930kg and

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was equipped with Dunlop racing tyres too. 'This was one of the prototype batch, they normally did 12 prototypes, and this was the last prototype they built for the 1970 model year.' After it was completed in '69 the factory kept it for two years and then sold it to one of the engineers, with a 1970 2.2 T engine, number 0001, installed. Josh remembers that engine because prior to dismantling the car he noted that it went particularly well, though it didn't fetch a particularly good price in 1980. The reconstruction is fitted with a 2.8-litre flat-six, in what Josh describes as 'a versatile historic package.'

One of the principal characteristics of the ST in Group 4 race spec is the disparity of wheel types: Fuchs up front and Minilites at the back, which gives the car an endearing amateurish appearance, as if the team couldn't run to a full set of one or the other, or else was striving for the unfair advantage. But that's how they were presented, and the reason is quite simple: Fuchs didn't make a wide enough rear rim until 1971. So, the ST wears original gin magnesium alloy Minilites on the back and 7in g11R Fuchs wheels on the front; the extra inch width was on the inside of the rim because otherwise it would have been too wide for the narrow bodied g11R. That was Porsche's competition wheel for the g11 until the 8in and gin appeared in 1971, incorporating the safety beads that kept a deflating tyre on the rim. Those Minilites are probably worth £4K each now. They're shod with Yokohama Advan 205/60 TR x 15 g1H on the front, and on the back they're 225/60 DR x 15 g0V.

The bulging wheelarches were sourced from a good friend in Poland who copied them from the original. The front wings and front lid are glassfibre, the roof and rear arches are metal, the engine lid is aluminium. In the front left-hand wing you can see where the filler cap has been taken out, with the competition filler cap under the front lid. Apart from the windscreen the windows are all plastic, though the rear quarter lights open, which could be a relief during a hot race. The competition fuel tank is mounted low down in the chassis, there's a strut brace between the shock turrets, and the battery is set back in the smuggler's compartment. There's a red light in the back window for wet weather competition work, and there are little aluminium brackets in place to hold the

window in situ for events like Tour Britannia. There are two external pull switches on the scuttle; red is fire and blue is ignition cut off. They've dispensed with the wind-up windows and door cappings, and there's a pull-out ignition cut-off switch on the dash, and otherwise it's normal g11 kit, devoid of glovebox lid and centre console.

'The early M471 cars just had carpeting on the dash and carpeting on the roof skin, but when you got to '73 with the RS they productionised it a bit more and put a proper roof lining in and had the standard trim on the dash, but it wouldn't have had a welded in roll cage like this. I always understood the central horn push was an American market item rather than a competition item, but all sorts of things are coming out of the woodwork in this day of very high values, and I'm learning all sorts of things I didn't pay as much attention to about back in the day.'

Apart from Mark who built it and Josh, I'm the first person to be let loose in the car, which is an honour indeed, given the provenance and its lengthy and discerning build. I'm strapped into the Securon harness and fire it up. The 2.8 is the most evocative of the flat-six screamers, with a metallic underscore to the bark. Noise levels are pretty high in the cabin, with no sound deadening, of course. My legs are angled slightly towards the centre of the car due to the location of the seat, and the early '70s four-spoke wheel allows me to grip and operate it between the spokes. To begin with the steering seems incredibly vague. As I feel my way out of the Autofarm yard and into the parkland drive it's popping and banging beautifully, screaming as I run through the g15 gearbox. I remind myself that the running-in process is ongoing. Nevertheless, acceleration is absolutely instantaneous, and immediately I know I'm driving a very exciting competition car. It's actually quite a brutish business getting it off the line; it's a pretty violent clutch, needing a firm left foot, and to have a smooth take off I maintain the revs to get it going, and once in motion it's wild and jinky, tip-toeing through the bends until it becomes confidence inspiring, after which it demands to be driven faster and faster; there's a way to go with the setting up, adjusting toe-in and camber settings yet though. But in true Autofarm style, this will be a heck of a racing machine. **PW**

Above left: Parts for Josh's ST have come from all over. The rear wheel arches were sourced from Poland for instance. The front wings are fibreglass, as is the bonnet, while the roof is aluminium. All the windows are plastic. Right: Competition interior features welded in cage and correct period style seat. Competition fuel tank is mounted low down in the chassis



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Words: Steve Bennett Photography: Antony Fraser

911SC V CARRERA 3.2

911SC or Carrera 3.2? Time was that was a question to answer. The newer car surely? Not necessarily. The SC has more old school 911 about it compared to the more refined Carrera, and prices for good versions of both are starting to converge



911SC V CARRERA 3.2 GROUP TEST

There was a time when this comparison would have been a foregone conclusion. The Carrera 3.2 wins, end of. But not anymore. The 911 3.0 SC is emerging from the 3.2 Carrera's shadow. It's not the inferior machine any more, it's now the alternative, different choice and as prices for good 911SCs and Carrera 3.2s start to converge the two are frequently on the same shopping list, one that is dictated at the top end of the market by condition. It's a market that is being dragged along by the ever increasing values of the pre '74 cars too. As the boat sails on those cars for many price wise, then attention turns to the impact bumper cars and, of course, with that the prices start to climb.

This is how it used to be: The SC was your starter 911, with prices starting at £8000 for something half decent finishing at around £12,000 for a really good one. Beyond that is where the 3.2 came into the equation. That was

the market and it didn't budge for years. Not any more. Now we're not trying to hype the market here, but the trend is plain to see. Both the SC and the Carrera can command prices in the high teens and twenties respectively, particularly with a dealer. Private is cheaper, but the good private cars will be snapped up by dealers, so you need to be quick.

Condition is crucial and faced with an SC and a Carrera 3.2 sitting in front of you as a dynamic duo and priced identically, then your money would be wisely spent on the car that does it for you both from a driving point of view and condition. But surely that will always be the Carrera 3.2? It is the newer, more powerful, more developed car. Well again that's always been the perception, the market rule even, but that's a rather simplistic view based on 911 hierarchy.

The above scenario is not as unlikely as it may sound, and faced with such, then it would make sense that the



TECHNICAL SPECIFICATION

PORSCHE 911SC

| | |
|---------------|------------------------------------------|
| YEAR: | 1978-1983 |
| ENGINE: | 3000cc |
| POWER: | 204bhp at 5900rpm |
| TORQUE: | 197lb ft at 4300rpm |
| TRANSMISSION: | Five-speed manual |
| TOP SPEED: | 146mph |
| 0-60MPH: | 6.8 secs |
| SUSPENSION: | MacPherson strut front, independent rear |
| TYRES: | 185/70 VR15 front, 215/60 VR15 rear |

SC would potentially be the better car. After all even now an SC at £20,000 would be exceptional, while a Carrera 3.2 at the same price would certainly be good, but a few thousand away from exceptional. In that situation, the SC would deserve serious consideration, which is why we're here today to put the two through their paces. Well

“The crucial question then: Can the SC compete with its successor on equal terms?”

actually three, because while the SC came in basically one flavour (OK, two if you count the early 180bhp cars), the Carrera did have a mid-life gearbox swap as the 915 'box made way for the G50 cog swapper.

So on hand we have a very period looking pewter 911SC, an equally period Guards Red Carrera 3.2 with a 915 gearbox and a very grown up late Carrera 3.2 with a G50 'box. All bases covered then and from a distance nothing to separate them in terms of looks and 911 appeal. The crucial question then: Can the SC compete with its successor on equal terms?

Of course the SC was supposed to be the 911's final hour. The 928 was supposed to be the future, but 911 fans were having none of that, thank you very much. The successive 3.2 was ushered in as something of an afterthought, so the differences between the two are not vast in any way. Launched with a meagre 180bhp from its 3-litre engine in 1978, the SC grew to 204bhp in 1981 and remained there pretty much unchanged until the Carrera 3.2 arrived in 1983 with its bigger, 231bhp engine and a host of refinements that at the time were seen as useful progress, but today can be interpreted as a softer option. After all the criteria for how these cars are now judged has changed. When they were new they were reasonably expected to be used as everyday cars. The Carrera's improvements were aimed at better everyday useability, whereas today anybody buying a classic 911 wants the full, undiluted driving experience.

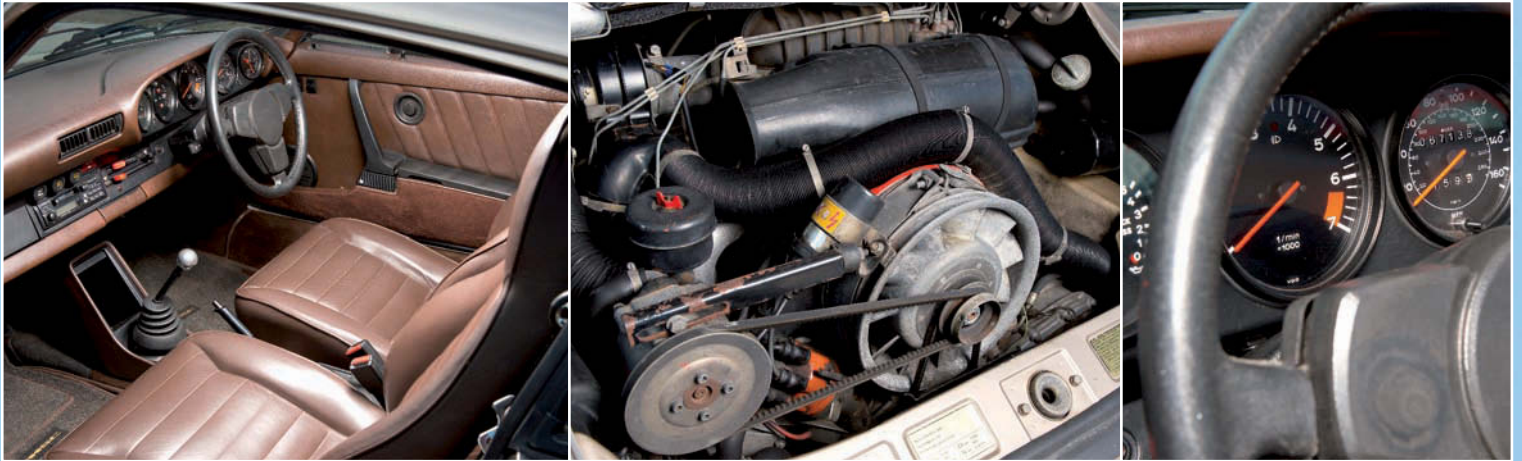
You see in many ways the 911SC is the sharper tool. It's lighter than the later Carrera 3.2s (1160kg v 1210kg) thanks to the lighter 915 gearbox and the smaller 3-litre engine, with its Bosch K-Jetronic fuel injection, is quicker and keener to rev. It's regarded as being bullet proof too and that is certainly borne out by the SC we are driving today, which has over 200,000-miles on its odometer, each and every one of them testimony to the 3-litre engine's longevity. And before anyone should mention it – no, there is no evidence of an engine rebuild.

Nothing about this car suggests that it has covered

This 911SC has covered a respectable 200,000+ and wears its miles as a badge of honour, although any cursory look over it and you would be forgiven for thinking it had covered only half that number



911SC V CARRERA 3.2 GROUP TEST



such a huge mileage. The exterior is good and the interior – often a weak spot – is in excellent shape. Predictably, and in homage to the exterior colour, it is rather on the brown side, but hey we could live with that. It's just a shame that it's not brown Pasha for the ultimate g11 interior experience.

This g11SC, like the rest of the cars in this test, has been sourced by Paul Stephens. It's not currently for sale, as Paul is mulling over quite what to do with it. It's a tricky one because as it stands it's very good, but with a bit of work and a top end freshen up, it could be one of the best g11SCs on the market, and its mileage would be a badge of honour rather than a hindrance. Still, that's not our dilemma, but it is at a tipping point in terms of its future direction.

So how does it drive? Well, like an SC should and indeed like a g11 of that era should, that is to say like nothing

else you will have ever encountered before if you are a g11 newbie. So typically of a g11 it does most things exceptionally well, only tempered by the few things that it does rather oddly, but that's all part of the g11's charm. Well, that's our excuse anyway.

Compared to post G-Series g11s getting behind the wheel of an SC is a very visceral experience that's dominated by feel and sensation. You can feel the road through every contact point, but most of all through the steering that gently fidgets and wriggles as the weight over the rear influences the front end's grip on proceedings. Changes in surface texture are conveyed straight to the finger-tips and indeed this is how you steer a g11 of this generation.

Everything else, though, is dominated by the rear overhang and that engine location. No matter how often we say it, it cannot be glossed over or over-emphasised.

Above left: Brown interior is very much of its era and part of the SC's charm. It's in very good shape considering its mileage.

Engine produces a throttle sharp 204bhp. Strange pulley driven device on left hand side of engine is the air pump, which injects air into the exhaust to clean up emissions



The SC feels like it does because of where the engine lives. It is impossible to contain that sort of mass and it's what makes the 911 the car that it is – a constantly evolving and involving driving entity that never feels the same from one drive to the next. It's a three-dimensional driving experience.

The motor slung out the back of this SC may be high in miles, but it lacks nothing in bite. Once it's churned into life it responds to the organ style, floor mounted throttle pedal with vigour and a high end shriek that sounds like nothing else as the noise of the intake, the woosh of the cooling fan and the single outlet exhaust merge into that glorious 911 wall of sound. With just 1160kg to punt around it still feels fast today as witnessed by a 0-60mph figure of just 6.8secs, which, frankly, is conservative. Top speed is 146mph, while torque is a useful 197lb ft at 4300rpm.

Of course the SC comes with Porsche's 915 gearbox, a much maligned device if ever there was one. Remember it's the same gearbox that you will find in the 2.7 RS, which no one seems to complain about, as if spending well over £200,000 suddenly makes it OK. So the good news is you can have the same recalcitrant ratio swapping experience for some £180,000 less. Now that is a bargain.

Seriously though, the 915 'box is not a thing of

precision, but nor is it a complete mechanical mess. Slow and deliberate does it, and woe betide if the linkages are tired. On our 200,000-mile muncher the experience is typical of the breed. If nothing else it encourages you in the art of driving and anticipating what's ahead. This is a gearbox that you don't want to be rushing as a corner rushes up.

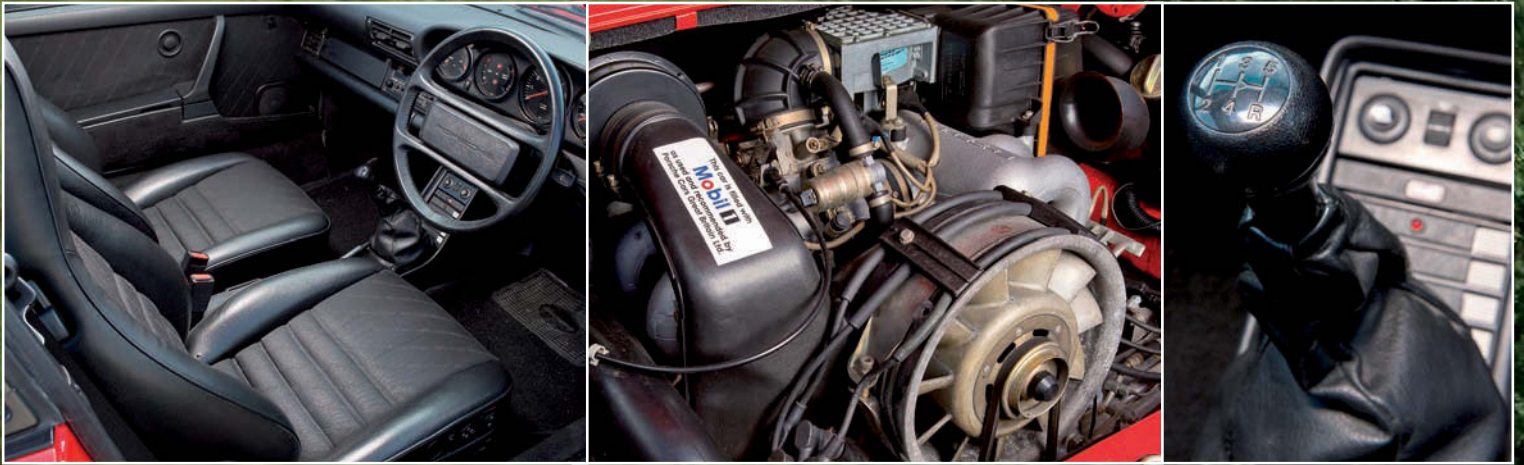
Returning to the 2.7 RS analogy and it's not just the SC's gearbox that bears up to comparison with the investment icon. The SC's whole demeanour comes within 95% of the RS experience, which would make it a bargain at twice the price. And that RS appeal is not something that you will find in quite so much abundance in the Carrera 3.2.

And so here we have the classic '80s Carrera 3.2. And this is a bit of a treat that we just couldn't resist. Finished in equally '80s Guards Red, this car has covered just 17,500-miles. What? Surely it's not fair to compare it against a 200,000-mile 911SC? Well price-wise it is, of course, in a different league. Indeed it's probably unique in its mileage, but we're comparing the driving experience here and besides this was too good an opportunity to pass up. Its value? Well it's probably in the £50,000 league, which when you think about it, is something of a bargain. It is, to all intents and purposes, brand new, an investment even. But would you be scared to use it and

“Finished in '80s Guards Red, this Carrera 3.2 has covered just 17,500 miles”



911SC V CARRERA 3.2 GROUP TEST



Above: The interior on this ultra low mileage Carrera 3.2 is, as you would expect, immaculate and a good 'safe' black. The 3.2 flat-six puts out 231bhp and features a more advanced injection and ignition set up. On the road it's as close to a new Carrera 3.2 as you're going to get nearly 30-years down the line





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TECHNICAL SPECIFICATION

PORSCHE 911 CARRERA 3.2

| | |
|---------------|------------------------------------------|
| YEAR: | 1983-1989 |
| ENGINE: | 3200cc |
| POWER: | 231bhp at 5900rpm |
| TORQUE: | 209lb ft at 4800rpm |
| TRANSMISSION: | Five-speed manual |
| TOP SPEED: | 152mph |
| 0-60MPH: | 6.1 secs |
| SUSPENSION: | MacPherson strut front, independent rear |
| TYRES: | 185/70 VR15 front, 215/60 VR15 rear |

put miles on it? That's the dilemma, but not today!

It's one owner from new – a pilot – and you can see that the fastidious attention to detail that pilots must adhere to, has been transferred to the upkeep of this particular car.

As we've already intimated the Carrera 3.2 is not a dramatically different car to the 911SC. It is largely about

“You notice above everything else that its delivery is a bit soft compared to the SC's zingy motor”

the engine. Yes there were some detail changes to the interior, and you get the impression that there was some improvement to refinement – thicker carpets, improved sound deadening, but really it's about the extra 200cc enhancement, which took power to 231bhp and 209lb ft of torque at 4800rpm. That overall power increase of 30bhp is a useful one over the SC, although the torque figure, peaking higher as it does, is probably not so noticeable.

Performance figures were again typically conservative.

Top speed was quoted at 152mph while 0-60mph was factory quoted at 6.1 secs, but many magazines of the day managed to break the six second barrier and posted 0-60mph times in the high fives.

The 3.2's extra capacity was achieved by increasing stroke to 74.4mm, while retaining a 95mm bore. A much more advanced fuel injection set up was introduced in the form of Bosch's L-Jetronic set up with a sophisticated (for its time) ECU and mass air flow meter.

So what's this time warp Carrera like to drive? Well it's pretty tight as you would expect. There is a precision to every input. The damping is spot on, the steering is sharp and the gearbox is probably not even run in. Certainly the shift is mechanically stiff and there is that typical 915 inertia to the upshifts that sees the revs drop off as you methodically move the lever between ratios. It's a lovely thing, and we haven't seen a set of original Pirelli P7s on a car for long time, but you kind of

feel that it needs a damned good thrashing to really start to deliver its best.

Overall, and as you would expect, it's the engine that dominates the proceedings and you notice above everything else that its delivery is a bit soft compared to the SC's zingy motor. It doesn't rev with quite the same enthusiasm and it doesn't sound quite so hard as nails. It's smoother, quieter (still sounds great, mind) and that 'softness' is down to the airflow meter, which is a restrictive influence on so many '80s/'90s fuel injected

CONTACT

Paul Stephens

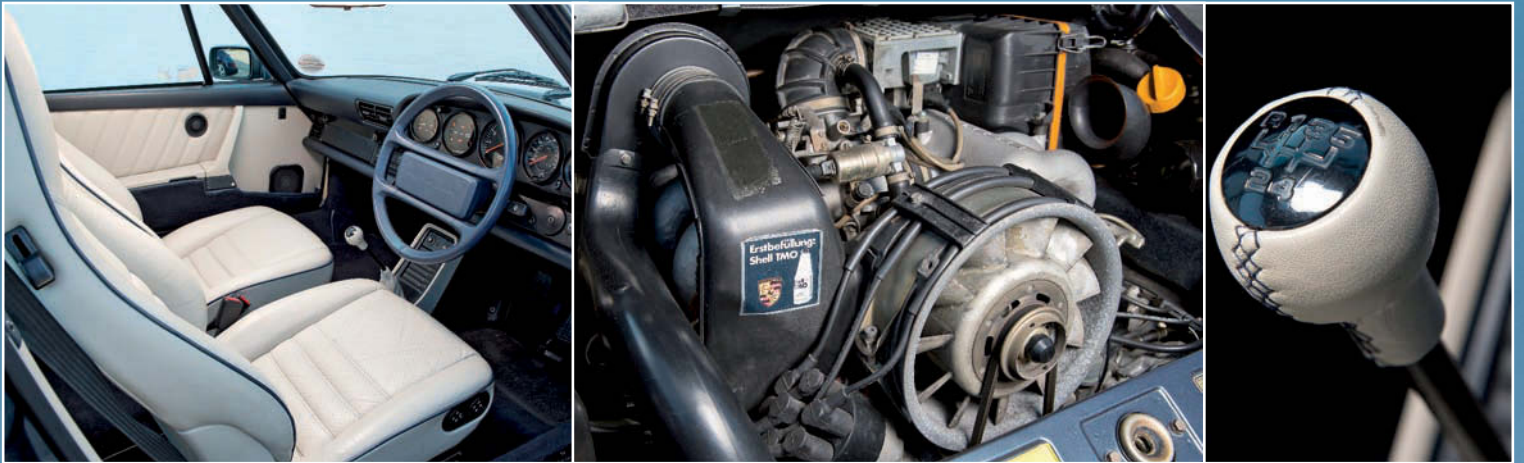
www.paul-stephens.com

With thanks to Paul and Charlie for supplying the three cars used in this test. The low mileage, red Carrera 3.2 is currently for sale with Porsche. Thanks also to Derek Price who is the owner of the blue Carrera 3.2. Nice car, Derek.

Last of the 3.2 Carreras and a quite sublime drive with it too. Colour is timeless and it benefits from the G50 gearbox, which will have you swapping cogs for the sheer hell of it. It's the pick of the bunch



911SC V CARRERA 3.2 GROUP TEST



cars, restricting the airflow to the throttle body and plenum as it swings open to measure the airflow coming into the engine.

Sadly this car will probably become a victim of its low-mileage. Mileage aside, though, the Carrera 3.2 feels more grown up and more refined than the SC. It doesn't quite encourage you to drive the pants off it in the same way the SC does.

So finally to the second Carrera 3.2 in the line up. This is a later version, looking very much the part in a grown up dark metallic blue with cream leather interior. It's got all the final Carrera refinements: Improved ventilation and heating, standard electrically adjustable seats, body detail changes and the G50 gearbox.

Ah yes, the G50 gearbox. Driven in isolation, you might wonder what all the fuss is about. The Getrag designed 'box, with its Borg-Warner synchromesh was introduced in

1987 and saw service right up to the 993. Bigger and heavier than the g15 'box it accounted for the later Carrera's weight increase (an extra 70kg) although because the extra weight of the gearbox was ahead of the rear axle line, it didn't affect the handling unduly.

The G50 is operated by a hydraulic clutch as opposed to the g15's rather springy cable clutch actuation. As we say, in isolation the G50 'box feels like a modern gearbox with a slick if long in throw action. Compared to the g15 'box, though, it's a revelation. It makes the Carrera a much easier car to drive with the 'box and the progressive clutch action complementing each other perfectly. It radically changes the character of the car. As snapper Fraser put it: "I was changing gear simply because I could!" It's true. With the g15 'box you often hang on to a gear, or even back off slightly so to avoid making a time consuming, ponderous gearchange. With the G50 'box you

Above: Later Carrera 3.2s can be identified by bigger interior air vents. While exterior colour on this car is timeless, the near white leather interior with contrasting blue piping is very much of its '80s time. Gear lever gives direct access to the delights of the G50 gearbox





simply slice up and down as quick as you like.

The G50 is a quieter transmission too, further adding to the late Carrera 3.2's more refined demeanour. Quite simply, this 75,000-mile car is a delight and one that you could envisage using every day thanks to its easygoing nature and enhanced by the g11's wieldy dimensions and excellent visibility. Oh and the slightly softer power delivery of the L-Jetronic equipped 3.2-litre engine isn't quite so pronounced because the engine's easier to keep in its sweet spot.

So contrary to where we came in with all this, the Carrera 3.2 wins again then? Ah, not so fast. In some respects you kind of have to remove the later G50 equipped car from the equation. Its gearbox is so dramatically better than the g15 that to compare the two is almost futile. Given the choice, you would go for the G50, unless you really felt that it made the g11

experience too modern. The g15 'box feels every bit the classic car experience.

Comparing the g11SC and the Carrera 3.2 with the same gearbox option is rather less clear cut. Yes, the 3.2 is faster and slightly more refined, but it lacks the SC's sharper, keener edge. That applies to the handling too. Subtle suspension geometry changes make the Carrera feel more stable, but again the SC feels more responsive, more old school, more RS and for a fraction of the price.

So if it's old school g11 thrills that you want, at an entry level price (despite the fact that entry is no longer at the price it once was), then the SC is the hardcore choice. That said, we would understand why you would take the Carrera 3.2. After all it rated highly in our g11 at 50 top ten g11s of all time and for good reason. But right here and now, given price parity, then an SC is likely to offer the spills and thrills that a g11 should. **PW**

There's no getting away from the fact that the later G50 equipped Carrera 3.2 offers the best driving experience of the three cars. However, between the g15 'box equipped g11 SC and Carrera 3.2, the choice is rather less clear cut, although the SC could edge it for some as the sharper tool



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PORSCHE 997 – GT3/TURBO / C4S / C2S / C2

2012 - 991 C2S PDK COUPE (GUARDS RED) 14,000 Miles
3.8L Black Lthr Intr, PDK Gearbox + paddle shift, PSM/PASM/PCM - Touch screen Sat Nav / Telephone/Bluetooth/BOSE sound system/CD Changer/Sports Chrono pack/Sports Exhausts/Multi-function Steering Wheel/Front and Rear Park Assist, Adaptive Sports Seats, Electrically Adjustable /Heated Mirror, Embossed Leather headrests and wheel crests fitted, Porsche Vehicle Tracking System (VTS), Bi-Xeno Headlights, Suede Headlining, 20" Alloy wheels, Porsche Warranty.

2008 - 997 GT2 GUARDS RED CLUB SPORT Specification 11,000 Miles
Carbon Interior Pack, Black Leather and Alcantara, Original Rollage Fitted, Carbon Fibre Sports Seats, Alcantara Roof Lining, PCM Sat. Nav, Telephone, Sport Chrono Package, Radio CD System, PASM, Electric Windows and Door Mirrors, Upgraded Steering wheel, Xenon Headlights, On Board Computer, Climate Control, Ceramic Brakes with Yellow Callipers, 19" GT2 Alloy Wheels with Michelin Super Cup Tyres, Tracker, Alarm, Complete with Full Porsche Service History and 2 Sets of Keys, Outstanding Condition.

2008 - 997 TURBO COUPE TIPTRONIC (BASALT BLACK) 29,000 Miles
Full Black Lthr Intr, BOSE Upgraded Soundsystem, PASM/PSM/PCM - Sat. Nav, Telephone, Fully Electric Memory & Memory Seats/Multi-Function S/Wheel, Sunroof, White Dials, Rear Wiper, Xenons, Climate Control, 19" Turbo Alloys, Rear Parking Sensors, Tyre Pressure Monitoring System, Tracker, FPSH, Recently Serviced, with New Tyres Fitted.

2009/58 - 997 C2S COUPE PDK (GEN II) (MIDNIGHT BLUE) 32,000 MILES
PDK Gearbox, Full Grey Lthr Intr, Sports Chrono Plus, BOSE Soundsystem, Sports Mode, Heated Seats, Multi-Function Steering Wheel, Sports Seats, Electric Memory Seats, PSM/PASM/PCM-Touch Screen Sat.Nav./Telephone/On board Computer/White Dials, Rear Wiper, 19" TURBO S Alloy Wheels, Rear Park Assist, Xenons, Full Porsche Service History.

2009/58 - 997 C2S COUPE (GEN II) MANUAL (GT SILVER) 31,000 Miles
2nd Gen, Metropole Blue Lthr Intr, PSM/PASM/PCM-Extended Sat nav for PCM 3.0 Universal audio interface, Telephone, Sport shifter, Heated Seats/Memory Seats/Sports Seats ParkAssist (parking aid rear), Rear wiper, BOSE/CD Changer, White Dials, Chrono pack, Xenons, 19-inch Carrera Sport wheel, FPSH.

2006 - 997 C2S CABRIOLET TIPTRONIC (SILVER) 22,000 Miles
Full Metropole Blue Lthr Intr, Sports Chrono, Sports Mode, PSM/PASM/PCM-Sat.Nav, Heated Seats, Multi-Function S/Wheel, Telephone Module, On board Computer, White Dials, CD Changer, 19" Carrera S Alloy Wheels, Rear Park Assist, Xenons, Original Wind Deflector, Full Porsche Service History.

2006/55 - 997 C2S COUPE MANUAL (BASALT BLACK) 27,000 Miles
1 owner from New, Full Black Lthr Intr, BOSE Sound system, PSM/PASM/PCM-Sat.Nav, Telephone, Multifunction S/Wheel, Memory/Electric/Heated Seats, CD Changer, USB/iPhone Connector, Climate Control, Cruise Control, White Dial, Rear Parking Sensors, Rear Wiper, 19" Carrera S Alloys, Full Official Porsche Service History with only 1 Dealership

2006 - 997 C2S COUPE TIPTRONIC (ARCTIC SILVER) 33,000 Miles
Black Lthr Intr, PSM/PCM-Sat.Nav, Telephone, Bose sound system, CD changer, M/F S/wheel, White Dials, Sports Seats, Heated Seats, Sports Exhaust, Rear Wiper, Climate Control, Xenons, Sunroof, Rear Park Assist, 19" Carrera S alloys, Full Porsche Service History

2005/54 - 997 C2S COUPE TIPTRONIC (ARCTIC SILVER) - 59,000 Miles
Grey Lthr Intr, PSM/PCM-Telephone, Computer, BOSE Sound system/CD Changer/Sunroof/19" Carrera S Alloy wheels/Rear Park Assist/Full Service History.

2005 - 997 C2 COUPE MANUAL (SEAL GREY) 37,000 Miles
2 Previous Owners only, Full Black Lthr Intr, PSM/PCM-Sat. Nav, Telephone Module, CD Changer, Part Electric Seats, Rear Parking Sensors, White Dials, 19" Carrera Alloys, Colour Crested Wheel Centre Caps, Tracker Fitted, FPSH.

PORSCHE 996 - GT3 / GT2 / TURBO / C4S / C2 / C4
2003 - PORSCHE 996 GT2 (BASALT BLACK) 20,000 Miles
Full Black Leather Interior, Electric Windows, Climate Control, Rear Roll Cage, Porsche Radio with CD Player, 18" GT3 Alloy wheels, Full Service History (Just been Serviced)

2004 - PORSCHE 996 GT3 (ATLAS GREY) 30,000 Miles
Comfort Specification, Full Blk Lthr Intr, Porsche Crisd Sprt Bucket Seats, Guards Red Seat Belt, Porsche CD Player & Radio, AC, 18" GT3 Alloy wheels with Cloured Crisd W/Cntrs, On-Board Computer, FPSH, Only 2 Owners From New, Recently Fitted Tyres.

2004/54 - 996 TURBO 'S' MANUAL (BASALT BLACK) 19,000 Miles
Full Black Leather Intr, AC, Bolt in cage-stndRd Porsche equipment cage, Bilstein PSS10 lowered suspension, Performance Friction 350mm Brakes, Porsche GT3 Nomex Buckets Seats With 5 Point Seat Belts By Willems, Had a Full Engine Rebuild, Standard K24 Turbos, Standard Fly Wheel With an Updated Clutch, Very Low Mileage, Only 1 Prev. Owner.

2004 - 996 TURBO CABRIOLET TIPTRONIC (BASALT BLACK) 53,000 Miles
Full Black Lthr Intr, Xenons/PSM/PCM-Telephone/SatNav, Heated Seats, Cruise Control, BOSE Soundsystem, Climate Control, 19 997 Turbo Diamond Cut Alloy Wheels, New Tyres all around, Full Porsche Service History.

2004 - 996 TURBO CABRIOLET TIPTRONIC (BASALT BLACK) 67,000 Miles
Full Black Lthr Intr, Xenons/PSM/PCM-Telephone/SatNav, Heated Seats, Cruise Control, BOSE Soundsystem, Climate Control, 19 997 Turbo Diamond Cut Alloy Wheels, New Tyres all around, Full Porsche Service History.

2004 - 996 TURBO COUPE TIPTRONIC S (ATLAS GREY) 53,000 Miles
Full Blk Lthr Intr, PSM/PCM-Sat.Nav with Full set of DVDs for Europe, BOSE, CD Changer, Telephone, Hid & Memory Seats, Climate Control, Sunroof, Extended Lthr Pack, Optional Sports S/Wheel in Lthr, Cruise Control, R/Parking Sensors, 18 Turbo Alloys with a set of New Tyres, FPSH.

2003 - 996 TURBO COUPE MANUAL (BASALT BLACK) 45,000 Miles
Black Leather Interior, PSM/PCM-Sat.Nav/Telephone/On - board computer, Bose sound system, CD Changer, Cruise Control, Sports Seats, Heated Seats, Alcantara Headlining, Sunroof, Xenons, Rear wiper, Rainsensor, FPSH.

2003 - 996 TURBO COUPE TIPTRONIC S (COBALT BLUE) 33,000 Miles
Stone Grey Lthr Intr, PSM/PCM-Sat.Nav/Tel.Mdule, BOSE, CD Chngr, Sunroof, Porsche Aerokit R/Spoiler, Fly Electric & Memory Seats, Electric Windows & Mirrors, R/Parking Snrs, Xenon, FOPSH, (Just been serviced), 2 Former Keepers Only.

2002 - 996 TURBO COUPE MANUAL (MERIDIEN SILVER) 44,000 Miles.
Mid Grey Leather Interior (PCM/PSM/Sat.Nav/Tel.Module) BOSE Sunroof White Dials Computer Climate Control Xenon Headlights 18" Turbo Alloys (OPC Service History)

2002 - 996 C4S COUPE MANUAL (MIDNIGHT BLUE) 48,000 Miles
Full Blk Lthr Intr, Fully Electric & Memory Seats, Bose Sound System, Climate Cntrl, PSM/PCM-Sat.Nav./Telephone, Rear Wiper, FSH

PORSCHE 993 - TURBO / C2S / C4S / C2 / C4 / TARGA
1998 - 993 TURBO "S" COUPE MANUAL (SPEED YELLOW) 60,000 Miles
Black Leather/Carbon Fibre Interior, Litronic Lights, Sports Seats, Electric Seats, Electric Mirrors, Yellow Dials, Porsche Radio & Single CD Changer, Yellow Seat Belts, Sunroof, Rear wiper, Yellow Callipers, 18" Turbo S Alloy Wheels, full Service History.

1998 - 993 TURBO COUPE MANUAL (FOREST GREEN) 34,000 Miles
Cashmere Beige Lthr Intr, Porsche Exclusive Carbon and Aluminium Pack, White Dials, On Board Computer, Sport Seats, Turbo Crests On The Back Seats, Alpine Upgraded Stereo, AC, Sport Classic 18" Wheels, 1 Owner, FPSH

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles.
Grey Leather Interior, Wood Package Electric Sunroof/Seats Sports Seats Cruise Control Upgraded Becker CD Player/Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

1996 - 993 C2 COUPE TIPTRONIC (IRIS BLUE) (VARIORAM) 73,000 Miles.
Black Leather Interior On Board Computer Upgrade Stereo & CD Changer Electric Windows Electric Mirrors Electric Sunroof Climate Control 16" Carrera Alloys (OPC & Specialist Service History)

1997 - 993 C2 TARGA TIPTRONIC S (OCEAN BLUE) 'VARIORAM' 67,000 Miles
Marble Grey / Metropole Blue Leather Interior, Electric Glass Targa Roof, Electric Seats, Electric Mirrors, Porsche Stereo, Air Conditioning, Rear Wiper, On-board Computer, 17" Targa Alloy Wheels, Full and Extremely Detailed Service History with a very recent service. Spare key, Master remote, original books, MOTs, Service Invoices all present with the car.

1996 - 993 C2 TARGA TIPTRONIC 'VARIORAM' (TURQUOISE) 83,000 Miles
Marble Grey Leather Interior, Electric Glass Targa Roof, Electric Seats, Electric Mirrors, Porsche Stereo, A/C, Rear Wiper, On-board Computer, 17" Targa Alloy Wheels, Full Specialist Service History with recent service (12/2011)

1995 - 993 C2 COUPE MANUAL (GRAND PRIX WHITE) 92,000 Miles
6 Speed Manual, Dark Grey Lthr Intr, Upgraded Kenwood Soundsystem, External Audio Connector (ipod, MP3 etc), Rear Wiper, Central Locking with Immobiliser, Sunroof, 17" Targa Alloys, New Tyres Fitted, Full Porsche and Specialist Service History.

1994 - 993 C2 COUPE TIPTRONIC (BLACK) - 92,000 Miles
Black Lthr Intr, Upgraded Becker Radio system, Sunroof, computer, Electric Spoiler/ windows/Mirrors/Alarm, 17" Alloys, Rear Wiper, Central Locking with Immobiliser, Full Service History, Extremely Comprehensive Service History (Spare Key, Old MOTs and Tax Discs, Original Manuals, etc)

1994 - 993 C2 COUPE TIPTRONIC (BLACK) - 99,000 MILES
Marble Grey Lthr Intr, Sunroof, Becker Radio, Electric Seats, Electric Windows, & Mirrors, Rear Wiper, 17" Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

1999 - 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX) 124,000 Miles
Manual Gearbox, Matching Numbers Example, Iris Blue Metallic, Full Beige Intr, Matching Dark Blue Hood, Fully Electric Softtop, Electric Windows/Mirrors, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, 10 Years With The Same Owner.

1989 - 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX) 92,000 Miles
Manual, Matching Numbers Example, Black Metallic, Full Black Intr, Matching Black Hood, Fully Electric Softtop, Electric Windows/Mirrors, Period Correct Fuchs Alloy Wheels, Full Service History, 21 Years With The Same Owner.

PORSCHE BOXSTER S
2008/57 - PORSCHE BOXSTER (987) 24V SPORT EDITION 12,000 Miles
Black Lthr Intr, PASM/PSM/PCM-Sat.Nav/Telephone, Climate Control, BOSE sound system, CD changer, Colour Crest wheels, Xenons, New Brakes, Recently Serviced, Striking example.

PORSCHE CAYENNE TURBO

2005 PORSCHE CAYENNE TURBO TIPTRONIC (BASALT BLACK) 54,000 Miles
Turbo Specification, 4.5l V8 Turbo Engine, BOSE Soundsystem, SatNav, PCM Unit, Telephone Unit, Active Suspension, Parking Sensors Front and Rear, Heated Seats Front and rear, Memory Seats, M/F Steering Wheel, Xenons, 22 inch Alloys with New Tyres, Foldable TowHook, Very Good Service History, One Previous keeper

FERRARI - MODELS FROM 1967 +
2006 FERRARI F430 SPIDER V8 MANUAL TITANIUM SILVER 28,000 MILES
6 Speed Manual, Titanium Silver Exterior, Rosso Leather Interior, Carbon Fibre Firm Ferrari Stereo with a telephone module, Manettino with Sports and track settings, Climate Control, Ferrari Crested Headrests, FPSH.

1998 - FERRARI 550 MARANELLO COUPE MANUAL (SILVER) 53,000 Miles.
Navy Leather Interior Satellite Navigation with DVD ASR Sports Mode Electric Seats Upgraded Radio & 6 CD-Changer Climate Control (Ferrari Service History)

1996 FERRARI 456 MANUAL (TDF BLUE) 51,000 Miles
Two Tone Blue and Black Interior, Adjustable Suspension, Full Climate Control (just serviced), Electric Seats, Original Ferrari Stereo, Stainless Steel Gated Shifter, Stainless Steel Entry Door Guards, Remote Central Locking, ABS, Xenons, Heated Rear Screen, Full Ferrari Service History

1996 - FERRARI F355 SPIDER (MANUAL) GIALLO MODENA 28,000 Miles
Giallo Modena Yellow, Full Nero Black Intr, Optional Sports Mode, Electric Seats, Electric Hood, Tonnau Cover, AC, R/Parking Sensors, Electric Windows & Mirrors, 18 Ferrari 355 Alloys, Original Toolkit, FSH, Recently Serviced, This car has been known to us for a period of 5 years.

1973 - FERRARI DAYTONA 365 GTB/4 RHD (ROSSO RED) 38,000 Miles.
Black/Red Leather Interior Red Carpets Climate Control "Ferrari Classiche" Full Continuous History Super Provenance 3 Owners From New.

1967 - FERRARI 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles.
Full Black Leather Interior Detailed Restoration History Full History Original Build Sheets/Sales Invoice/Tool Kit/Wallet/Hand Books Numerous Concourse & Awards Winner Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago Comprehensive photos showing The Repair & Work Done By Ferrari Exceptional Condition Throughout.

1962 - FERRARI 250 GTE LHD MANUAL (NERO BLACK) 73,000 KM.
LHD, Rosso Red Lthr Intr, Matching-numbers 2nd series, Ferrari's first series-produced 2+2, Ferrari Classiche certified, Nardi S/wheel, Chrome-rimmed Vaglia instruments, Independent front suspension, live rear axle with semi-elliptic leaf springs & parallel trailing arms, and four wheel disc brakes.

CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356
1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles.
1 of 26 RHD Lightweight Black Leather Black Metallic Coachwork with White Stripes Full Black Leather Interior Full Weather Equipment Absolutely Stunning Condition Very Rare With Approximately ONLY 26 Vehicles Manufactured.

1964 - PORSCHE 356 SUPER 90 COUPE LHD (SIGNAL RED)
1600cc Signal Red Coachwork Soft Beige Leather Interior Left Hand Drive 4 Speed Manual, Recent Restoration To Concours Standard Eligible For Many European Events

1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 Miles.
Automatic Black Coachwork Red Leather Interior Power Assisted Steering Wire Wheels, Recent Restoration To Virtually Concours Standard

1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)
Grey Lthr Gurney Nutting Coachwork 1 Owner 40 Years Extensive History A True Classic Completely Original Throughout & Has been Exhibited At Louis Vuitton Concours D'Elegance In Paris 2003. Sunroof Produced By Gurney Nutting Chassis Completely Original Throughout

1935 - BENTLEY DERBY 3.8L SALOON
A true classic. Completely original throughout and with a very well documented history. Saloon, 3792cc, Petrol, 2-Axle Rigid Body, Chassis Frame no: B51EJ, Engine no: P3BP Date of First Registration: 30.08.1935. Had a Bare Chassis Restoration, rebuilt to the highest standard. The restoration took over 5 years.

2010 - PGO BUGGY BR - 500 RCN PGO BUGRACER (WHITE) 700 MILES
Original PGO Buggy, Powered by a 500 cc Motorbike Engine, Steel Tube Frame, Right Hand Drive, Road Legal, LCD Dashboard, Locking Differential, Hand Brake Reverse.

2008/57 - LAMBORGHINI GALLARDO SPYDER (NERO BLACK) 21,000 Miles
Paddle shift Gearbox (Automatic), Interior in Nero Leather with Yellow Stitching, 19 inch Lamborghini Crested Alloys with Yellow Callipers, Satellite Navigation, Fully Electric Seats with Lamborghini Crests and Yellow Piping, Aluminium Crested Flat Bottom Steering Wheel, Aluminium Dash Dials and Fascia Trims, Fully Electric Heated Seats with Lumbar Support and Lamborghini Logos, Tracker Fitted, Bi-Xenon Lights, Full Official Lamborghini Service History, recently Serviced, New Lamborghini Continental Tyres Fitted, An Immaculate Example

2011 - LAMBORGHINI GALLARDO COUPE (YELLOW) 7700 Miles
Paddle shift Gearbox (Automatic), Interior in Nero Leather, 19 inch Lamborghini Crested Alloys with Yellow Callipers, Satellite Navigation, Fully Electric Seats with Fascia Trims, Aluminium Crested Flat Bottom Steering Wheel, Aluminium Dash Dials and Fascia Trims, Fully Electric Heated Seats with Lumbar Support and Lamborghini Logos, Tracker Fitted, Bi-Xenon Lights, Rear View Camera, Rear Parking Sensors, Full Official Lamborghini Service History, recently Serviced, New Lamborghini Pirelli Tyres Fitted, An Immaculate Example



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fvd's history

- 1983 Three friends begin backyard tuning of a common 911 at a carpentry shop.
- 1985 Due to high neighborhood demand, FVD is established in a one bay workshop.
- 1988 Street and race cars are built and prepared. Turbocharged cars were tuned to 450hp.
- 1989 We outgrow our tiny shop and move into larger facilities in Umkirch. The new Carrera 4 serves as the platform for producing 959 clones utilizing factory parts.
- 1991 Revolutionary development of motor management systems for mass-air meter cars with more than 50hp gains for 3.2 l and 3.6 l engines.
- 1992 A TUV approval confirms the 300hp kit for C2/4 and RS.
- 1993 The FVD RS 3.6 is named the fastest car in a comparison test by "Flat-Six" Magazine. FVD also developed the 3.8 l version LBIII; develops international distribution channels and expands once again.
- 1995 FVD develops 490hp conversion for Bi-Turbo.
- 1996 FVD builds and campaigns 500+hp GT2 racing cars. FVD-France is established.
- 1997 FVD smashes record for street tuned vehicles - 0 to 100 in under 3.6 seconds.
- 1998 FVD built GT2 wins multiple championships in German FIA-GT competition.
- 2000 Dyno record for the Millennium with over 1,000hp and 1,000 NM torque. FVD s 993 4S Lightweight successfully puts all this power to the ground.
- 2001 597hp GT3 debuts in a Sportscar test entitled "A Sheik's Trip".
- 2002 FVD Brombacher (Florida) opens.
- 2003 FVD worldwide staff climbs to 46 employees.
- 2004 Twin Turbo Tuner Shootout FVD Driveability Winner.
- 2006 FVD builds the 3.8L Cayman S with 395HP.
- 2007 FVD introduces our flash load ECU Software tuning, ushering in a new era of ECU Tuning.
- 2008 Due to company growth, FVD North America relocates to a larger facility.
- 2009 25th Anniversary FVD Germany Presentation of FVD B97.2 with 423 HP s based on 997 S Facelift.
- 2012 Presentation of FVD GT 4.0L with 500HP based on a 997 GT3 3.8L
- 2013 Presentation of FVD Turbo 4.1L with 700HP based on a 997 Turbo

Mahle 3.8L Piston & Cylinder (11.8:1) 107mm for 964/993

MAHLE



Bolt-on torque and horsepower!

- 3.8L MAHLE conversion with forged pistons and cylinders
- up to 26KW (35PS) more
- compression 11.8: 1
- OEM Slip in, no modifications to the housing needed
- Deep Valve Pockets

FVD 103 038 008

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LB2 Performance Kit "Street" with 100 cell sport catalytic Mod. 964 89-94

- No engine modifications, easy installation
- Power Increase up to 36 kW (50 PS)

Kit includes:

Air flow meter, Motronic Exchange, Air temperature sensor, Modified Airbox, Airfilter, Catalytic

FVD 110 03

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Double Spring Suspension "911 RSR" Mod 911 74-89 for cars weighing more than 1100kg (2425 lbs)



A winning combination of Bilstein and Eibach. Progressive helper springs for the street and linear helper springs for racing. Shock absorber and spring characteristic can be fine-tuned to suit your driving needs. Our experience will help you find the perfect balance. Includes Camber Plates.

115 900 911 01

3.495,00 €

987 Cayman / Boxster



Sport Muffler "Brombacher" 987.2/S Boxster with Dual 90mm Tips

- +11 hp & +10 crank torque
- Weighs 23 lbs. (10,4 Kg)
- Dual 3.5" (90mm) round tips
- Made in Germany
- No DME programming necessary

BES 987 250 00S 1.465,00 €



Gauge Faces Speed Yellow 987,987C - MPH - Manual



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Sport Clutch Kit 986/987/Cayman with 600 Nm clamping force

We designed this kit with Sachs Race Engineering with properly matched, thermal resistant friction materials that can handle up to 600 Nm (442 lb.-ft.) of torque; all without sacrificing longevity, smooth engagement, pedal feel and superior street-ability.

The kit includes the Pressure Plate, Disc, Release Bearing and grease.

FVD 116 912 695,00 €



Roll Bar Steel Cayman "Clubsport", bolt-in-bar (with X-diagonal and harness bar)



- Simple bolt in using the original hardware (drilling is not necessary!)
- Retains full range of seat adjustability.
- Can be used with factory seat belts as well as 5 pt and 6 pt race harnesses.

HEI 987 001 003S 1009,00 €

LED Tail Lights for 997.1 (R & L set) 05-08



LED tail lights with integrated brake, fog, reverse and indicator light.

- E-approved (homologation)
- LED tail light for 2004 to 2008
- Compatible with on-board computer

FVD 631 997 01 499,00 €

LED Front Turn Signals for 997.1 (R & L set) 05-08

These LED lights give your 997.1 the updated 997.2 LED appearance without the expense of replacing the front bumper. They replace the original turn signal / fog light assembly and include the daytime running light feature when you have the fog lights on.

FVD 631 997 03 395,00 €



FVD Brake Service Kits

Brake Service Kit
Includes: Brake Discs, Pads, Sensors
and Anti-Squeal Shims.

Brake Service Kit front
FVD BSK 351 997 003 369,00 €



Brake Service Kit rear
FVD BSK 352 997 003 395,00 €

2009-2011 911 (997 DFI)



Rear Spoiler 997.2 "GT 2010+ Look" with carbon fiber wing blade

Includes: Deck lid, Aluminum uprights, 3rd brake light housing and wing

FVD 512 997 GT3RS2 2.497,00 €



997.2 Front Chin Spoiler B97.2 (Fiber-Flex)



Make your new DFI 997 stand out from the crowd with this subtle, yet stylish aero upgrade. Perfect for added down force, our GT3/CUP style front lip is simple to install. This flexible front spoiler lip mounts to the front bumper with the supplied mounting hardware and comes in flat black, but is paintable in every color.

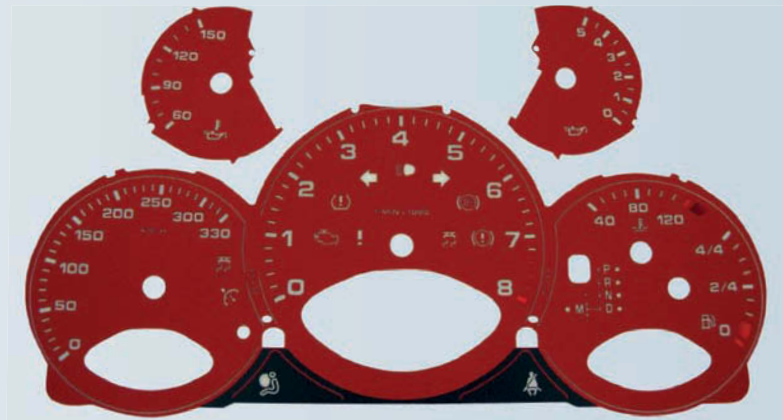
F97 505 200 0000VG 658,00 €



Gauge Faces in Guards Red for 997.2 PDK (Km/h)

Gauge faces are one of the most visible and frequently looked at components in your Porsche. Why skimp on quality? Gauge faces should have clearly visible markings and be easy to read with and without back lighting. Replacement faces should offer similar qualities, but many gauge faces on the market don't quite make the grade.

F97 641 210 03TIP 495,00 €



FVD Brombacher Software Upgrade 997



| | | | |
|------------------|--------------------------------|---------------------|------------|
| FVD 997 618 10MG | Software Upgrade 997 3.6L | +11kW(15PS) / +20Nm | 1.195,00 € |
| FVD 997 618 20MG | Software Upgrade 997S 3.8L | +11kW(15PS) / +20Nm | 1.195,00 € |
| FVD 997 618 60MG | Software Upgrade 997.2 09- DFI | + 7kW(10PS) / +12Nm | 1.495,00 € |

FVD Software Programming can be done in the comfort of your own home or by one of our recommended dealers, there is no need to risk damage to the ECU by removing and shipping it. Our software delivery tool is the latest technology and is a stand-alone unit that does not interface with Windows®. Unlike other software delivery methods that are cable-based PC connections, there is ZERO likelihood of software files being corrupted through Windows®, which can destroy your expensive Porsche® ECU. Programming with this tool is a simple, guided experience that requires little user input. It is a simple process by which you read out your vehicle original software file with our handheld tool. Connect the tool to a computer and email the downloaded software to us; we alter the original file and send them back via email.



997.1 Turbo Level Packages

Level 1 Tuning = 390kW (530PS) 720Nm

Kit includes FVD Software Upgrade (Fast Load) and Sport Air Filter.

FVD 997 100 21 1.997,00 €

Level 2 Tuning = 408kW (555PS) 745Nm

Kit includes FVD Software Upgrade (Fast Load), Sport Air Filter and Sport exhaust (100 cell sport cats) without TUV.

FVD 997 100 22 5.097,00 €

997.2 Turbo Level Packages

Level 1 Tuning = 419kW (570PS) 770Nm

Kit includes FVD Software Upgrade (Fast Load) and Sport Air Filter.

FVD 997 100 71 2.006,00 €

Level 2 Tuning = 456kW (620PS) 810Nm

Kit includes FVD Software Upgrade (Fast Load), Sport Air Filter, Sport Header and Sportexhaust (200 cell sport cats) Export Sound Version incl. Hardware.

FVD 997 100 72 6.194,00 €

Level 3 Tuning = 493kW (670PS) 870Nm

Kit includes FVD Software Upgrade (Fast Load), Sport Air Filter, Sport Header, Sportexhaust (200 cell sport cats) Export Sound Version incl. Hardware and Sport Turbos (Exchange).

FVD 997 100 73 10.654,00 €



Mahle 4.1 L and 3.8 L (9.4:1) Piston & Cylinder Upgrade for 997 Turbo & 996 Turbo



- Increased Horsepower and Torque
- Forged pistons with deeper, mirrored valve pockets
- Slip Fit (only 3.8l), Steel (ST52) cylinders coated with Nikasil
- Piston pin bore is off center (Deaxiert) for factory quiet operation
- 9.4:1 Compression
- Made in Germany by Mahle

Mahle pistons are forged for higher and more uniform strength. Mahle cylinders are manufactured from ST52 steel and coated with Nikasil to reduce wear and friction and resist high temperatures. To ensure reliability the piston rings are pre-installed.

100 103 038 TU997 3.796,00 €

100 103 041 TU 5.296,00 €



997 GT3/GT3 RS 3.8L



FVD GT3 4,0l Conversion Kit 105,4mm

The FVD Brombacher 4.0 L lightweight piston and cylinder kit is manufactured to the highest quality specifications. The gains are substantial, + 60 hp at higher rpms and + 55 lb. ft of torque in the low to mid-range.

Also available, the FVD Software Upgrade for this conversion!

FVD 103 040 00A 3.755,00 €



OZ Ultraleggera HLT Center lock Wheelset with PSC+ N1 9x19 ET47 & 12x19 ET48



The new center lock wheel, in the well-known look of the OZ Ultraleggera HLT. This wheel set for the 2010 GT3 RS will only be offered with Pilot Sport Cup Tires.

This Set consists of:

Front: 9 x 19 ET 47 with 245-35-19 Pilot Sport Cup+ N1

Rear: 12 x 19 ET 48 with 325-30-19 Pilot Sport Cup+ N1

FKR 208 912 19BZV 4.676,00 €

FVD Brombacher Software Upgrade for 997 GT3/RS 3.6L & 3.8L and 997 GT3/RS 4.0L

| | | | |
|------------------|----------------------------------|---------------------|------------|
| FVD 997 618 30MG | Software Upgrade 997 GT3 3.6L | + 9kW(12PS) / +15Nm | 1.595,00 € |
| FVD 997 618 80MG | Software Upgrade 997 GT3 3.8L | +11kW(15PS) / +20Nm | 1.595,00 € |
| FVD 997 618 82MG | Software Upgrade 997 GT3 RS 4.0L | + 9kW(12PS) / +20Nm | 1.595,00 € |

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Center Muffler Bypass 911 2012+ (991) "Brombacher" with Valves



- + 11 Hp & + 10 Tq Gain
- 2 3/4" Tubing (70mm)
- 18 lb. (8.5 kg) weight savings over OEM center muffler
- T 316 stainless steel for improved durability over T 304
- Absolutely NO DRONE in the cabin
- Does NOT interfere with emissions and will NOT trigger the check engine light
- ECU programming (software) is NOT NECESSARY

BES 991 150 00SKR

1.995,00 €

Retrofit kit for valved exhaust

Retrofit kit for valve exhaust

Vehicles which were delivered without sport exhaust / valve system need for installation of a valve exhaust this upgrade kit.

BES KLS 000 001

599,00 €



Sport Muffler 991 2012- "BROMBACHER" with valves and 4x90mm Tips



- 2 3/4" Tubing (70mm)
- 4 x 3.5" (90mm) Round Tips
- Made in Germany
- ECU programming (software) is NOT NECESSARY
- Gain on 991 (3.4L) up to 10Nm and 8kW (11PS)
- Gain on 991 S (3.8L) up to 10Nm and 8kW (11PS)

Under load (moving) with valves closed: 83dB

Under load (moving) with valves open: 89dB

BES 991 150 00SK

2.895,00 €

Spacer 7mm Alu anodized (1pc.) incl. Bolts

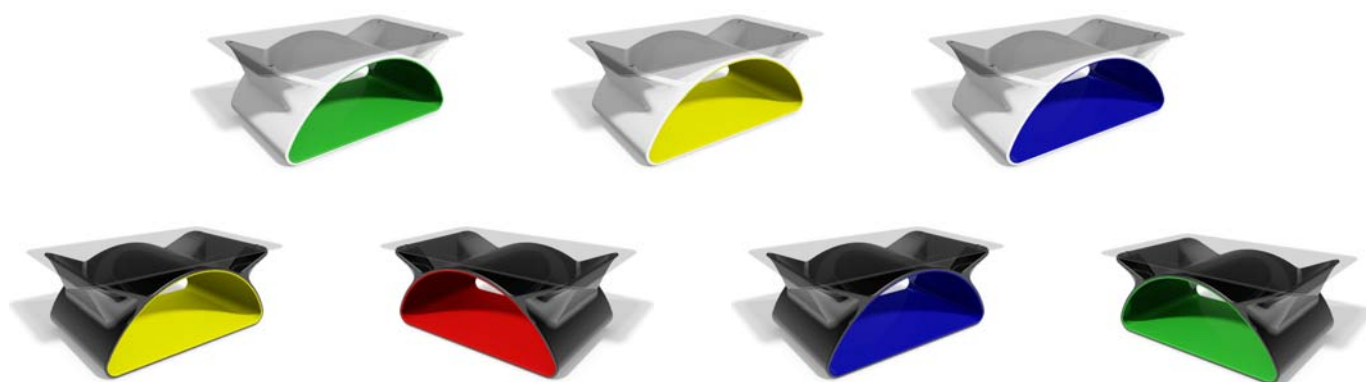
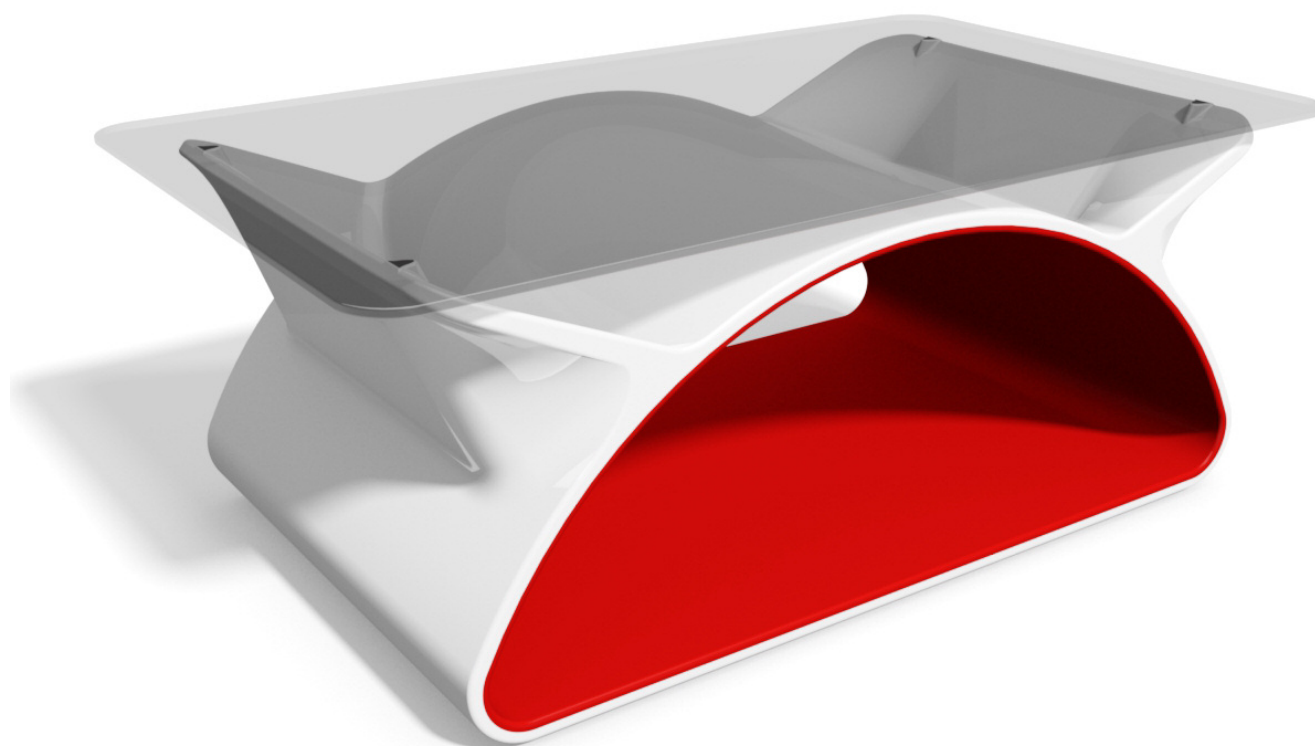
5 hole version with longer wheel bolts, bolt shoulders and set screws.

FVD 351 996 07

55,00 €



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WHOLLY TRINITY

Faced with a trio of 964RSs in three different incarnations, which would you take? We grappled with all three at Abbeville - and came up with a winner

Words: Johnny Tipler
Photography: Antony Fraser

Spoiled for choice! Three iconic versions of the 964, the RS, 3.8 RS and 3.8 RSR, a day at the racetrack doesn't often come more challenging. We're at our favourite fun circuit, Abbeville in Picardy, and our Belgian friend Johan, patron of Antwerp-based g11Motorsport, has brought three of his beloved RSs for a burn-up - make that tyre burn-up - around this enjoyable Mickey Mouse

stadium. None of its 13 corners is taken in any attitude other than sideways, smoke billowing off those tortured tyres. If you're Johan it does, anyway!

The Rubystone Red 964 RS - what he calls Fuchsia - was Johan's first new g11; he'd owned a g11T in his youth, but by 1991 was in a position to purchase the 964 RS 'off the shelf'. We've become increasingly familiar with the 964 Carrera RS spec as the cars have



It took a long time for another RS to arrive on the scene, and the 964 RS was a rather misunderstood machine at its launch. It followed the traditional RS ethos, though. Lightweight bucket seats dominated the interior, while magnesium Cup style wheels enhanced the exterior

developed a following: it was released in September 1991, and, due to demand from amateur racers, was based on the 1990 Carrera Cup M001 race cars that competed up to 1994. The RS was tweaked for extreme road use, plus track, hillclimb or sprint and, just like the classic 911 2.7 RS of 1973, most creature comforts like the electric windows and electric seats were left out to keep its weight down. The 3.6-litre flat-six engine was blueprinted so that pistons, barrels and conrods were all to correct tolerances, and the EMS re-chipped to provide another 10bhp, developing 260bhp at 6,100rpm, with 15Nm more torque than standard, pulling 325Nm at 4,800rpm. That endowed it with a respectable 162mph (261kph) top speed and 5.4s 0-62mph (100kph) times. The seam-welded bodyshell was stronger and lighter, with aluminium front lid, lighter doors and 3mm (instead of 4.7mm-thick) side-window glass, lightweight rear bumper, no underbody sealant, built-in battery cut-off switch, cooling ducts instead of driving lamps in the front valance, special ultra-light, magnesium-alloy 6J and 8J 17in Cup wheels, shod with 205/55ZR and 225/50ZR tyres. Suspension

was lowered by 40mm with uprated springs and dampers, plus Turbo front brakes and re-tuned ABS.

The cockpit was an aesthete's delight, though still reasonably civilised compared with an N/GT version, and those lovely matching pink'n'purple Recaro competition seats with four-point harness are actually not a lot less comfortable than the standard C2's. The air conditioning, heated rear window, electric windows and central locking were omitted, and trim was commensurately sparse, with basic door cards, and a strap rather than a handle to pull the door shut. There

TECHNICAL SPECIFICATION

PORSCHE 964 RS

| | |
|---------------|-------------------------------------|
| YEAR: | 1991 |
| ENGINE: | 3600cc |
| POWER: | 260bhp at 6100rpm |
| TORQUE: | 240lb ft at 4800rpm |
| TRANSMISSION: | Five-speed manual |
| TOP SPEED: | 161mph |
| 0-60MPH: | 5.3 secs |
| SUSPENSION: | MacPherson strut front and rear |
| TYRES: | 205/50 ZR17 front, 255/40 ZR17 rear |





was very little soundproofing, the rear seats were absent, and even the interior light was deleted to save weight. The RS could be specified with a rear-of-cabin roll-cage, but only modest luxuries were available on the Sport version, such as leather upholstery for the seats. An ignition cut-off switch was located under the bonnet, down by the battery, and an unpainted stumpy splitter lived under the front valance.

The 964 RS weighed only 1,230kg compared to the standard Carrera 4's 1,450 kg. RS production totalled

The RS-A ran the normal 250bhp engine and G50 gearbox, but lacked power steering, rear seats, some soundproofing, air con and sunroof, though the spec was augmented by RS sports suspension, aluminium Cup wheels and a fixed rear wing, saving around 70kg. So, to get back to the 964 RS, the Touring version included more of the civilised trim details of the regular Carrera 2, and that's what we have here at Abbeville.

Johan ordered his car from Antwerp OPC D'leteren in 1991. There was a family connection with the firm: his

It's all about the stance. The 964 RS sits just right on the track, the arches stretched perfectly over the wheels and tyres. Ride was considered to be very stiff at the time of its launch, but equally time has mellowed that opinion

“I went to the Paris show and there it was, the RS in Fuchsia on the turntable. That was the colour”

2,282, of which 76 were 'comfort spec' M002 option Touring models, and another 290 were dedicated N/GT M003 competition cars (complying with Group N rally and FIA GT regs) and therefore totally stripped out with full welded-in roll cages. Just 72 RSs were delivered in right-hand drive 'Sport' spec, with 11 right-hookers in RS Touring format. The rarest 964 RS was the lightweight C4 RS "Leichtbau" with perspex side windows and driver-adjustable front-rear torque split, with only 20 cars made at Weissach. Oh, and let's not forget that other 964 RS, the RS America, though that's a separate entity, with 240 units fashioned as stripped-out (and cheaper, rather than dearer) 964 C2s in 1992.

grandfather bought a black-and-gold 930 from them back in the late '70s. It didn't expedite the process, as Johan still had to wait eighteen months for his RS to be delivered. He'd been to the Paris Salon where the Rubystone Red car graced the Porsche factory stand, and was helplessly smitten. 'I still have the order form, number 13,' says Johan. 'I always kept my order forms anyway, and originally I wanted a red one. Then I went to the Paris show and there it was, the RS in Fuchsia on the turntable, so I asked them to stop it so I could climb on and sit in the car. And when I came back to Antwerp I said to the dealer, let's change the colour, not red any more, I want to have Fuchsia.' There was a



hiatus in deliveries, and Johan believes he actually received his order because of cancellations. 'Many people ordered a car because they thought the RS 964 was going to be the same thing as the RS 2.7 compared with the regular 911 from '73, but of course it wasn't exactly like that, and then other people got tired of waiting, so all of a sudden there was a gap on the line and I fell into that and my car got built.' Pretty soon the speculators came knocking, even then. 'I got a call from somebody in Germany who wanted to buy my order for double the price, but I said, "no, this is my order and I'm going to keep the car."'

It was finally delivered in 1993, which is an indication

not a Turbo, this is a 3.8 RS. I'd never even heard of one, and at the time, only people that knew Porsche very well could buy a 3.8 RS.' As in 1973 with the Carrera 2.7 RS, Porsche made 109 examples of the 3.8 RS as an evolution of the 3.6, featuring the bulging wheelarches of the Turbo-look bodyshell and bi-plane rear wing. Built in the race department at Weissach, the 3.8RS was eligible for FIA racing, split between 55 street cars and 54 race cars, dubbed RSRs – though Johan, who's one of the best-informed connoisseurs of the RS in the world, is sceptical that as many as 55 3.8 RSs were finished as road cars. Nevertheless, the seed was sown, and it was only a matter of time

Wide arches and 18 inch split-rims give the 964 RS 3.8 a real dose of attitude. Just 109 were built – 55 for the road and 54 for the track. Extra capacity boosts the power output to 300bhp

“Even now nobody knows what it is. People think it's a Turbo like the one in the 'Bad Boys' movie”

of the general progress of RSs down the Zuffenhausen production line. Johan's first run with it was back to Stuttgart for the celebration of 30 years of the 911. 'There was a big reunion at the factory, and I'd just got my Rubystone Red RS, so I was very happy, and I thought to myself, "I'm the man, I've got my RS," but little did I know that there were going to be so many other RSs there. But anyway, I was still proud I had my own RS.' At the same event Johan met Philippe Aunay, former president of Porsche Club France, who'd driven over in a yellow 3.8 RS. 'I went over to him and said, "nice looking Turbo," and he laughed and said, "this is

before he was in a position to acquire a 3.8 RS of his own. He was visiting Reims Grand Prix circuit and struck a deal with the owner of a black 3.8 RS from Germany. 'I didn't know it at the time, but it transpires I'm only the second owner. It had done 20,000km, so it was almost brand new, and I was pretty happy because it was such a rare car. Even now, nobody knows what it is, because most people think it's a Turbo like the one in the 'Bad Boys' movie.' The main visual differences between the 964 Turbo and the 3.8 RS are the former's air vents ahead of the rear wheelarches and the latter's bi-plane wing and front splitter. The RS's

964 RS/RSR TRIPLE TRACK TEST



M64/04 naturally aspirated 3,746cc air-cooled flat-six developed 300bhp at 6,500rpm and 360Nm torque at 5,250rpm, with Bosch Motronic 2.1 engine management. Up front its Speedline gJ split rim Cup wheels wear 235/40 ZR Goodyears, with 285/35 ZRs cladding 11J x 18s on the back. Weighing in at 1,140kg unladen, officially the 3.8 RS was good for 170mph (274kph) and 0-62mph in 4.9s. A fair bit quicker than the 3.6 RS, then, in a straight line.

Johan's take on the 3.8 RS? 'It is a very special car, and it's quite different to a 3.6 RS because it's faster,

it's lighter, and personally I think it looks better because I like the broad-beam rear view – I like the flared arches at the back, so it's a fabulous car and it looks a million dollars; it's more exquisite than the 3.6, and you sense that it is more race-biased too.' The 3.8 RS is also a good grand tourer according to Johan: 'one day I drove down to Bavaria with the car to see Alois Ruf, and it is a fabulous car to drive on a long stretch of German autobahn, effortless.' And to complete the hot triple, earlier this year, he was able to add a 3.8 RSR to his collection, sourced in Japan. This yellow peril is one of the 54 RSR racers introduced in 1993. The RSR bodyshell was reinforced with a welded-in roll cage and it was powered by a 3.8-litre normally aspirated flat-six that developed between 325bhp and 350bhp, allied to the RS gearbox and 40-percent LSD. Differing regs for ADAC, BPR, Le Mans called for slightly different specs, and IMSA in particular demanded air restrictor plates to limit power output, though top speed in race trim was 165mph. The 3.8 RSR was competitive from the outset, taking outright wins at the Spa 24hrs, the Nürburgring 24hrs

Above: Deep dish split-rims, with polished outer rim look the business. Engine delivers a useful extra 40bhp over the standard 3.6-litre 964 RS.

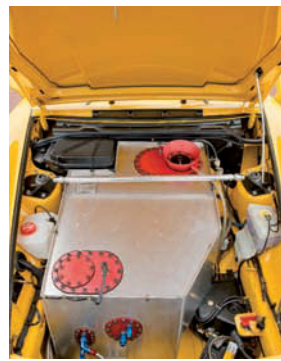
Below: The biplane rear wing and bulging arches distinguish the 3.8 RS

TECHNICAL SPECIFICATION

PORSCHE 964 3.8 RS

| | |
|---------------|--------------------------------------------|
| YEAR: | 1993 |
| ENGINE: | 3800cc |
| POWER: | 300bhp at 6500rpm |
| TORQUE: | 266lb ft at 5200rpm |
| TRANSMISSION: | Five-speed manual |
| TOP SPEED: | 167mph |
| 0-60MPH: | 4.9 secs |
| SUSPENSION: | MacPherson strut front and rear |
| TYRES: | 235/40 ZR18 front, 285/35 ZR18 rear |





(Alzen/Fittipaldi/Jarier), the Interlagos 1,000kms and class wins in the Le Mans 24-Hours (where RSRs placed 15th, 16th 17th overall) and Suzuka 1,000 kms. From late 1993, the 3.8 RSR was available ex-factory as a customer race car, and Rook Racing's Ralf Kelleners scooped the 1994 ADAC GT Division 1 title, while Mark Sandridge won the IMSA GT2 title. The similar looking 964 Turbo S was also raced in the US IMSA series – where Hans Stuck cleaned up in the Brumos car in 1993, running with team mates Hurley Haywood and Walter Röhrl in a similar car at Le Mans, while the

following year the Turbo S was a winner in BPR (eg Jarier/Wollek/Pareja at Jarama). The 3.8 RSR dominated GT2 in 1994, placing 8th, 9th and 10th overall at Le Mans. A significant machine, then, which is part of the irresistible attraction for Johan.

His Speed Yellow car is chassis number 105, which, he admits, 'according to the factory, does not exist. The factory record goes to chassis 102, but we have proof that the run of 3.8RSs goes all the way to chassis 109, so I've got 105, which is a 1993 car.' Having clocked 1,500km, I venture that he won't want to add much to that in order to protect the value, which Johan accepts, though he was offered a 3.8 RSR with only 50km, which he declined, 'because 50km makes it a non-drivable car. I mean, even if you add just one kilometre, that will diminish the value of your car, whereas if you have a car with 1500km and you drive 2,500km it will not have that much effect on the value. The biggest market is the US, and the Americans' holy grail is a low mileage car, and so 50 or 51 miles does make a huge difference to them.' Nevertheless, Johan loves to drive his cars, and there are no exceptions.

Above: For RSR read race car. This is essentially a stripped out version of the 3.8 RS and as such was highly successful in endurance racing. Power is somewhere between 325bhp and 350bhp. Endurance tank hints at long distance potential

TECHNICAL SPECIFICATIONS

PORSCHE 964 RSR 3.8

| | |
|---------------|--------------------------------------------|
| YEAR: | 1993 |
| ENGINE: | 3800cc |
| POWER: | 325bhp-350bhp |
| TORQUE: | 275lb ft at 5800rpm |
| TRANSMISSION: | Five-speed manual |
| TOP SPEED: | 167mph |
| 0-60MPH: | 4.9 secs |
| SUSPENSION: | MacPherson strut front and rear |
| TYRES: | 235/40 ZR18 front, 285/35 ZR18 rear |





This Abbeville outing is serving as a shakedown so he can have a good idea about how his recent purchase performs. This is a very different animal. It's temperamental to start, and then even when the engine's hot it pops and bangs like the race car it obviously is, and his mechanics Mike and Joe fuss over it more than their other charges. All the same, Johan is very circumspect about his progress, driving fast rather

the club. 'They've been mostly forgotten for the last 20 years,' says Johan, 'so I'm pretty happy that I secured it before there's even more interest in them.' He is slightly cynical about its successor, the 993 RSR (he keeps one in the States), because it was contemporary with the 993 GT2, which was a lot quicker. 'The GT2s had 450bhp whereas the RSRs had only 300bhp, so they were way behind. Porsche couldn't resist building

The RSR is pure racer although this one never has, with just 1500kms on the clock. It's a car that few are familiar with, but with RS in its name, its relative obscurity is bound to change and sooner rather than later

“This is a very different animal, temperamental to start and the engine pops and bangs”

than balls-out, which is his normal mode of action. My tenure of the RSR is similarly restricted in deference to its provenance and status; it's as austere as any roadable competition car, a quantum leap from the relative refinement of the black 3.8 RS and Fuchsia 3.6 RS. Yet, it is so utterly purposeful that it's no problem to slip into fantasy race mode, and for a few all too brief moments I imagine myself swooshing through the Porsche Curves and arcing through Indianapolis before the rush down to Arnage for some heavy braking. It's awesome, but here is where it belongs, on the racetrack.

And if the RSR is not a car you're familiar with, join

a few RSRs because customers asked for them, but basically their game was making GT2s because they were much faster.' Experience when racing in the US leads him to believe that the 993 RSR is probably not as quick as the 964 RSR, and on the road it's possible to make the same comparison: 'I've never felt that the 993 RS was much faster than the 964 RS although it has 40bhp more, and it has a better rear end, if a bit more complicated.' Does he think the 993 RS is substantially better built? 'No, for me, the 964 is best. Some people argue and think the 993 is stronger than the 964, but the 964 is for me the epitome of Porsche build quality; they never reached the same level again.'



We've digressed slightly: the main question is, which of the three 964 RSs is the one you'd drive away from Abbeville? Pop the RSR into a trailer for the home run, and that leaves the slim 3.6 and the leery 3.8. You know you want to take the broad shouldered bruiser, but common sense argues for the pretty Rubystone car. Seeing the effortless way it negotiates the twists and turns here, compared with the pendulous action of its big sister, you know that's really the one.

So, there we have it: of the three evolutions, the

best real-world car is the narrow-bodied 3.6. The 3.8 RS is a fine machine, just a tad more lardy in the kinks than its slender sibling, while the 3.8 RSR, excellent as it might be on the open expanses of La Sarthe, might as well be from a different planet, even in our present context. One thing's for sure, Porsche had all their high-performance bases covered with this formidable trio. **PW**

Thanks to Eurotunnel for the swift continental crossing: www.eurotunnel.com

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964/993

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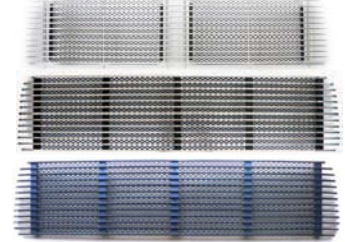
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911 / 912: '65 -'68

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911 / 912: '69 -'73

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CAYMAN Enhanced

If you want your Cayman to stand out from the crowd, then take it on a trip to TechArt, where the German tuning house has once again worked its modifying magic

Words and photography: Stephen Hall

Has there been a better-received Porsche in recent times than the critically acclaimed Cayman? Like a perfectly honed Michelin star meal, the Porsche engineering team seem to have picked out the very best ingredients they could, and served them up in a perfectly balanced package that seemingly leaves little room for improvement. The Cayman has duly swept all before it, and lays a strong claim to being the best car Porsche make – whilst reaffirming the belief for many that mounting a flat six ahead of the rear wheels, rather than tucked in behind, is the optimum location for dynamic excellence. Altering the recipe might just ruin the dish....

And yet, there's a slight nagging feeling that the very honed excellence which places the Cayman so high in the regard of us magazine types, and buyers alike, is precisely

what counts against it for some. Sometimes it'd be nice to see just a little more brio, character, pizzazz – call it what you like – bubbling to the surface of the driving and ownership experience, and in the Cayman every rough edge has been chamfered off to the 'nth degree to deliver a sports car which pretty much defines the term 'rounded'.

So whilst there's no denying the dynamic foundations are exemplary, there is perhaps room for a little bit of aftermarket tweakery to inject a bit of colour into the Cayman's character, and whilst your local PC will be very happy to indulge you in their extensive options list, there's still a pervading sense of conservatism. Most of us would be thrilled at the prospect of a nicely optioned Cayman on the drive, but for those who want something a little bit more 'individual' we'd suggest taking a look at this beautifully honed package from TechArt.

Looks good, doesn't it? As befits any demonstrator 'our'





car has had every item TechArt offer thrown at it, and the overall effect is to take the Cayman's well-proportioned elegance and move it into an altogether more aggressive sphere; now we have a Cayman that really looks like it means business. Sounds like it too; we'll come back to that...

Visually, there's quite a lot going on, so your attention naturally jumps around whilst you take in all of the changes that have been wrought. The racy, ground-hugging stance imbued by the combined effect of the rear diffuser add on, two part front spoiler, with integrated splitter and central intake and lower ride courtesy of the sport spring kit gels well, and the rear spoiler is perfectly sized to enhance the aesthetic rather than, well, spoil it. Sitting on a gorgeous set of 21 inch 'Formula III' forged alloys in titanium matt grey with orange

The modifiers' art is rather more subtle these days. That is to say that the days of lairy bodykits are long gone. TechArt use a subtle side skirt and a rear diffuser and wing on the Cayman and then add a dash of orange to the rim of their 21in Formula III wheel. Reminds us of a '70s Hot Wheels car! Interior receives similar treatment

outer rim, the TechArt Cayman S hits its visual target with acuity. Move in closer, and you'll notice several detail changes which really add to the effect: trim slats in the air intakes, new mirror covers, orange painted calipers and matt black sport tailpipes combining to create a compelling look. You'll notice the outstanding finish too; there's nothing here that wouldn't pass for Porsche standards of quality, but with TechArt one of the few tuners recognised by German authorities as a registered vehicle manufacturer, you'd expect nothing less. It looks even better on the move, where that sporting stance just looks so 'right' whether attacking apex or autobahn.

It's on the move that the TechArt Cayman's other fundamental shift in character comes to the fore: this Cayman S is now properly, addictively, LOUD when you push the right pedal to the carpet and keep it there. The

valve controlled system (operated via the sport exhaust button, as normal) is all smoothness and light around town, with just a hint of added timbre from the rear, but with sport mode engaged and an open road ahead comes the chance to hear the real voice of that 3.4-litre, flat-six and predictably, it sounds bloody good. Our test car elicited a brief boomy period around 2000rpm (fixed for the production system) before smoothing out into a barrel chested blare through the mid-range, building to an exotic racing scream before the next tug of the right hand paddle fires it back into the meat of the torque curve. Downshifts deliver similarly grin inducing aural satisfaction. We're using nothing more sophisticated than the human ear, but from the driver's seat it seems a good 30-40% louder than a standard Cayman, which might be a problem if the noise grated, but when it sounds this good... Well

“There's nothing here that wouldn't pass for Porsche standards of quality”



“All the usual Cayman S qualities are present and correct”



White really does suit the Cayman and modified cars in general. The monochrome look works well and again that dash of colour just revs it up nicely

let's just say you won't negotiate many tunnels without coordinating window drop and downshift.

With no engine tweaks to speak of, TechArt don't claim any more power, and with the PDK equipped Cayman S delivering 0-60mph in 4.7secs and 174mph performance is fine, only the rangy gearing (second is good for over 75mph) robbing it of urgency – a shorter diff ratio would be a useful offering. Either way, a glance at the speedo usually confirms you're travelling fast enough, and the added aural attitude tends to magnify your pace anyway.

A quick lunch stop punctuates our afternoon, and allows for a quick anecdotal assessment of the TechArt Cayman's visual kudos. We're supping coffee in a small German town close to Porsche's Weissach tech centre (TechArt are based in Leonberg, just 12kms away), and whilst the locals are probably more familiar than most with the latest Porsche offerings, our spiced up Cayman still gathers plenty of admiring and curious glances. Coffee cups emptied, we head towards Weissach in search of some of the excellent roads the Porsche test drivers frequent on a daily basis, and a chance to explore the effect of the TechArt chassis tweaks.

With an info sheet indicating only two options which influence dynamic behaviour – Sport Spring kit brings a lower ride/firmer rate, whilst Formula III forged alloys

deliver lower unsprung mass/larger footprint – changes discernable behind the wheel are incremental rather than revolutionary. We attack the roads anyway, because a Cayman S in any form is always a joyous tool to dissect a good road in, and the deliciously balanced poise that so defines the mid-engined Porsche driving experience goads you into pushing whenever possible. Linking a series of high-speed curves suggests a hint more vertical control, whilst attacking the well sighted second gear curves our route throws up demonstrates immense lateral purchase – it takes a particularly insistent stab of throttle to indulge in any sideways slip angle, instinctively controlled by the well weighted and accurate steering. All the usual Cayman S qualities are present and correct then, leaving you with a sharper, louder, more eye-catching Cayman.

And things get even better on the inside, where TechArt have gone to town – the options list runs to 36 individually priced items from anodised aluminium pedals to carbon graphite finished luggage frame. Perhaps predictably, the overall effect is huge, making the interior of the TechArt Cayman feel like a really special place to be. Interior makeovers represent a substantial part of the TechArt business these days and it's not hard to see why, with every surface of our Cayman treated to a beautifully finished combination of Alcantara, carbon trim or leather,

TechArt's Formula III wheels are something of a trademark. Orange again for the brake calipers, while matt black exhaust tail pipes look menacing. Sound menacing too!



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and hand sewn orange stitching. In fact orange highlights abound, with everything from the clock faces to gearshift paddles and air nozzle adjusters finished in a contrasting hue. Naturally, you can order your Cayman trimmed in any combination of colours your imagination – and taste – desire, so if orange is a bit too much perhaps a more traditional Porsche colour would suit. Black/Viper Green sounds good to me...

As with the exterior, quality is exemplary, and after a visit to the trim shop it's not hard to see why – every piece is crafted by expert hands in a labour intensive fashion you'd expect to see in a high end couture outlet. It's not just the aesthetics that receive a boost either, as there is real tactile delight in here. The Alcantara surfacing oozes quality, and the steering wheel (so easily overdone) is lovely to behold, being just the right size without overdoing thickness.

After a day with the TechArt Cayman, it's easy to see why you'd be tempted. It offers so much more than Porsche's most extreme options (that exhaust would never leave the testbed!) whilst offering true handmade quality without compromising any of the excellence that makes the Cayman such an alluring prospect. The recipe may have changed a little, but the taste is just as good as it always was. **PW**

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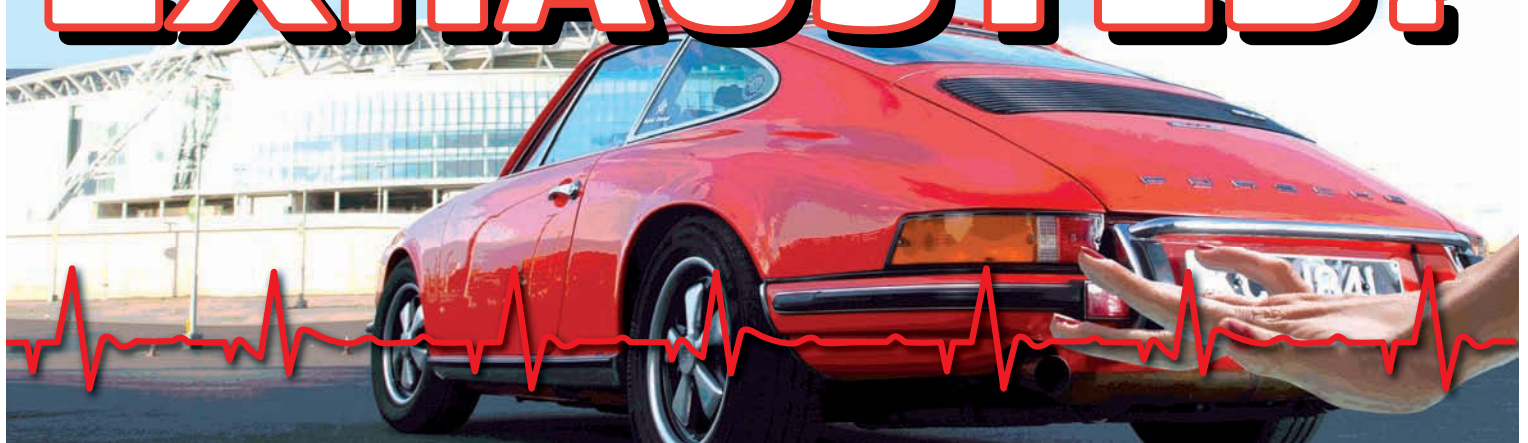
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PORSCHE ARCHIVE

the TURBO TRAIL

This year marks the 40th anniversary of the first showing of Porsche's prototype 911 Turbo. Keith Seume looks back at the trail which led to the development and sale of one of the most influential Porsches of all time

Words: Keith Seume
Photos: Porsche Archiv and author's collection

Many improvements in automotive design result from race participation, none more so than the development of turbocharger technology as applied to road cars.

Porsche was no stranger to pressure-fed engines, the pre-war Auto-Union and Mercedes 'Silver Arrows' had championed supercharging in the 1930s, while Ferry Porsche drove a supercharged KdF-Wagen as his personal transport during the wartime period. These cars all featured Roots-type superchargers, gear- or belt-driven off the crankshaft. But a turbocharger – now that's something which came much later as far as Porsche was concerned. But possibly not as late as you might think.

Amazing as it may seem, the very first experiments with turbocharging date back to 1905, when Swiss engineer Alfred Büchi, a graduate of Zurich Polytechnic, took out patent CH 35 256A for an exhaust-driven turbine system. In his application, he stated that internal combustion engines 'have very low efficiency because two-thirds of the energy is lost through exhaust heat'.

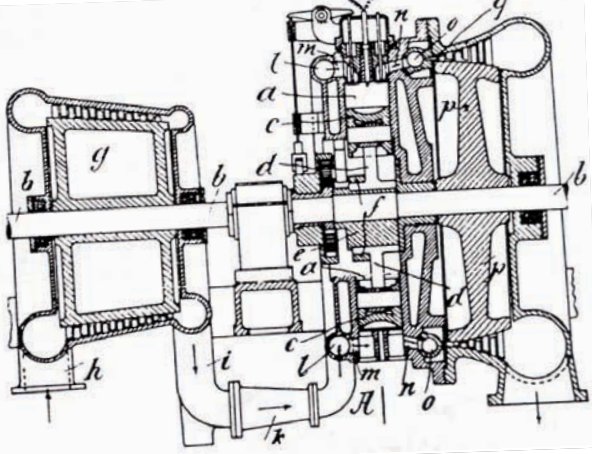
He designed what he referred to as a 'highly supercharged compound engine' featuring an axial compressor, radial piston engine and an axial turbine mounted on a common shaft. It was crude by today's standards, but the principle was much as it is today: hot exhaust gases were used to turn the compressor turbine, which forced air into the cylinders.

Büchi wasn't alone in seeing the advantages of such a system. In 1911, a German engineer by the name of Schmidt developed a four-stroke engine boosted by a turbocharger, while four years later, August Rateau in France patented a turbocharger design aimed specifically for use on aero engines. This caught the attention of NACA (National Advisory Committee on Aeronautics) in the USA, which pressured (no pun intended...) General Electric to look into this further.

What could be more outrageous than a lime green Turbo? When launched in 1974, the Type 930 caused a real commotion, not only among the show-goers at Frankfurt, but also among Porsche's Italian rivals...



“The first commercial use of a turbocharger in a mass-produced car was by General Motors in the 1962 Oldsmobile Jetfire...”



Tests were carried out on a GE-built Liberty aero engine, a massive 1650ci (27-litre) V12. As was the case with all normally-aspirated aero engines, the Liberty's power fell off dramatically with altitude. At McCook Field airbase in Dayton, Ohio, the Liberty test engine produced 346bhp at 1775rpm with zero boost.

The engine was fitted to a mobile rig on the back of a truck and driven to the top of Pikes Peak in Colorado where, at an altitude of 14,109ft, it produced around 220bhp normally-aspirated. But with just 8.5psi turbo boost, the output rose to an average of around 360bhp at 1800rpm. The benefits were clear for all to see and turbocharging eventually came to be common practice in aviation circles.

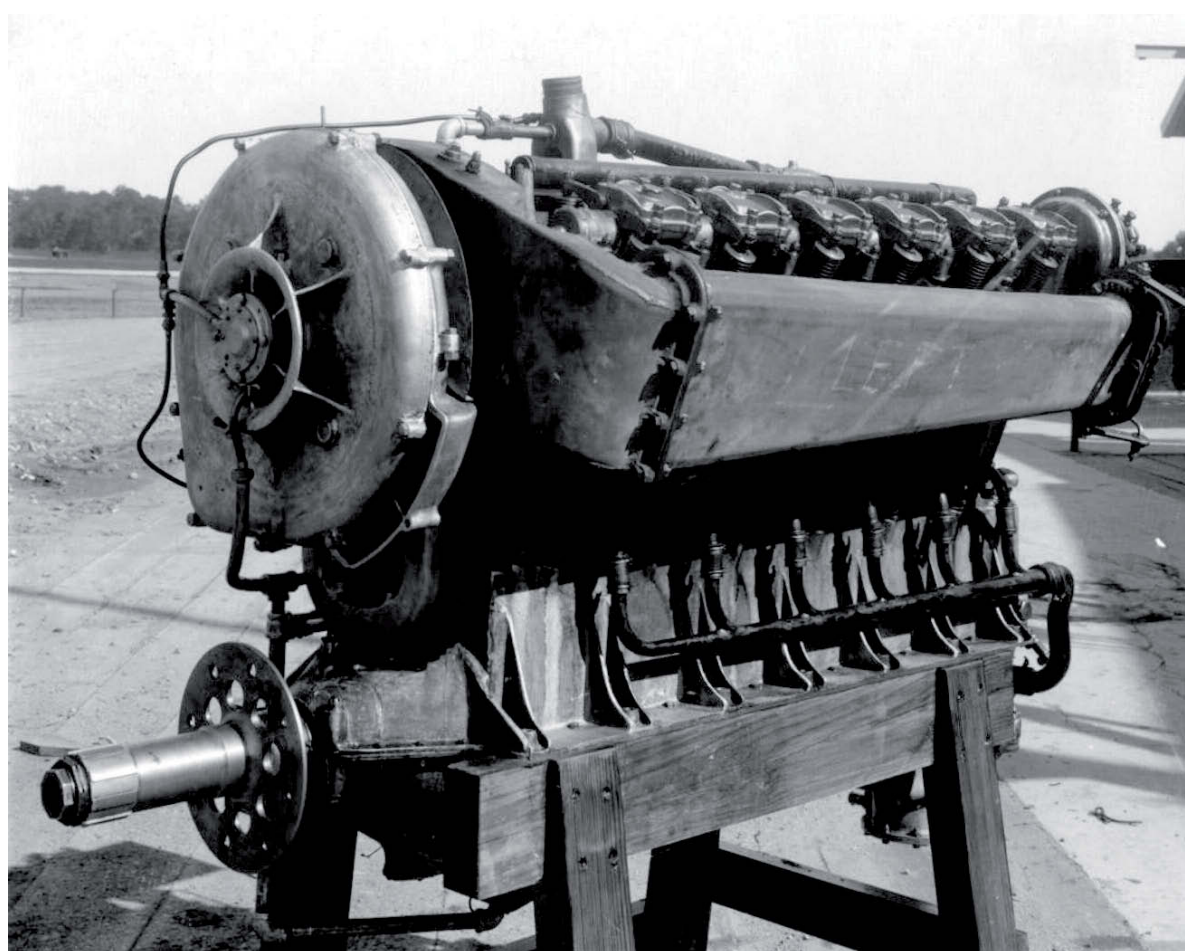
However, it took longer

Massive Liberty V12 aero engine was the first of its kind to benefit from a turbocharger. Experiments carried out in 1915 saw a near-60 per cent in power increase at altitude. Tests were carried out at the top of Pikes Peak

for the automobile industry to catch on. Although diesel engineers saw the benefits of turbocharging, designers of petrol engines were slow to appreciate the benefits. The first

commercial use of a turbocharger in a mass-produced car was by General Motors in the Oldsmobile Jetfire, launched in April 1962, followed by the Chevrolet Corvair Monza a month later. The Corvair was a rear-engined design, powered by a 2683cc air-cooled flat-six engine (sound familiar?), while the Oldsmobile was a conventional front-motored sedan which relied on an aluminium 215ci (3.5-litre) V8. The Jetfire two-door hardtop, based on the regular F-85 Cutlass, promised 215bhp at 4600rpm and 300lb ft of torque at 3200rpm. However, early tests

Turbocharger theory dates back to the early 1900s, when Swiss engineer Alfred Büchi (above) filed a patent for an exhaust-driven supercharger (above left)



General Motors was the first automobile manufacturer to capitalise on turbo technology, with the Oldsmobile Jetfire (below) in 1962, followed by the Chevrolet Corvair Monza (above right)

highlighted problems with detonation, so when introduced, the Jetfire was equipped with a water/alcohol injection system to reduce combustion temperatures. Oldsmobile referred to this as 'Turbo Rocket Fluid!' However, the failure of owners to keep the car topped up with 'rocket fluid' ultimately resulted in numerous engine problems, leading to the model's demise after just

one year of production. The Corvair Monza turbo was slightly more successful, lasting from 1962 to 1964 in its original 152bhp form, followed by a 182bhp 'Corsa' on offer in 1965 and 1966. Its premature demise was largely brought about by the writings of one Ralph Nader, consumer crusader and royal 'PITA' as far as the car industry was concerned. However, these two

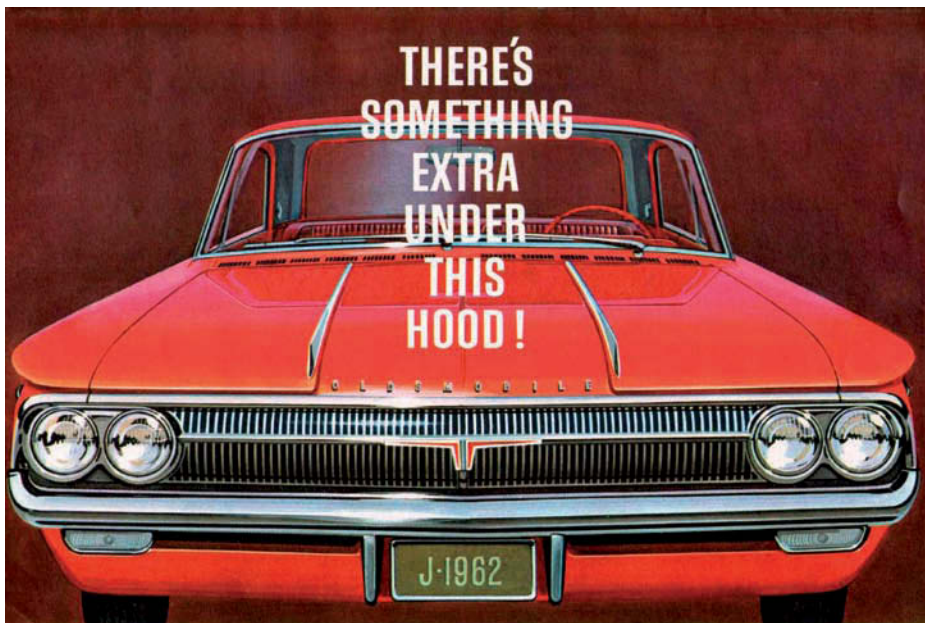


cars, as ultimately unsuccessful as they may have been in purely commercial terms, served to prove that a simple device such as a turbocharger could transform a relatively prosaic sedan into a healthy performer. If that was the case, just think what a turbo (or two...) could do for a full-blown race engine... like a Can-Am monster.

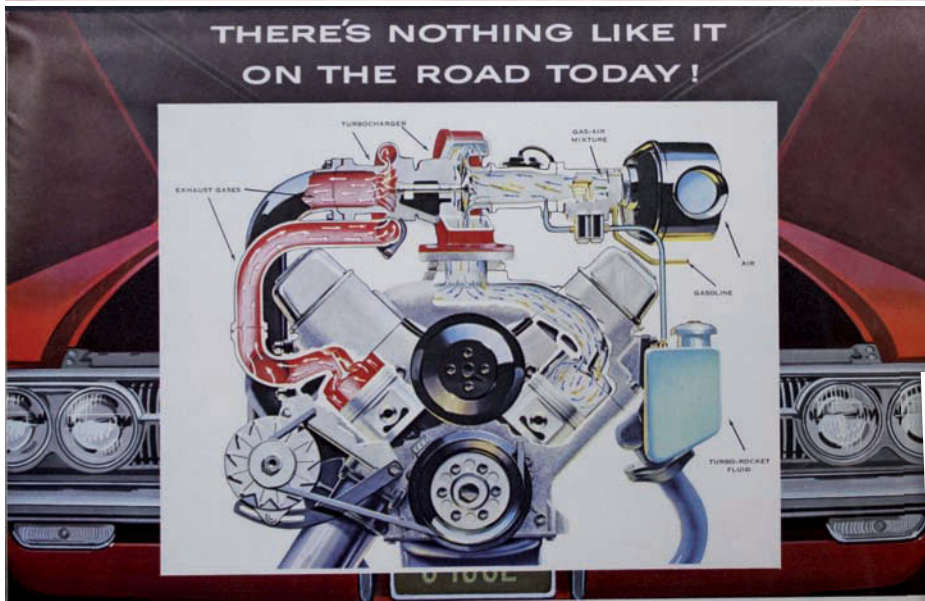
The first appearance of a turbocharged car in the Can-Am series was at St Jovite in 1969, when Joe Leonard finished eighth in the wedge-like McKee, using a twin-turbocharged 389ci (6375cc) iron-block Oldsmobile engine. This

gave his team the confidence to develop the concept further, entering two new cars at Elkhart Lake. These amazing machines also featured a chassis from McKee, with new 455ci (7456cc) all-aluminium engines, two-speed automatic gearboxes (with high- and low ratios, to give four speeds) – and four-wheel-drive. Sadly, the cars were plagued with brake problems and never turned a wheel in anger, a lack of finances bringing

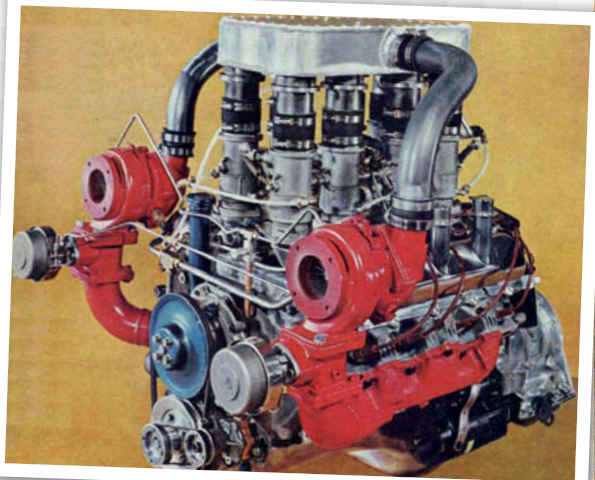
McKee Can-Am entries in 1969 featured all-wheel-drive, automatic gearboxes and twin-turbocharged Oldsmobile aluminium-block V8 motors (below/bottom)

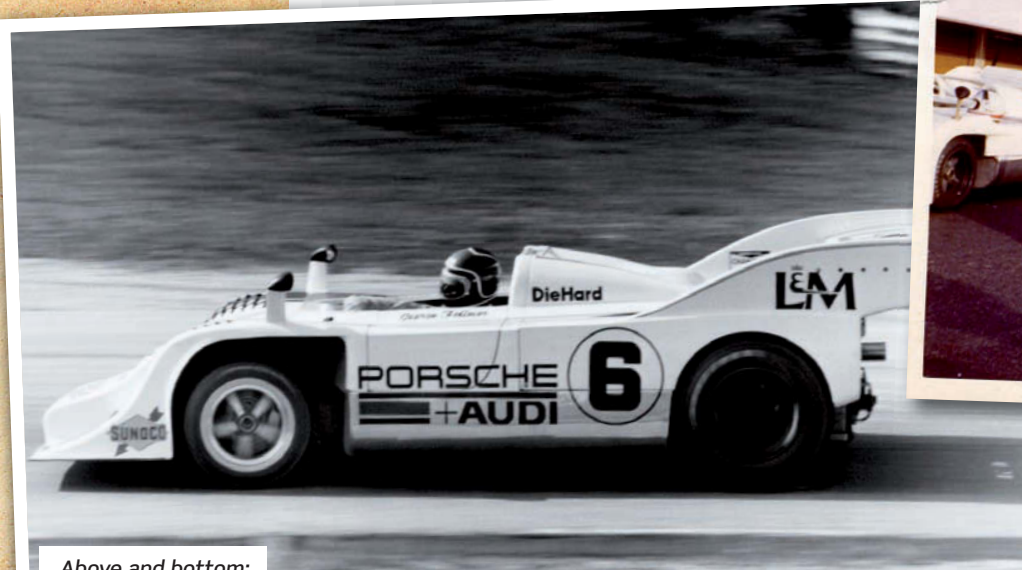


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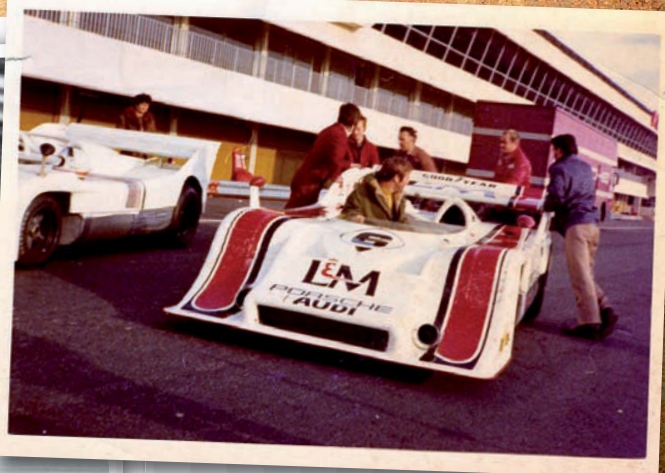


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Above and bottom: the mighty 917/10 and 917/30 destroyed the opposition in Can-Am, ultimately bringing the series to a premature end - nobody could beat the turbo Porsches...



anything McLaren had to offer. But it was a big engine - very big - and

Mark Donohue carried out testing at Paul Ricard in the south of France. The turbo'd 917 made a lot of power but now it was the turn of the chassis and aerodynamics to come under closer scrutiny

the project to a premature end. But the die had been cast: turbocharging had left its indelible mark on Can-Am, a point that had not been lost on Porsche's own race engineers.

Porsche had what appeared to be the perfect engine available in the form of the Type 912 (definitely not to be confused with Porsche's four-cylinder coupé...), a 630bhp 5.0-litre flat-twelve developed for the 917 endurance racers.

You could be forgiven for thinking that 630bhp in a car weighing just 1638lbs would be enough to force the opposition to eat Porsche's dust, but arch-rival McLaren boasted in excess of 700bhp from its fuel-

injected Chevrolet engines, and considerably less weight. Porsche needed to go one better.

There were two options available, the first being to increase the capacity of the motor, but the Type 912 engine had almost reached its limits - the 86.8mm Nikasil-coated cylinders were already tight up against each other, leaving little scope for increasing the bore. Using 90mm pistons and cylinders, the capacity could be increased to 5374cc, which saw the power output rise to 660bhp - better but still not enough to trounce the bright-orange McLarens.

Porsche also investigated the concept of stretching the 12-cylinder Type 912 motor even further by adding four more cylinders - in fact, they built 10 flat-16 prototype motors, ranging in size from 6.0- to a whopping 7.2-litres. The latter produced some 880bhp on the dyno, theoretically more than enough to dispense with

Penske-Porsche driver Mark Donohue quipped that you could hear one end of the engine start before the other. However promising the flat-16 may have looked, its development was terminated in favour of option two...

It was clear that turbocharging was an obvious way to make significant power increases, but what made turbocharging particularly attractive in Can-Am racing was that, unlike in virtually every other race series, there was no penalty for running a turbo- or supercharged engine. This lax ruling gave engineers *carte blanche* to explore the very limits of turbo technology - and explore it they did. In 1971 Porsche built a car that would turn Can-Am on its head: the 917/10 with a turbocharged Type 912 flat-12 engine installed in an all-aluminium space-frame chassis.

The 917/10 featured dual turbochargers, one for each bank of

cylinders, supplied by the German company Eberspächer, a name more familiar today with petrol heaters used in campers and commercial vehicles. Eberspächer worked closely with the US-based AiResearch operation, which had considerable experience with race car installations through its involvement with the USAC series.

It's Hans Mezger that we can thank for steering Porsche down the turbocharging route. He saw the potential benefits of forced induction and encouraged one of his team, Valentin Schäffer, to look into turbocharging a 4.5-litre version of the Type 912 engine. Schäffer's solution was straightforward: you have two banks of cylinders, you use two turbos - just like on the McKee-Oldsmobile Can-Am engine. To limit maximum boost, and therefore prevent the engine from

BMW stole the march on Porsche by launching its 2002 Turbo (below) in 1973. Unfortunately, the project was killed off by the oil crisis



“In 1971, Porsche built a car that would turn Can-Am on its head: the 917/10 with a turbocharged flat-12 engine...”



overboosting and destroying itself, a single wastegate was fitted.

Early tests with the dual-blown Type 912 motor in the 917/10 chassis were 'interesting'. Jo Siffert was the test pilot and he found this first taste of turbocharging unpredictable to say the least. The turbos seemingly took an age to 'spool up', to use modern parlance, and equally as long to bleed off boost.

The result was that, as Siffert applied throttle exiting a corner, there was a sizeable delay before anything happened – and when the motor did come on boost, it happened very quickly.

Conversely, when he lifted off the throttle at the end of the straight, the turbos continued to spin at speed, producing boost when it wasn't needed. As a consequence of this, it's said that Siffert visited the vegetation alongside

the Weissach test facility on more than one occasion.

Can-Am regulations, as mentioned, were lax and placed no restrictions on engine capacity, nor did they factor in a special index for turbos. However, Porsche was not a company renowned for 'going for broke' so limited its Type 912 engine to just 1.5 bar (22psi) – still enough for 1000bhp at 7800rpm, and a massive 725lbft of torque at 6400rpm. For 'normal' use, Porsche restricted boost to 1.3bar (18psi), which limited output to just under 900bhp – still almost 200bhp more than the McLarens.

In an effort to combat the effects of turbo lag, and overboost on a trailing throttle, Porsche had developed a system of air valves, some of which bled off manifold pressure when the throttle was closed, while others opened to the



Prototype 911 Turbo was first shown at the 1973 Frankfurt show, where it attracted a lot of attention. The show car (chassis number 9113300157) still survives, having later been converted to RSR specification (bottom left)

atmosphere when the throttle was applied at low rpm – effectively turning the car into a normally-aspirated configuration until the engine produced positive boost. The result was a car that could accelerate from 0-60mph in 2.1 seconds, 0-100mph in 3.9 seconds and 0-200mph in just 13.4 seconds!

No wonder people were sitting up and taking notice when the Penske-Porsches came to the line in 1972. However, star driver Mark Donohue was injured in a crash at Road Atlanta, meaning that he was unable to capitalise on his development

experience, George Follmer being brought in to take his place for much of 1972, ending the year as champion.

The 917/10 was clearly a massive force to be reckoned with, but Porsche had more up its sleeve for 1973. The 917/10's chassis was cut in two and experiments carried out with different extensions to alter the wheelbase. Eventually Mark Donohue felt happiest with a wheelbase of 2500mm (98.4in), which had the added benefit of allowing a larger fuel tank to be used, increasing fuel





The nuts and bolts of the 911 Turbo: exhaust, turbo, uprated brakes and suspension components were laid out for all to see by the press department. First Turbos, though, relied on stock 911S braking...

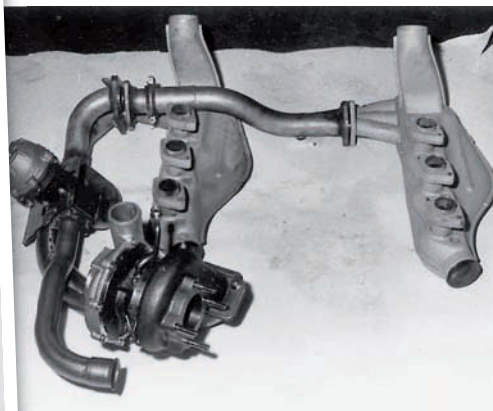
capacity from a 'mere' 86 gallons to a truly whopping 106 gallons.

Further research was carried out on aerodynamics, Porsche calling on the services of French aeronautical company, SERA. The outcome was a new body with a redesigned nose, which came to be referred to as the 'Paris body'. The result was a

212mph speed recorded at Paul Ricard in France.

Power was up for 1973, too, the 5.4-litre engine (Type 912/52) now producing 1100bhp, with 1500+ seen on the dyno. The driver now had control of boost, too, with a large knurled knob in the cockpit allowing Donohue to adjust the wastegate settings at will. With rivals falling by the wayside, Porsche – and Donohue – walked away with the Can-Am championship...

Porsche's domination of Can-Am was ultimately responsible for the series' demise. The organisers, SCCA, went against their agreement not to alter



rules with less than a year's notice and talked of limiting engines to match those used in F5000 single-seaters. That meant a limit of 3.0-litres

for cars with 'race engines' (ie, non-production-based, multi-cam designs) or 5.0-litres for those with 'iron-block' production-based motors.

Front-runners in Can-Am, Penske-Porsche and Shadow, both expressed their dislike and Porsche allowed Penske to opt out of its three-year contract a year early. Can-Am struggled on for one more year before SCCA pulled the plug on November 19th 1974. But the experience gained would

not go to waste.

There is a well-known saying that suggests racing improves the breed, and never was that more true than when the breed in question is Porsche – even if the saying is credited to Soichiro Honda! From its earliest days, the 911 had been modified, upgraded and improved by the factory to give better handling, performance and long-term reliability. The same can be said of each of its products, from the earliest 356 onwards to the modern 997s and 991s. Each new model is (or should be) better than the last, thanks to tireless development work behind the scenes.

As far back as 1969, Porsche had looked into

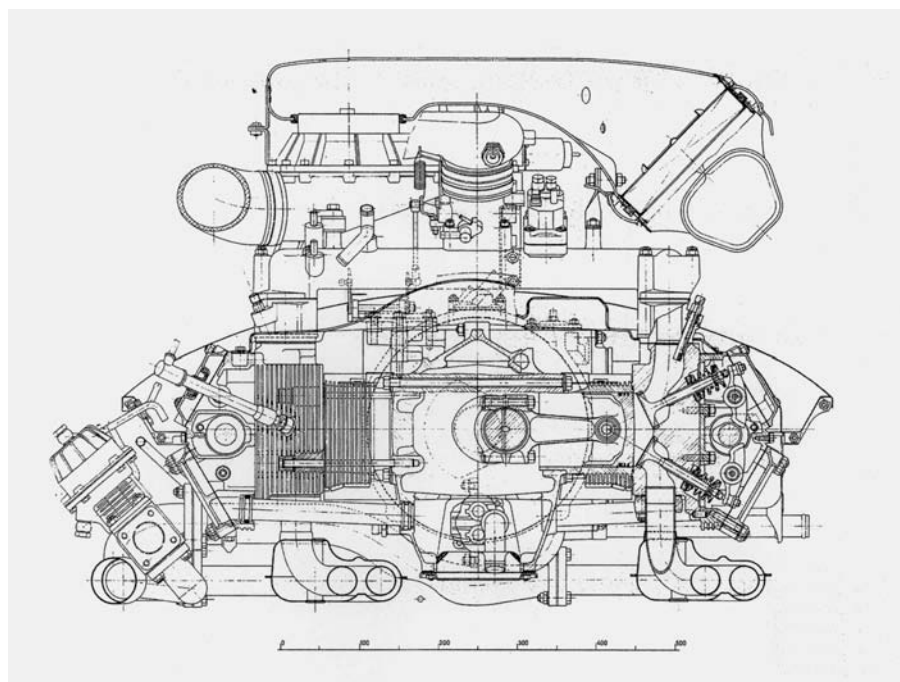
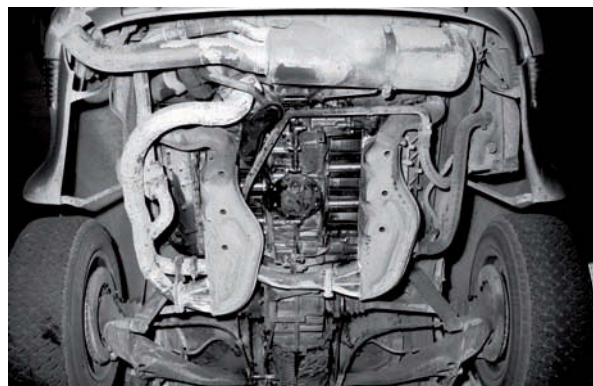


turbocharging its flat-six engine, with experimental work being carried out on a 2.0-litre 911. However, although the engine ran, it was never installed in a car (one can only imagine the results had this line of development been pursued so long ago...).

The concept of turbocharging a road car was resurrected at Stuttgart in 1972, almost certainly kicked into life, not only by the news that BMW was about to launch its 2002 Turbo, but also the fact that Porsche's Bavarian rivals had displayed a gull-winged sports car powered by a turbocharged engine, which threatened to encroach on Porsche's 'home' territory.

BMW had called on the

911 Turbo from below shows neat packaging, with the turbo placed low down at the left rear of the car, helping to economise on pipework and lower the centre of gravity





Ferry Porsche's sister, Louise Piëch, received a special Porsche Turbo for her 70th birthday in August 1974. Not a bad present, eh?

The same car is now on display in the Porsche Museum. Note the 'narrow' SC-style bodywork, rather than the usual wide Turbo look



expertise of a Swiss engineer by the name of Michael May as early as 1968. May, who was coincidentally based in Stuttgart, probably did more than any other individual to investigate the possibilities offered by turbocharging, and had carried out a lot of research on the subject, concentrating on ways to overcome fuel-delivery problems that typically beset many of the early Turbo applications.

The culmination of May's work with BMW was the production 2002 Turbo, a boxy two-door saloon which is credited as being the first European turbocharged production car. BMW felt that the 2002 chassis could handle more power than the standard 130bhp offered by the 2002Tii, so at May's suggestion they installed a KKK turbocharger operating at 0.55bar (8psi) which increased output to 170bhp at a stroke.

The result was a car which could accelerate from 0-60mph in under seven seconds, before hitting a top speed of over 130mph. Impressive performance in 1973, and almost matching that of Porsche's Carrera 2.7 RS.

Porsche's own experiments in 1972 were based around a 2.7-litre engine, that featured an induction system not dissimilar to that of the contemporary Can-Am motors. Dynamometer tests held early in 1973 suggested that reliability wouldn't be an issue, so the go-ahead was given to take the project to the next stage by installing a version of the engine in a road car.

Initial tests at Weissach showed up two problems, neither of which was insurmountable: the chassis required further development to handle the extra horsepower, and the engine suffered from unacceptable levels of turbo lag. But power – of that there was plenty, with 250bhp on tap.

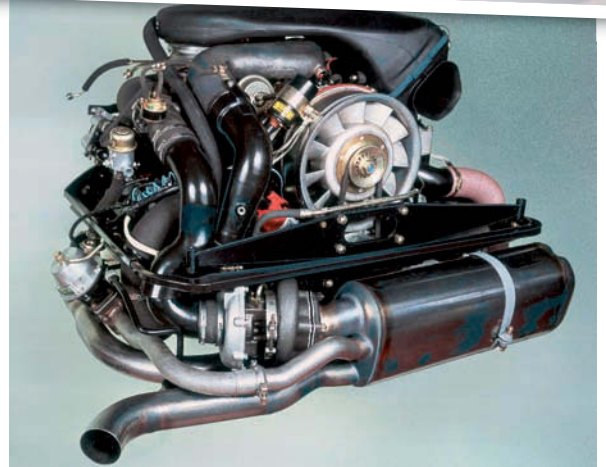
Company chairman Ernst Fuhrmann was impressed with the initial results but, in an effort to keep costs down, insisted that any further development revolve around the use of the new K-Jetronic fuel-injection system. With a single turbocharger located low-down to the left rear of the engine, close to the exhaust pipework and helping to keep the centre of gravity

as low as possible, the prototype 911 turbo engine was one step nearer to being production-ready.

The task of taking things to the next level was entrusted to Herbert Ampferer, who in 1985 would go on to file a patent for Porsche's Varioram induction system. The biggest problems Ampferer faced were finding a cure for the on-off switch-like nature of these early turbo installations and packaging the whole system in a way that made it suitable for production. But by summer 1973, Porsche felt it was ready to tell the world the news: a turbocharged 911 was on the horizon.

Type 930, as the new project was to be called, first saw the light of day 40 years ago this year, at the 1973 Frankfurt motor show. On display was a 911 the likes of which had not been seen before, with wider front and rear wings, stretched to cover deep 15in-diameter wheels, a front air dam and a large 'whale-tail' rear spoiler.

The bodywork was effectively that of the



3.0-litre RS and IROC cars, finished in a pearlescent silver. Bold 'Porsche' graphics in white along each flank left nobody in any doubt as to who had built the car, but even bolder 'Turbo' lettering over each rear wing made it clear this was no ordinary Porsche...

A quick glimpse inside reinforced this as the car featured a pair of Recaro 'lollipop' seats, trimmed in

First generation 3.0-litre engines were not fitted with an intercooler. Later, when capacity increased to 3.3-litres, an air-to-air intercooler was added

Even the contemporary advertising had a slightly menacing look to it (below)



plaid, with full harness seat belts for both driver and passenger.

Curious visitors to the show stand enquired what lay under the rear lid. The answer was not always the same – some people appear to have been told it was a 2.1-litre turbocharged engine producing 280bhp (presumably of the type that would appear in the forthcoming RSR Turbo) but most were informed it was a 2.7-litre engine capable of propelling the car to a top speed of over 160mph. What nobody was told, though, was that the engine was a mock-up, with a dummy induction system, incapable of running before, during or after the show.

The Frankfurt show car served as something of a watershed within Porsche, leading to two separate lines of development: one as a limited-production road car (Type 930), the other as a full-blown competition car (RSR Turbo). From this point on, the teams responsible concentrated on their own individual projects – both would prove to be ultimately successful in their endeavours.

There's little doubt the display car captured everyone's imagination, but Porsche couldn't promise it would be a full production model. Indeed, the initial plans were that it would serve as a way for the company to go racing in Group 4 GT competition, where there was a requirement to build a minimum of 400 examples. Once those had been built and sold, that was it – the 911 Turbo would have served its purpose.

But even the task of selling 400 of these cars didn't promise to be easy, for as 1973 drew to a close, so OPEC implemented a boycott of oil supplies, which turned the automotive world on its head.

Without oil, there could be no petrol. Without petrol, what market would there be for a high-powered turbocharged sports car? It seemed as if Porsche's new Type 930 was destined to be still-born. After all, even BMW had killed off its wonderful 2002 Turbo...

But Fuhrmann had other ideas. He was determined to see things



through, despite on-road testing being curtailed due to the ban on Sunday driving imposed in Germany, along with speed restrictions on the autobahns and, incredibly, tracks such as the Nürburgring, Hockenheim and even Porsche's own Weissach facility.

The restrictions were gradually eased, allowing Porsche to flex the Turbo's legs more often. But the matter remained of how to sell the concept to a market still reeling from the effects of OPEC's stranglehold on oil supply.

The debate centred round pricing. There were

two schools of thought, one being that the 911 Turbo should be sold as a stripped-down model at a rock-bottom price.

Although this may seem a strange idea now, bear in mind that a) there were people prophesying the end of performance cars as we know them due to fuel shortages and b) it would be a quick way to sell 400 cars so the factory could homologate the Grp 4 entries.

On the other side of the fence were those – Fuhrmann among them – who felt that the car deserved to be sold as a luxury item, a well-equipped range-topping model with a price tag that matched its obvious quality. Ultimately this was the winning argument and the decision was made to market the 930 accordingly.

One year later, at the 1974 Paris Salon d'Auto, the production version of the 911 Turbo was shown for the first time – a well-equipped, highly-spec'd Porsche that marked the

Graphics helped to emphasise the brutal look of the Turbo accentuating the width of the rear wings. 'Turbo' lettering, but no mention of Porsche – at least, not from this angle

company's first venture into the world of road-going supercars.

Jürgen Barth recalls that, while working with the press department in 1976, he was tasked with driving the 911 Turbo's first 400 customers to give them instruction on how to handle this powerful new model. 'I drove each of them from the factory on a high-speed run up to Heilbronn, taking the opportunity to explain the car in detail to the new owners. This was a special service I was asked to do by the sales department.'

Looking back, it's perhaps difficult to appreciate what a monumental impact the 911 Turbo had on those involved with Porsche in the 1970s. It was in a league of its own and proved once and for all that, on track or on the street, Porsche could run with the big boys. Or perhaps we should say, 'sprint away from'... **PW**



The launch of the road-going 930 marked an internal parting of the waves, as the race department now concentrated on the Turbo RSR (left)

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DOWN TO THE WIRE

There may be a number of reasons why your 997 Carrera's engine won't turn over quickly enough to fire, but increasingly the most likely culprit is a high resistance in the heavy-duty electrical cable linking alternator, starter motor and battery. It's awkward to fit a new one, but technically the work is straightforward enough – and doing it yourself could save you at least £300



Conceptually – and please excuse that rather pretentious term, especially in a hands-on car magazine written by and for real-world enthusiasts – this must be one of the simplest how-to stories we have tackled for some considerable time. The vehicle undergoing repair is a common-

or-garden, 2004 997-model 911 Carrera 'S' with manual transmission – although it could just as easily have been a 3.6 Tiptronic. The problem was sluggish (and occasionally non-existent) starter-motor performance, even with a battery known to have been good when recently fitted – although the engine would invariably start

immediately via jump-leads or with a booster pack. And the cause – increasingly widespread in these now ageing Porsches – was nothing more sinister or complicated than a corroded and thus high-resistance heavy-duty alternator lead that was

effectively preventing the accumulator from being charged.

Removing and then replacing said lead, however, was a rather different matter. The affected area, immediately adjacent to the alternator itself, may be literally only a few centimetres

First step is to disconnect battery earth. Good practice to flip engine-lid latch to 'shut' position, too. Prevents courtesy light flattening battery over extended working periods, but more importantly here avoids possibility of lid inadvertently shutting – because then the only way to open it again would be to reconnect the battery, with attendant short-circuit risks. Air-filter casing needs to come out next



REPLACE 997 ALTERNATOR/STARTER-MOTOR CABLE

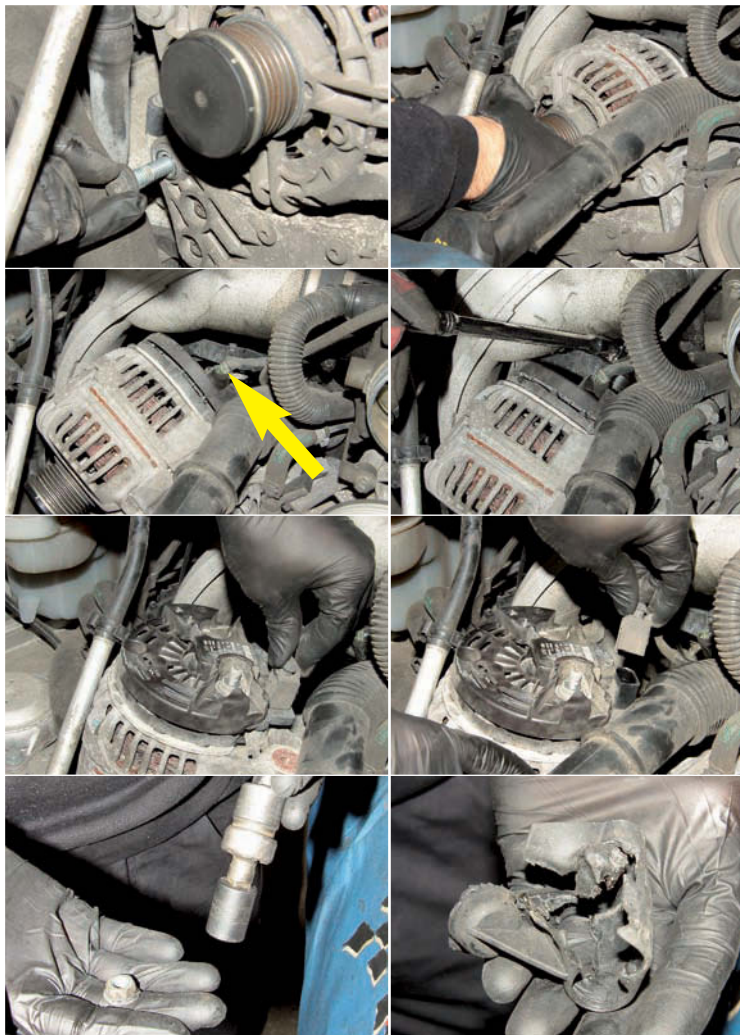


Auxiliary drive-belt (for the generator, plus the coolant, steering and air-con pumps) is tensioned by a spring-loaded roller (arrowed). Release that with a suitable spanner, and belt slips off easily. Latter can be used again if in good enough condition (in which case make sure it goes back on in the same orientation as before), but no harm in fitting a new one, while you have the opportunity. Likewise this idler roller (right), which has to come off anyway, for access to one of the alternator's fixing screws

long (and that's really all it takes; see the photographs on the next spread). But the roughly six-inch length of cable of which it is part comes as an integral element of a so-called wiring harness linking the generator to the starter motor, and ultimately to the front-mounted battery. And that harness is completely buried both behind and beneath the inlet manifold, before running

down the right-hand side of the engine to a special insulated connection point on the transmission casing. Porsche allows around four hours for the task, which will necessitate removing the alternator, the air-conditioning compressor and part of the undertray (which itself obviously requires access to the underside of the vehicle). So even at independent-

The generator is secured to its mounting bracket by two long screws, but even when they have been removed will need to be wiggled around to free it completely - tricky, but probably easier done than described. Ease it forward, and you'll most likely see the first sign of the problem: the protective plastic insulation round the heavy-duty output lead has hardened and shrunk after long exposure to heat from the engine, allowing the individual wire strands inside to corrode and go high resistance. Use suitable socketry to disconnect that lead from the alternator (the nut itself is 13mm), and then pull the unit further still toward you, for access to the remaining push-fit connection



HOW TO USE JUMP-LEADS - THE CORRECT, SAFE WAY

While your 997's engine may be reluctant to fire or even to turn over, in the scenario described here it will be purely a reduction in system voltage causing the problem. In other words the battery, the starter motor and the alternator are most likely perfectly healthy in themselves, and it's simply that the alternator's output cannot charge the battery sufficiently well for the latter then to power the starter. Which explains why - as you may well have discovered already - you can usually get the car going with a pair of jump-leads and either a spare, good battery (or a purpose-built starter pack), or else by hooking up to the battery currently installed in another vehicle.

There is, as with most time-honoured techniques such as this, both a right way to use jump-leads and a sometimes catastrophically wrong way. And needless to say a vehicle of this potential value and electrical sophistication most definitely demands only the former. Porsche Driver's Manuals typically deal with the process in a manner befitting the handling of chemical weapons or waste plutonium, but you can see their point. Get it wrong and you could either badly damage the electrical system(s) of the vehicle(s) in question, or in the very worst case cause an explosion and/or a serious fire.

Suffice it to say that basically it is all about using only the very best-quality jump-leads - with tight-fitting and fully insulated terminal clamps - that are capable of handling the substantial current required to crank the engine (typically around 70 amps), and then making absolutely sure that you connect and subsequently disconnect them in precisely the correct sequence. You must also be certain that there is no other physical and/or electrical contact between the two vehicles.

Assuming that you can open the front lid for access to the battery, then, connect one end of the positive (red) lead to the positive terminal of the 'dead' car, and the other end of that same cable to the positive terminal of the 'donor' battery. Next connect one end of the negative (black) lead to the negative terminal of the donor battery, and then the other end to a suitable ground or earth point, sufficiently far from the battery to avoid the possibility (albeit fairly unlikely) of a spark as you make the connection igniting any hydrogen gas that may still be escaping from the cells. Some cars (but not the 997) have a special lug provided for the purpose, but in this case any one of the front-strut mounting studs, on the inner wings, makes a perfectly acceptable alternative.

If your donor battery is installed in another car, start its engine and run it at about 2000rpm for a few minutes, and then attempt to crank the dead 997. Chances are - if it really is the alternator lead that is faulty - it will then turn over sufficiently quickly to fire immediately, but if not turn it over on the starter for no more than 15 seconds at a time. Then allow to elapse a period of at least one minute before trying again. This will allow the jump-leads themselves to cool (and the hotter they become, so the higher the electrical resistance they generate), and also allow the donor battery to recover.

Once the 997 engine is running (and obviously you won't want to stop that again, just in case it won't restart), switch off the donor car's engine and disconnect the jump-leads in the reverse order - so starting with the ground point in the 997, then, and finishing with the positive terminal on the 997's battery.

If the 997's battery is so completely discharged that you can't lift the electrically released front lid - and this has happened to us - don't panic. Open the car's right-hand door, and down at the base of the adjacent 'A'-post trim you will see a clip-on plastic panel. Carefully detach it, and behind it you will find the fuse board. Toward the bottom of that is a red (ie positive) plastic block, which if pulled out will reveal a couple of contacts for your red/positive jump-lead. Clamp the black/negative lead to the hasp for the door catch on the 'B'-post, and with luck and even a half-decent donor battery you should find that the release mechanism now functions normally. If not, you will have to scabble around for the emergency pull-cable - details in the Driver's Manual - but under no circumstances use this connection method to attempt to start the engine.

As for disconnecting your 997's own battery prior to carrying out the work shown in this story, that's simple enough. Remember, though, to start (and if appropriate to finish) with the negative lead - and that alone is sufficient to isolate the unit. This is to avoid the possibility of your spanner simultaneously touching both the (positive) terminal and the car's body and, by short-circuiting the battery, cause either a subsequent major electrical problem or else a large spark and possibly an explosion. When refitting the lead(s), smear the terminal post(s) on the battery with just a little Vaseline to help prevent corrosion, and make sure that the M6 securing nuts are tight, but not too tight.

There is no requirement, as in some other modern vehicles, to maintain a low-current, 12-volt supply across the two leads while they are disconnected from the battery, by the way. The radio has no security code that needs to be preserved.



These photos show the fuse board and emergency battery connection in a 996, but 997 is pretty much identical. Use this for opening the front lid only, NOT as a way of jump-starting - see above



Fortunately, air-con compressor can be moved off its mounting without disconnecting refrigerant pipework. First remove PAS reservoir (top left), and then the long screw either side of the pump. Note, though, that there is a third screw, at the front left-hand corner of the pump (arrowed, above). Make sure, too, that the supporting spacer through which it passes, beneath the pump body, is correctly positioned during refitting. If it's not, compressor and/or mount can be seriously strained

specialist rates of around £60 per hour plus VAT you are facing a bill for around £360 inclusive. (Retail price from Porsche for the harness alone is £69.37 plus VAT.) Head for a Porsche Centre and you could be looking at

nearer £600. You might even be told that the engine has to come out, pushing the cost into the financial stratosphere.

Whether or not you can – or should – tackle the job for yourself will, as ever, depend

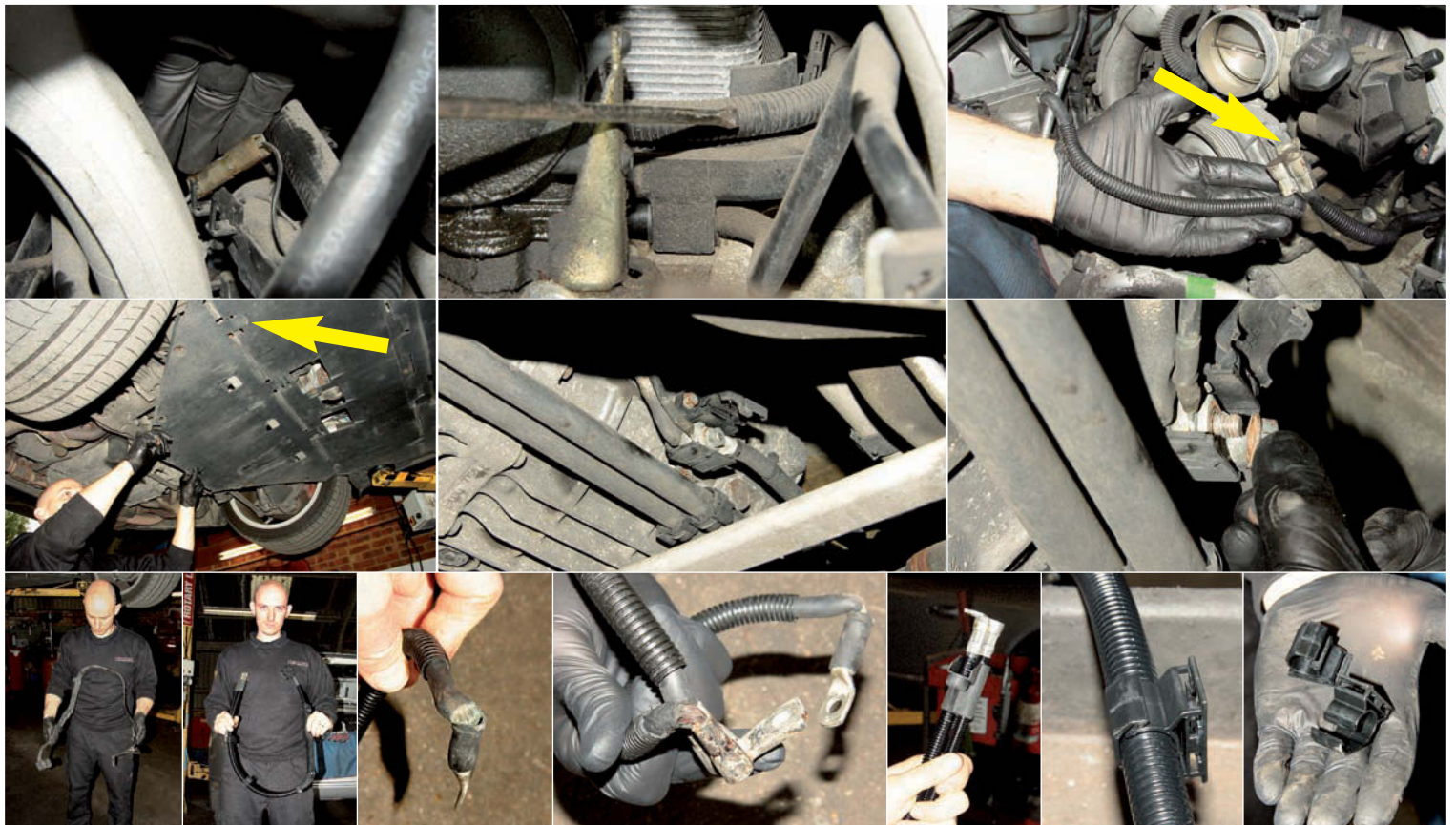
Disconnect terminal (arrowed, far right) from the starter motor – which is behind and beneath the inlet manifold, and so impossible to photograph with the engine still in the car – and then start to pull the entire cable free, across to the right. Screwdriver blade (middle picture, top row) gives an indication of its rather convoluted route (and plastic fixing clips). Remove rear part of undertray (note previously misplaced locating tab, arrowed), and then undo lower end of faulty cable from insulated connection point on right-hand side of the gearbox, finally pulling it down towards you

THE KNOWLEDGE

Tempting though it may be to blame your 997's poor starting on the relatively simple electrical fault outlined in this feature, it's only sensible to carry out a few basic diagnostic checks before you wade in and replace the possibly offending lead.

An ordinary so-called multimeter will show the electrical potential across the battery terminals, which with the engine switched off should be around 12 volts, and then with it running at normal idle speed should rise to somewhere in the region of 13.5–14.0 volts. If not, then normally you would check the output on the alternator itself, but plainly that is virtually impossible with the unit still in situ – and if you were going to the trouble of removing it for testing then any deterioration in the heavy-duty lead ought to be all too obvious in any case. Bear in mind, as well, that because electrical resistance increases with heat, the engine may actually be more likely to fail to start after you have driven it a few miles.

Don't, though, overlook obvious possible contributing factors. Are the battery terminals tight and free from corrosion? Is the battery itself the correct unit for the car, and/or is it simply too old to hold a charge? A good fast-fit centre ought to be able to check it with a so-called drop-tester – FOC if you then buy a new one from them. Alternatively, your Porsche Centre will sell you one for around £207 including VAT – and a genuine Porsche battery is one of the things we routinely look for in our *Tried & Tested* candidates – or you could buy a good-quality after-market unit from Euro Car Parts (www.eurocarparts.com) for currently as little £50–£70 including VAT.



REPLACE 997 ALTERNATOR/STARTER-MOTOR CABLE



Old and new cables compared (bottom row of pics, opposite page) give a pretty clear idea of why the alternator couldn't charge the battery, or the battery then provide sufficient volts to the starter motor. New cable comes with special plastic clips, but the trick is to have left the old ones in position on their metal mounts on the engine, and then simply slot the new cable into them. Fitting the cable (above) is basically a straightforward reversal of the removal procedure, carefully feeding it through exactly the right route from beneath the vehicle. Middle pic suggests the combination of dexterity, resigned stoicism and not least stamina needed - other than that, it's dead easy. All being well, you will end up with a nice new alternator connection (far right), and the job's nearly done

upon a number of pretty obvious factors, and not least your ability safely to raise the car on axle-stands for access to that unavoidable under-floor connection point. You will need refreshingly little in the way of tools, however (other than some Torx drivers, and a good selection of socket extensions and universal-jointed connectors), and since the air-con compressor needs to be shifted only a few inches its flexible pipework can remain fully connected. Arguably the only real essential is to have

hands small enough to reach in behind the alternator and air-conditioning pump - or perhaps to enlist, as required, the help of someone who does; your wife or even one of your older children, perhaps? - and also to possess a combination of saint-like patience and stoicism. Beyond that, it's all fairly plain sailing. And, if you have both the time and the inclination, a relatively easy way to save yourself a few hundred pounds. In these days of austerity, what's not to like about that? **PW**

WHICH MODELS ARE AFFECTED?

Prime candidates for this repair job are the 997-model 911 Carrera and Carrera 'S' (in both cases with either manual or Tiptronic transmission), with older cars like the 2004/54-registered 'S' shown in our step-by-step photos naturally the most likely to need it. Seemingly both the 997-based GT3 and contemporary Turbo are unaffected, and neither - perhaps surprisingly in light of their

reputation - are the 996 Carreras nor the 986/987 Boxster/Cayman ranges. That's not to suggest that non-starts in any of those cars won't be due to broadly similar electrical problems (see panel opposite), but they all have rather different cable layouts to that exemplified here, and so far have in this respect shown themselves to be rather more reliable. Wonders never cease...



SOME OTHER TASKS TO TACKLE 'WHILE YOU ARE IN THERE'

It is always both useful and immensely satisfying to be able to use one repair or maintenance job as an opportunity to tackle another; to kill two birds with the proverbial single stone. Here the most obvious example is the engine's auxiliary drive-belt, and perhaps the idler roller adjacent to the alternator, both of which have to be removed anyway. From Porsche the belt retails for around £42 including VAT, the roller for £72. For a fuller explanation of the procedure see the how-to story we ran in the June 2005 issue (right). PDFs are available via g11.porsche-world.com.

By the same logic it's worth replacing the air filter, or certainly removing it from its plastic casing for inspection and blowing any obvious dirt from the entry side of the element with an air-line (or a soft paintbrush). Whether, even with the rear of the car raised, you consider it worth changing the engine oil and filter is up to you, but we would be inclined to go for it unless we knew that the task had been

carried out very recently. (Normal change interval - assuming the use of top-quality oil - is 20,000 miles.) Likewise the air/oil separator that is an integral part of the engine's crankcase breathing system. The 997 unit is much improved over the 996/986-style component, and even with the air-con pump removed is not exactly shoved forward into the limelight, but its replacement has to be well worth considering, at the very least.

What you most definitely can and should do while you have good access beneath the power unit - and especially with the rear part of the plastic undertray removed, as well - is to check for fluid leaks (coolant, engine or transmission oil; even brake fluid). Look for corrosion, too, or the first hint of it, and give the affected areas - light-alloy castings, screws and nuts, perhaps brake lines - a squirt of some suitable wax-based preservative. We routinely use Comma's WaxSeal (www.commaoil.co.uk), readily available

from good motor factors, but Würth (www.wurth.co.uk) does a similar so-called Cavity Wax via its on-line shop - together with a whole host of

other lubricants, tools, consumables and generally indispensable Porsche-fixing hardware that you, just like us, might well find utterly irresistible.

Back to basics

Having a late-model 911 or Boxster needn't mean giving up on some basic CVT, particularly when some jobs - such as reversing the engine's main polybrake drive-belt - are so easy.

Be sure to use the correct size of the... (text partially obscured)

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Words: Brett Fraser Photography: Darin Schnabel, Tim Scott, Simon Clay, Tom Wood, RM Auctions

At one million, two-hundred and fifty thousand dollars for the last time, SOLD! And with a flamboyant crash of the gavel, a slate grey Porsche 911S 2.2, lot number 148, was on its way to an overseas buyer, who had placed their bids by phone. As you might imagine, though, this was no ordinary, common or garden 1970 911S. Not for that money. Its first owner was a certain Steve McQueen, and this was the car he drove in the opening sequences of the fabled movie, *Le Mans*. That provenance was all the more important when you consider that the final bill for the new owner included the buyer's premium that pumped up the price to \$1.375m.

Now you might think that the sale of an ex-McQueen car for such a considerable sum might represent something of a coup for the auction house concerned, RM Auctions. Especially as the Canadian-based company is a comparative newcomer to the automotive auction world – it was established in 1991 by Rob Myers, a prolific classic car restorer and trader who, along with partners Don Warrener and Mike Fairbairn, realised that they were sending so many cars through auction houses that they might as well set up their own – but according to Alex Classick, who works for the recently formed European arm of the business, getting the car and achieving the price weren't so hard.

'The seller was one of our good clients and we find that people who use us once tend to come back. And as for the car, well, the McQueen name can draw out big prices.'

That particular auction was back in August 2011, and RM had an even bigger result this August when a 1967 Ferrari 275 GTB/4S NART Spyder went out the door for



Above: Speedsters always make good money, while this ex Works 904/6 sold for an astonishing £1,232,000. The 993 GT2 sold for an equally impressive £324,800

\$27.5m, a record for a Ferrari and the second highest price ever for a car. RM had estimated \$14-17m for the drop-top. Alex again tries for a bit of corporate modesty. 'Well, it was in single ownership since new,' he explains, 'and it was one of only 10 made. Both of those factors have a bearing on the outcome of an auction.' In the end, though, even he has to concede that 'people went crazy for that car.'

Perhaps it had something to do with another McQueen connection. The actor had bought one (having used an example in the movie *The Thomas Crown Affair*) and while driving around Los Angeles had been crashed into by another car, totalling the NART Spyder. Through the US

potential Porsche owners are also very particular about having matching (serial) numbers for the engine, gearbox and chassis.

'Part of our job when going out to see clients is to educate them that prices can be very dependant on provenance and condition. People see a spectacular result from a sale and assume that it is now the market value. The truth is that it was an exceptional car that achieved that figure – the policy at RM is to discuss with potential clients what the chances are of their car selling. After all, to those of us in the UK and Europe every auction slot is valuable, because RM has comparatively few sales here a year.'

“People see a spectacular result from a sale and assume that it is now the market value”

Below: Alex Classick is the 'Porsche Man' at RM Auctions. He loves classic Porsches, but also has his own 997 GT3. Bottom right: 959 Komfort made £308,000 setting a new standard for 959 values

Ferrari importer McQueen learnt that another NART was on the production line and bound for the US: he rang up its forthcoming owner, Eddie Smith Snr, and asked to buy his place on the production run. The offer was politely refused and Eddie went on to own the car until his death.

Cars with great provenance add to the desirability, intimates Alex, but from an RM perspective it's also important that they are in good condition. 'We inspect every car before sale and will normally do so at a client's home or premises. Ideally we will also go for a run up the road to ensure that it seems sound mechanically and to get a feel for it. With a Porsche, for instance, it makes a difference if it has, say, a Maxted-Page restoration. And

Even in the US, the auction house favours quality over quantity: RM has associated itself with many of the prestigious American classic car events, including Monterey in California, Amelia Island in Florida, and Hershey in Pennsylvania, and tries to sell cars appropriate to those surroundings. The same principle has been applied as the company has expanded into Europe, with RM hosting an auction during the weekend of the Historic Grand Prix of Monaco, and alternating it every other year with another high profile event at the Concorso d'Eleganza Villa d'Este on the shores of Lake Como. And if your private collection is large enough (and, although Alex doesn't say as much, important enough),





RM can organise a standalone auction.

Interestingly, only about 20% of UK clients actually ring in to RM's London offices to enquire about selling their cars: 'mostly,' reveals Alex, 'it's about using your address book and your contacts and chasing up referrals. Relationships in this business are very important.'

Particularly for Alex, one might surmise. He's not long out of university, didn't join RM Europe until 2011, and works in an automotive arena that doesn't necessarily favour the young. Fortunately for Alex, his father runs a classic car business in which he was involved from childhood. Hence an address book heaving with telephone numbers and credibility within the classic car market that belies his comparatively tender years.

'I have a real passion for pre-war cars,' confesses Alex,

clearly if you pick the right ones to put in your sale, then the rewards can be great.

Alex confesses that: 'Auctions aren't for everyone. But if you've got a really valuable or really rare car then we can expose it to a very large audience. An auction establishes a market value for a marque or model because the winning bidder knows he has paid only about 10% more than the under-bidder: he can't really go wrong. Buy from a car dealer and you're always uncertain as to what the value really is, how much it has been inflated.'

RM prides itself on its catalogue photographs. 'It's RM's policy to have professional photography in our catalogues,' states Alex, 'to make them more like coffee table books. We charge our clients a £1000 + VAT marketing fee to pay for it, but this level of presentation

Above: A slate grey 911S? That'll be the ex Steve McQueen 911 and quite possibly the most famous 911 ever. Value? Well it was worth \$1.375m to someone

“Alex excitedly describes it as one of the most important collections of Porsches for auction”

'in part because you get so much more out of the driving experience; I love pre-war Bentleys. But I also have a strong affiliation with Porsches. My father deals in a lot of them, and the 356 is a staple of his business – it's a great car, so simple, just floats along and is so involving. I can remember when Dad was buying Speedsters off eBay for \$100,000 from the US and we were shipping them home. But he also has his own 2007 GT3 which is confidence-inspiring to drive, yet also very brutal.'

This very hands-on experience at home has helped Alex develop into the 'Porsche man' at RM Auctions Europe. 'Not that Porsches come to auction all that often. Porsche people tend to sell them directly to friends. That said, we had a 356 Carrera at our sale in London a couple of years ago – it was one of only 15 right-hand drive examples, and it made 20% above our high estimate.'

Last year in its London sale RM also sold a 993 GT2 for £324,800, while a 959 Komfort made £308,000. So although Porsches may be comparative rarities at

is important for the quality of our telephone bids.'

Cars don't arrive at an auction venue until about 24 hours before the viewing day. 'Yes, it makes for quite a big job before the auction,' professes Alex, 'but we can organise transportation for our clients' cars and we always block book local hotels for the sale date to make things as easy as possible for them.'

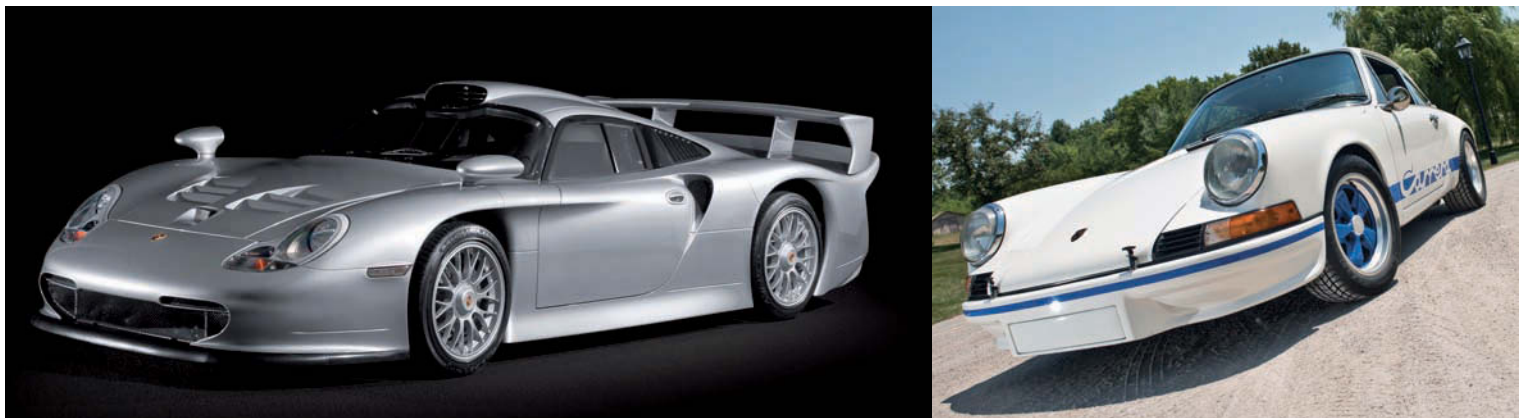
Right now Alex and his London colleagues are preparing for the first of their big 2014 sales, being held in Paris next February as part of Retromobile. And amongst the many lots will be 16 cars from Australian collector, Peter Harburg's collection – Alex excitedly describes it as one of the most important collections of Porsches ever to come under the hammer. Included in the pack is a Porsche 956, and a 917/30. Retromobile is always worth a gander; the Porsches of the Harburg collection should make the short trip to Paris even more attractive. Just remember, once the bidding starts, keep your hands in your pockets to avoid making any costly mistakes... **PW**

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JOHNNY TIPLER

964 C2 (PEPPERMINT PIG)

The rebuilt engine is getting better and better although a faulty oil level gauge means that I've been overfilling somewhat. Elsewhere the dampers are definitely in need of replacement and I'm leaning towards Bilsteins. It will soon be time to put the winter wheels and tyres on too.



PETER SIMPSON

996 C4/CARRERA 3.4 TARGA

As you can see on page 123 I have started back on the 3.4 and the Dansk panels have been placed on the car. It's time to get back in contact with Dansk so I can start the rear end panel work. Project 996 is now sitting in RPM Technik's showroom and will hopefully find a new home soon. I'll miss that 996...



KEITH SEUME

912/6 (EL CHUCO)

Engine build? Underway! Gearbox rebuild? All done! Seats? Check! Well, Cornish tartan, actually... Suspension? Getting there. Brakes? OK, OK, still a long way to go. Stop trying to rush me, alright? El Chuco is definitely taking shape and I'm a happy bunny - but I'll be even happier when I can fire it up and drive the little mongrel!



STEVE BENNETT

944 LUX

Well I've said most of it in my ramblings opposite, but I didn't have quite enough room to mention that I've just picked up some black leather rear seats on eBay (where else) to match the fronts. Ooh, a full leather interior! That was an option that was rarely ticked on a 944 Lux. Too bloomin' expensive!



MATT STONE

CARRERA 3.2 COUPE

The 911 has only needed minimal and normal service since acquisition, an oil change here and a set of brake pads there, but nobody could ever fix the air conditioning; yet a major service is coming soon and I vow to once and for all find and fix it then. But aside from not keeping me cool, life with my Carrera has been just fine.



PROJECT 944

Bennett has been putting the miles on his modified 944, and it's going very well particularly with all that extra torque

The story so far. My ambitions to create a faster, more efficient and economical 944 Lux have been realised thanks to father and son duo Tom and David Barker at Augment Automotive in Mitcheldean, Gloucestershire. We're still only three quarters of the way there but I have been living now with the car for a couple of months and the potential is plain to see and feel.

To recap, Augment's electronic wizardry on the ECU, distributorless, wasted spark ignition and the replacement of the air flow meter, plus modified air box has liberated an extra 13bhp at the top-end and, more noticeably, an extra 20bhp in the mid-range. And as I say we're only three quarters of the way there in terms of potential. What we're missing is the new injectors from ASNU, or should I say that we're still waiting to fit them.

Initially we had a problem with fitting, but Tom has been working directly with ASNU and now a solution has been found. The ASNU injectors give a much more efficient fuel spray pattern, which in turn should give a much more efficient fuel burn. Tom has tested the injectors on his test bed 944 and reports very smooth running and a noticeable improvement in power, although he's yet to get the car properly mapped on the rolling road. My car is next for the injectors and I can't wait. We'll also be fitting the K&N air filter and filling the cooling system with Evans Waterless Coolant.

What are we expecting from the injectors? Well let's just wait and see, but I guess I'm secretly hoping for another 10% in terms of power.

Not that it's lacking at the moment. It is noticeably swifter on the road and it's the torque that catches the

STEVE BENNETT

944 LUX

Occupation: Editor, 911 & Porsche World
Home town: Hoxne, Suffolk
Previous Porsches owned: 7
Car: 944 Lux
Year: 1986
Mileage: 90,500
Owned for: 12 months
Mods/options: Modified ECU, injection and ignition system
Contact: porsche.world@chpltd.com

THIS MONTH IN BRIEF:
Just been getting on with driving, which is always enjoyable. Will be back on the rolling road soon

attention. The 944 has never been short on mid-range, but now it feels much stronger, pulling with real vigour and holding its own against all those pesky turbo diesels.

I've been keeping an eye on the economy too and with a brimmed tank I've been seeing 36mpg, without too much trouble. That gives the 944 a real world range of 500-miles or so.

Next month we'll have the project finished. **PW**

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IT'S BACK. PROJECT TARGA LIVES

The trusty 3.4 is going to come out from the dead and have a whole new body. A bit of Botox here and there and it'll be better than any celebrity trying to look younger!

So it's that time of year again when the weather gets worse and you decide to work on your Porsche! And then you say to yourself why didn't I start this back in the summer?

Anyway a quick recap on Project 3.4 Jenvey. My Porsche is going through

rejuvenation and is looking younger and younger by the year. It houses a Tuthill's built 3.4-litre engine running Jenvey throttle bodies. The interior has been trimmed by Newton Commercial. It's running Bilstein suspension, which has been converted to coilovers by Rebel Racing. EBC discs and pads have

been fitted along with many parts from Car Parts 911.

Now for the backdate and, thanks to Dansk, who now produce most of the panels, the job is actually a feasible project and all in steel too. No more hunting eBay for expensive rotten panels, these remanufactured parts are amazing and

with a trusty panel beater these panels will be on in no time.

We are also in the process of fitting our aluminium blower cover from Rennline. It's a great conversion and gets rid of that very tired piece of cardboard (see below). It will transform the look under the bonnet. Lots more to come! **PW**

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NEW FACES

The 964's instrument dials' faces are notorious for flaking and mottling, so Johnny Tipler is in the process of treating his Peppermint Pig to some new ones



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, Rook SportSystem suspension set-up, RS style
Contact:
 john.tipler@paston.co.uk, www.johntipler.co.uk

Well, pimp my pig! In a quest for enhanced mintyness, the Peppermint Pig is being lined up for a new set of faces for its gauges, courtesy of Julian Reap of Reap Automotive Design. Not just any old faces, mind – they've been fabricated in mint green to match the Pep's bodily hue – naturally.

Reap Automotive was the obvious place to go, because Julian's claim to fame – or one of them – is that he provided Porsche GB with the same service for a mint green 968 motor show car back in the early '90s. The operation takes an hour-and-a-half, and includes removing the steering wheel boss airbag so it doesn't activate by default during the dashboard dalliance. I've previously replaced the 964's rev-counter because of a flaking face with a secondhand one from Van Zweeden, though having it refaced by Julian Reap would have been a far

cheaper expedient. He charges £250 for the full set of 964 faces, plus £50 fitting, and they are well worth it.

Talking of gauges, we all know that checking the oil level of an air-cooled flat-six is only valid when the engine is hot and, ideally, running. Don't rely on the dashboard gauge, the mechanical men tell us. The issue I have with the Peppermint Pig, on account of its new engine digesting synthetic oil, is that it's almost impossible to read the level on the dipstick. On our last visit to Abbeville I asked Mike van Dingenen of g11Motorsport who rebuilt it if he would check it for me. "Johnny," he said, "you have filled it too full! There is about one litre too much oil in there!" He believes the dashboard gauge must be faulty, as it never gets off the red line. So, no wonder the tail is always covered in a film of oil after a run. Thing is though, I still can't read the level on the dipstick. I was chatting with Ian Heward of Porscheshop in the Silverstone paddock

and the topic turned to shunt parking. You know, the myopic SUV and soft-roader brigade which, in my neck of the woods, consists typically of geriatrics and yummy-mummies who prefer to squeeze their bloated monsters into implausibly tight parking spaces, judging distances by the clunk of their chariot bouncing off the cars unfortunate enough to be already installed ahead of and behind them. Thus, the 3.2 Carrera with its 5mph impact bumpers is relatively inviolable, whereas the poor old 964, whose plastic bumpers crack instead of deforming, is at the mercy of the shunt-park morons. The RS style back bumper with its prominent number-plate lights is especially vulnerable. 'You could always fit your tow-eyes as first line of defence,' suggested Ian. 'That way the assailant receives early notice that they are trespassing on your space.' So I have.

How time flies, eh? November rolls around again and it's MoT time. A new

Porsche specialist has set up in Norwich: Sean Taylor Racing, and since they are just across the (dreaded) Prince of Wales Road I took the pragmatic step of having them do the MoT. PP sailed through, no problem. Even with the ancient Bilsteins, which are in line for replacement, or perhaps reconditioning.

Next big trip for the Pep Pig is the run down to Portugal to shut up our house beside the Douro river for the winter, having assessed the ravages wrought by wild boar on the terraces and random rockfalls that have been known to smash through the back door. Sometimes we drive all the way through France and Spain, but this time I've booked on Brittany Ferries' Portsmouth to Santander overnight sailing, which then leaves us with a seven hour drive through Cantabria and the Picos de Europa down to northern Portugal. A decade ago the Portuguese motorway system was radically updated, with fabulous highways soaring over

gorges and much of the regular two-lane blacktop resurfaced, so it's not an onerous trip. Once beside the Douro the roads hug the meandering river and there are some staggering views and no end of chiaroscuro cafes in the towns and villages. Hopefully we shall beat the onset of winter – which in northern Portugal can be every bit as dismal as Britain's, though early November should be alright. Too soon to replace the Continentals with the Nokian snow boots, though it is tempting to fit the Cup wheels shod with Falkens and see how they perform. Anyway, I'll write it up as a winter warmer in a

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WHEELS OF CHANGE

Black on yellow always looks good and so it proves on Brett's Boxster now that he's had his wheels refurbished. The neighbours are happy too, but that's because he's fixed the exhaust



BRETT FRASER

BOXSTER S

Occupation: Freelance journalist
Home town: Eye, Suffolk
Previous Porsches owned: 0
Car: Boxster S
Year: 2000
Mileage: 69,000
Owned for: 24 months
Mods/options: Standard
Contact: brett@brettfraser.co.uk
THIS MONTH IN BRIEF: Newly refurbished wheels look the business in black, while a secondhand silencer at just £29.99 has fixed the split original

Left: New wheels! below: Secondhand silencer does just that, rusty wheel nuts let the side down, plus sleeved wrench

Last time my Boxster got its happy-snaps on these pages it was up on axle stands minus its wheels, doing a dandy impression of a hover-car. But as wheel-less propulsion isn't actually one of its party tricks, I was anxious to see the return of its alloys from Wrexham-based The Wheel Restorer.

Roger Bracewell who owns and runs The Wheel Restorer had convinced me of the merits of getting my wheels refurbished, because although I take great care of them, age – my car was made in 2000 – had fostered corrosion and they were starting to look a bit scabby in places. Roger acid-dipped my wheels and then hand-polished all the areas where corrosion had taken its toll, which brought us to the point of having to decide upon colour.

Easy enough, of course, just to have them powder-

coated back to their original silver, and yet here was a chance to make a statement by opting for a different hue. And so, with a nod to the current trend in motorsport, I went with satin black: Roger then heated each wheel to 200°C before applying the powder coat to ensure a good, strong bond, after which he stuck them back in the oven to harden off. It's this process that allows Roger to offer a three-year warranty with all his restored wheels.

I didn't actually get to see even one finished wheel before I had to drive away from Roger's workshop, so when a courier arrived at my house a week or so later with a package of very neatly wrapped wheels, there was a wee moment of anxiety – seeing a satin black wheel in your mind's eye is slightly different to seeing it for real. What if it was the wrong choice?

Tough if it was, really...

As the wrapping came off there was no doubting the superb quality of Roger's work. The paint was smooth and deep, and he'd even gone to the trouble of fitting colour-coded wheel weights. Offering up the wheels to the hubs was nerve-wracking, as I didn't want to scratch even the inside faces: I also sleeved my wheel-brace with gaffer tape to protect the wells for the bolts. And talking of which, the latter now look all the more scruffy and rusty now that they're in the presence of pristine wheels.

With the Boxster down off its axle stands and trolley jack, and with its suspension settling down to regular ride height, it was time to take stock of the new look. I've got to confess that for a second or two I wasn't so sure... The shock of the new, and all that... But on reflection I reckon the black alloys make the Boxster

appear a bit meaner, less 'pretty'. And I particularly like the contrast with the Speed Yellow bodywork. Like the black wheels or loathe them, there's no doubting the fact that they make my car look a lot different.

Talking of different, can you hear that sound? That's the sound of silencer... Way back in early March my rear silencer split all the way around its seam. Unwilling to pay the price for a new replacement I trawled the internet for a secondhand alternative, plugging up the massive split with Gun Gum sealant in the interim. Months dragged by with no suitable replacement popping up online – meanwhile the sealant popped out every time I tried using the Boxster hard. Then a mate got in touch to propose trying out a prototype sports exhaust that he'd designed on the car, running 'before' and 'after' figures on a rolling

road to check that it actually works. But he and I could never arrange a convenient time to meet up, and so more months dragged by.

Bored with not being able to use my car properly – or quietly – I looked on eBay again, more in hope than expectation. But there was a secondhand silencer for just £29.99, and not too far away. Turns out that it had been removed from a Boxster S that was being turned into a race car by Taylor's Foundry Motor Sport (see page 30 for a profile of the company's owner and his Porsches), and the guys there just wanted rid. Dave from my friendly local garage, Lowgate, charged me £60 to fit it, even though he later confessed that it took him much longer to do so than the couple of hours he billed me for.

So, for less than 100 quid my Boxster is now fully operational again and an absolute delight to drive. Shame I let the best summer for decades slide by before getting it to that state...

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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.



CHRIS HORTON
g11 & Porsche World



PAUL STACEY
Northway Porsche



PETER TOGNOLA
Tognola Engineering



PER SCHROEDER
Stoddard Imported Cars



OLLIE PRESTON
RPM Technik

MEET THE TEAM

CAYENNE'S ANNOYING TRANSMISSION 'CLUNK': AN AFFORDABLE AFTER-MARKET FIX

First let me say how much I enjoy reading *g11 & Porsche World*. I have a 2004 Cayenne 3.2 V6 that has developed what I believe is colloquially known as the Tiptronic 'clunk'.

The car has been to Porsche Centre Cambridge, where it was fitted with an updated and reprogrammed gearbox ECU. This has improved the gear change, and eliminated some of the clunk, but it still does it occasionally on the change down from fifth to fourth when the car has been on the overrun and you use a little bit of accelerator, particularly when also driving up a slight incline. It feels like there is no response from the accelerator, or perhaps a flat-spot, and then suddenly you get the clunk as the transmission changes down a gear.

Suggestions as to my next attempt to cure this problem would naturally be most welcome. Perhaps I should add that the prop-shaft was replaced at 54,000 miles, and the car has now done 74,000 miles, so I don't think it can be that. Engine MAF sensor, or the transmission valve block, perhaps?

Roger Douglas

Chris Horton: As you know from my first e-mail back to you, my initial response was to blame the prop-shaft, but with that subsequently ruled out Ollie Preston at RPM Technik suggested the valve body - and that for a second opinion I should call Nino Luongo at Beds (ie Bedfordshire) Automatic Transmissions Ltd in nearby Luton.

Nino immediately confirmed Ollie's diagnosis. Apparently this is a common problem in the Cayenne, as well as the mechanically similar VW Touareg and Audi Q7, and is caused by

wear of the machined bores inside the valve body (or the valve block, if you prefer). Worn bores? Sounds depressingly familiar, doesn't it?

The good news, however, is that Nino has not only developed a solution - oversize bores and matching valves, basically - but also has overhauled and recalibrated units in stock, on the shelf, for fitting while you wait. The all-in cost is a not insignificant £750 plus VAT, but that's literally a fraction of the price of either a new gearbox from Porsche or else a full rebuild - or even what you might pay for a second-

hand transmission, which could itself soon suffer from much the same problem.

Not surprisingly this is something I want to come back and look at in much more detail very soon - with Nino's expert help, of course - but for the moment you can get more information at BAT's two information-packed websites at www.automaticgearbox.biz or www.valvebodytech.co.uk (and either of those will probably keep you happily occupied for an hour or two!), or else by calling the company on 01582 560224.



Older Cayenne - along with VW Touareg and Audi Q7 - has a habit of wearing out its Tiptronic transmission's valve body. So much so, in fact, that one UK automatic specialist (see item above) has overhauled units on the shelf, ready for while-you-wait fitting. Watch out for full story soon

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REPAINTING FOR AUTHENTICITY: KNOW EXACTLY WHERE TO DRAW THE LINE(S)

I am in the process of repainting my 1972 911S, but I am unsure as to precisely how the factory applied the undercoating along the rocker panels – or the sills, as I think they are called over there in the UK. It appears to be black in some areas, and body-coloured in others, while the centre of the underside of the floorpan is just a dull grey.

Derek Wakefield, Michigan, USA

Per Schroeder, Stoddard Imported Cars:

Porsche was painfully aware how quickly the early cars rusted, and during the late 1960s and early 1970s was trying various different ways to keep corrosion to a minimum. They tried tar-based undercoating, urethane primers and polyvinyl undercoating (or as the Germans call the last named, Schutz; literally protection), while also transitioning from ordinary mild steel to hot-dip galvanised panels during the mid-1970s.

By 1972 your car could have had quite a few panels that were galvanised from new. Porsche would have sprayed the bottom of the vehicle, along with the wheel wells and engine compartment, with a beige-coloured Schutz. There was a horizontal masking line about 20–30mm below the door sill, where the Schutz stopped. The inner fender (wing) lips were also masked and sprayed with this undercoating, along with the inner faces of the front and rear bumpers.

The car would have then been top-coated with single-stage enamel body colour (or two-stage with clear if it was a metallic colour).

But bear in mind that there was some variation in how much the bottom of the floorpan would have been painted. As the cars passed through the paint booth at Porsche, the original painter would have given the bottom of the rockers (sills) a good spray by hand, but the job was not done on a so-called rotisserie, so there wasn't complete coverage over the whole centre section of the pan. Indeed, it was mostly overspray on the floorpan. Thankfully, the PVC Schutz didn't need a topcoat in order to maintain its effectiveness.

After the car was painted its final colour, another worker would paint the rockers (sills)

and inner portions of the doors with a satin-black enamel. This painting was done by hand, and there is some variation in how far the black extended along the rockers. Typically, it was from the underside of the rocker panel down to the bottom of the pinch weld, and extending the length of the rocker panel and then wrapping back under the torsion-bar housing in a smooth arc.

Shown below is an image of an original-paint 1973 911T with the Schutz and satin-black paint mostly intact. You can just about see that the sepia-brown coverage isn't complete on the underside of the floorpan.



The devil is in the detail: 1970s production procedures were mostly manual rather than automated, as a result of which earlier 911 body shells often show some interesting minor variations in the way they were painted. If absolute authenticity is your goal, take as many photographs as you can during the dismantling process – and look at as many other similar cars as you can, too

996 OIL LEAKS: JUST WHEN YOU THOUGHT IT WAS SAFE TO DISCARD THAT GARAGE DRIPTRAY...

My 2002 996 Carrera 2 has an oil leak. Nothing particularly unusual in that, you are probably thinking, given what we all now know of these cars. But rather oddly the oil is staining only the right-hand rear corner of the power unit, as viewed from beneath the back of the car looking forward, and not the section around the clutch housing. In fact, this area is still bone-dry. So this suggests to me that it is not the so-called RMS, or rear main seal, that is at fault.

Where might the oil be coming from, then, and is it feasible for me to attempt to cure the leak myself? The level on the dashboard gauge – double-checked against the traditional dipstick – doesn't seem to be falling very quickly, so I'm guessing it's not something that I shall need to tackle immediately, but as you can imagine it does look a bit of a mess.

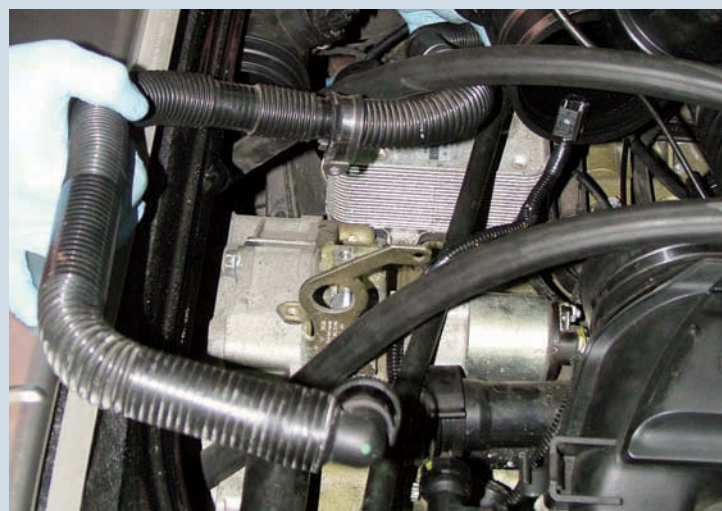
Roland Bowyer

Paul Stacey, Northway Porsche: The most common source of an oil leak from either side of the M96 engine – as opposed to the crankcase – is one or other of the camshaft covers. If you are lucky you will be able to stem the flow by undoing the fixing screws (one at a time, in order to avoid breaking the cover-to-cylinder-head joint, or effectively disturbing the camshafts' bearing caps, which are integral with the cover), and applying some suitable sealant to the threads. We always use Loctite 5900 for that.

If the seal – also Loctite 5900 – between the two surfaces has failed, however, the only effective answer is to renew it, and given the relative complexity – and importance – of that task I would suggest you have that done by a professional with the necessary facilities easily to access the underside of the car. If, for instance, the adjacent exhaust manifold is badly corroded (and most are these days) it will be necessary to lower the engine. We would typically charge £300 plus VAT to reseal the left-hand camshaft cover, but £740 plus VAT for the one on the right-hand side, because it is more than likely that we would have to lower the engine in order to do so.

The other item that you ought to check is the corrugated plastic breather pipe that runs from the air/oil separator on the left-hand front corner of the engine across to the right-hand cylinder head. (Boxster owners, please note that your engines are fitted the other way round within the chassis.) This often becomes extremely brittle over a long period of time, and can split, causing not only oil leaks, such as those you describe, but also rough running. A new pipe for your car

would cost around £70 plus VAT and fitting – and if you are having that done then a new air/oil separator would be a good idea, too. That's another £70 plus VAT and the cost of any additional labour your specialist might charge to fit it.



M96 oil leaks are not necessarily from the infamous RMS, or (crankshaft) Rear Main Seal. The corrugated plastic breather pipe from the air/oil separator to the opposite cylinder head can become brittle and crack – which leads to rough running, too. Even in a Boxster – as here – or a Cayman it's awkward enough to change, but in a 911, with no such easy access above the engine, you might have to lower or even remove the power unit. Which makes leaky camshaft covers arguably the lesser of two evils

996/986 WINDOW FAULT COULD BE AN EASY FIX - BUT DON'T GET LOCKED OUT AFTERWARDS!

I always enjoy your magazine, and especially the DIY sections. In fact, I have carried out a number of both repairs and upgrades to my 2002-model 911 Carrera 2 with guidance from yourselves. So thank you!

I wonder, then, if you can point me in the right direction with a rather odd problem? While the car is being driven, or even when it is stationary with the engine switched off, the windows sometimes randomly descend. When this happens the interior lights usually come on, too. It's pretty disconcerting at the best of times, but especially so when, say, cruising along a motorway.

This fault manifests itself generally during the rainiest weather, which leads me to conclude that water is getting into some electrical parts inside the doors. In the summer it's less of a problem. The car has been regularly serviced by a Porsche Centre, and has had all repairs carried out as required. It is mostly garaged. Oh, and it is an entirely standard 3.6, by the way, with no additions or modifications.

Also, can you please advise how easy it is to replace the rear silencers? I have access to professional facilities, including a garage lift.

Douglas Robin

Paul Stacey, Northway Porsche: This one sounds quite simple. As we know, the 996/986 model range does suffer from water ingress in more than one area - indeed, Chris Horton and yours truly did a how-to story on this back in the March 2013 issue of the magazine.

I am pretty sure that the fault you describe is caused by one or other of the two door-latch mechanisms - and by that I mean the device on the trailing edge of each door that secures it to the 'hasp' on the adjacent pillar. The micro-switches inside them tend to stick, and then randomly activate the so-called Comfort mode - the function you normally experience when you use the key and hold it over in the lock either to open or close all the windows. It could be either of the latches that is faulty, even though the passenger's side doesn't have a key - the latch still has the micro-switches installed.

It may be difficult to determine which latch is causing the problem if the fault occurs only intermittently, but for some odd reason it's the passenger side that seems more likely to fail - so start with that one. If you are replacing the latch mechanism yourself - they cost roughly £90 (right-hand side) or £120 (left side) apiece from Porsche, plus VAT; you can't realistically repair a faulty unit - be sure to reconnect the blade from the lock barrel on the driver's side. If not, once the car has been left locked for more than three days, and the remote has shut down,

the door is pretty well impossible to open. This tends to catch a lot of people out!

As for the rear silencers, in principle they are easy to replace: three nuts from the silencer mount, and you will probably have to cut off the sliding clamp which joins it to the catalyst. Good advice is to soak the mounting nuts in WD-40 for a while to prevent the studs snapping, or very carefully to heat them with a gas torch. You will need to swap the carrier plate from each silencer, but again these can be rusted on, and cost over £200 each if damaged during the removal process.



The how-to story in our August 2013 issue showed how to replace broken link from exterior door handle - and by implication how to get inside the door to fit a new latch mechanism. The latter (arrowed) is increasingly a source of random window and central-locking actions, but internal micro-switches are not serviceable, so the best answer is simply to fit a new one(s). Wires shown in the top right-hand corner of the photo are for the mechanism that lowers the window the required distance as you open and close the door

964 TRIP COMPUTER GOES BLANK - BUT PERHAPS THERE'S A GEAR-SHIFT-INDICATOR FAULT, TOO

I have a problem with the on-board computer in my 1993-model 964 Tiptronic. Although the 'screen' seems to light up, it fails to display any information - average fuel consumption, for instance, or mileage. Also, the letter 'P' (shown in orange) flashes intermittently during each journey, but the car's performance doesn't seem to be affected in any way. Are there any simple checks that I can carry out myself? I live in northern Scotland, and there is no garage with suitable diagnostic equipment anywhere in this area.

Mike Booth

Paul Stacey, Northway Porsche: When I first read this it sounded as though you were suggesting that the orange letter 'P' was flashing up in the display for the on-board computer, and my initial reaction was to hold my hands up and confess that I have never come across that before. On a second reading, though - and do please correct me if I am still wrong - I have concluded that you have two different issues: a live but otherwise blank computer display, AND a flashing orange 'P' in the gear-shift indicator.

Taking the computer first, your best bet will be to check both the power and the earth connections on the rear of the rev-counter, which unfortunately will first require the removal of both the steering wheel and the plastic cowl behind it. You will obviously have to observe all the usual safety precautions if the steering wheel has an

airbag - disconnecting the vehicle's battery, for a start - and if you are not entirely confident about the required procedure then please do find an expert to do it for you.

The positive (ie live) connection to the rev-counter unit is pin 1, and the earth or ground points are pins 2 and 15. The engine RPM signal is sent directly from the DME control module, and the outside temperature from an externally mounted sensor, and neither goes through any other control modules or combined plug connections, so I think the easiest and quickest way to check the system is going to be to try another rev-counter from another car, and see what happens.

The letter 'P' indicating the gear position for the Tiptronic gearbox (in this case obviously 'Park') is supposed to flash if the control module recognises a fault within the system. So we need to know whether the other gears are correctly displayed at the appropriate times - in other words Drive, Neutral and Reverse. Either way, there is a multi-function switch on the side of the gearbox that sends a signal to the Tiptronic unit, which in turn illuminates the display in the speedometer. Unfortunately the switch, if found to be the cause of the fault, costs £908.90 - plus VAT. The part number is 964 613 212 01. You might be lucky enough to find a good second-hand unit, but given its likely age and price then frankly I would be inclined to buy new.

That said, you ought really to check the following first, before condemning the switch.

On the multi-pin plug situated on the side of the gearbox, make sure that you have a good earth going to pins 4, 5 and 7. If no earth is found then check the body connection (GP5), which is located under the passenger seat. If the earth is OK, while moving the gear selector through the 'P', 'R', 'N' and 'D' positions check pins 1, 2, 3 and 6 while the plug is connected. This will show whether or not the earth is being switched to each terminal in turn. One other area to check is the control module beneath the passenger seat to make sure there has been no water ingress into the car. I hope this may help - and perhaps you could let us know the outcome.

Chris Horton: I can only agree with Paul Stacey's suggestions - including his implicit warning about the procedure required for airbag steering wheels - but at the same time, perhaps, add one of my own. You don't say precisely where in northern Scotland you live, and I know from experience that it's a pretty big region, but you may not be too far from Paul Whittock's Ardgay Garage near Bonar Bridge in Sutherland. You might remember that I mentioned him in these Q&A pages a few months back. He's a Porsche-trained technician, and even if he can offer no additional diagnostic advice would almost certainly be able to do the necessary remedial work for you. His number is 01863 766231. Oh, and yes, as Paul says, do please let us know how you eventually solve the problem.

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911 2.4 S LHD SPORTOMATIC, 69,000 km, extremely rare and been in storage since 1980 when it was brought over from Germany, still registered in Germany with original papers and order from the factory. Recaro seats and tilting bases, 7x15 Fuchs wheels, sunroof and plastic tank. Needs light restoration, totally rust free. Carpets, seats and headlining, instrument and dash panel are all excellent and totally original. The underside has not got its usual dents, never been jacked up in places where it bends the floor pans. All original matching numbers, in light yellow, colour code 117, needs painting, new seals and rubbers. Only covered 69,000km from new and only 3 owners. Only 139 of made with a Sporto box but this covers the full range of 911s which would make this car one of only 30 to 40 of these in existence being a LHD coupe. Wheels and anodising all in excellent condition, sills and kidney bowls are perfect. Contact for more photos or inspection, £95,000. Tel: 01686 440323. P1213/031

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997 CARRERA 2S TIPTRONIC, Arctic Silver with blue leather, FSH with receipts, MoT April 2014, Certificate of Authenticity, HPI clear, recent Porsche health check, PCM with sat nav, heated hardback Sport seats, Bose upgrade, £18,997. Tel: 07790 494772. Email: pml67@outlook.com (Beds). P1213/046



PORSCHE 911 C2 PDK, June 2009, Sport Chrono, sat nav, heated seats, 19" alloy wheels, mileage 1100 (eleven hundred miles), Meteor Grey, warranty and MoT until May 2014, £48,000. Tel: 07860 350985. Email: andrew.m.knight@btinternet.com (Staffs). P1213/061



911 (964), Grand Prix White, genuine 66,500 miles, Carrera 2 to RS specification, thousands spent, modifications to the highest standard. Complete new suspension: Bilstein and H&R, 993 Turbo brakes (all new). Complete new exhaust system Cup pipe, all new lights, reflectors, seals and rubbers. Complete new Alcantara interior from AP Car Design Germany, 18-inch AP wheels, Continental N2 tyres, extensive bills and receipts plus history, comprehensive recent service at Porsche Tonbridge, no expense or effort spared, £32,500, serious enquiries only. Tel: 01795 876276. Email: jt@westlands.kent.sch.uk (Kent). P1213/049



964 CARRERA 4 TARGA 1990(G), Gunmetal Grey, FSH, 198K miles, service/tax/MoT July '14, well maintained throughout its life by Porsche/specialist, owned since 2005, daily driver, £11,250. Tel: 07825 651462. Email: phil911c4tg@gmail.com (West Sussex). P1213/003



REBORN 911, Singer inspired custom built 964 Targa, full specification available see www.reborn911.com for full details, 68K original miles, full history, £85,000. Tel: 07887 702725. Email: info@reborn911.com (E.Yorkshire). P1213/014

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964 RS Clubsport, 17k KM, factory custom paint 993 RS, 44k KM, factory RSR spoiler kit

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|  <p>2003 996 CARRERA 4 MANUAL CABRIOLET £16,995</p> <p>Basalt Black metallic with Grey Leather interior, matching black hood 70,000 miles</p> <table border="0"> <tr> <td>6 speed manual</td> <td>AirCon & Climate Control</td> <td>Carbon Pack, centre console and dash</td> <td>18" GT3 Alloys</td> </tr> <tr> <td>Heated Seats</td> <td>Porsche logo in headrests</td> <td>CDR 23 Stereo</td> <td></td> </tr> </table> | 6 speed manual | AirCon & Climate Control | Carbon Pack, centre console and dash | 18" GT3 Alloys | Heated Seats | Porsche logo in headrests | CDR 23 Stereo | |  <p>1999 996 CARRERA 4 TIPTRONIC COUPE £8,995</p> <p>Ocean Blue metallic with Tan Leather interior 123,000 miles</p> <table border="0"> <tr> <td>Comfort seats</td> <td>PSM</td> <td>Front and Rear discs and pads just replaced</td> <td>CDR 22 Stereo</td> </tr> <tr> <td>AirCon & Climate Control</td> <td>Rear Park Assist</td> <td></td> <td>18" 5 spoke Alloys</td> </tr> </table> | Comfort seats | PSM | Front and Rear discs and pads just replaced | CDR 22 Stereo | AirCon & Climate Control | Rear Park Assist | | 18" 5 spoke Alloys |  <p>2005 55 BOXSTER 3.2 MANUAL £12,495</p> <p>Arctic Silver metallic with Metropole Blue Leather interior 77,000 miles</p> <table border="0"> <tr> <td>6 speed manual</td> <td>Leather console</td> <td>AirCon & Climate Control</td> <td>Home Light</td> </tr> <tr> <td>Extended</td> <td>PSM</td> <td>CDR24 Stereo</td> <td>18" Boxster S Alloys</td> </tr> </table> | 6 speed manual | Leather console | AirCon & Climate Control | Home Light | Extended | PSM | CDR24 Stereo | 18" Boxster S Alloys | | | | | | | | | | | | |
| 6 speed manual | AirCon & Climate Control | Carbon Pack, centre console and dash | 18" GT3 Alloys | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Heated Seats | Porsche logo in headrests | CDR 23 Stereo | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Comfort seats | PSM | Front and Rear discs and pads just replaced | CDR 22 Stereo | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AirCon & Climate Control | Rear Park Assist | | 18" 5 spoke Alloys | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 speed manual | Leather console | AirCon & Climate Control | Home Light | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Extended | PSM | CDR24 Stereo | 18" Boxster S Alloys | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  <p>2006 997 CARRERA C2 MANUAL COUPE £19,995</p> <p>Basalt Black metallic with black Leather interior 91,000 miles</p> <table border="0"> <tr> <td>Heated Seats</td> <td>SatNav & Phone</td> <td>PSM</td> <td>19" Multispoke</td> </tr> <tr> <td>AirCon & Climate Control</td> <td>6 speed</td> <td>Home Light</td> <td>Porsche Design Alloys</td> </tr> <tr> <td></td> <td></td> <td>Multichanger</td> <td></td> </tr> </table> | Heated Seats | SatNav & Phone | PSM | 19" Multispoke | AirCon & Climate Control | 6 speed | Home Light | Porsche Design Alloys | | | Multichanger | |  <p>1998 996 CARRERA 4 COUPE £9,495</p> <p>Basalt Black metallic with Grey Leather interior 112,000 miles</p> <table border="0"> <tr> <td>Tiptronic</td> <td>Climate Control</td> <td>Personalised</td> <td>18" GT3 Alloys</td> </tr> <tr> <td>Comfort seats</td> <td>CD-11 Audio</td> <td>Number plate with vehicle</td> <td></td> </tr> <tr> <td>AirCon & PSM</td> <td></td> <td></td> <td></td> </tr> </table> | Tiptronic | Climate Control | Personalised | 18" GT3 Alloys | Comfort seats | CD-11 Audio | Number plate with vehicle | | AirCon & PSM | | | |  <p>2005 BOXSTER S 3.2 MANUAL £12,495</p> <p>Seal Grey Metallic with Metropole Blue Leather interior 73,000 miles</p> <table border="0"> <tr> <td>Comfort Seats</td> <td>AirCon & Climate Control</td> <td>PSM</td> <td>18" Alloys</td> </tr> <tr> <td>Onboard computer</td> <td>Multichanger</td> <td>SatNav</td> <td></td> </tr> <tr> <td></td> <td></td> <td>Blue Hood</td> <td></td> </tr> </table> | Comfort Seats | AirCon & Climate Control | PSM | 18" Alloys | Onboard computer | Multichanger | SatNav | | | | Blue Hood | |
| Heated Seats | SatNav & Phone | PSM | 19" Multispoke | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AirCon & Climate Control | 6 speed | Home Light | Porsche Design Alloys | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Multichanger | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tiptronic | Climate Control | Personalised | 18" GT3 Alloys | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Comfort seats | CD-11 Audio | Number plate with vehicle | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AirCon & PSM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Comfort Seats | AirCon & Climate Control | PSM | 18" Alloys | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Onboard computer | Multichanger | SatNav | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Blue Hood | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  <p>2002 996 CARRERA C4S TIPTRONIC COUPE £18,995</p> <p>Basalt Black metallic with black Leather interior 46,000 miles</p> <table border="0"> <tr> <td>Heated Seats</td> <td>Parrot Phone Module</td> <td>PASM</td> <td>Multichanger</td> </tr> <tr> <td>AirCon & Climate Control</td> <td>PSM</td> <td>Rear Park Assist</td> <td>18" Carrera Twist Alloys</td> </tr> </table> | Heated Seats | Parrot Phone Module | PASM | Multichanger | AirCon & Climate Control | PSM | Rear Park Assist | 18" Carrera Twist Alloys |  <p>2005 BOXSTER 3.2 MANUAL £12,995</p> <p>Lapis Blue Metallic with Black Leather interior 68,000 miles</p> <table border="0"> <tr> <td>Heated Seats</td> <td>Bose upgrade</td> <td>Rear Park Assist</td> <td>Home Light</td> </tr> <tr> <td>AirCon & Climate Control</td> <td>SatNav & Phone</td> <td>Litronic Lights</td> <td>18" Carrera Alloys</td> </tr> </table> | Heated Seats | Bose upgrade | Rear Park Assist | Home Light | AirCon & Climate Control | SatNav & Phone | Litronic Lights | 18" Carrera Alloys |  <p>2005 BOXSTER S 2.7 MANUAL £10,995</p> <p>Arctic Silver with Metropole Blue part Leather interior 75,000 miles</p> <table border="0"> <tr> <td>Alcantara Heated</td> <td>Onboard computer</td> <td>AirCon & Climate Control</td> <td>Home Light</td> </tr> <tr> <td>Comfort Seats</td> <td>CDR24 Stereo</td> <td>Cruise Control</td> <td>18" Carrera Alloys</td> </tr> </table> | Alcantara Heated | Onboard computer | AirCon & Climate Control | Home Light | Comfort Seats | CDR24 Stereo | Cruise Control | 18" Carrera Alloys | | | | | | | | | | | | |
| Heated Seats | Parrot Phone Module | PASM | Multichanger | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AirCon & Climate Control | PSM | Rear Park Assist | 18" Carrera Twist Alloys | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Heated Seats | Bose upgrade | Rear Park Assist | Home Light | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AirCon & Climate Control | SatNav & Phone | Litronic Lights | 18" Carrera Alloys | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Alcantara Heated | Onboard computer | AirCon & Climate Control | Home Light | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Comfort Seats | CDR24 Stereo | Cruise Control | 18" Carrera Alloys | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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964 CARRERA 4, 1989, 91K, 12 months' MoT, Linen Silver, recently serviced, lots of history, looks and drives great, £11,500. Tel: 07977 282457 (Northampton area). P1213/050



LOW MILEAGE GT2 TWIN TURBO track machine, tuned to over 550bhp, fully stripped and weight reduced, ECU, clutch, fully adjustable suspension, roll cage, plus all original spares available, £48,500. Tel: (852)96 888222. Email: samhui@ghiasports.com (Hong Kong). P1213/047

2008 997 C4S with X51 Pack, lovely car in Speed Yellow with full Porsche history, 41,000 miles, recent tyres, struts and pads, £34,650. Tel: 07950 508156. Email: siddass@hotmail.com (Stirlingshire). P1213/015



CARRERA GTS COUPE, automatic PDK, August 2011, 8500 miles, Carrera White, black interior, leather Sport seats, 19-inch black Carrera Sport wheels, extended navigation module, Park Assist, rear seats, Sport Chrono Package Plus, telephone module, universal audio interface, one owner since new, £58,000. Tel: 07850 936299. Email: tb2@soton.ac.uk (Hampshire). P1213/048

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1977 911 3.0 SPORT COUPE, no sunroof, is an RS backdate nearly completed! V/nice car, £17,500, no offers, worth £30K+, RH drive, full history, UK car. Tel: Terry, 07973 371179. Email: terryfoubister@aol.com. P1213/004



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PORSCHE 911 (996) CARRERA 4 COUPE, 2001, 51-reg, 81K miles, Meriden Silver (grey original D90s & Flags
£12,995



PORSCHE 911 CARRERA 4 TARGA, 1991, J-reg, Grand Prix White, 164K miles, original D90s & Flags
£13,000



PORSCHE 911 (993) CARRERA TIPTRONIC, 1994, M-reg, 108K miles, rebuild just completed, silver, full service history, £6K service in Feb 2013
£19,995



PORSCHE 928 GTS, 1993, L-reg, 129K miles, engine rebuild just completed, silver, blue leather, full service history, £11,995



PORSCHE 911 CARRERA 3.2 TARGA (despoiled), 1984, A-reg, silver, blue pinstripe, 155K miles, full service history, huge documented history, almost all Official Porsche
£12,995

PORSCHE 911 CARRERA 3.2 SUPERSPORT COUPE, 1986, D-reg, Guards Red, 49K miles, Rubinirot (Ruby), black leather, 100K miles, cream leather interior, factory Supersport M491, original car, documented full service history, will be half cage, excellent service full black carpet set, Cat 1 alarm fitted
£24,995

PORSCHE 911 SC 3.0, 1983, Y-reg, genuine reg, 162K miles, Supercharged 320bhp, Aventura, bucket seats and harnesses, history, camshafts replaced
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fig 1. 1972 Porsche Carrera 2.7 RS

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1989 944S2, low mileage, G-reg, 98,000 miles, FSH till 2007, new clutch, MoT till May 2014, cloth trim, stainless back box, braided brake hoses, must go to make way for new project, sensible offers. Tel: 07415 855465. Email: ang1ed@aol.com (Warks). P1213/052



944 TURBO, 1986, C-reg, 89,000 miles, mint condition, FSH, former concours winner, much cherished car for sale due to arrival of 911, £7250. Tel: 07917 707670 or 01342 810018. P1213/053

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1995(M) 968 SPORT, 123,600 miles, OPC/specialist service history plus huge receipts/documents file, mechanically/cosmetically and internally sound, usual Sport equipment plus too much other information to list here, ridiculous Cat C marker hence price, £5750 ono. Tel: 01582 609131. Email: stuart.macfarlane@bookproductions.co.uk (Beds). P1213/013



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BOXSTER 2.5, very low miles, drives like new, (1999), 2.5 petrol, Tiptronic, in excellent condition and only 42,478 on the clock, a lot of history and a portfolio, if you want more photos drop me a text, £6999. Tel: 07989 321611. Email: jh002c3257@blueyonder.co.uk (Tyne & Wear). P1213/051



BOXSTER S 550 SPYDER ANNIVERSARY EDITION, 2004 (04), 3.2 manual, GT Silver, full leather, 18" Carrera alloys, sat nav, Bose sound, FSH, just serviced, 12 months' MoT, 6 months' tax, 46K miles, immaculate, £11,750. Tel: 07979 536282. Email: christopher.wright@btconnect.co.uk. P1213/030

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C2 ALN

REGISTRATION 'C2 ALN', £1850. Tel: 07970 765858. Email: brenfurness@gmail.com. P1213/007

P9 UHS

PORSCHE 911 PRIVATE PLATE, number on retention for sale, 'P9 UHS', £2000. Tel: 07974 717575. Email: mian.ahmad@ensue.eu. P1213/018

A9II TEW

REGISTRATION NUMBER on retention 'A911 TEW', £1100 ovno. Tel: 01531 631286. Email: richard@uplandsorchard.co.uk. P1213/020

MST 968H

NON-DATING REGISTRATION NUMBER 'MST 968H' for sale, includes plates, offers. Tel: +44 1582 609131. Email: stuart.macfarlane@bookproductions.co.uk. P1213/025

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WITH *g11* & *PORSCHE WORLD*'S CONSULTANT EDITOR, CHRIS HORTON

997-MODEL 911 TURBO ■ 2008/57 ■ 44,626 MILES ■ £48,000

I feel very slightly uneasy suggesting that a car of this uncompromising nature and not insignificant monetary value is a 'bargain', but for those with that kind of cash to spare that is almost undeniably what this particular specimen has now become.

It must have cost the first of its three owners around £105,000, and even with over 40,000 miles on the clock is going to give the latest 991 Turbo (typically £118,000) a very good run for its money in every worthwhile respect – including all-important appearance and performance. Compare the car with the rest of the naturally aspirated 997 range and the argument becomes more compelling still, its final incarnation of the iconic 'Mezger' engine giving it both bullet-proof reliability and genuine classic status.

We are seeing this one, on sale at RSJ Sports Cars in Slough, Berkshire, before any pre-sale preparation work, so any inevitable minor blemishes are listed here primarily as a guide to those seeking similar cars elsewhere – sales manager Darren Street will have them all professionally attended to as a matter of routine – and, if nothing else, give a pretty clear indication that no more major damage has occurred. (And it's worth noting that all of RSJ's cars leave the premises with a very minimum of six months' MoT. In practice, this one will have a full year's 'ticket'.)

Starting at the sharp end, then, the easily replaced lower lip spoiler is quite markedly abraded – no surprise, really; it's VERY low – and there are a number of small stone-chips elsewhere on the wraparound apron, but the windscreen, headlight covers and mirror shells are all fine, and a top-quality front-end respray will have it looking as good as new. There is also a small scrape on the left-hand corner of the rear bumper – the sort of thing you can so easily acquire in any car park these days – but that, too, will be fully sorted to RSJ's demonstrably high standards.

I spotted no other parking damage, though; no sign of gravel rash on the lower wheelarch edges; no under-body scrapes suggestive of a trackday 'off'. (And that despite those weapons-grade PCCB ceramic brakes. Perhaps – like so many – they were specified for their pose value rather than their unquestionable practical abilities.) The 19-inch Turbo rims, too, are generally very good, with no obvious sign of kerbing damage, but perfectionist Darren will have all four fully refurbished to eliminate the few tiny spider's webs of corrosion visible in places beneath the lacquer.

Inside, the driver's seat and the handbrake lever are showing the first very faint signs of wear and tear, but nothing you would not expect or be prepared to live with, and in any case quickly overshadowed by the car's predictably high level of equipment. That includes, in no particular order, black leather and a black Alcantara headlining (the seats have full electric operation, too, as well as built-in heating); an electric sunroof and fully functioning climate-control air-conditioning; and not least PCM2 with sat-nav, phone, and the sought-after Bose loudspeaker package. The steering wheel is the stylish and practical multi-function job, and you get the usual full complement of chassis 'aids' – PSM, PASM, Sport Chrono, and as a result the rather frivolous but utterly addictive pushbuttons to further tweak the already razor-sharp throttle and suspension-damper response. Cruise-control, too, of course, rear parking sensors, an auto-dipping interior mirror – not that in a car of this nature anyone need be too close behind you for too long – and even what the documentation suggests to be a Porsche VTS tracking system, ready for reactivation by the next owner.

No complaints on the mechanical front, either. The engine (480bhp, 620Nm) provides rocket-like thrust to a claimed 192mph – and that with what some (but not me!) might see as a low-tech five-speed Tiptronic transmission – and the unmarked ceramic discs have plainly never done too much in the way of retina-stretching retardation, although from what I could see of them the rear pads might be just a little thinner than those at the front. Ditto the Michelin Pilot Sport tyres: not brand-new, and inevitably slightly more worn at the back than at the front, but not in need of replacement any time soon. The engine bay is clean and tidy rather than suspiciously spotless (although I did note a weep of coolant from the drain screw; Darren promised to investigate), the visible parts of the exhaust are rust-free, and up front there is a new-looking Porsche battery. No spare wheel, but the towing eye and modest toolkit appear to be present and correct.

And that's it. Good to go. The car was last serviced in May 2013 at 42,000 miles, so will next need attention in May 2015 or at 62,000. Road tax runs to the end of this December, and it will need a registration number to replace the current plate – but even that will fall to RSJ to organise unless you wished to use one of your own. **PW**

CHECKLIST

Background: A standard, three-owner, 'common-or-garden' 997 Turbo with the usual full range of equipment and options – including PCCB ceramic brakes. Tiptronic transmission, too – excellent! Serviced and road-taxed, and will leave RSJ with a full year's MoT certificate. The personal number plate is not included

Where is it?

RSJ Sports Cars Ltd is based at STS House, Bristol Way, Slough, Berkshire SL1 3QE. Call 01753 553969, go to www.rsjsportscars.co.uk, or e-mail joel@rsjsportscars.co.uk

For: One or two very minor cosmetic blemishes, but with those fixed will be in superb condition. Great colour, and Tiptronic gearbox shows itself to be still more than a match for the later and supposedly higher-tech PDK. Great people to do business with, too

Against: Not much. PCCB ceramic brakes might yet prove themselves to be the usual mixed blessing, but it would be easy enough – and relatively cheap – to fit standard steel discs for the duration

Verdict: A genuinely lovely car, with monumental performance and, like the similar model on the next spread, real classic potential: it really is the last 911 to have a derivative of the famous Hans Mezger-designed flat-six. Whether or not that – and its price – makes it a bargain is up to you, but we reckon it most certainly is



Value at a glance

| | |
|-------------|------------------------------|
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| Price | ✓✓✓✓✓ |
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GT03 GPT

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'911 XBM', private registration number (on retention, fees paid), £1995. Tel: 44 (0)7897 906307. Email: asimh.email@gmail.com. P1213/051

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'S997 TTW', registration/number plate, suit Porsche (911) 997 S, Turbo etc, sensible offers invited. Tel: 07939 057879. Email: tim171717@hotmail.com. P1213/058



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356 PORSCHE 4 over riders in fair condition, they will need polishing or chroming, they are 2 pairs without exhaust outlets, £500 for the set, I do not wish to split. Tel: 01622 728899. Email: thebarrow4@yahoo.co.uk. P1213/009



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997-MODEL *g11* TURBO ■ 2007/07 ■ 11,885 MILES ■ £54,000

We always endeavour to maintain within these *Tried & Tested* features as much diversity as possible – and I hope that if you looked back through the last 40-odd editions of *g11* & *Porsche World*, since I took on this ‘slot’ in 2010, you would agree with me. Sometimes, though, Porsches of one sort or another are a bit like the proverbial London bus. You don’t see any at all for ages, and then along come two together.

My opening preamble for this 997 Turbo, then, on sale in mid-October at Paragon in East Sussex, will have to be much the same as for the car on the previous spread. It can hardly be described as inexpensive. Indeed, it is on offer for a ballpark £6000 more than that slightly younger RSJ vehicle, itself a sum sufficient to buy a decent 944, or a viable early 986-model Boxster. But once again take into account its cost when new (around £100,000), the price today of a comparable 991 (£118K or more), and not least the fact that in seven years it has covered fewer than 12,000 miles, and again it is something of a bargain.

Equipment-wise, too, it is broadly similar to that RSJ car; such has traditionally been the ‘flagship’ nature of the 911 Turbo. Transmission is the standard six-speed manual affair, however, rather than a five-speed Tiptronic (or even the later PDK system) and braking via common-or-garden steel discs. The steering wheel, too, is the plain three-spoke item rather than the optional multi-function device. Nothing wrong with any of that, though: less is more, as they say. Paint is Black metallic, upholstery the almost obligatory black leather. Wheels, again, are the standard-issue 19-inch Turbo rims, and inside you get very much the same as the RSJ car: fully electric seats (with memory settings, built-in heating, and hard-shell backs); climate-control air-conditioning and a sunroof; PCM with phone, sat-nav and the Bose speaker upgrade; PSM, PASM and Sport Chrono; rear parking sensors, and an auto-dipping mirror. Porsche overmats both front and rear, as well.

The car’s condition – as you might expect given that combination of mileage and price – is just about perfect. Look long and hard enough and you might find a few microscopic chips on the front apron, but I certainly didn’t, and together with the rest of the paintwork it feels like highly polished glass. Even the semi-sacrificial lower lip spoiler, so often abraded on speed bumps, is undamaged,

and there is not a trace of any other underside scarring. The air-conditioning condensers are arguably a little crusty in places, but both are dry and free from any road detritus, and the system pumps out plenty of cold air. No leaks from the engine or gearbox, either, and I note that the underside of both seems to have been sprayed with a preservative wax. The engine bay itself, meanwhile, is predictably clean and fresh, and when hot still gives off that always irresistible new-car smell. Lovely stuff.

The four wheels, like the bodywork, are to all intents and purposes perfect, and the brake discs both smooth and evenly polished throughout. Plenty of meat on the pads, too, bringing to mind an obvious question: who buys a car like this – and it has had three owners so far – and then drives it like a Prius? Reassuringly, though, the tyres (N2-rated Michelin Pilot Sports) have been changed fairly recently, as I note from the dates on the sidewalls. The rears were made in March 2013, and the fronts during May. Lots of tread remaining all round, of course, although such is the routinely massive load on the rear covers that even now they are wearing that little bit more quickly than the fronts. I note a newish-looking battery in the luggage compartment – I couldn’t spot the make, but it’s not a Porsche-branded unit – and again all of the emergency equipment, such as it is, seems to be present and correct. I would have been astonished if it wasn’t, frankly. Inside the cabin it’s that ‘P’-word again: perfect. Literally the only marks are the very faintest of scuffs on the right-hand kickplate and the loudspeaker grille above it, but I defy anyone to avoid acquiring one or two of those.

Driving this Turbo – through the Garden of England on a gloriously sunny autumn Sunday – is a predictably sublime experience. No space here to debate the merits of manual gearboxes over Tiptronic, steel brakes over ceramics, but suffice it to say that you’ll have no complaints – and the car’s performance is staggering. Back at base, salesman Jamie Tyler runs me through the brief but complete history – last service, at Paragon itself, was just a few days earlier, and included spark plugs, an auxiliary drive-belt, fuel filter, and changing both the brake fluid and front differential oil – and even though the current MoT runs to May 2014 the car will leave with a full year’s certificate. Road tax runs only to the end of November, but if that’s a deal breaker then this really isn’t the Porsche for you. **PW**

CHECKLIST

Background: An ultra-low-mileage and so essentially as-new 997 Turbo – one of the very last Porsche models with the classic ‘Mezger’ engine. Also has the less-is-more six-speed manual gearbox, and steel brake discs. Sold new in Northern Ireland – hence the registration number and tax-disc-style MoT certificate (both of which are legal in mainland Britain). Three owners to date

Where is it?

Paragon GB Ltd – open seven days a week for car sales, hence our Sunday visit – is at Five Ashes, East Sussex TN20 6HY; tel: 01825 830424; www.paragon.gb.com

For: How long have you got? Condition, colour, specification, minuscule mileage – so it’s effectively still new – service history, provenance. And Paragon is just such a great place to visit and then buy from

Against: Not a lot – if it’s what you want and can afford. Still has some depreciating to do, especially if you start racking up the miles, but take the long view and watch it become a genuine modern classic with a cachet and value to match

Verdict: Around half the price of the very latest 991 Turbo and roughly the same as a top-end 993 Turbo, and good though both those cars very plainly are, this has to be one of the most sublime driving experiences yet devised by man. Most definitely a keeper, this one!



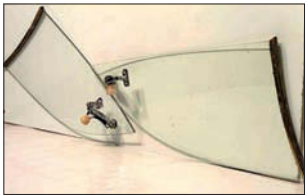
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|-------------|------|
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| Price | ✓✓✓✓ |
| Performance | ✓✓✓✓ |
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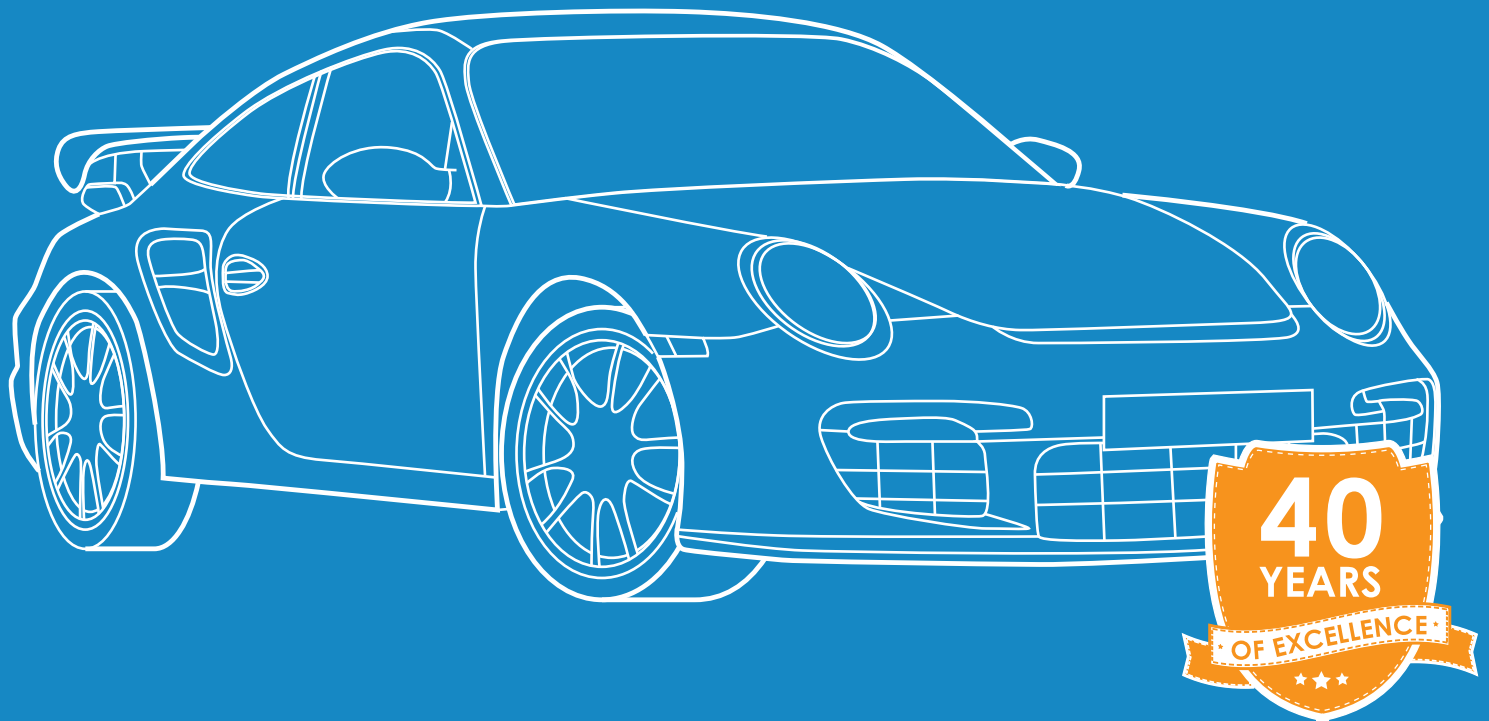
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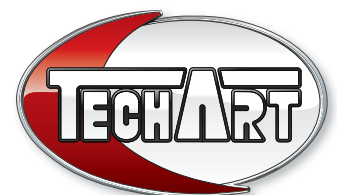


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